

Public Sector - Transport

GENERAL

1982

JAN. — DEC.

269

Mercury  
3/8/82

# Bus concessions for all over 65

Municipal Reporter

DURBAN City Council voted unanimously yesterday to extend bus and concert concessions to citizens of all races over 65, with immediate effect

In terms of the current fare structure the over 65s will pay 8c on the blue line — for whites — and 6c on the green line — the black bus service — no matter how far they travel. Concert tickets will be 50c or R1, depending on the entertainment offered.

Until now the concessions have applied to those over 70 years of age but the council found that there were many instances where a difference in age meant only one of a married couple qualified for concessions. Wives were having to stay at home while their husbands used the buses.

Yesterday Mr Marshall Cuthbert, general manager of the Durban Transport Management Board, said 'Senior citizens can collect their application forms for concessions from the bureau on the corner of West Street and Gardiner Street. Or, they can telephone 321381 and ask us to post a form.'

The form had to be signed before a Commissioner of Oaths and returned to the DTMB with two passport photographs.

The board had geared itself for the rush and was hoping to process every application within seven days of its arrival at the office.



The Monday

S 770

TRANSPORT

Sats chops rates for demurrage

269 Industrial week 3/8/82

Staff Reporter

COMPANIES owning their own rail sidings will welcome the surprise news that from the New Year South African Transport Services (Sats) is to grant tariff cuts in demurrage where it is shown to be responsible for bunched delivery of wagons.

The problem of bunching has cost industry thousands of rands in demurrage, incurred by railways' customers who have been unable to offload the wagons within the specific 12 hour working period

Industrial Week outlined the seriousness of the situation last week and Sats confirmed that the charges were unlikely to be changed

No sooner had we closed for Press than Sats came back to Industrial

Week with a statement that the demurrage charges were in fact being changed and were being temporarily applied at reduced rates until the New Year, when they would become officially effective

Under the new agreement, Sats has kept the 12 hour "free time" in which goods delivered to railheads within a distance of 24 km from the customer's place of business must be unloaded

Important

If, however, more than the specified number of wagons are delivered due to bunching, the customer is allowed more time in which to unload them without incurring demurrage

"The important difference between this and

the old method, is that the station master or depot manager can decide on the spot whether demurrage is to be charged, said a Sats spokesman

The new rules have been changed for those with premises between 25 km and 40 km from the railhead, so that 18 working hours are allowed for unloading

Those with premises over 40 km from the railhead, are allowed 24 working hours free time before demurrage is due

Another important concession made by Sats concerns those wagons shunted into sidings after 14h00

"In these cases the free time is calculated from 06h00 the next day," said a spokesman

RTS exempt

Asked whether Road Transport Services (RTS) would have to pay the same demurrage charges as the private sector, where road transport is involved in unloading, the spokesman said "Where RTS is involved in delivering goods from the railhead to a customer's place of business, these goods are considered to be still in transit.

"If RTS overruns the free unloading period, it will not, therefore, pay the demurrage since they are conducting normal railways business"

Fedgas first to order new Mercedes trucks

SOON after the launching of the new Mercedes-Benz 2233 S truck tractor — the first in the Mercedes-Benz "New Eighties Generation" range — a R220 000 order for three 2233's has been placed by Fedgas

The three high-powered 6 x 4 truck tractors are among the first to be sold in SA

They will be used for the long-distance hauling of specially designed cyrogenic tankers between the Fedgas plant in Alrode on the Reef and the Fedgas filling centres in Cape Town, Durban and Port Elizabeth

Each tanker has a maximum capacity of 28 000 l of liquid oxygen, liquid nitrogen or liquid argon at temperatures below -190 °C

RY CANDIDATE MUST enter in nn (1) the number of each question vered (in the order in which it has answered), leave columns (2) and ank

Table with columns for Internal, External, (2), (3) and rows for candidates with handwritten numbers 14, 8, 12.

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re not to communicate with other r with any person except the invi-

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Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University

# KwaZulu

bus

269

fares

increase

*News  
3/8/82*

African Affairs  
Correspondent

SIX companies in the KwaZulu Transport group are to raise bus fares by 20 percent from August 15.

Making this announcement yesterday, the deputy group manager, Mr. A S Board, said the hike had become unavoidable as a result of escalating running costs and rising interest rates.

Mr. Board said the increased price of tyres, spares and new buses had contributed to the running costs.

Mr. Board said that passengers using buses of the following companies would be affected: Trans-Umkimzulu Transport (Port Shepstone area), Ilanga Transport (Durban area), Mpumulanga Transport (Hammarsdale district), Sizanani, Mazulu Transport (Pietermaritzburg area), Ezakheni Transport (Ladysmith area) and Osizweni Transport (Newcastle district).

NEWS

# Computer deal clinched



Sealing the R600 000 deal for an advanced production control package and ICL computers for the Adcock Ingram pharmaceutical group are ICL's general manager John Miller, (right) and Adcock Ingram MD Donald Bodley.

# Ga-Rankuwa all set

## FOR MOGWAJ RAILROAD

By Lynn Carlisle

A RAILWAY exchange yard and service link at Ga Rankuwa will soon be built after a call for tenders for two contracts, jointly worth up to R8 million, by the Bophuthatswana National Development Corporation

One contract calls for the construction of a proposed railway siding including two marshalling yards 10 km of railway trackwork with all earthworks and stormwater drainage a diesel shed and loading platform

### Mobil leads Black housing drive

AFTER investing R1 2 million in a Cape Flats (Kewton) housing scheme, Mobil is believed to be the first private company to provide home ownership for people other than its own staff writes Lynn Carlisle

This is seen as a big step forward in getting industry involved in community housing The current housing shortage for urban Blacks is estimated at 200 000 homes

'Housing is a strong motivator for many workers in industry for they can hardly be expected to derive self esteem directly from routine work' said Mobil chairman Paddy Wilson

The Kewton scheme was developed and financed by Mobil in collaboration with Build a Better Society (BABS)

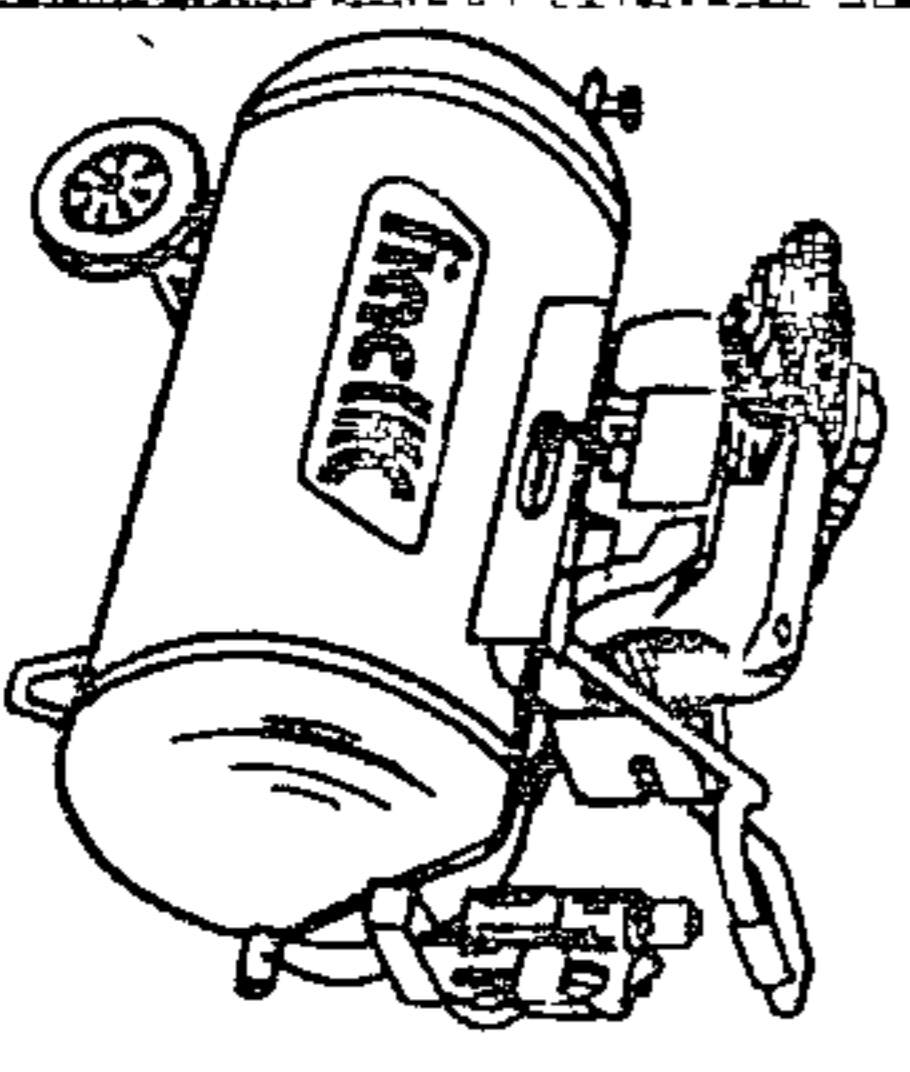
'This link line contract will be of the order of R4 million and about 10 km in length a spokesman for consulting engineers Scott and de Waal of Rosebank told Industrial Week

Meanwhile the Bophuthatswana Government has awarded two other contracts Valente Bros will construct the 19 2 km of water supply mains to the new Ga Rankuwa industrial township a contract worth R1 3 million while Peter Bayley Construction will build a portion of the Mogwase link road and a road over rail bridge at SAR km 167 960 for R562 384

# COMPRESSORS

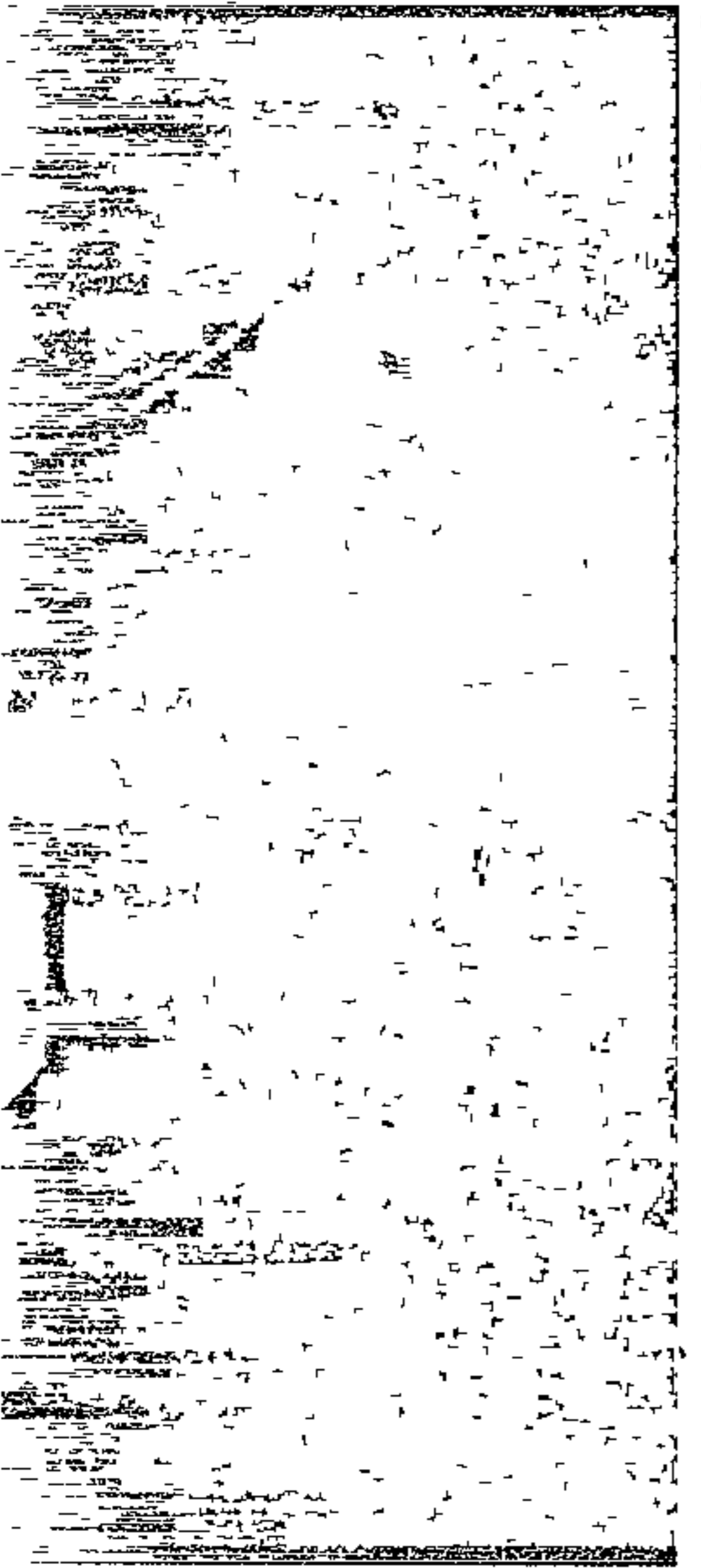
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# WINTERWEAKENING ESTIMATED



# Swazis will run new rail link from Komatipoort

By PATRICK LAURENCE  
Southern Africa Editor

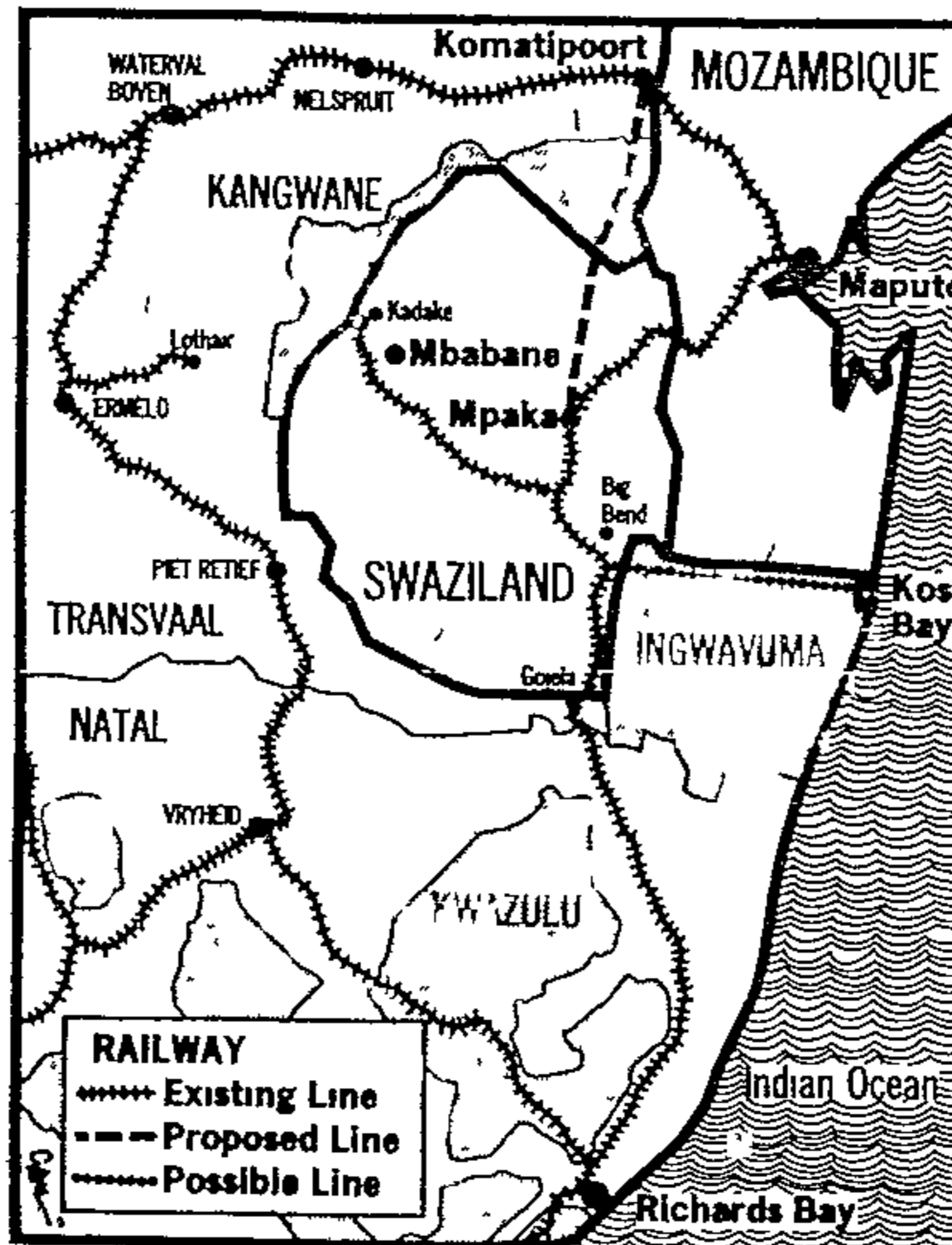
THE NEW 110km railway line linking Komatipoort in the Eastern Transvaal to Mpaka in Swaziland will be administered by Swazi Railways, Mr Tienie van den Berg of the South African Transport Services said yesterday

The new line, which is scheduled for completion by 1985, will provide a direct rail link from Komatipoort to Richards Bay via Swaziland. A line already runs from Mpaka to Golel on the SA-Swaziland border and from there to Richards Bay.

Mr Van der Berg said the decision to leave administration of the new line to Swazi Railways had been taken because Swaziland already administered the line from Mpaka to Golel and it made sense to place the entire link under one authority.

The stretch from Komatipoort to the SA-Swaziland border will be built by South Africa at an estimated cost of R47-million. The cost of the section from the border to Mpaka was first put at between R50- and R60-million.

A spokesman for Swazi Railways declined to comment on what arrangements Swaziland had made for the financing of its share of the new line. "Negotiations on finance are very delicate and premature comment could jeopardise them," he said.



A PROPOSED rail link between Komatipoort and Mpaka will cost South Africa and Swaziland a combined total of about R100-million.

The Permanent Secretary for Finance in Swaziland, Mr. Raymond Strydom, has dismissed reports that South Africa will be paying for all or part of the line.

Swazi Railways officials are sensitive to speculation that the new line will divert traffic away from Swazi-

land's existing rail link with Maputo in Mozambique via the border town of Goba.

A spokesman said "The new line is being built to accommodate traffic from the Eastern Transvaal. It has nothing to do with Mozambique. As long as Maputo provides harbour and rail ser-

vices it will receive Swazi trucks."

Swaziland is a member of the Southern African Development Co-ordinating Council and is thus committed to loosening rather than strengthening its economic ties with South Africa.

If the existing rail link between Swaziland and Mozambique is sabotaged by the allegedly Pretoria-backed Mozambique National Resistance Movement, Swazi dependence on South Africa will inevitably increase.

According to a recent article by Mr A Wilsenach of the Africa Institute, about 2 000 000 tons of minerals, including phosphate and coal, are transported annually from the Eastern Transvaal to Richards Bay via the long route round Swaziland through Ermelo and Piet Retief.

The new route through Swaziland is about 250km shorter and the gradient is less steep.

The SA-Swaziland rail connection may provide Pretoria with a compromise solution to its controversial decision to cede Ingwavuma to Swaziland.

By offering Swaziland a corridor and a railway line through Ingwavuma to Kosi Bay — instead of the whole of Ingwavuma — Pretoria may succeed in wooing the Swazis successfully without alienating the Zulus totally.

## NOTE CAREFULLY

- 1 Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering
- 2 Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
- 3 Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
- 4 Do not write in the left hand margin.

## WARNING

- 1 No books, notes, pieces of paper or other material may be brought into the examination room unless candidates are so instructed.
- 2 Candidates are not to communicate with other candidates or with any person except the invigilator.
- 3 No part of an answer book is to be torn out.
- 4 All answer books must be handed to the commissioner or to an invigilator before leaving the examination.

Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University

# Trolley buses may mean new era

269 skew 5/8/82

## Municipal Reporter

The launching of the trolley bus demonstration project in Johannesburg yesterday could mark a new era in urban transport.

Apart from saving fuel and reducing pollution, trolley buses offer the commuter a smooth and noise-free ride.

Even the old bogey of power failure has been solved in the fleet of prototypes now in use on Johannesburg roads.

They are all equipped with motors which will ensure that journeys do not grind to a halt. Launching the

project, the Minister of Transport Affairs, Mr Hendrik Schoeman, said 350 000 vehicles entered Johannesburg's central area each day and this figure would reach one million by the year 2000.

If successful, the trolley bus demonstration project, financed jointly by the Urban Transport Fund and Johannesburg City Council, could gain more government funds.

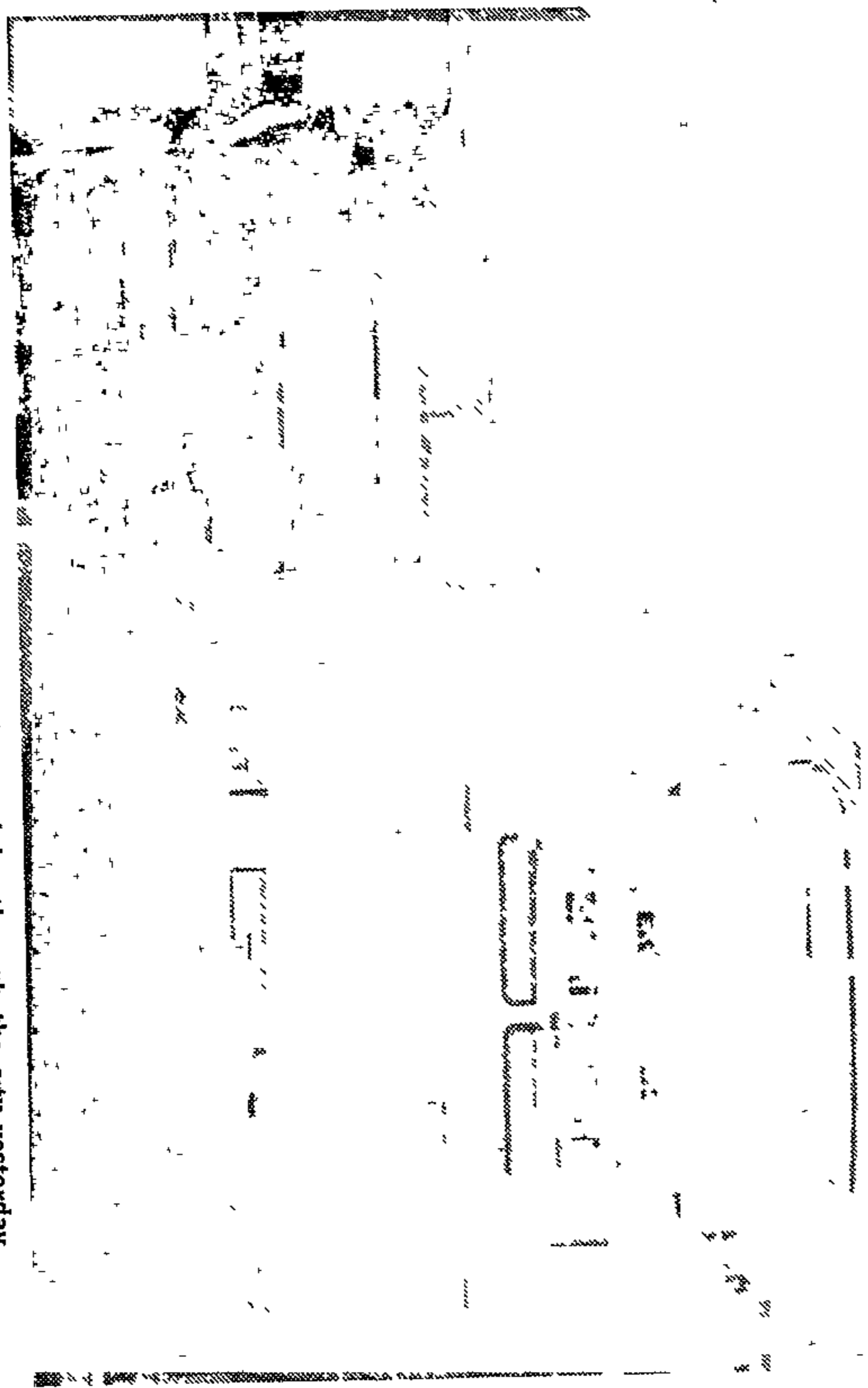
"If it is shown that trolley buses are viable in Johannesburg, it is possible that 70 new trolley buses will be bought," Mr Schoeman said.

The Director-General of Transport, Mr Adrian Eksteen, said this was the first time a cross-section of transport planners had been involved in one project.

Addressing more than 200 guests at the Turfontein Race Course for the official launching, Mr Eksteen said planning had taken place in isolation in the past.

However, several transport authorities had co-operated in the demonstration project.

Guests at the function included the Administrator of the Transvaal, Mr Willem Cruywagen, and Reef mayors.



The first of a possible fleet of 70 trolley buses glides through the city yesterday.

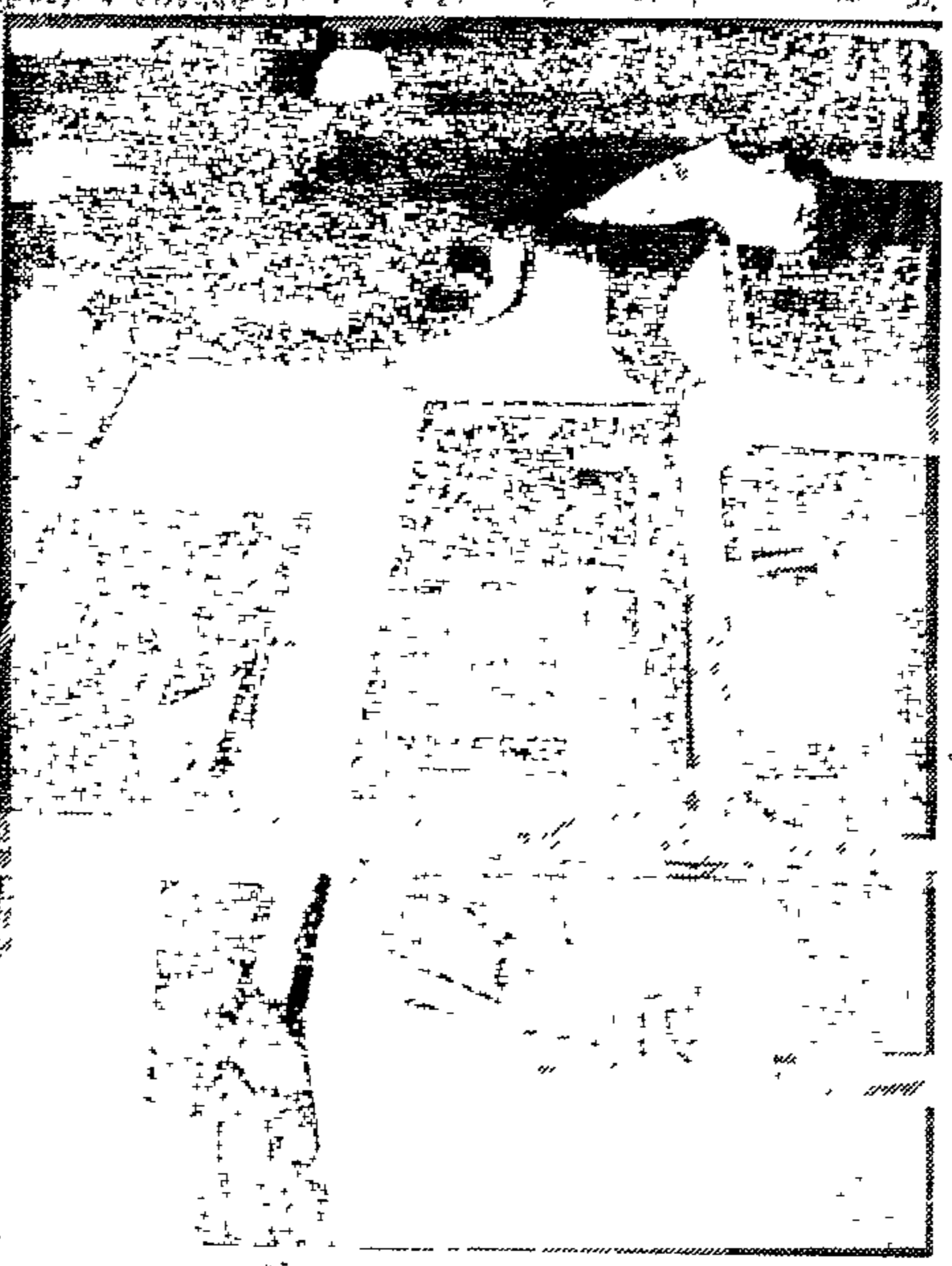
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NEWS

# Trolleybuses trials held at

# Turfontein

By Lynn Carlisle



One of seven prototype trolleybuses undergoing construction.

SEVEN prototype trolleybuses started field trials last week when the Minister of Transport, Hendrik Schoeman, gave the all-clear at Turfontein Racing Course.

Trial runs being made on behalf of the National Transport Commission and Johannesburg Municipality are being monitored by the Trolleybus Demonstration Project and involve double-deck and single-deck articulated buses encompassing the most modern design and technology.

brought the trolleybus back in favour. "Government has an open mind on the future of trolleybuses and will await the trials' report with interest.

Builders, Isando, designed and constructed five of the prototypes, its two articulated chassis and either electrical equipment by GEC Traction & Signal of Germiston or electrical equipment from Siemens.

## Transporters furious as roadblocks continue

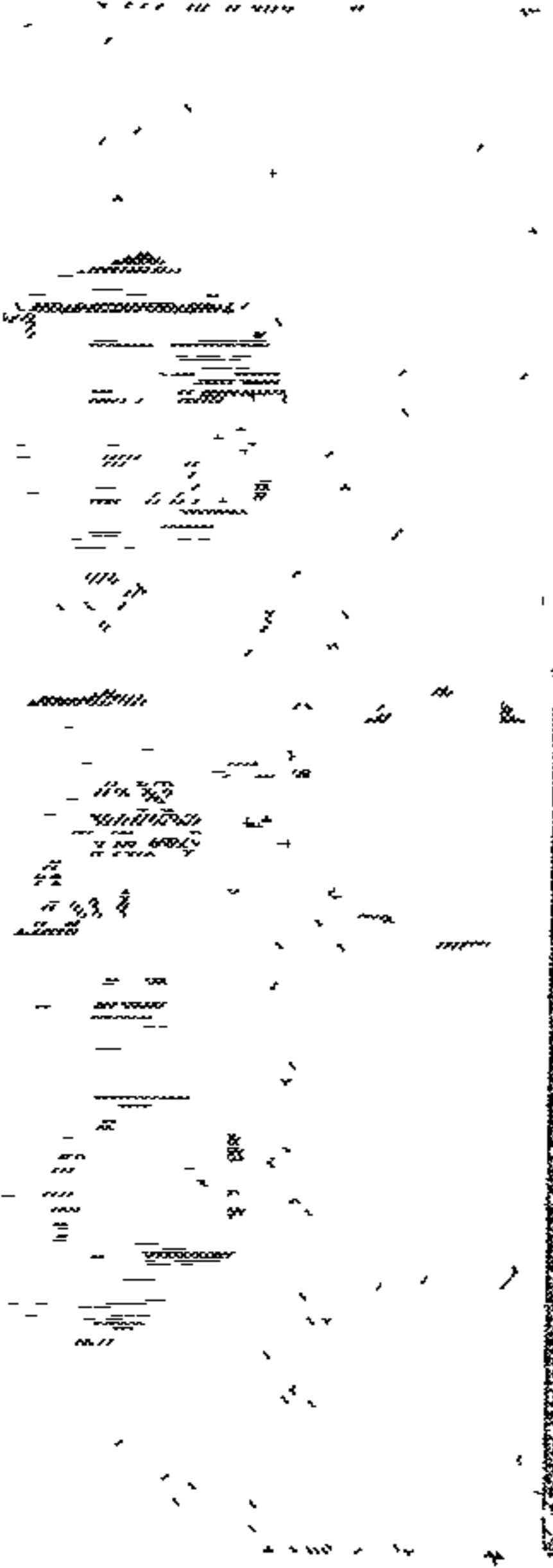
From Page 1

Week, said much of the problem existed because of a dearth of officials to man roadblocks and that some of the personnel involved did not have the experience to properly interpret the Road Transport

who does not wish to be named, said. "The customs officials are not interested in our troubles. "If a container has been opened they are only concerned with the legalities of the thing and not with our stories about tough policemen at road

tion Act No 74 of 1977 states under Regulation 26, "Powers and duties of authorised officers." (1) After examining the load of a motor vehicle which has been sealed or locked and whose seal, locking device, has

## Stratford Park Road Station



### Coming events

- CSIR — Coal Conversion Conference — Pretoria — August 16 to 20
- JCC — Internal Audit Seminar — Johannesburg — August 26
- ACADEMY of Applied Technology — Welding for the engineer — September 13 to 24



# Hauliers furious over prolonged roadblock blitz

~~269~~ 269  
Industrial Week 10/8/82

Staff Reporter

ANGRY scenes erupted at roadblocks last week as the crackdown on pirate transport operators continued despite pleas by legal conveyors for a let-up in the blitz

Transport men have complained bitterly about their trucks being stopped and checked at least four times on a journey

They claim the crackdown is costing them time and money and delays of up to two days often occur

Adding to the chaos they allege that some inspectors are forcing open containers and not resealing them

This leads to consignees refusing to accept delivery of loads, claiming that pilferage could have occurred

Commenting on the situation, chief executive of the Public Carriers Association, Jack

Webster, said that it was common knowledge that trucks were being stopped three and four times



Jack Webster.

on a journey but added that he thought road blocks necessary

He confirmed that complaints have been received from members about seals being broken and not resealed

"If a system could be devised whereby trucks that had already been stopped and checked could be given some sort of documentation then it

would alleviate the situation

"Unfortunately this is not the case at present and until something is done the legal transport operator will suffer"

Webster said that a meeting would take place shortly to try and resolve the situation but would give no further details

"The members of the Carriers Association are firmly behind us in this matter but until such time as the problem is sorted out we will have troubles

Haulage men, interviewed by Industrial

To Page 2

# Transporters furious as roadblocks continue

*Industrial Week 10/8/82*

## From Page 1

Week, said much of the problem existed because of a dearth of officials to man roadblocks and that some of the personnel involved did not have the experience to properly interpret the Road Transportation Act

This led to confusion and resentment and resulted in endless delays

"Lack of resealing facilities at some blocks means that drivers of bonded trucks run into problems on arrival in customs areas", said one conveyor

Asked what he did in such a case the operator

who does not wish to be named, said "The customs officials are not interested in our troubles"

"If a container has been opened they are only concerned with the legalities of the thing and not with our stories about tough policemen at road blocks"

Reports from Durban say that pirate operators have been taking to farm roads to avoid roadblocks while others are waiting for "things to cool off" before resuming operations

Some pirates have put their trucks on blocks and laid off drivers in the hope that the situation will soon return to "normal"

• The Road Transporta

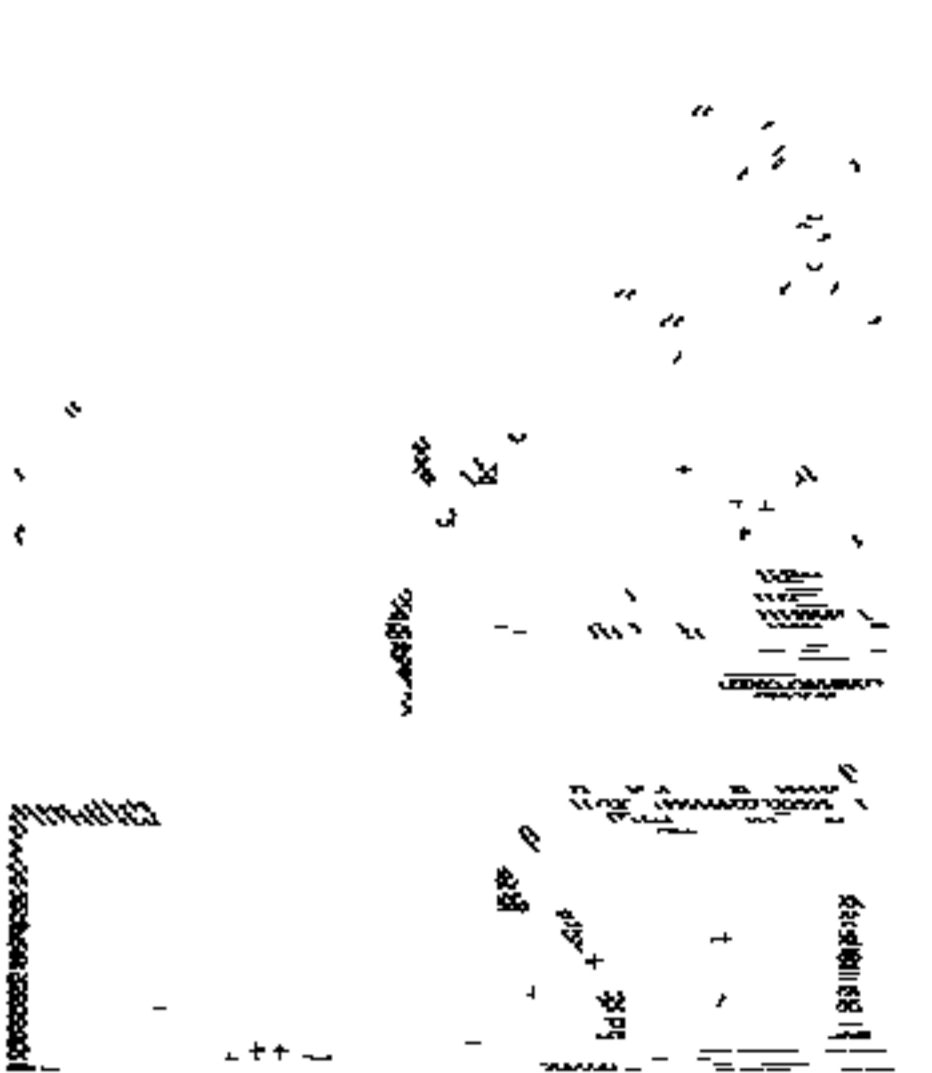
tion Act No 74 of 1977 states under Regulation 26. "Powers and duties of authorised officers"

(l) After examining the load of a motor vehicle which has been sealed or locked and whose seal, lock or locking device, has been opened or forced open in terms of paragraph (k) reseal such load with an official seal and issues the driver with

a certificate in the form prescribed by the commission in which it is confirmed that the seal

had been opened or forced open by the order of an authorised officer and in which details are given of the official seal with which such load was resealed

## Students



First year Rhodes journalism student, Stephen Pike (right) discussed P R publications with Industrial Newsmen publications manager, Mary Wienand and MD Douglas Kemsley. Pike is the first student to work at the firm under a new scheme which offers students practical PR experience during mid-year vacations.

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(269) RDM 12/8/82

# SATS loses millions on passenger services

## Pretoria Bureau

THE South African Transport Services suffered a total loss of R628 million during the 1981/82 financial year, the SATS assistant general manager (passenger services and road transport), Mr Barry Lessing, said yesterday

Addressing the annual Transportation Convention in Pretoria, Mr Lessing said SATS moved a total of 753 600 000 passengers over a distance of 53 300 000km

He said fares covered only a third of the cost of passenger services

Mr Lessing, who spoke on the problems of collection and control of passenger fares, said this problem was worldwide

"The latest observations leave us with the uneasy feeling that these losses might be dramatically higher," Mr Lessing said

He said barrier attendants and passengers contributed to the loss of millions of rands. Attendants accepted money from passengers without issuing them with excess fare tickets and often allowed their family and friends to trav-

el free

"It is amazing to see how railway passengers will probe for weaknesses in any fare control system. Not only do they probe for them, they find them and they exploit them in the most ingenious ways"

He said in a bid to check fare evasion, SATS planned to use "flying squads", which would check stations at random

Mr Lessing said electronic ticket office machines would be introduced and installed at stations issuing preprinted stock

# Motorists could pay tolls within 2 years

269

5/29

13/8/82

By Sheryl Raine

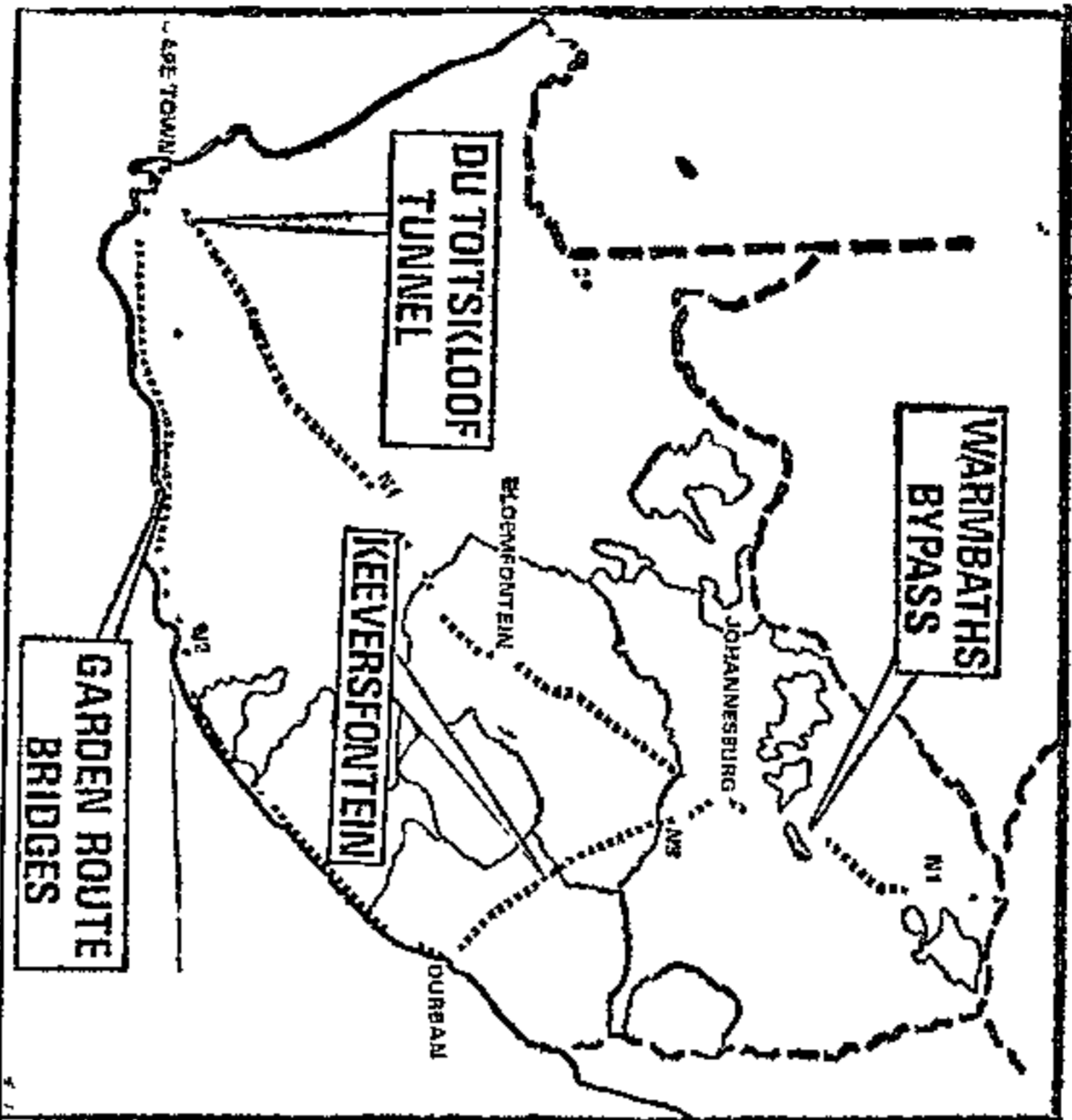
Plans for five toll roads, all of them on new time-saving highways, were revealed in Pretoria today. On some routes motorists could be paying tolls within two years.

The toll roads will be on the Witwatersrand between Krugersdorp and Springs; on the Great North Road to Pietersburg, on the Durban road through the Free State; and through the new Du Toits Kloof tunnel and the new bridges on the Garden Route.

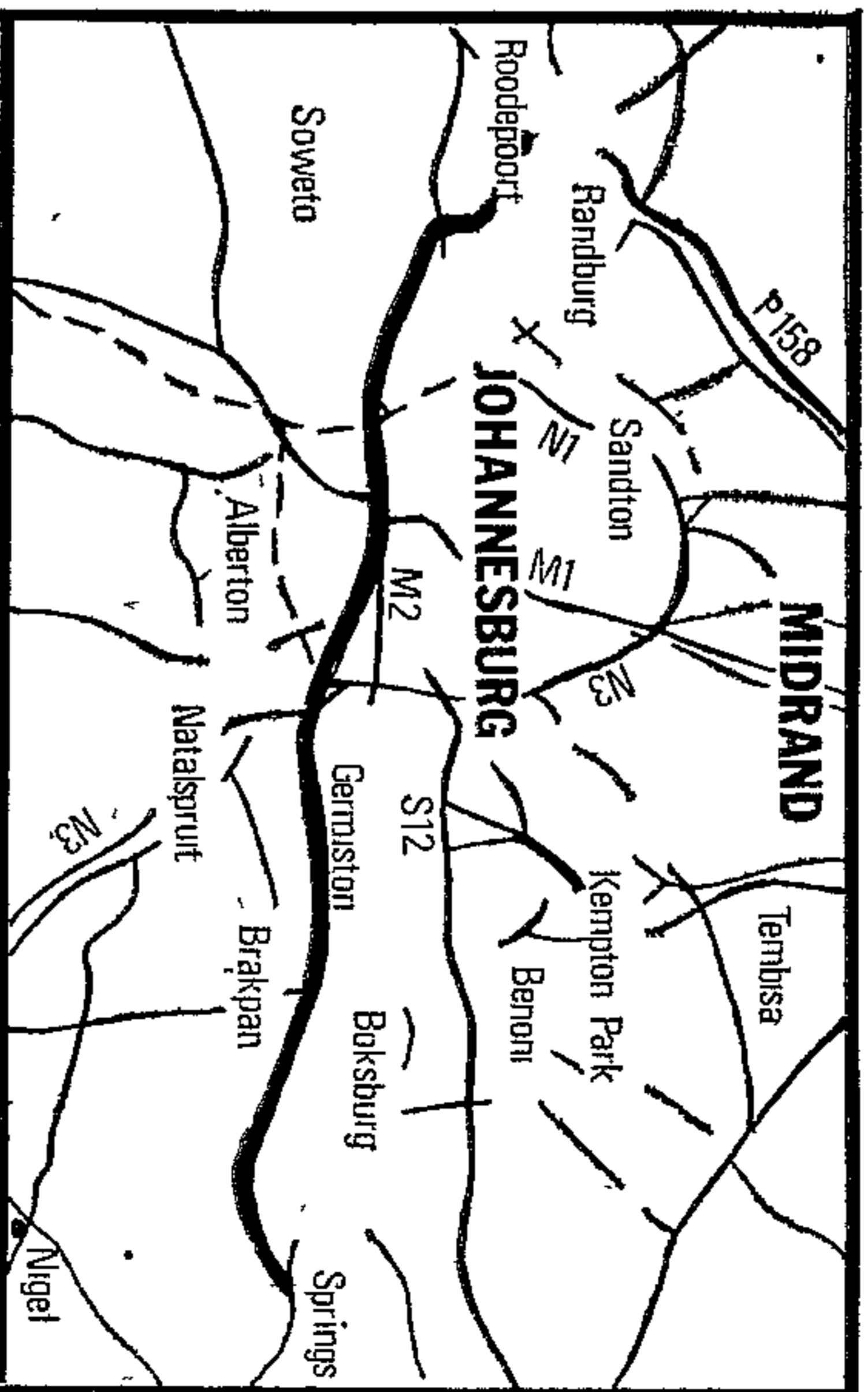
Mr M Mitchell, director of planning for the Department of Transport, said at the Transport Convention at the CSIR that the new toll roads would be

● A R300 million Golden Reef toll road running through Johannesburg from Krugersdorp to Springs, parallel to the main Reef Road and expected to be completed in 1988 at the earliest.

A toll fee of 3c a kilometre has been roughly estimated.



The four other toll roads that will operate in South Africa.



The proposed Gold Reef toll road, shown by the thick line, which will link the East and West Rand. The road, estimated to cost R300 million, is due to be finished by 1988.

# Golden Reef road expected in 1988

**Pretoria Bureau**  
 Johannesburg's Golden Reef toll road will form a vital part of the east-west Witwatersrand corridor.

Although Johannesburg is the largest metropolitan area in the country it has great difficulties in financing its roadways and toll roads may provide an answer to some of the problems.

It has been estimated that 120 000 vehicles enter Johannesburg's motorways daily from other areas whose authorities have made no contribution to the city's rising road bill.

The Golden Reef toll road, expected about 1988, will become the first urban toll road in the country and much will be learnt from it.

Mainline toll plazas and ramp-toll collection facilities along the way will form part of a

combined open and closed toll system in which motorists will pay according to the distance they have travelled.

The latest design of toll collecting equipment will be used and these will be double toll booths, reversible lanes to help traffic flow during peak hours and automatic collection machines.

There will be enough toll lanes for rapid toll collection during rush hours.

Toll plazas will be designed for a minimum number of toll collectors so that the booths will not be over-staffed at off-peak times.

Experts predict some initial resistance from the public to using the road, some estimating that about 50 percent of potential motorists will stay away

But predictions are that convenience and the benefits of using the toll road will eventually entice the reluctant.

Over 20 years the experts are confident that the capital cost of the project will have been redeemed.

Annual revenue from the road is expected to exceed annual spending after four years of operation. A profit of more than R250 million a year is expected by 2005.

If private motorists are at first reluctant to use the new road, commercial vehicles appear to be itching to go for their first toll drive.

A survey of 91 firms operating about 4 000 commercial vehicles in the east-west corridor of the Reef has indicated that, apart from a few reservations, they were willing to pay to use the new highway.

by-pass. Warmbaths on the N1 This road, costing about R25 million, will save travellers 21 km and is expected to open, at the earliest, in 1986.

Although fees have yet to be finalised for all routes it has been estimated that cars could pay about 75c.

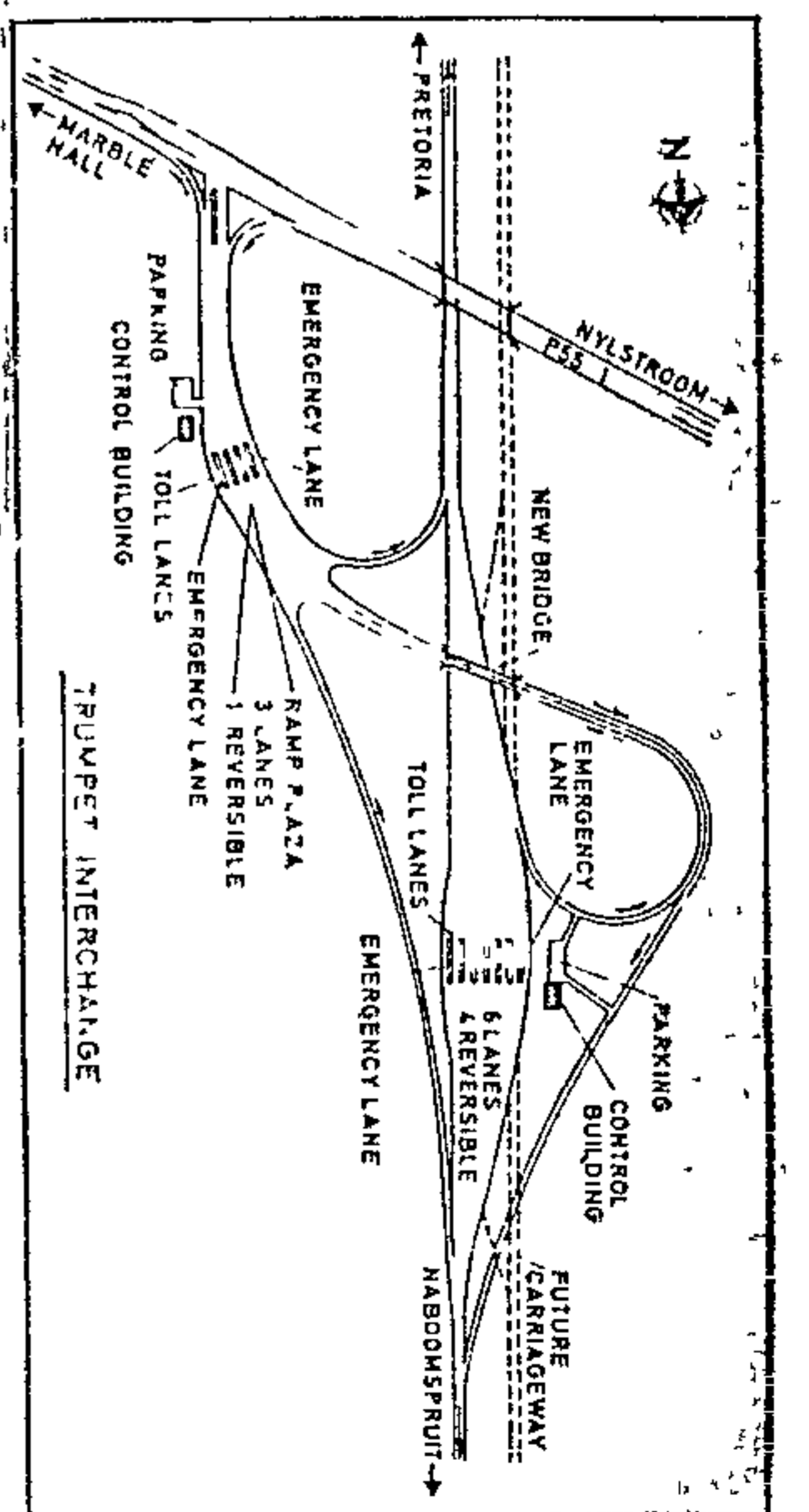
But research has shown that, if cars were charged R1.50, trucks R5 and vehicles with three axles or more R10, over 20 years the rate of return on the road would be about 16 percent.

● The Du Toits Kloof tunnel project on national route 1, between Johannesburg and Cape Town, about 100 km from Cape Town.

The tunnel, expected to be in operation in 1986, will save motorists 11 km by passing through the Klein Drakenstein mountains.

The tolls will be cars R1, trucks R5 and vehicles with three axles or more R10.

● A series of toll bridges along the Gar-



An example of a highway toll station. This one is proposed for the interchange at Nylstroom.

## How you'll pay the toll

**Pretoria Bureau**

There are two major toll collection systems — closed and open.

Nearly all the five proposed toll roads will be open systems except for the Golden Reef toll road, which will be a combined open and closed system.

When a motorist enters an open toll system he pays at intervals along the way.

This payment is usually not related precisely to the distance travelled. The motorist pays a flat toll fee regardless of how far he drives.

The open system is generally easier for the motorist and is cheaper to install. It does not, however, collect revenue as meticulously as a closed system.

A closed system is appealing because of direct pricing for the

exact distance of road used. This system also has the advantage of not stopping traffic on the main line of a highway because collection points are usually arranged on entrance and exit ramps.

The cost of operating a closed system is much higher than that of an open system but control of toll collection is better.

(269) RDM 138 82

# Driessen transport plans held back by lack of cash

By JOHN MOJAPELO

LACK of finance was the main factor retarding the implementation of the Driessen Report recommendations, two transportation experts in Pretoria said yesterday.

The experts told the annual transportation convention that R240-million a year was required to implement the recommendations of the report, which had been accepted by the Government in 1975.

Mr J O Exter, of the urban transport planning division of the Transvaal Provincial Administration and Mr J G R Greathead, of the urban transport planning division of the Cape Provincial Administration, said the euphoria with which the report was accepted had waned.

The report was published after a Government-appointed commission investigated the financing for transportation planning in the major urban areas.

Mr Exter and Mr Greathead said the difference between the actual funds made available and those promised in the Government White Paper amounted, at the end of 1981, to R520-million.

"To this may be added a further R550-million — the difference between Driessen's recommendations and the White Paper's promises — giving a R1 070-million shortfall in what was considered necessary by the Driessen Commission," the two experts said.

"Little wonder then that the lack of finance and the problems which developed after the initial euphoria caused by publication of the Driessen Report, have now led to some reluctance at local authority and core city, and even possibly provincial, level regarding a full and continuing commitment to urban transport planning. This is most unfortunate," they said.

They added that although the main reason for appointing the Driessen Commission was apparently to sort out the financing of urban transport, this matter was still far from settled. Bus priority measures and traffic management are measures which have in general been inadequately tackled.

## GPO's 'eyes' reject 1-m letters daily

The new optical address-reading machines in the main Johannesburg Post Office are capable of sorting letters at a rate of 60 000 an hour — but because letters are not being addressed correctly more than one million a day are rejected by the machines

This means they have to be sorted by hand or by semi-automatic machines

In an attempt to solve this problem post office information officers in Johannesburg and on the Witwatersrand visited about 1 000 businesses

In spite of this, according to Mr Colan Nell, in charge of mail automation, the machines daily reject as much as 70 percent of the mail from certain firms

Mr Nell explained

# Confusion over rail fares hits soldiers' pockets

By Andrew Walker  
Some national servicemen claim they are out of pocket because of confusion over the new reduced rail fare scheme

National servicemen can get half price fares on production of a concession card

But they claim that delays in implementing the scheme and confusion at Johannesburg Station have made them "waste" their money.

Servicemen from Bloemfontein complained that they had been travelling to Johannesburg by train on weekend passes on the

understanding that they would get a rebate on their tickets when they were issued with their concession cards

But this is not correct, said a Railways spokesman

"We had to wait about two months for our concession cards. The Johannesburg ticket office told us that if we paid the full R39,80 return fare in Bloemfontein, we would get half back when we produced our cards," said a serviceman

"It would have been cheaper for four of us to chip in and travel by car as we used to.

"But, believing that we would get half the fare back, we used the trains. Now we are told that we will not get a rebate. This is not funny when you have to survive on army pay"

He said that many soldiers from Bloemfontein had been affected but they had now received their concession cards

The scheme applies to all national servicemen on all trains except the Blue Train and the Drakensberg.

### SECURITY

The Railways spokesman said thousands of concession cards had been issued. The army had asked that the exact number be kept secret for security reasons

"Administration of the scheme is done by the army. They issue application forms to the soldiers, send them to us and we issue the cards. They are issued as quickly as possible"

Servicemen were not entitled to a rebate for trips taken before they received their cards, he said

Another complaint about the scheme was received by The Star from the mother of a serviceman. She complained that her son had not been issued with a concession card.

## industry

will have a new source of with the opening of the Technical Information in

ector of the centre which It is run by and supplied ne Council for Scientific and will be connected to

irector of the National ring Research Institute, 1 moved "because it was rg The distance is more The centre was now very . Mines and would work

Danie Strydom in Johannesburg Tel 23-4826

University of Pretoria next month after completing research on mine ropes

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## Coin scoop

BATH — Thieves drained the Roman

fi  
fa

# ROAD PIRATES TAKE THE AIR

THE Department of Transport has stepped-up its blitz against illegal road hauliers and is expected to prosecute twice as many "pirates" as last year. But the battle is becoming more difficult as "pirates" turn to sophisticated equipment including scout cars, helicopters and light aircraft to avoid roadblocks.

THE Department has come under increasing pressure from organised industry to clamp down on illegal operators

Between 15 000 and 20 000 transport companies are expected to be prosecuted this year compared with 6 695 in 1981

By bending the rules until they are now beyond repair illegal operators have given the National Transport Commission virtually no alternative but to rewrite the rule books

It is understood from sources within the Department of Transport that this is being considered, including the possible drafting of new legislation covering the registration of vehicles, to prohibit "pirates" taking to the road, a total review of the permit system and far stiffer penalties for offenders

### Discontent

Cases reported in Industrial Week have highlighted the current dis-

content among operators who increasingly feel that the only way to survive is to join the pirates

The permit system has degenerated into total chaos, they say, and the authorities are hamstrung by shortages of inspectors

Pirates, backed by substantial counter-intelligence systems working against the traffic police, have virtually taken over the industry, they claim

A spokesman for the Department of Transport

confirmed that by far the majority of commercial vehicles on the roads are illegally loaded

Inspectors are working double shifts, and weekends, in an attempt to stamp out piracy — but they are fighting a losing battle

### Scout cars

Scout cars, fitted with expensive two-way radios, are known to be patrolling the main routes to alert illegal operators when road blocks are operating

The "pirates" are also taking to the air in hired helicopters and light aircraft, covering vast stretches of main thoroughways and ensuring that they are clear for illegal loads

Once a roadblock is spotted, they take detours along dirt tracks and forest roads

### Legislation

The Department of Transport is constantly working on counter-intelligence systems to outsmart the pirates, but the pirates reply with counter measures of their own

The authorities tacitly accept the permit system does not work, but are anxious to keep the industry under control until legislation is worked out to

Staff Reporter

*Industrial Week*

17/8/82

*269*

*269*

To Page 2

P.T.O.

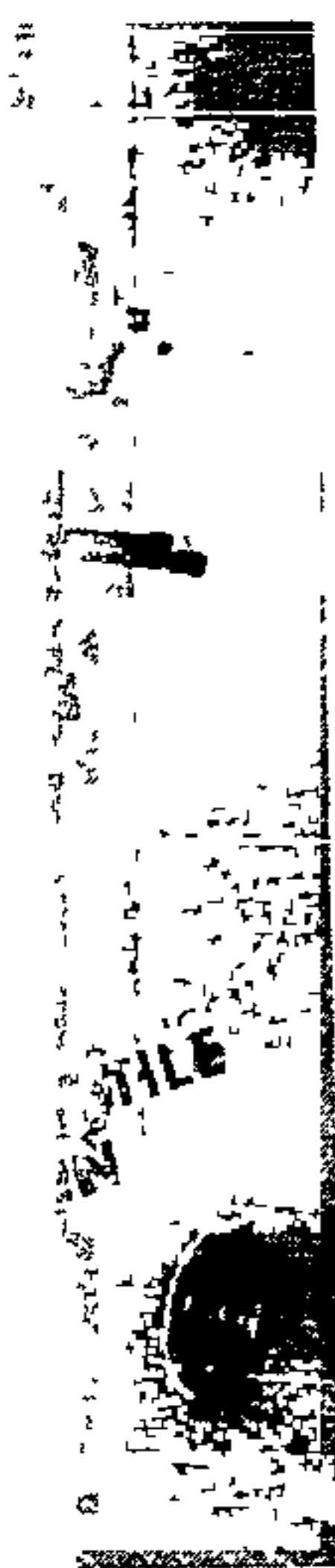


an hour by the three motor the matter would go to ar- the negotiating table

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# Pirates airborne

From Page 1

overcome the difficulties facing the industry

Official figures tell their tale of woe. Fines in 1981 amounted to only R243 868 — averaging R36 a prosecution, and R68 a conviction.

More than half the cases are won by the "pirates" and a further

25% are withdrawn, discharged or undetermined

The latest spate of prosecutions are not expected to change these statistics to any significant extent. The permits involved are open to almost any legal interpretation.

Virtually every permit issued is a potential court

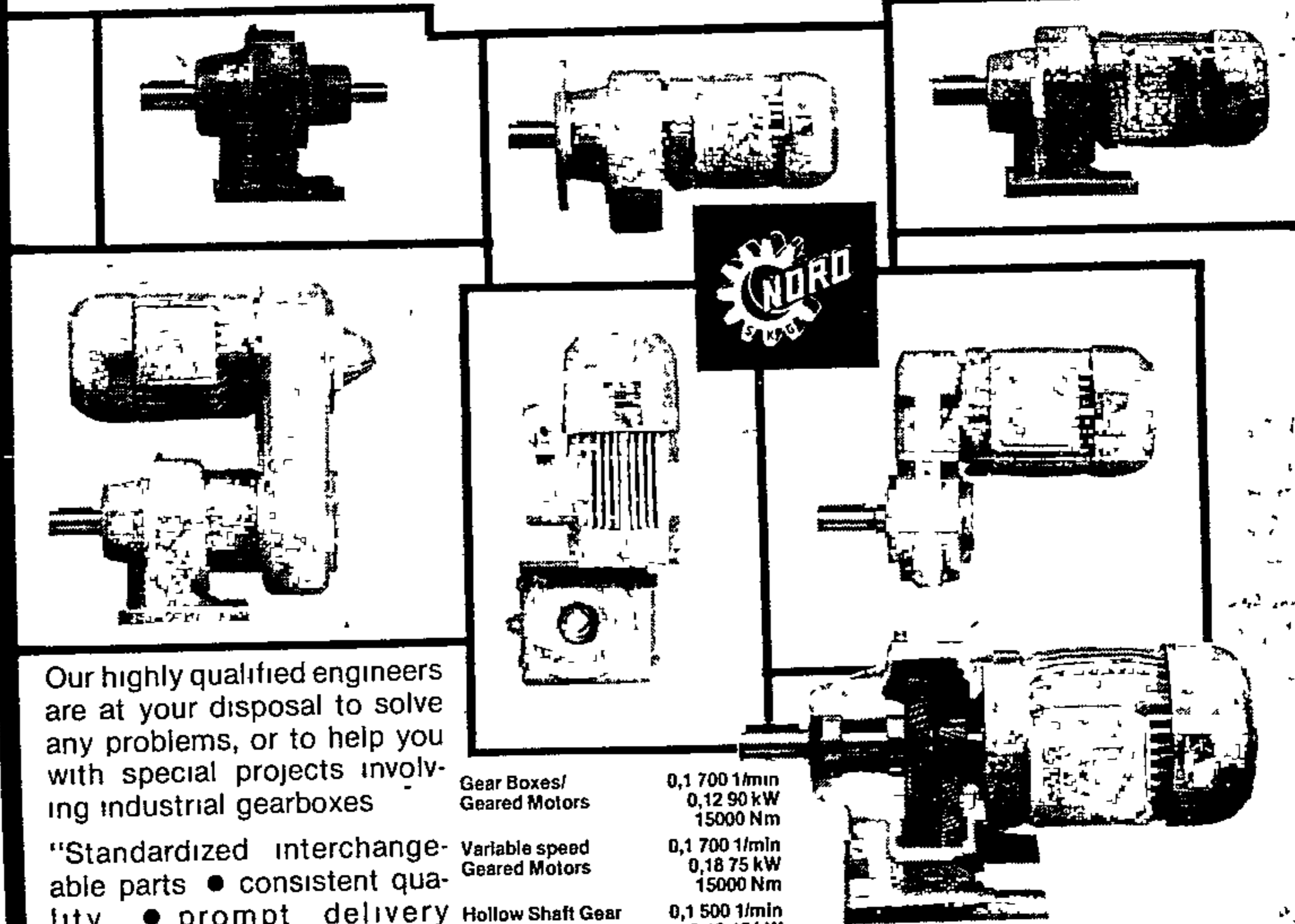
case, and in 1981, 118 179 public and temporary applications were granted, only 14% were refused.

In addition, 9 007 private permits were issued. Figures for this year will not be available until March next year, but it is almost certain that the applications will have increased substantially, as will the refusals.

from the engine coolant and also by an ingenious control system developed by Daimler-Benz," said a UCDD-spokesman.

Because the new methanol engine, apart from some minor aspects, is based on proven technology, indications are that ADE could produce the engine without much change to present facilities, said the spokesman.

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# SATS comes under fire at Pretoria conference

17/8/82

774 269

Special Correspondent

Industrials Week

AT the recent international transport conference in Pretoria the South African Transport Services (SATS) came under fire for its alleged "monopolistic" control of transport in SA and for being behind the private carriers' difficulties in getting operating licences for road transport

But the SATS assistant general manager, planning, J De Waal, vehemently denied claims that the Railways has cornered

the transport market

He told the conference that people who "fondly believed" that SATS had a monopoly were "totally wrong"

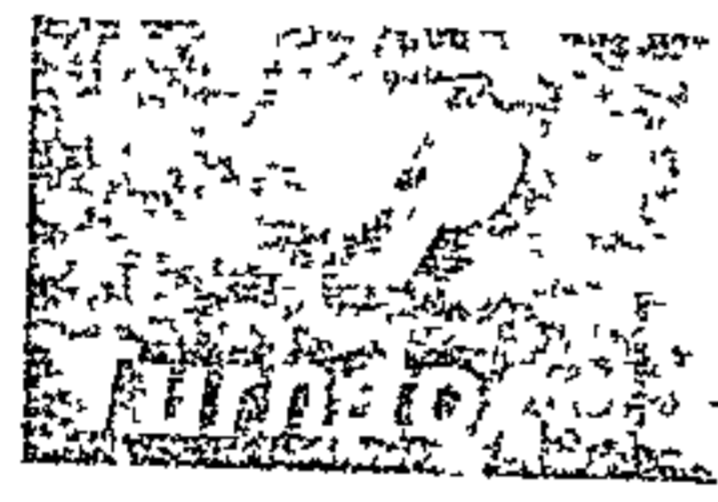
He said that the Railways' share of the road haulage market had dropped from more than 60% in 1957 to 45% this year and predicted that most rail transport in the future would be goods traffic over medium to long distance

On the road transport front chief executive of the Public Carriers Assoc

iation, Jack Webster, bluntly told his fellow operators that the industry would have to pull its socks up

He said that the industry must improve on the services it was providing, and take strong action to eliminate "chancers" and "fly-by-night" operators who gave the industry a bad name

On the subject of passenger transport various experts warned of the many difficulties facing SA, particularly in the carriage of black commuters



Car plants open but pay talks fail . . . . . P2

Renault move jeopardised by phone shortage . . . . . P3

# TOLL gates ON ATT roads? It's a thought

269 Star  
19/8/82

**Sheryl Raine of The Star's Pretoria Bureau looks at the transport experts' views.**

South Africa's first modern toll gates will come into operation only on new roads, but there are experts who believe tolls could be introduced on all existing highways to gather essential revenue for road building and maintenance.

At the moment, the Department of Transport has no intention of developing a comprehensive toll road system but is keen to build toll roads where these are feasible, says the department's Director of Planning, Mr

grandparents could remember paying tolls at the top of Berea Road in Durban from 1886 to 1900.

Prompted by necessity, the issue of toll roads is again in the news.

In recent years, government funding for road building has declined rapidly.

During the 1979/80 financial year, R367 million was spent on national and provincial roads compared with R489 million for the 1975/76 financial year.

engineer with the Department of Transport recently presented a paper on the feasibility of urban tollways.

In his opinion tollways can be more than a method of raising funds if they are provided as alternative or 'luxury' facilities which save the motorist time and money.

Taking Johannesburg as an example Mr Mackey found after research that more than 120 000 vehicles entered Johannesburg's motorways each day

and administrative costs, the approximately R4.5 million a year gathered from tolls could more than meet the present loan repayment debt for such motorways.

There are those who scoff at the concept of tolling existing road facilities, according to Mr Mackey.

"However, provided the existing road facilities are extended in some manner before the introduction of the toll, such tolls could become politically ac-



Initially, there will be alternative routes open to motorists who resent paying tolls. The decision to introduce toll roads has come after years of research by the National Transport Commission and the Transvaal Provincial Administration both in South Africa and in countries such as Japan and the United States.

The concept of charging tolls is almost as old as civilisation itself. In biblical times the Assyrians are known to have imposed tolls on roads from Persia to Babylon. Closer to home, tolls were introduced by the Governor of the Cape Colony as early as 1817 to raise money for road repairs. And some of our

percent over four years highlights a serious problem. Transport experts at a recent CSIR transport convention predicted it was unlikely that the Government, with its financial commitments to defence and the provision of facilities to blacks would increase its allocation of funds for road building.

In fact, the experts predicted an even more rapid decline in government revenue for roads. Therefore, tolls, in combination with loans raised in various ways, could make an important contribution to road financing where this was feasible. Just how feasible are toll roads on all motorways?

Mr T C Mackey, an areas. The core city of Johannesburg had found repayment of the loans for the M1 and M2 motorways to be an intolerable burden. As these facilities were particularly valuable to commuters of neighbouring local authorities who had made no contribution to their cost, the concept of toll plazas at Johannesburg's city boundaries was becoming increasingly appealing.

"A toll of only 20 cents at inbound barriers erected on each Johannesburg city boundary of the motorway system could be expected to give a conservative revenue of R5 million a year," said Mr Mackey. "After deducting 10 percent for collection

South African city authorities have often been inclined to take the view that the urban dweller has problems enough without adding the imposition of highway tolls. "But if city officials wish to offer their ratepayers the choice of congestion-free routes from home to work — albeit at a fee — then now is the time to thoroughly explore the possibility of urban tollways," Mr Mackey maintained.

In the United States, tollways were seen not only as a means to collect money, he explained but as luxury facilities which provided safety, controlled congestion and security in addition to fast convenient travel. Research had shown that by controlling the

flow of traffic on and along a highway, the volume of traffic able to use the highway could be increased. In many areas today, especially where costly and sophisticated road facilities such as bridges and bypasses were involved, South Africa's choice was rapidly narrowing to "toll roads or no roads," says Mr Mitchell.

However, the financial footwork necessary to make toll roads viable is not simple. Whatever administrative machinery is ultimately established to control toll roads, be it a public corporation like Fscm or a government enterprise like the SA Transport Services, it will have to meet the challenge of

seeing that the toll gates pay their way. One major advantage of toll roads is the ability to shift the burden of road construction on to future road users as well as present motorists.

Another advantage is the fact that those motorists who use a toll facility most, inevitably pay for it. According to Mr Mackey, it is essential that each and every toll road be independently economically viable.

Each toll facility must be designed so that the cost of using it does not exceed the cost incurred by a motorist who chooses to use an alternative route. Benefits such as the saving of petrol and time as well as a reduction of wear and tear on vehicles must be apparent to the motorist who pays a toll. In determining toll rates, the most important factor is not the capital required to redeem the capital invested in a road, but the savings that will accrue to the road user.

Furthermore, Mr Mackey recommends that provision be made for at least an annual reassessment of the level of the toll applied. The experts concluded that, with sound financial management, toll roads would enable road builders to provide the benefits of new roads earlier than if there were no tolls.

TRUCKING FM 20/8/82



## SATS sheds the gloves

The Road Transport Services (RTS) of SATS has thrown the official tariff book out the window in its fight with private hauliers for business.

RTS director Gert Meintjes says his service is now quoting for individual jobs on 'realistic costings'. As a result it is hauling a lot of freight at rates below official tariffs.

"Private operators are complaining that we are not following the tariff book, but why should we?" he asks. "There is no law that says we cannot fix our own rates and vary them as we see fit."

The move has caused dismay among private hauliers. In the past they used SATS tariffs as a guideline for their own rates, but may now be forced to charge less to stay in business.

"SATS either doesn't know what it's quoting on or it needs some people who know what it costs to run a transport company," says one.

Another says that it is easy for SATS to cut prices to win business from private hauliers and then set its books right at budget time. Private companies, he says, must either show profits or go broke.

Another gripe of private hauliers is that the RTS has the unfair advantage of not having to pay tax on fuel and can get many of its supplies at lower prices.

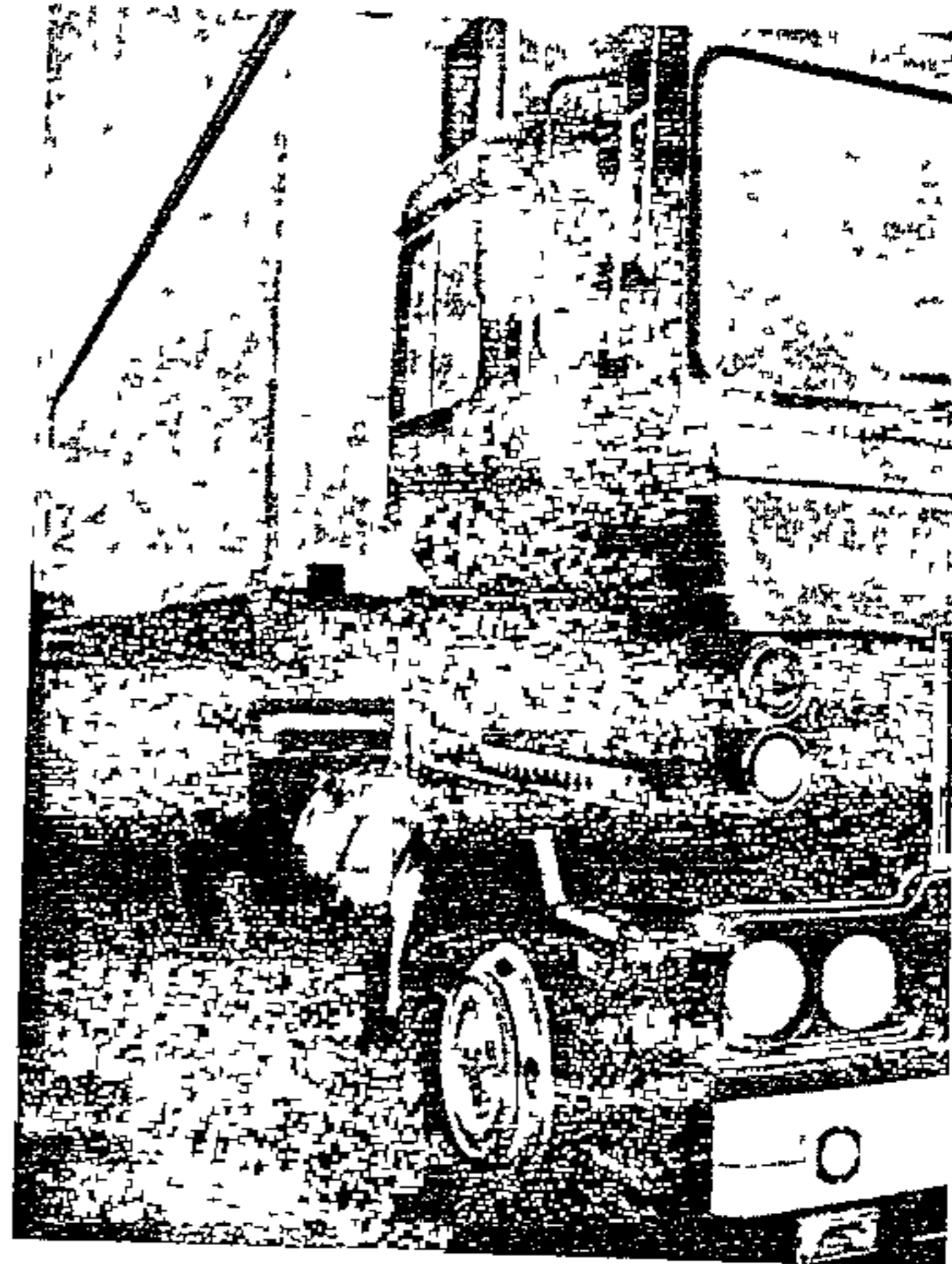
But Meintjes counters: "Although we are accused of not paying our way, statistics show otherwise. We have to work through the SATS Tender Board, with its numerous preferences which support local industry, as well as having to pay GST and all normal duties on imports. We are not always the favoured medium."

"Benefits that are exclusive to SATS amount to R5m a year but losses due to preferences and uneconomic services, which private operators don't have to worry about, amount to R20m a year."

A meeting with Transport Minister Hendrik Schoeman and the director of the National Transport Commission, Adriaan Eksteen, next month is expected to result in a showdown between SATS and the Public Carriers Association (PCA). The PCA will no doubt attempt to establish that the RTS is not operating in accordance with the provisions of some of its transport permits.

However, Meintjes says there will be no retreating from the ministerial announcement in March that SATS would regain high-rated transport business it lost to private operators in the last few years.

The RTS last year increased turnover by close on R26m — a 33.5% improvement — but was still R2,6m in the red. This was an



SATS truck ... threat

appreciable improvement on the previous year's R10,5m deficit.

Utilisation is rumoured to be a low 60%, a figure which SATS refuses to comment on, although its rural and border services are known to be highly uneconomic.

"The RTS division of SATS now intends establishing a buffer between rail services and private operators. We are going all out to win business wherever we can and in this way hope to demonstrate to the public at large that SATS performs a first class service," says Meintjes.

"Wherever possible we will divert traffic back to rail — with the approval of our customers. Some freight will continue to go by road, but we are convinced that a lot of people are just waiting for the right proposition from us for rail services."

# Bop' bus fares go up today

(101) (269)  
Semejan 23/8/82

THOUSANDS of commuters in the Odi district of Bophuthatswana and Soshanguve will be affected by the Batswana Gare Bus Transport Company's decision to increase its bus fares as from today.

The bus company, a subsidiary of Bophuthatswana Transport Holdings, operates mainly between Mabopane and Erasmus, Mabopane/Winterveldt and Rosslyn, Mabopane and Ga-Rankuwa as well as Soshanguve Station and various areas in the township

Cash fares will be increased by between 5c and 10c while weekly tickets will be hiked by between 55c and R1 42c, depending on the routes and a number of days the ticket is used per week

Daily commuters travelling between Mabopane and Rosslyn's industrial townships north of Pretoria will pay an additional 55c for a five day ticket, 78c for the sixth day, and 76c for seven-day tickets

Winterveldt workers who commute to the same destination will pay 10c more than their Mabopane counterparts on their weekly tickets,

# Fewer passenger trains to run in Natal

269  
Mercury  
24/8/82

Mercury Reporter

SOUTH African Transport Services intend taking about 85 trains off passenger routes in Natal, although final details still have to be worked out and will be released at the end of the month. Mr A Pretorius, the SATS's assistant chief superintendent (Operating) said in Durban yesterday.

In an earlier announcement an SATS spokesman said rail services around the country operating at less than 20 percent of their capacity would be discontinued on September 5.

This is part of a drive by the SATS to curtail the R690 million loss they expect this year.

In another move to save money and increase productivity, the Director of Passenger Services, Mr Hendrik Hamersma, announced yesterday that the SATS was going to introduce a train charter scheme.

## Prices

Trains of any size could be hired and used as 'rolling hotels', with conference facilities if required, to travel to any part of South Africa which had railway lines, he said.

The price of chartering a train would depend on its size and destination, but for example a train taking 144 first class and 216 second class passengers from Johannesburg to Durban and back would cost R8 739 to charter, working out at R60,69 per first class passenger and R40,46 per second class passenger.

An individual passenger travelling return between Johannesburg and Durban presently pays R104 for first class and R74 for second class.

Mr Hamersma also said that it could be arranged for chartered trains to stay at their destination for any period of time.

**Municipal Reporter**

A 15 percent increase in bus fares, announced as part of Johannesburg's recent R645 million budget, comes into effect next Wednesday.

The new tariffs will offset increases in operating costs.

Fare increases for whites, Asians and coloured people in the metropolitan area will range between 5c and

**Bus fares**

**go up** <sup>Star 769</sup>  
<sup>24/8/82</sup>  
**next week**

10c for cash and between 3c and 10c for coupons.

Fares for pensioners will remain unchanged at 3c for coupons and 5c for cash, irrespective of distance.



# Bus fares and route changes

## — details are now available

269

Star

25/8/82

### Municipal Reporter

It will cost an average of 15 percent more to travel on Johannesburg buses from next Wednesday.

Fares increases for whites, Asians and coloured people in the metropolitan area will range between 5c and 10c for cash and be-

tween 3c and 10c for coupons.

Black commuters will pay between 13c and 29c for coupons and between 30c and 45c for cash trips.

Fares for pensioners are unchanged at 3c for coupons and 5c for cash, irrespective of distance.

Johannesburg Trans-

port Department will introduce an experimental express bus service between the city and Yeoville.

From Monday express buses will leave the magistrate's court every 10 minutes from 4 pm to 4.30 pm, then every five minutes to 5 pm and then at 5.10 pm and 5.25 pm. The express service will operate only on weekdays.

The route will be along Twist Street, turning into Carolina Banket and Barnato streets and into Tudhope Avenue to the terminus.

Major changes have also been made to the Jobus service between Johannesburg and Randburg from Monday.

Between 1 pm and 7 pm services will be withdrawn from Ferndale Extension, Malanshof, Ferndale, Blairgowrie, Randpark and Randburg Centre.

However, more buses will operate to Johannesburg during the morning peak period on the Windsor West, Randpark and Johannesburg North routes.

The service between Randburg municipal offices will operate every hour instead of every half hour from 8.15 am to 11.15 am, and then at 30-minute intervals.

The Randburg service to Rosebank, Randpark Ridge and Johannesburg North will operate on a two-hourly basis between 8 am and 12.30 pm and then on the hour.

Old coupons can be used until September 7 after which they can be redeemed at the coupon office in the basement of the Johannesburg City Hall.

Minor route and timetable changes have also been made and this information is available at the Randburg municipal offices, the Information Bureau, in Market Street, Johannesburg and at the Vanderbijl bus station.

# Fare increases hit domestics hardest

DOMESTIC workers will be the hardest hit when the Johannesburg Municipal bus fares increase as from next Wednesday.

The fare increases outlined in the Johannesburg City Council budget in June will range from 2c to 5c for blacks and up to 10c for whites. The increase will affect Johannesburg and Randburg only.

Mrs Leah Tutu, who runs a Domestic Workers-Employer's Project (Dwep) from an office at the South African Council of Churches (SACC), said the city council should first have consulted white employers before they shot up the fares.

"They would be shocked to learn how

BY ELLIOT SHINGWALA

much money a domestic worker spends on transport a month.

The fares were increased as follows,

- One zone — the fare went up from 25c to 30c for cash trips and coupon holders had their 11c increased to 13c daily
- Two zones — cash trips rose from 35c to 40c and coupons from 22c to 25c
- Three zones — cash from 40c to 45c and coupons from 25c to 29c

Changes in timetables in the Randburg-Johannesburg route are expected. Certain services might be withdrawn starting from Monday.

Meanwhile a Bophuthatswana public-transport company announced 20 percent fare increases yesterday. The company, Botswana Gare Transport operating in the Garankuwa-Mabopane complex blame the steep rise on the price of fuel, tyres and administrative costs.

Five, six and seven day coupons have risen by 65c, 75c and 80c respectively while casual fares increased by 5c and 25c depending on the distance.

The seasonal fares rose as follows

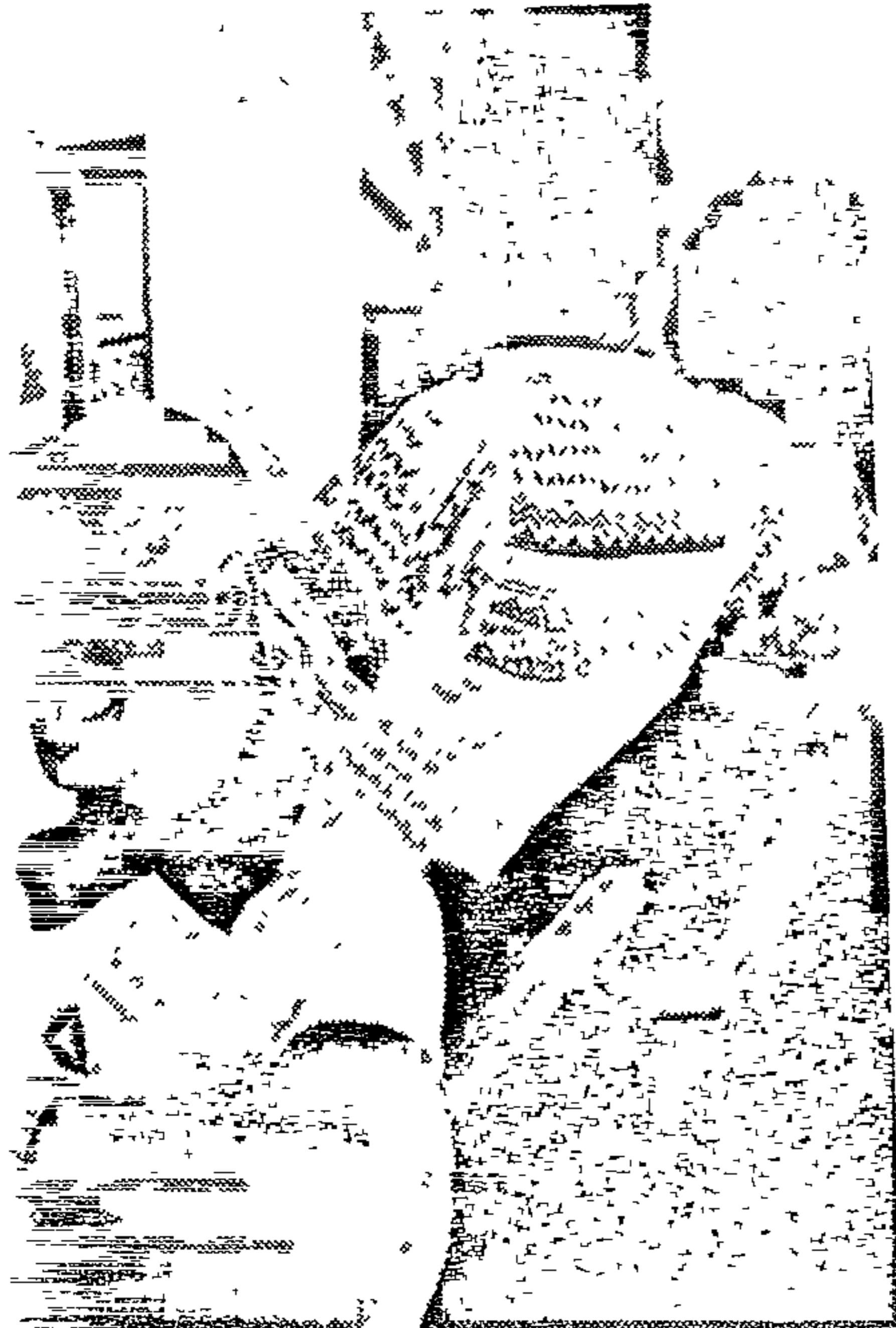
- Five day coupons from Mabopane to Rosslyn will now cost R2 10 (it previously cost R1 55).
- Six day coupon has risen from R1,92 to R2 60.
- A seven-day weekly from the area will jump from R2 24 to R3 00.
- From Mabopane to Ga-Rankuwa and Winterveldt-Rosslyn a five-day coupon will rise by 65c from R1 55 to R2.20
- Six-day coupon will cost R2 70 (previously R1 92) and for the seven-day week passengers will pay 86c more from R2 24 to R3 00

Western  
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## Students may appeal

PARENTS of dismissed Fort Hare University students could appeal to the university council for the students to be re-admitted, Professor John-Lamprecht, rector of Fort Hare said yesterday.

In a statement released after a two-hour meeting with a delegation of parents Prof Lamprecht said only the council could decide to re-admit the dismissed students.

The council had taken a "specific decision" not to re-admit the students, Prof Lamprecht said. "They are nevertheless free to appeal to the council."

A delegation spokesman said the delegation would seek a meeting with the council.

269  
SAA will  
soon be  
flying to  
Houston

The Star Bureau  
NEW YORK — South African Airways, expecting "surging" passenger traffic between the two countries, received United States approval yesterday to introduce weekly flights to and from Houston, Texas.

Approval was given by the Civil Aeronautics Board in Washington after prolonged representations by South Africa.

The flight leaving Houston on Thursday nights will provide the only direct air link from the south western United States to South Africa.

The return flight will leave Johannesburg on Wednesdays.

#### REFUELLING

SAA planes, wide-bodied Boeing SP 747s, will refuel at Il do Sal, Cape Verde, off west Africa, as do the present Johannesburg-New York flights.

The Thursday flight from Houston will replace that day's from New York, one of five weekly SAA New York-Johannesburg flights.

Despite recessions, SAA carried a record number of travellers on its North American route last year — nearly 28 percent more than in 1980.

The increased flow of South African visitors to the US and Americans, mainly tourists and businessmen, to South Africa, persuaded Pan American Airways to reintroduce their New York-Johannesburg service recently.

#### FREQUENT

With the Houston flight supplementing SAA's New York service, a daily link is now available between the two countries.

No date has been set for the Houston link, but it is expected to be soon.

The Star's Pretoria Bureau reports that SAA has been dealt a severe blow by the rand's depreciation — pushing up fuel bills and payments for new aircraft.

At the end of the last financial year, SAA had to find R56 million extra to finance final payment for the Boeing 737 bought last year and advance payment for two 747s to be delivered next year, the chief executive, Mr Frans Swarts, said in Pretoria yesterday.

It cost SAA about R380 000 for a return trip by Boeing 747 between Johannesburg and London, and about R400 000 between Johannesburg and New York, said Mr Swarts.

Between 36 and 38 percent of this went on fuel.

SAA had budgeted for a loss for the fourth year running. It would lose about R80 million and had an outlay of R1 000 million.

SATS

# Coming on line

FM 27/8/82

(269)

*The perfect bureaucrat is the man who manages to make no decisions and escape all responsibility — Brooks Atkinson, Once Around the Sun*

The South African Transport Services (SATS) appears to have broken from the stultifying bureaucratic state of mind and is now determined to avoid the sort of perfection observed by Atkinson

No longer do its officials just run a finger down a rule book. SATS's top-rankers are eager to take command and make individual judgments

They talk about key decision-making areas, management by objectives, cost-related tariffs, efficiency and competition. Having shed their safari suits for the pin-stripe of the company executive, they are quick to stress that the organisation now means business

The name change in April is, it seems, more than cosmetic. SATS is stressing the adaptation of "services", where possible, to meet the demands of the market

No doubt the shock R85,1m deficit in the first three months of the financial year (April to June) could have had something to do with SATS's new-found desire to compete

SAA notched up a R23m loss, Railways R134,8m, while Harbours showed a profit of R71m and Pipelines R31m. SATS claims

the figures don't balance because of the various funds to which SATS's divisions are obliged to contribute

Administratively, SATS has embarked on its biggest cost-cutting and productivity improvement scheme yet. It has also rolled up its sleeves and nudged its way into the marketplace to do battle with private hauliers for market share

SATS's stake of the transport industry has dropped from 60% in 1957 to 45%. It is now attempting to win back what it can

Falling revenues — a consequence of the economic downturn — are also making SATS nervous. As one top-ranker explains, "I suppose we were inclined to just plod along, but we now realise that if we are to remain healthy we must respond to market forces." No longer can SATS expect to receive much in the way of government handouts to tide it over a drought

Substantial tariff increases — which could swell the pool of diminishing revenue — cannot be seriously considered without further reducing demand for its services. And that, in time, will curb market share even more

SATS has recognised that costs alone cannot be the only determinant of tariff levels in competitive markets.

Businessmen first got wind of the organisation's intention to chase business when Transport Minister Hendrik

Schoeman stated in his budget speech that "as a result of the relentless swing of high-rated goods traffic from rail to road, SATS will in future have to enter the competitive transport market in this field to a greater extent"

Strategy is to fight private hauliers for the cream — sending SATS's Road Transportation Services (RTS) arm in as the vanguard. RTS has scouted the battleground and engaged in a number of price skirmishes with private road hauliers

Director Gert Meintjies is clear on RTS's mandate. "Rail's market share of the transport industry is being eroded by the private sector. We are being forced to be smart and cut rates selectively where we can"

This is not a wholesale, across-the-tariff-board move, Meintjies stresses. "We have not thrown the official tariff book out of the window. Rather, we are offering a package to the larger consumers of SATS's transport services." He says, however, that SATS will certainly move more strongly in the direction of negotiated deals in other market segments

Meintjies points out that RTS's immediate objective is to counter the drift of high-rated traffic from rail and to recoup business lost. "Our function is to act as a buffer between rail services and private transporters. When rail is again equipped to compete effectively with the private sec-

tor, business will be returned"

This will come, says Meintjies, with technological advances

The road services division, while increasing turnover by close to R26m (33% up on the previous year), has found itself R2,6m in the red

Meintjies explains "Developing areas have been identified by the authorities as playing an important socio-economic role in the country. We have to transport goods at sub-economic and preferential rates to these areas. Losses owing to this arrangement amount to as much as R20m." This burden is also placed on other divisions of SATS

Meintjies has a number of technological advances and innovations up his sleeve with which to harass competitors. However he is reticent on this score, claiming that RTS has to reveal far too much to its competitors as it is

The Passenger Services division is pressing ahead with cost-cutting and service innovations. It aims to cut costs by around R25m this year and notch up additional revenue of R3m plus from new services

Passenger Services loses around 10% of revenue through unauthorised travel and fraud. Tighter controls are, therefore, being implemented

SATS is installing an automatic fare collection and barrier control system which will check encoded tickets for validity, eliminating fare evasion and increasing revenues. This control will be implemented without increasing staff

Other spin-offs will be access to reliable statistical data, the speeding up of passenger conveyance and improved suburban services

However, this innovation will be some time in coming. Pilot schemes will come into operation in 1984, after which it should take up to 10 years to equip about 625 stations at a cost of approximately R500m

Another saving will come in the form of a computerised ticket-issuing and accounting procedure — a change which will slash costs by around R800 000 for a capital outlay in the vicinity of R500 000

Passenger Services has taken the view that it must provide more than just transport, says director Hendrik Hammersma. Consequently, it has embarked on a campaign aimed at satisfying the traveller's subsidiary needs

It has locked hotel groups and car hire firms into deals to supply the necessary services so that all inclusive journeys and services can be provided at competitive prices

To boost revenue, fare concessions geared to increased demand are offered. These are available to groups, servicemen and pensioners (an indication that it is taking advantage of slick marketing ideas in a promotion coinciding with the Year of the Aged)

Also new are coaches for charter. The first rented coach rolled down the lines this

month. Coaches are made up to the requirements of the client

Atypical of the civil servant, Hammersma promises anything — at reasonable prices. "We will attempt to tailor the new service to the needs of the customer. And idle passenger rolling stock will be better utilised."

Another indication that SATS is bowing to market pressures is its intention to lure private enterprise to participate in the development of facilities at stations. Negotiations in this respect are still in the initial stages

A long awaited feature of the upgrading of passenger services is the 150 km/h express train to be introduced between Pretoria and Johannesburg in 1983. If all goes well, similar trains will be introduced on other routes

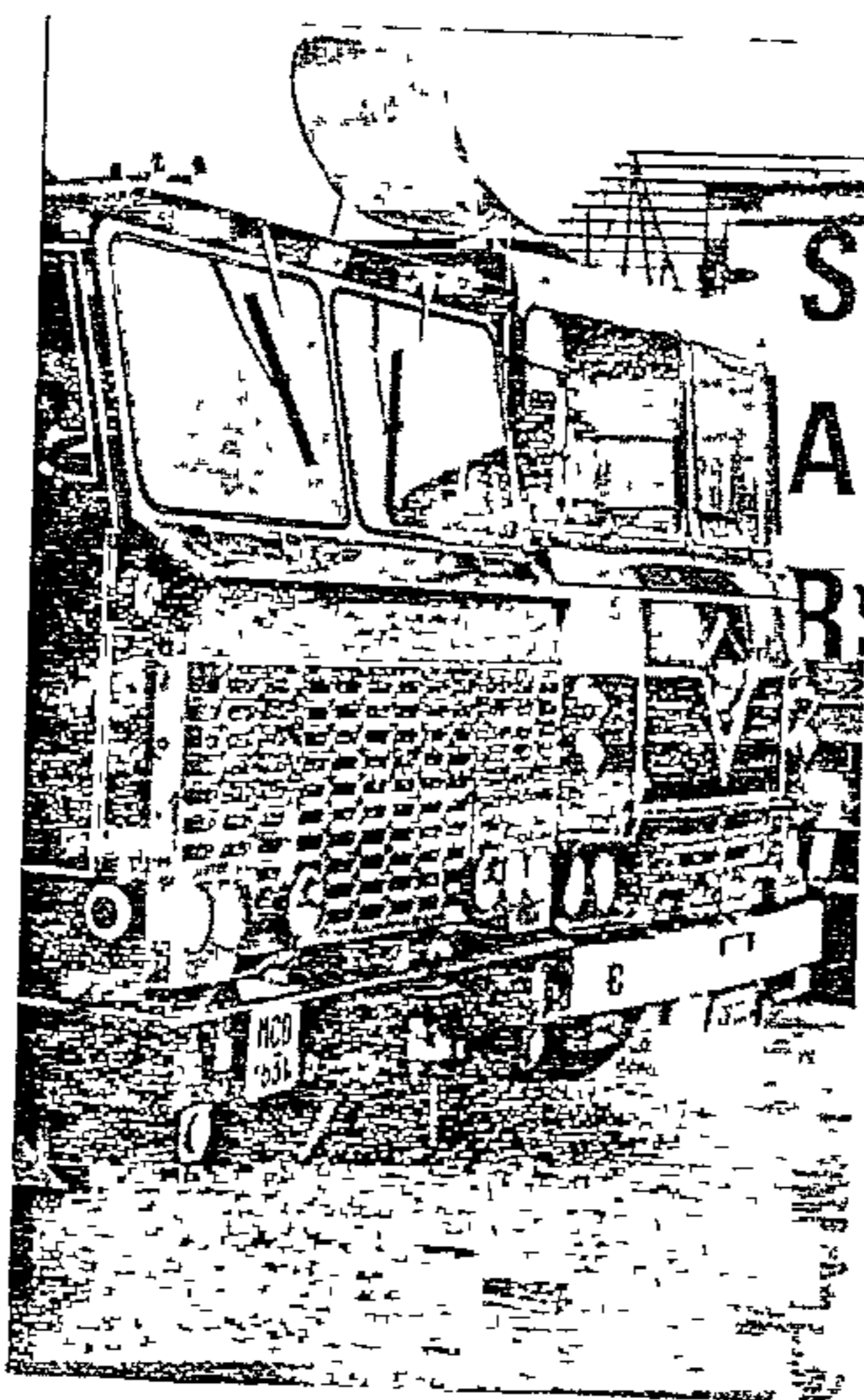
Services en route will be rationalised. SATS intends cutting cooking costs in restaurant saloons, modelling improvements on airways methods

Next year will see the introduction of carriages with sitting room only — a move that should be welcomed by commuters. The new service's fare structure will be around half that of the current system

The service — which has seating/sleeping arrangements similar to that found on SAA — kicks off next year with the Johannesburg/Durban route. Next off will be the Bloemfontein run

This innovation will also mean savings for SATS as it will improve occupancy rates, which were hampered by the separation of men and women in sleeping compartments

Also part of the rationalisation programme is the reduction of trips in a num-



SATS is lining up for the competition

ber of the major centres. Part of the scheme has been put into operation, Durban is next on the list and Johannesburg is currently being investigated. SATS anticipates a 1,5% cut on total trains

Another area that comes under the SATS spotlight is containerisation. The organisation is currently promoting high rated goods containerisation. Deputy director marketing research, Andre Heydenrych, explains the enthusiasm "It is clean business. Also labour costs can be slashed by 40%."

The incentive to containerise comes in the form of a 10% reduction for consumers

Management information systems will be installed — with the commercial division taking first bite. Heydenrych claims it will give the right information to the right people at the right time

He notes that it will not only assist in the accounting but also in the decision making process

SATS is taking into consideration consumer preferences in the transportation of goods. Beer now has special vans delivering more efficiently to clients. Steel manufacturers are also now serviced by coaches especially designed to carry their products. Cost of livestock transportation has been reduced through the use of multi-tier coaches that enable many more animals per coach to be carried

Training of staff has also increased greatly over past years. Meintjies boasts that 16% of all apprentices are trained by SATS

He is also pretty proud of RTS's track record. Even although market share has slipped, he claims that the railways has only 0,02% of total registered commercial vehicles but carries 1,5% of all goods

SAA aims to cut costs by 40%. This will be achieved by the introduction of the more fuel-efficient Boeing 737

Harbours and Pipelines are in a healthy financial position so will continue to do business as usual. Cut backs will be on overtime and both divisions will not fill staff vacancies

While SATS is becoming more commercially competitive, it nevertheless has the protection of big brother. SATS not only has a statutory railway monopoly but also some protection on the roads

In theory the Road Transportation Board must treat SATS in much the same way as it treats private operators. However, in terms of the Act, RTS may convey goods between a railway station and any point within 25 km of that station provided the goods have been accepted for railage. It may also carry without permit, goods which have been accepted for conveyance by rail provided they are consigned from or to a decentralised area

But, counters SATS, there are many more constraints. It claims that it does not have the same flexibility of route or rate. Further, it does not receive a rebate on training which the private sector receives

27/8/82 (269) 1007

# Transport costs send food prices soaring

TRANSPORT costs in the South African food industry probably account for as much as 50% of the final product cost, claims an editorial in the latest issue of "Food Industries of South Africa"

It says the figure is more than double that of other consumer product industries

The editorial asks whether the food industry can afford to consider transport a necessary evil

It says that as every link in the food transport chain adds to the end product cost, a more efficient approach could result in a saving of up to 20%

The editorial says present short-comings include

- Packaging material is too elaborate and adds weight,
- Non-standard cartons and pallets prevent full vehicle use,
- Over-emphasis on truck purchase price against under-estimation of the effect of subsequent operating costs such as fuel consumption, reliability and residual trade-in value,
- Neglect of proper driver training

The editorial says the difference in trade-in value could be as little as 10% or as much as 50% of purchase price.

depending on the type and condition of the truck Purchasing decisions are made with a short-term view without considering hidden costs

Transport specialists have estimated the hidden or subsequent costs in food distribution to be as high as 75% of total transportation costs

The magazine says proper pre-planning and pre-packaging, combined with pre-ordering and correct route planning of deliveries, not only reduce travelling time, distance, refrigeration and handling but they also increase a truck's lifespan and improve product quality

Sapa

Of these six, the largest single area of economic cost is undoubtedly the lost production of goods and services which

the reduced productivity of alcohol-

11 and D'Alonzo, 1973, p. 121), have

source of lost productivity among al-

ism and non-addicted excessive drinking

up of several components, including

absenteeism, lost time on the job,

if, accidents, impaired morale of co-

of rehabilitation programmes A sig-

the economic impact of alcoholism also

ability and death, resulting in the

face " in their prime who have skills that

Alcoholism, New York, U.S.A., has

based on extensive research, to deter-

blem drinkers create for their employ-

la, 25% of the average annual wage or

for every alcoholic that the firm em-

ned to the Greater Cape Town area

ily active males between the ages of

cost estimate can be calculated.

71 white economically active males,

come of R5 867. Of these, 6% or

The cost of each employee

was 25% of the annual wage, i.e. R1 469, or in total ± R11

26/ .....

million rand. If the cost of excessive drinking (not alcoholism) is added, which is roughly estimated as one third of the latter amount, or 3.6 million rand, the total estimated cost to employers of problem drinkers for this sector adds up to between 14 and 15 million rand during 1977.

Turning to the "Coloured" population, it is calculated that there were 177 338 male economically active of which 10 000 (6%) were alcoholics. 25% of an average annual income of R1 890 multiplied by the total number of alcoholics, adds up to a total annual loss of ± 5.2 million rand to entrepreneurs.

If the number of Coloureds in the so-called pre-addicted phase of alcoholism is included in this calculation (± 22%) a grand total of 18,4 million rand is reached.

Thus, economic entrepreneurs in Greater Cape Town have lost during 1977 an estimated total of 33 million rand due to problem drinking among their employees.

Another economic cost of alcoholism, involves the medical treatment of the disease. This includes costs for hospital care, physicians services, drugs, construction or rehabilitation and administration. Unfortunately no reliable data on the actual expenditure by medical and health institutions on alcoholism is available for South Africa. In America it accounts for ± 13% of the total health bill for adults in 1971 (Cooper et. al., 1973, p. 40).

The significant role that alcohol plays in the creation or

SAA to <sup>269</sup>  
<sup>2PM</sup> fly to ~~222~~  
<sup>27/8/80</sup> Houston

Washington Bureau

WASHINGTON — The American Civil Aeronautics Board (CAB) has approved South African Airways' application to switch one of its New York-Johannesburg flights each week to Houston, over the objections of Houston anti-apartheid organisations.

SAA will fly from Johannesburg via the Cape Verde Islands to Houston, leaving every Wednesday, with a return flight leaving Houston on Thursdays.

The decision was reached after the Reagan administration told the CAB there were "no foreign policy impediments" to the application, which should be judged purely on economic and aviation grounds and despite the campaign of black organisations and a black Houston congressman, Mr Mickey Leland.

CAB sources confirmed the decision, but a spokesman for SAA in Johannesburg said no official approval had been received from the CAB.

Bus <sup>269</sup>

fares

set to

jump

again

**Municipal Reporter**  
FARES on Durban's white bus service will increase by between 15 percent and 17 percent if the Local Road Transportation Board gives the go ahead.

Mr Marshall Cuthbert, general manager of the Durban Transport Management Board, said 'We have to look at the fares in relation to inflation from time to time.

'The budget report recommended a reasonable increase to put the service on a break-even basis. If our application is approved the new fares will probably come into effect towards the end of the year.'

He said no details of actual fares increases were available yet.

The city council expected peak-hour services to make a profit while services at other periods were run with a R400 000 subsidy.



# City harbour now a 'ghost'

By ROGER WILLIAMS

TABLE BAY harbour, one of South Africa's major ports and once a lively Tavern of the Seas of international repute on one of the busiest ocean routes, has been reduced to a ghost of its former self by radically-changed trends in shipping and cargo operations and by depressed economies around the globe.

The effects of long spells of near-emptiness in a large part of the harbour that once bustled with the colourful comings and goings of passenger and cargo liners from all parts of the world have been felt throughout the economy of the Western Cape.

It has changed the social and business character of Cape Town — in which the harbour was once a pivotal point — in much the same way as the removal a decade ago of the once-thriving cinema district in the St George's/Riebeeck Street area turned Cape Town into a dead city by night.

The general public is becoming less and less a part of the harbour scene and in spite of the efforts of conservationists and others, no move has yet been made by the authorities to return to the public of Cape Town

some of the considerable expanse of the Table Bay shoreline that has been devoured by harbour developments over the years.

The fall-off in shipping has hit helicopter and launch services, ship chandlers and other maritime-oriented businesses particularly badly, and because there are fewer sailors spending less time in port, activity at seamen's clubs and homes — at least one of which may close soon — also reflects the slump.

The busiest part of the harbour is the relatively new seven-berth Ben Schoeman Dock, which handles containerized cargo, while a greatly-reduced number of bulk cargo vessels use the 11 commercial quays in the Duncan Dock, completed in 1945 in a massive reclamation scheme.

Foreign fishing craft — mostly from the Far East — are now among the main patrons of the Duncan Dock, while the old Victoria Basin with its four commercial quays is also being used primarily by fishing interests.

Official figures made available to the Cape Times this week, by SA Transport Services and the Cape Town Chamber

of Commerce show that while there has been an increase in the overall tonnage of cargo handled at the port — most of it in containers — there has been

A 50 percent reduction in the number of ocean-going vessels using the harbour over the past 10 years.

A huge drop of more than 20-million gross registered tons in the volume of shipping handled by the port in the five years since the Southampton-Cape mailship service came to an end.

**Trends**  
The official figures show that in 1972 a total of 3 480 917 tons of cargo of all kinds was handled in the harbour. Last year this figure had risen to 6 073 727 tons — but this was about 52 000 tons less than the volume handled at Port Elizabeth.

South Africa's main port, Durban, handled 21 792 464 tons in 1981, and East London 5 051 701 tons.

The most dramatic trends reflected by the official statistics are those for Richards Bay, which was officially opened as a port in 1976, and Saldanha Bay — both of them now major ports for the

export of ore and other bulk cargoes. While in 1977 only 674 tons of general cargo was handled at Richards Bay, that port had by far the highest figures last year, with 30 251 174 tons handled.

**Soared**  
And while only a total of 1 225 tons of cargo was handled at Saldanha Bay in 1977, the figure for this port had soared to 13 182 343 tons last year — double the volume handled at Cape Town.

The citrus industry recently decided to switch from Cape Town to other ports — mainly Port Elizabeth and Maputo — because of the withdrawal of the 40 percent rail-rebate export assistance and also because of the tariff increases announced in the SA Transport Services budget.

The Deciduous Fruit Board has as a result found itself the sole "customer" of the precooling stores in the docks and has embarked on a R10-million scheme to rationalize the fruit-storing facilities there and to run them more economically.

A SATS spokesman said this week that in spite of the fall-off in

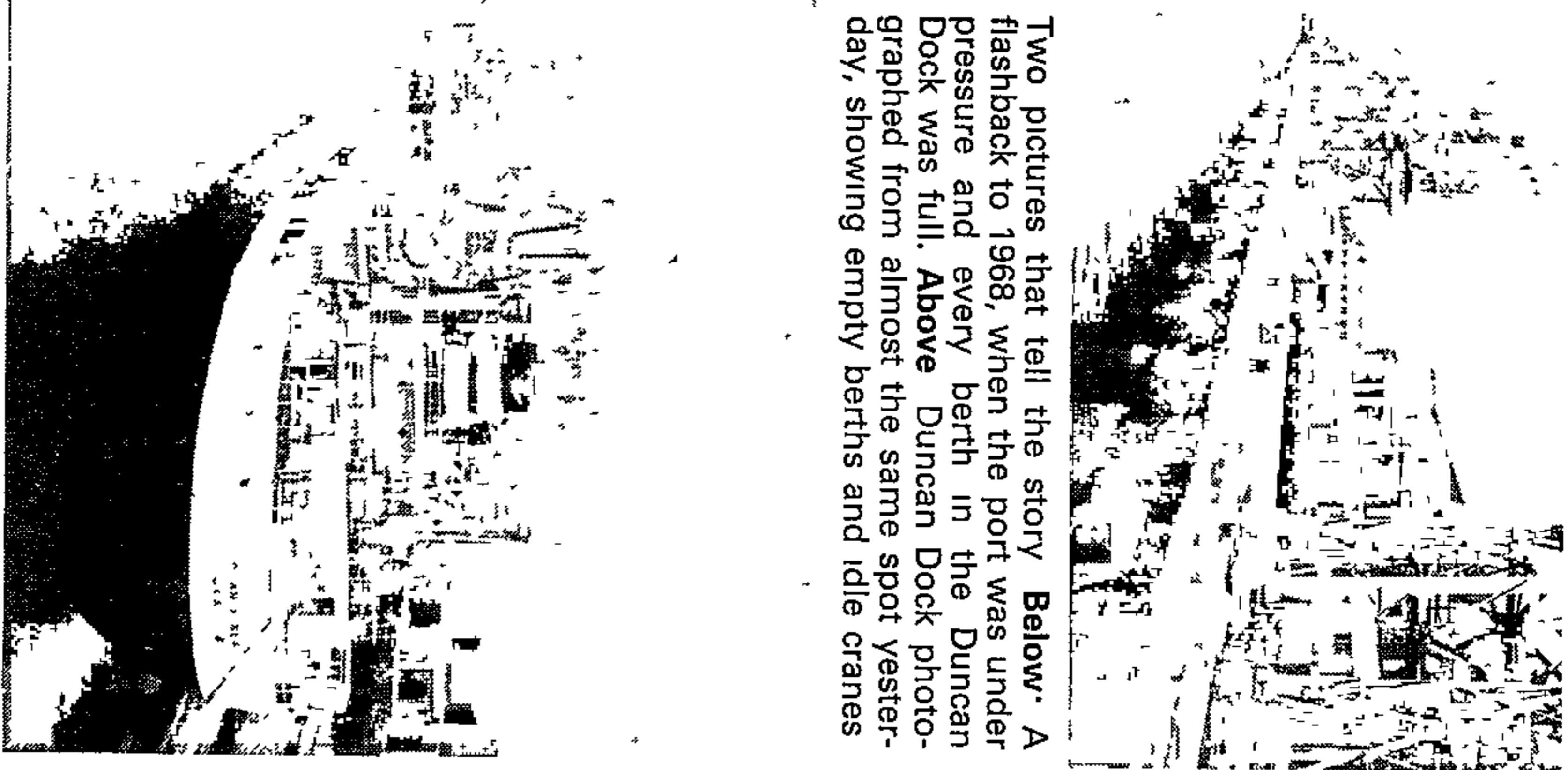
shipping handled by the port, there was no question at present of relinquishing quay-space for other purposes or of handing over certain functions of the harbour to private enterprise, as was mooted last year.

He added that Table Bay harbour was being maintained as a 24-hour port and harbour staff were not being laid off. "We have a full staff on each shift at each of our two-shift quays, so that we are constantly ready to provide service when it is needed."

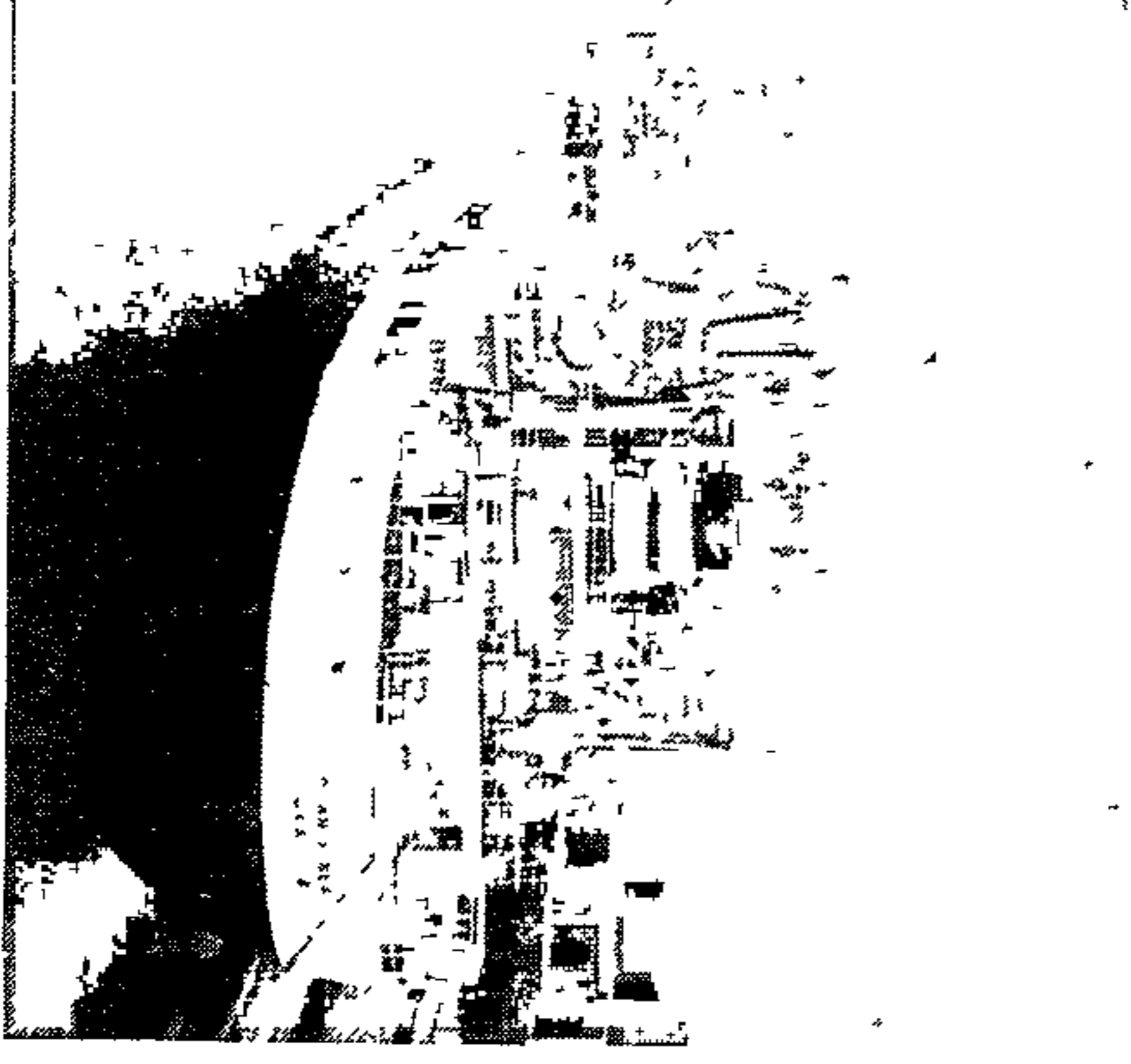
The spokesman said there were an estimated 15 000 people in the docks at any one time during the week — 7 000 Railway and Harbour employees, 7 000 private enterprise employees and 1 000 people who went to the docks daily on business connected with shipping.

**Suez crises**  
He recalled the Suez crises of 1956 and 1967, when at times there were 40 and more ships waiting out in the bay for berths, and added:

"This could happen again at any time and we've got to be prepared for this or any other eventuality that could suddenly put pressure on the port."



Two pictures that tell the story. Above: Duncan Dock photo-graphed from almost the same spot yesterday, showing empty berths and idle cranes.



# Electrification of the PE-De Aar rail link to cost over R100m

269 E. Post  
28/8/82

## Business Editor

SATS (South African Transport Services) has embarked on a R100 million-plus scheme to electrify the Port Elizabeth-De Aar rail link and install centralised traffic control.

This massive programme overshadows the R5 million in capital works which have been temporarily shelved due to the cuts in State expenditure and follows a R102-million diversified capital programme which is approaching completion.

East Cape System Manager for SATS, Mr G D Engelbrecht, told BUSINESS POST this week the preliminary work on the electrification of the rail-link to De Aar had already begun. Tenders had been awarded for

- Telecommunication and signalling installations (R46,3 million)
- Overhead equipment (R20,4 million)
- Electrification of 16 tunnels (R534 000)
- The construction of 18 substations (R7,8 million)
- The construction of several footbridges (R1,3 million)

Tenders for the balance of around R36 million would be invited "as and when necessary," according to Mr Engelbrecht.

Stage 1 of the project is scheduled to be completed in mid-'84 at an estimated

cost of R80,1 million and will involve the electrification of some 450 kilometres of track between PE and Cradock.

The 300-odd kilometres from this point to De Aar is to be completed at an estimated cost of R32,6 million by December of the same year.

The rationale for the multi-million project, said Mr Engelbrecht, was that SATS wished as a matter of policy to reduce the volume of diesel fuel.

Furthermore centralised traffic control (or CTC), permitted a high degree of safety and would make available station staff for transfer to other sections where there are currently staff shortages.

Among the major projects about to be completed by SATS in the Eastern Cape are

- A R29-million mechanical workshop in Uitenhage.
- A R1-million apprentice-training school in PE's North End.
- The R69,5-million container berth in the Port Elizabeth harbour.

In total budgeted works worth just over R102 million were now mostly 90% complete.

The R112-million electrification programme formed part of a R130,7-million list of capital works which had since commenced (including a R17,1-

million old age home for blacks, under construction at New Brighton, Port Elizabeth.

Projects approved but not yet begun included the second phase of the me-

chanical workshops in Uitenhage (R118 million) and only some R5 million in capital projects had been axed as a result of "poor economic circumstances", said Mr Engelbrecht.

# SAA'S DIRTY FOODS REJECT

UNHYGIENIC conditions in the kitchen at Jan Smuts airport have led British Airways to cancel its contract for the supply of in-flight meals for its passengers

BA's health inspectors condemned the Jan Smuts kitchen outright after an inspection made several months ago allegedly because of the high bacteria count found on food samples from Jan Smuts

The airline now obtains its in-flight meals from a private catering company in Johannesburg

The kitchen facility at Jan Smuts is run by the catering department of South African Transport Services and came into operation about four years ago

It was designed to prepare 20 000 meals a day for

By WALTER WELZ

passengers on all SAA flights and those of several international airlines and is separate from the kitchens that supply the airport restaurants

The BA incident has been hushed up and the kitchen continues to supply meals for thousands of passengers — apparently because SATS is hard-pressed to find the money to replace the facility

According to informed sources, a telegram was sent to the Minister of Transport Mr Hendrik Schoeman, notifying him of the BA inspectors' findings

Mr Schoeman was not available for comment this week

Inquiries to the Department of Transport were referred

to the Director of Civil Aviation, Mr J S Germishuys, who is responsible for Jan Smuts airport

"I don't know what you are talking about," he said

"The airlines make their own catering arrangements. We might have given them a piece of land on which to build a kitchen facility, but who runs it or who it supplies I could not tell you. It has nothing to do with the Department"

But a senior SATS official confirmed that

- There had been problems with the Jan Smuts catering facility "for years"
- BA had sent inspectors to the facility several months ago and that they had "kicked up a helluva fuss"
- That incident was followed by an investigation by the

To Page 2

**BUMPER**  
**124-PAGE**  
**ISSUE**

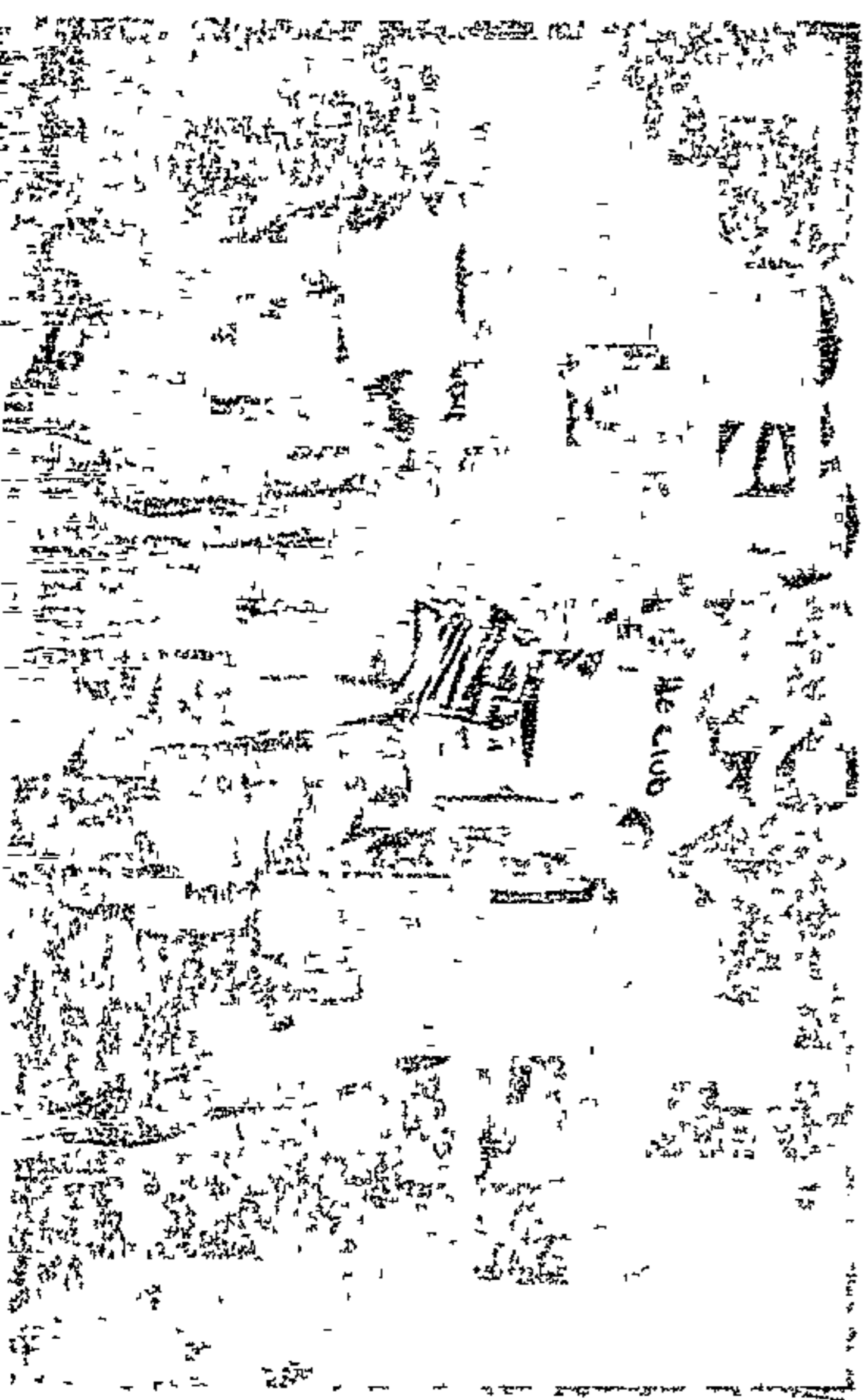
Girls who  
wait for  
Chiavelli

— Page 4

**Army that**  
**torments**

**Maputo**

— Page 6



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# Greasy air is 'fed' into airport kitchen

269

S. Express

29/8/82



From Page 1

Department of Health

● As a result a group of senior SATS officials had gone on a special mission to the United States to study in-flight catering facilities

● A Johannesburg firm of architects — not the firm that originally designed the kitchens — and a firm of consulting engineers were called in to report on the facility and make recommendations and price estimates for a new one

● SATS had made no decision on the matter because they are short of money

One of the people who accompanied the group of engineers and architects when they visited the Jan Smuts kitchen described this week how they had "slid about the floor" and had had grease drip on their heads from overhead air conditioners

"We climbed on to the roof and found that the extractor fans above the cookers were expelling greasy vapour straight into the air-conditioning inlets"

Catering manager at Jan Smuts, Mr K Freimont, said "I admit that conditions in the in-flight catering facility at Jan Smuts are not what they should be — but at the same time they are not that bad"

Mr Freimont said a new kitchen at the airport would cost "more than a million"

He said he had been away from the office for several weeks because of illness and did not know if senior management had made a final decision on whether to renovate the kitchens

BA's general manager in South Africa, Mr J E S Hullah, confirmed that BA had decided "months ago" to obtain its in-flight meals from a private catering company, but denied that this was because of health standards at the airport catering facility

"Technical and price considerations are what decided us," he claimed

He denied all knowledge of an incident involving BA health inspectors at the airport

The Sunday Express established the names of the architects and engineers who were called in by SATS — and that they submitted their report at least 2½ months ago

The chief planner at SATS, Mr Peter Bassett, confirmed he had received plans and estimates for the Jan Smuts kitchens

A decision had still to be taken on whether to accept the proposals

# Where have all the sailors gone...?

269  
ROM  
30/8/82

The merry-makers have left the Tavern of the Seas. The Mail's Cape Town correspondent looks at the reasons.

TABLE BAY harbour, one of South Africa's major ports and once a lively Tavern of the Seas of international repute on one of the busiest of ocean routes, has been reduced to a ghost of its former self — by radically changed trends in shipping and cargo operations and by depressed economies around the globe.

The effects of long spells of near-emptiness in a large part of the harbour that once bustled with the colourful comings and goings of passenger and cargo liners from all parts of the world, have been felt throughout the economy of the Western Cape.

And it has changed the social and business character of Cape Town — in which the harbour was once a pivotal point — in much the same way as the removal a decade ago of the once-thriving cinema district in the St George's/Riebeeck street area

turned Cape Town into a dead city by night.

The general public are becoming less and less a part of the harbour scene, and in spite of the efforts of conservationists and others, no move has yet been made by the authorities to return to the public of Cape Town some of the considerable expanse of the Table Bay shoreline that has been devoured by harbour developments over the years.

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Ships fill the berths of Table Bay during better times

reduced number of break-bulk cargo vessels use the 11 commercial quays in the Duncan Dock, completed in 1945 in a massive reclamation scheme.

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increase in the overall tonnage of cargo handled at the port — most of it in containers — there has been

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- A huge drop of more than 20-million gross registered tons in the volume of shipping handled by the port in the five years since the Southampton-Cape mailship service came to an end.

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"This could happen again at any time — and we've got to be prepared for this or any other eventuality that could suddenly put pressure on the port."



# SATS TO FACEMASSIVE FREIGHT LOSSES

269

Industrial week

3/8/82

## Staff Reporters

**PROFITS** currently earned by South African Transport Services (Sats) freight services are expected to dwindle into losses within the next five years. There will then be no revenue to offset deficits on passenger services, expected to reach R1 000-million this year.

This shock projection was made by Barry Lessing, assistant general manager of Sats passenger and road transport services at a weekend seminar attended by leaders of industry who laid the blame for near chaotic conditions in

**Adriaan Eksteen . . . A large number of irresponsible transport operators have no respect for the law.**

truck, bus and rail transport, on bad and outdated legislation. Organised by the Pietermaritzburg and Northern Natal section of the Chartered Institute of Transport, the seminar was further told by Lessing that Sats passenger services covered only a third of its annual costs.

A further third was provided by cross-subsidies — mainly from freight services — and the remaining third from contributions by the Government. "That is how the losses are distributed and we

inequalities in the system first. It is absolutely nonsensical to deregulate while there are inequalities in the competitive base between rail and road transport," said Lessing.

Able Bellingham, chief inspector of the Department of Transport said that illegal road transportation was an important factor in considering the pace of deregulation.

## Chaos

"The situation is getting out of hand and un-

**Jack Webster . . . We must get rid of meaningless and ineffective legislation which cannot be enforced.**

A further local subsidy of R51-million was paid by municipalities and private companies, he said.

Employer levy had been increased from R1 an employee to R3 and in future domestics would be included in the system.

269 Industrial Week  
31/8/89

wrong people are paying for the loss

"I also acknowledge that this is an unfair situation but see no alternative until the existing inequalities in competition between rail and road services are eliminated"

"Sats has to pay for its own infrastructure, something which road operators do not seem to take into account, and until Sats can toe the same starting line in this race for competition, then that competition is going to be unfair," said Lessing

### Handicapping

He advocated a "handicapping" system which would give Sats a chance to compete against road transport.

"I would support a move towards deregulation and open competition between road and rail but there have got to be some rules

"Without them there is no game, and without the game there is no competition, and without the competition there is no winner

"We must remove the

less something is done about it the position could deteriorate into a state of chaos

This, said Bellingham, had been spelled out by the Director General of the Department of Transport, Adriaan Eksteen, when he said "A large number of irresponsible transport operators have no respect for the law and engage in illegal operations

"Exemptions prescribed in section 1(2) of Act 74 of 1977 are frequently interpreted in a manner which defies the comprehension of normal honest thinking people

"Many are placing their permits in jeopardy by deliberately misinterpreting the authority embodied in their permits"

Jack Webster, executive director of the Public Carriers Association, rejected existing legislation and said the 1977 Act contains many aspects "that serve only as a nuisance and stand in the way of progress and economy in the road transport industry

"The principles on which the Act is based are

been proved beyond reasonable doubt that road transport is the better means of conveyance

"Reasonable doubt is very often incomprehensible"

Webster continued "South African Railways has been overprotected since 1930 and this has resulted in a position in which Sats has become dependent on protection of the Act instead of using efficiency, reliability and service to compete with other modes of transport

### Meaningless

"We must get rid of meaningless and ineffective legislation, which cannot be enforced"

Dr Gerrie Prinsloo, executive director of the Southern African Bus Operators' Association, also pleaded for more self-regulation within the industry

Of a total subsidy bill of R120-million received by bus passengers, only R18-million came from levies from declared transportation areas and employers

current anomalies where domestics are enjoying subsidy privileges without employers contributing to the costs, he said

He personally felt that Government involvement should be kept to a minimum but urged that those in the industry should not advocate a system of total free enterprise, which would encourage "laws of the jungle"

## IRMTC assets intact

IN an article "High Stocks Burden Tool Merchants" carried by Industrial Week on page 15, August 24 issue, our reporter inadvertently stated that IRMTC of Boksburg was auctioning off its assets

This is not true, in fact IRMTC merely gave permission for its premises to be used for the auction

patrons involved in weekend work

(269) Staff . 31/8/82

## More bus drivers hired

The growing popularity of Johannesburg buses has made it necessary for the Transport Department to increase its number of drivers.

The City Council will be asked today to approve the appointment of 27 additional drivers, bringing the department's total complement to 609 men and women.

Patronage of Johannesburg's public transport service increased by seven percent during the last six months of 1981.

Additional buses have been introduced during peak periods on the Eastgate, South Hills and Fairland routes, while a new service was started from Mayfair Station to Parktown North.



# Harbour service to train own cadets

269 2. Post - 3/9/82

IT HAS been the practice for decades for South African Harbours (as it now is) to secure its professional floating staff from other shipping lines.

Officers with masters' certificates have been drawn into the tug and pilotage service by the assurance of a life ashore which, particularly in the case of a navigating officer, is the next best thing to shore employment.

Qualified marine engineers never have difficulty obtaining remunerative shore posts.

But there has been a change in the harbour service.

It is not as attractive to the certificated officer as it used to be, and there is even some doubt whether, in the case of vessels which never go to sea, a master mariner is required at all.

SA Transport Services have entered an agreement whereby Safmarine takes cadets to sea on behalf of SA Harbours and when they obtain their certificates after about seven years, they will come ashore into the omni-directional tugs which now make up the harbour service.

No longer is there the prospect of salvage awards

for staffs of dock tugs as in the days of the steam tugs which effected deep-sea salvage and towage operations.

The energetic young officer finds the life in a dock tug a trifle boring.

He either stays at sea or gives up the sea, and the tug is of limited appeal.

However, if SA Harbours are to have experienced pilots they must be master mariners, and often a good pilot who reaches a ship's bridge has first been master of a tug, where he learns the art of manoeuvring in confined spaces.

So it is assumed that the cadets trained by Safmarine, and employed in tugs, will eventually become master mariners.

Without this qualification they cannot become pilots.

The captain of a big container ship or tanker must be assured that the pilot at his side possesses at least the same qualifications.

When the Saldanha ore terminal was completed and Iscor built a flotilla of omni-directional tugs, they did not insist on master mariners in the tugs.

They felt it quite unnecessary for each tug to have two highly qualified bridge officers when the craft

## SHIPPING

By George Young

rarely went out of the port.

SA Harbours tugs have for generations had a master mariner serving as master, and another as mate — a complete waste.

But these officers in time become pilots and port captains where the qualification is required.

Only the cadets who go through to master's status will ever be a pilot in the ports, and young men who take the SA Harbours course and qualify in an inferior post, will have to resign themselves to a lifetime in dock tugs. This is not the ideal.

One advantage of the new arrangement of SA Harbours to train its own cadet officers is that the Government will no longer be criticised for robbing shipping lines of hard-worn officer staff.

Both Safmarine and Unicorn Lines have for years alleged that they were in fact training at their expense, officers for the harbour service.

The Government had no training scheme whatever

for its tug staffs.

It remains to be seen whether there will be a rush of applicants.

A cadet serving in a Safmarine ship might prefer to stay with a private company rather than switch to the less-exciting job in the dock tug.

If he decides to go ashore, it may not be to dock tugs which these days don't even boast the living comfort of their predecessors.

Nevertheless, all South African seafarers are appreciative of the statement in the nationwide advertising for cadets by SA Harbours which says that in the case of merchant fleet cadets, candidates selected for the training schemes will be exempted from national service.

There was some confusion recently after statements in Parliament to the effect that seafarers were not automatically exempted from military training, and employers had to submit an application for exemption on behalf of each eligible seagoing staff member.

The SATS is apparently in possession of other interpretations, which is a good thing.

## SATS PROFITS <sup>269</sup> Going off the rails

FM 3/9/82

Railways is fast running out of steam in its attempts to keep pace with deregulation of road transportation and competition from road hauliers, both private and State-owned

Brian Lessing, SATS' assistant GM for passenger and road transport, told a weekend meeting of the Pietermaritzburg and Northern Natal Chartered Institute of Transport that, unless new rules are drawn up, profits from goods traffic, used to offset passenger service losses, will dry up in the next five years

According to latest estimates, passenger losses are running at R1 000m/year and Lessing made it clear that passenger rail is paying only 33% of the bill "There are cross-subsidies involved amounting to 33% from other services. The remaining third comes from central government," he said

The groundswell move towards deregulation of road transportation, as mooted by the Van Breda Commission in the mid-Seventies, and now backed by the National Transport Commission and Department of Transport, is accelerating at too fast a pace for rail services

Lessing pointed out that rail had to provide its own infrastructure, whereas road transport to a large extent was subsidised by road users in general. Rail could only lose ground in such a race and, although strongly in favour of deregulation, he urged some form of "handicapping system" to allow rail a chance to compete

In fact, Lessing was doing no more than support a statement by SATS' assistant GM, planning, who told a recent transport conference in Pretoria "SATS accepts this competitive environment and is prepared to move further in this direction. But the cost of uneconomic social services and the inadequate contribution by road hauliers to

the cost of the infrastructure they use remains unresolved and delay the process"

Lessing echoed the sentiment "Rail doesn't mind competing, but there has to be a handicapping committee that can decide a set of rules that will ensure that it toes the same starting line as road transport. Without such rules there can be no game. And without the game there is no competition and without competition there is no winner"

Beyers Bellingam, chief inspector of the Department of Transport, said lawlessness in the road transport industry was a serious threat to further deregulation and "unless some solution to this problem is found this could result in chaos"

Jack Webster, executive director of the Public Carriers' Association, and Dr Gerrie Prinsloo, executive director of the Southern African Bus Operators' Association, both supported the move towards "managed deregulation" Webster said government should "get rid of" meaningless and ineffective legislation "which cannot be enforced"

The industry needed only whatever legislation "is essential to encourage voluntary acceptance, and to deal severely with those who transgress," said Webster

# 'Erratic' UDW

269

## Mercury 7/9/82 bus service

SIR — I wish to bring to the notice of the Durban Corporation transport authorities the erratic way in which the bus service to and from the University of Durban-Westville is conducted.

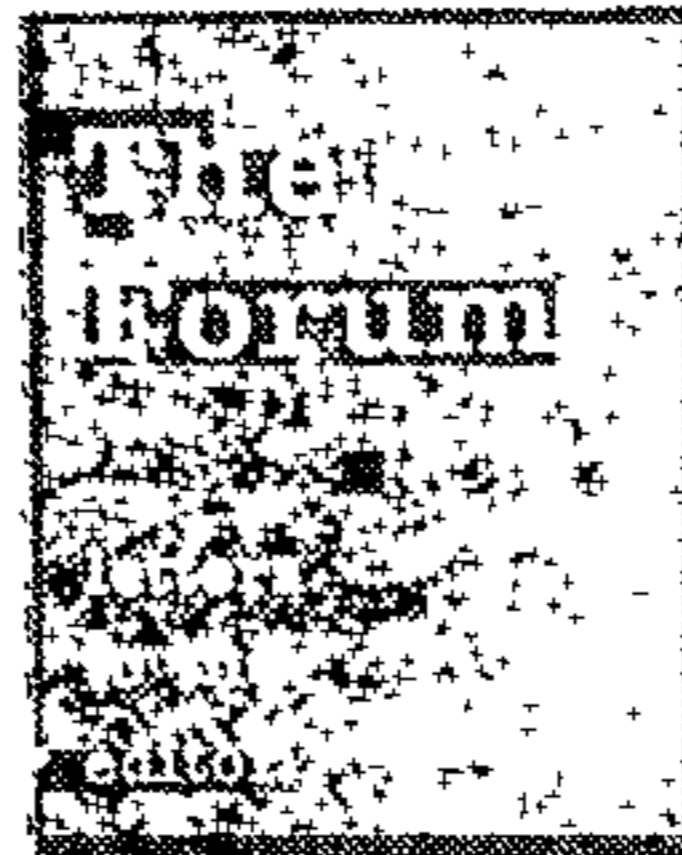
Several instances have occurred where buses either arrived very late at the Warwick Avenue start-point, or did not turn up at all. In the afternoon the 4 15 pm bus is often absent. One can just imagine what inconvenience is caused for those of us who do not own private vehicles.

A few days ago I was waiting together with a host of other students for the 8 10 am bus. About 8 20 am a bus pulled in, and after we had all stepped aboard the driver informed us (upon an inquiry) that we would be leaving at 8 40 am. A few minutes later the 8 10 bus turned up, and we transferred ourselves to it so that we might just make it to our lectures on time.

### Early

Today (August 13) the very same bus not only arrived at 8 05 am — early for a change — but the driver also decided to leave three minutes before the scheduled time (8 10 am). I can imagine the frustration of those students who might have been hurrying to catch the bus and ended up late for classes.

I hope that the transport authorities will duly rectify this situation. I also appeal to the Students' Representative Council to take a greater interest in organising basic facilities for students who have to use public transport in order to get to the univer-



sity.

**U D W STUDENT EDITOR'S FOOTNOTE —** Mr M G Cuthbert, General Manager of the DTMB, replies: The only point in which your correspondent is specific is where he says that on August 13 the driver apparently left three minutes before the scheduled time.

We have no record of the afternoon 4 15 pm trips from the university failing to operate, and in respect of the statements in paragraph 2 of his letter they are so vague that I cannot really comment, except to say that our drivers operate to a scheduled timetable and have no discretion as to when they

will depart.

It is accepted that minor delays can and will occur, but in the vast majority of incidents they are unavoidable and are due to excessive traffic volumes being encountered.

While your correspondent is naturally at liberty to express his complaint through the media, I believe that in everybody's interest the matter could have been far more expeditiously handled if he had telephoned 321481 Control regarding his problem, when the problem could have been handled immediately.

I might add that this telephone number is manned on a 24-hour basis. It is almost impossible to back-check apparent time delays six or seven days after the event.

We welcome complaints from commuters relative to any incident of erratic operation, as it assists us in our efforts to maintain the satisfactory level of service in which we pride ourselves.

# The battle for road transport

7/9/82  
Haverant

**ALTHOUGH** Minister of Transport Hendrik Schoeman announced in Parliament in March, that the South African Transport Services (SATS) would be entering the competitive field of road transport 'to a greater extent', the battle-lines between the private sector and the State service had already been drawn.

It was in December last year that Railways deputy director (marketing) Andre Heydenrych announced that the SATS would be embarking on an aggressive, high-powered marketing campaign to regain the high tariff business it had lost in recent years to private sector hauliers.

What has followed has been war between the State and private transport services. The resulting conflict has been an overriding concern for transport operators, big or small, white or black, so far this year. And there appears to be little likelihood of peace.

Reports of spotter planes hired by private operators to fly ahead and give warning of permit checks and claims from Indian hauliers of racial victimisation by officials are only some of the public signs of this battle.

**Prosecutions**  
Last year there were 7 000 prosecutions under the Road Transportation Act for alleged permit violations, and 3 600 convictions. This year, with the war raging more fiercely, these figures are expected to be exceeded. Minister Schoeman said in his budget speech 'There is a relentless swing of high-rated goods traffic from rail to road and SATS wants a larger slice of a cake that is worth R4 000 million a year. Ten years ago, the Railways had a 30-60 percent share of this

For many years, the Government regarded the road transport system as an ancillary to the rail system. But following world trends, road transport is taking an increasingly more important role in the South African economy and it seems that the situation is now out of control — but the State service would like to be in the driving seat.

**System dumped**  
Some frustrated private hauliers reason that it is absurd for the SATS to adopt the attitude that it should enjoy a privileged position in the country's transport infrastructure, and that other countries such as Britain, dumped the permit system 12 years ago.

They ask why businesses should not be able to choose their own means of transportation for their goods, and should they want to move the goods cheaply and slowly by rail — they should do so. But should those goods have a priority tag attached to them, why shouldn't they move faster, and more expensively by the road service, most suited to transporting them?

The SATS counters that the Railways has to offset the massive losses it sustains in its passenger services so it has to compete vigorously in the more profitable, high tariff road transport trade.

**Obliged**  
The Railways also

battle is not being fought fairly.

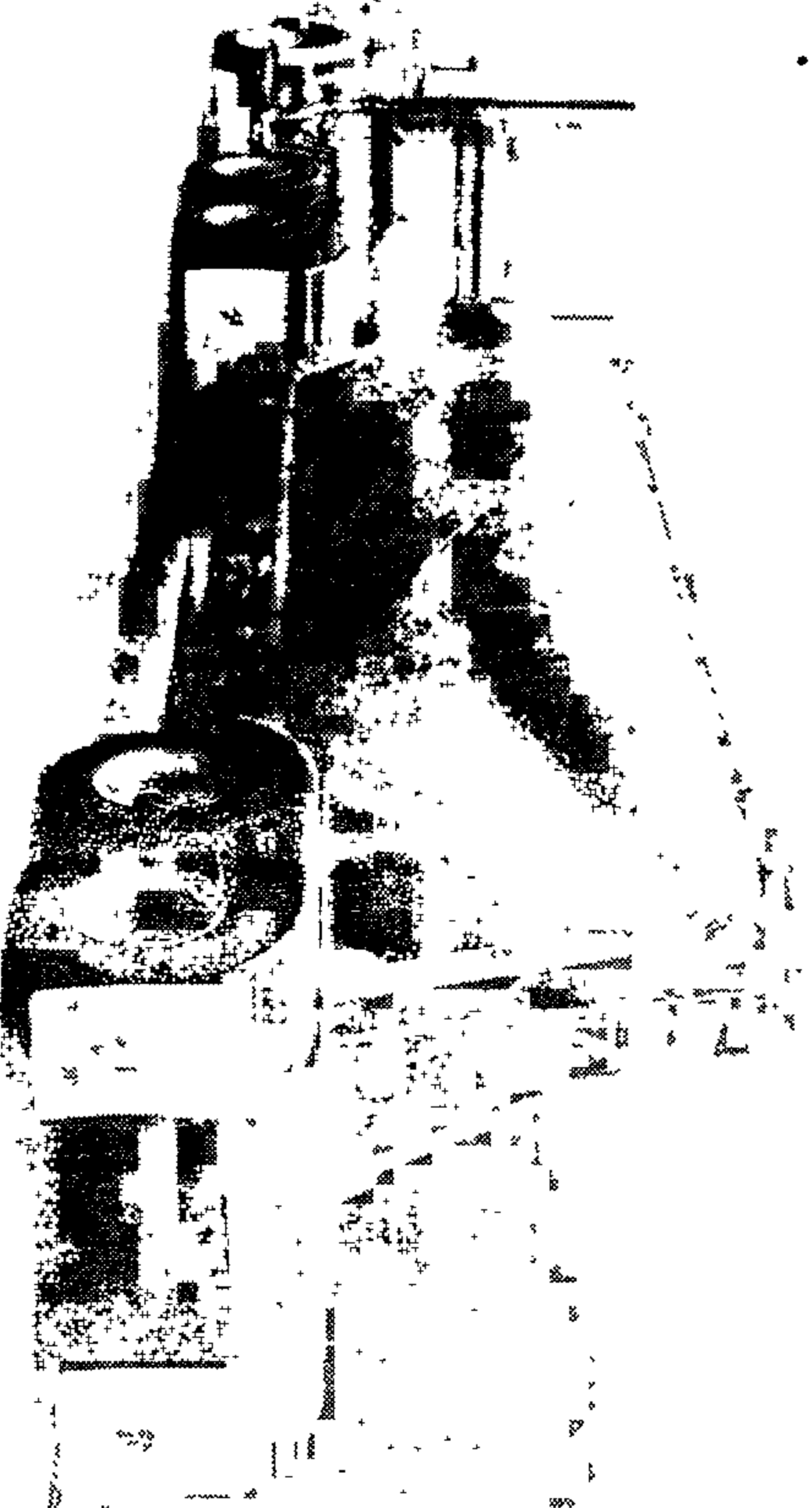
**Concessions**  
There are allegations that the RTBs favour permit applications from the SATS over private hauliers. That Section 1(2)(g), which allows certain concessions for the road transport of goods that have been railed or are to be railed, is being abused.

The private hauliers are bitter that the SATS can carry certain goods by road at rail rates, which are often higher than those charged by private hauliers, without obtaining the permit that they would require in a similar situation. It is charged that, hypothetically, the SATS could truck a cargo a full journey directly by road instead of indirectly via railway stations, and not go to a RTB for a permit to do so.

The private operators are even more bitter that they are subject to intensive permit scrutiny and stoppage, while, they claim, the SATS vehicles are exempt from such treatment.

**Protest**  
The private road transport industry has grown remarkably in the past decade, and its collective voice cannot be ignored. This was demonstrated in June, 1979, when hundreds of truckers threatened a protest convoy from Johannesburg to Parliament, to confront

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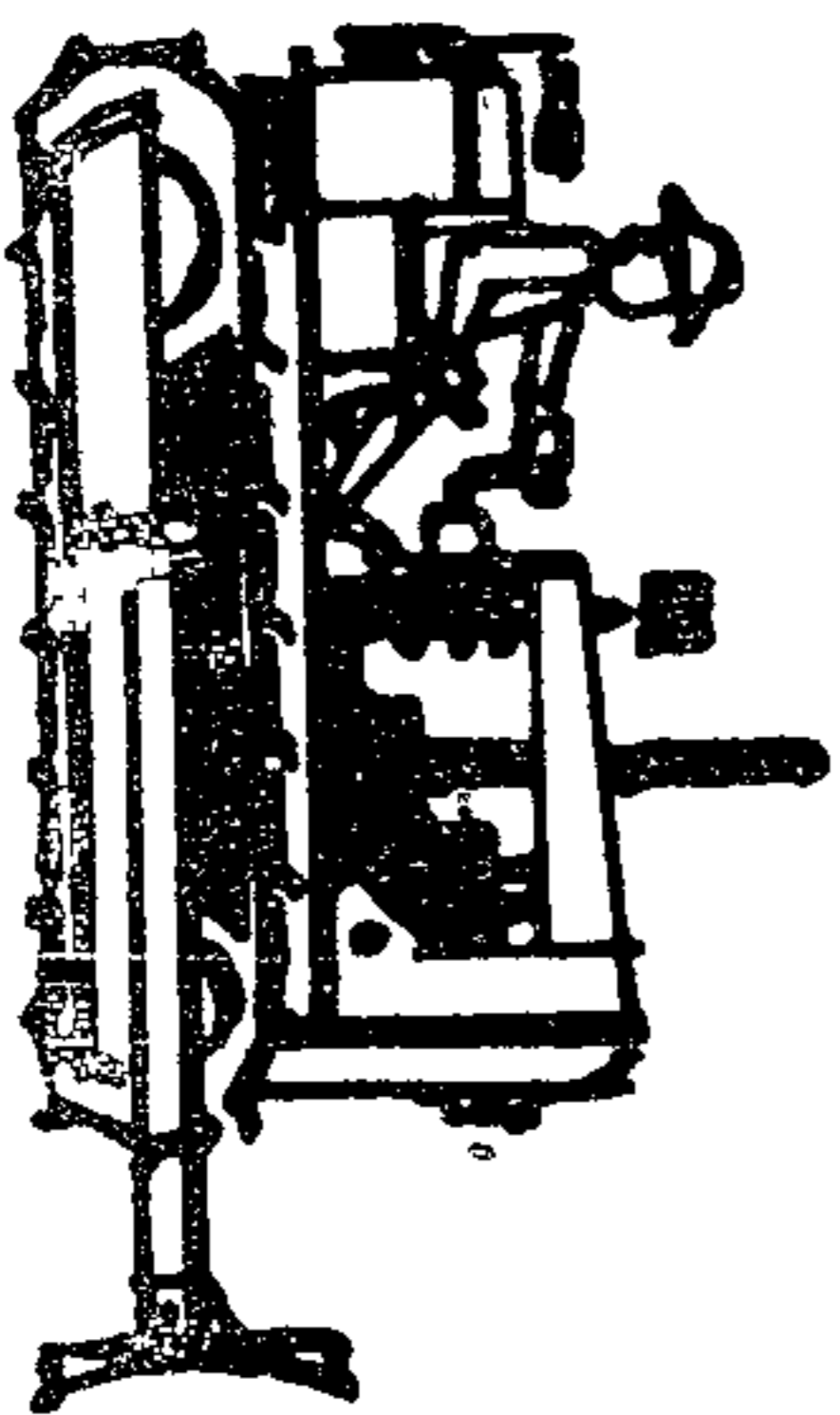
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PINETOWN: 145 Compton Street - Tel. 272211  
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## NATAL

## CARRIAGE CO.

### Commercial transport

## R1,2 m tyre switch

ONE OF South Africa's biggest transport operators, Curtis-Armstrong Transport, is to invest R1 200 000 to switch its entire fleet of 120 heavy-duty vehicles on to Michelin steel radial tyres.

The group operates six separate transport fleets — Rio Rita Tankers, Randfontein, the Omnibus Group of Alberton, Penta Transport of Springs, Q Transport, Cape Town, Heavy Transport and Plant Hire, Durban, and Duncan and Grey, Pretoria.

The fleet includes three abnormal load Mack DM800 units capable of hauling 140 tons.

Describing the reason for the investment, group marketing director, Louis van Niekerk said the decision was taken after 18 months of testing which produced an average of 100 000 km a tyre before the first retread.

'We believe that the tubless tyre is the modern answer for transport operators. This is certainly the trend in Europe and the United States and we feel that South Africa has been too slow in following through.

'Apart from the extra mileage and the three or four retreads we have been getting out of the Michelins under test, they have also stood up remarkably well to the difficult conditions of operation, particularly in the tanker fleet.

'Our tankers carry such corrosive loads as sulphuric acid, caustic soda and nitric acid and no matter how careful our customers are, there is always a certain amount of spillage in the loading bays which plays havoc with tyres.'

Mr van Niekerk said the group's average annual tyre bill is in the region of R750 000, for a fleet requirement of 3 500 tyres.

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## 'Renting can save money'

DEREK Corin of Rent-A-Bakkie

GONE are the days when management can justify a new truck in the yard just in case. Soaring costs have forced cost careful decision makers to look for alternative transport resources and there is only one answer — rental.

'For years companies have assumed that truck rental is a crisis purchase,' says Rent-A-Bakkie's managing director, Derek Corin, 'they believe when all else fails just phone the nearest rental company and ask for a vehicle to be delivered the same day.'

Rent-A-Bakkie has been operating for more than 10 years, and Mr Corin maintains that truck rental has matured into a business technique which slots in with all the other systems in a management team has at its disposal.

Derek Corin built Rent-a-Bakkie, which started as a one-man, four-truck operation in Pretoria, into a Rennies Group subsidiary turning over more than R11 million a year.

Recently, Rent-A-Bakkie placed orders for 262 new vehicles worth

supermarket commodity any longer. It is a service which, if correctly used, can result in significant savings.

One of the most exciting developments at Rent-A-Bakkie was the introduction of a specialised vehicle division, endorsing the point that Rent-A-Bakkie's business is a lot bigger than one ton LCVs and includes the tractor-trailer market as well.

This division offers both single and tandem axle truck tractors as well as tandem axle semi-trailers, available as the client requires them.

Looking to the future, Mr Corin believes that the truck hire business will have to include the fully maintained fleet. Rent-A-Bakkie has given the South African businessman maximum flexibility when it comes to transport in a growing concern a three ton truck might be ideal for today, but next week the business may need a five tonner and next month an additional vehicle, or a couple of cars. We are able to offer a tailor-made fleet, on a daily basis if necessary.

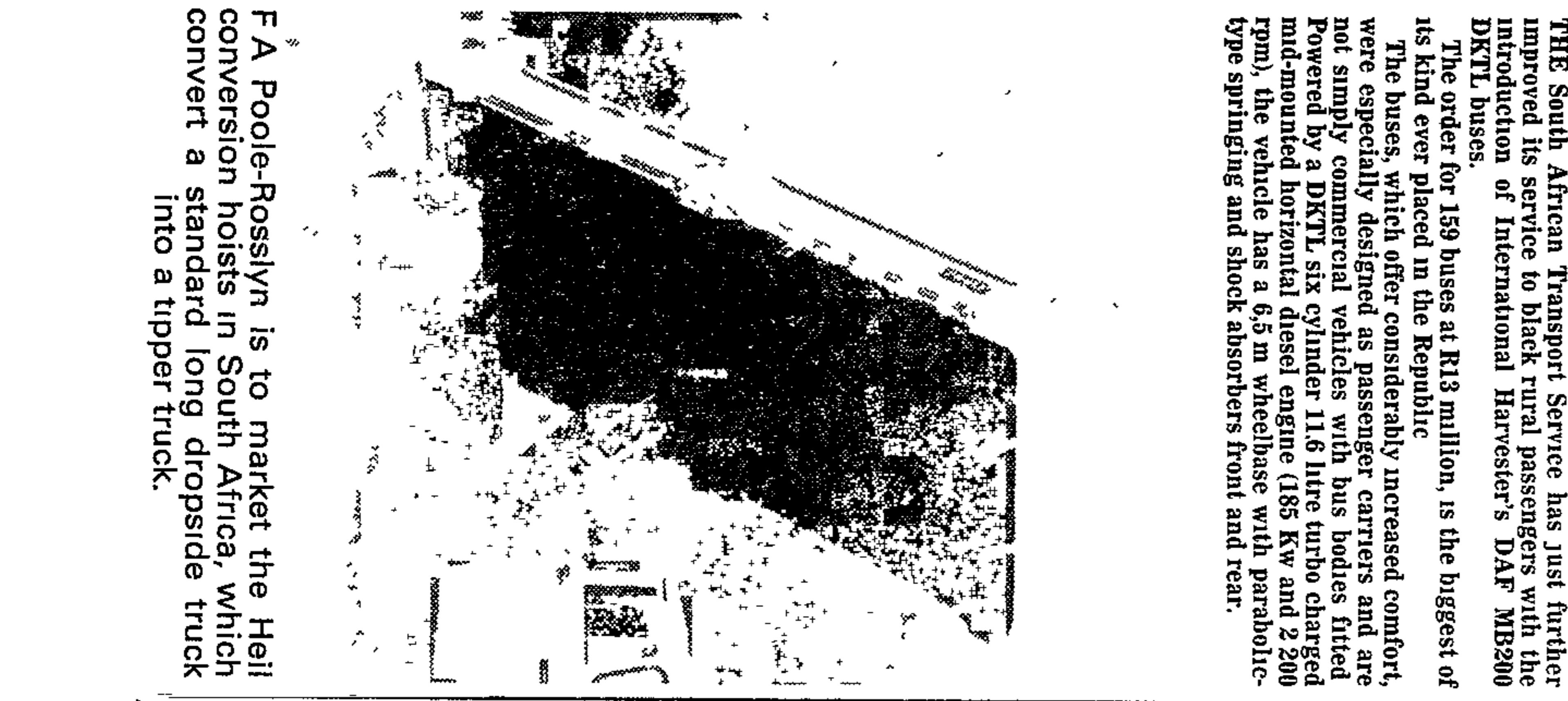
THE South African Transport Service has just further improved its service to black rural passengers with the introduction of International Harvester's DAF MB200 DKTL buses.

The order for 159 buses at R13 million, is the biggest of its kind ever placed in the Republic.

The buses, which offer considerably increased comfort, were especially designed as passenger carriers and are not simply commercial vehicles with bus bodies fitted.

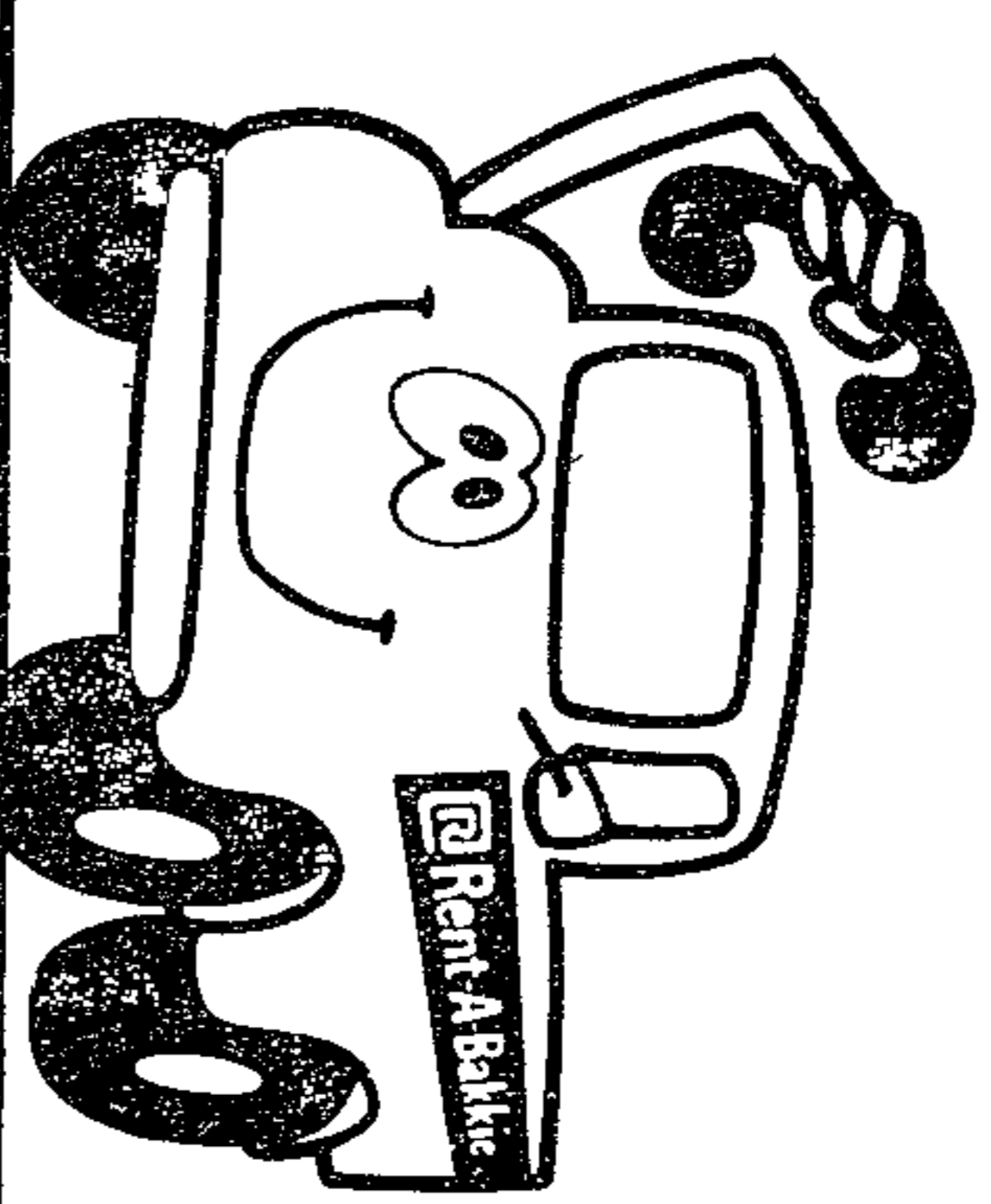
Powered by a DKTL six cylinder 11.6 litre turbo charged mid-mounted horizontal diesel engine (185 Kw and 2 200 rpm), the vehicle has a 6,5 m wheelbase with parabolic-type springing and shock absorbers front and rear.

## Big order for buses



FA Poole-Rosslyn is to market the Heil conversion hoists in South Africa, which convert a standard long dropside truck into a tipper truck.

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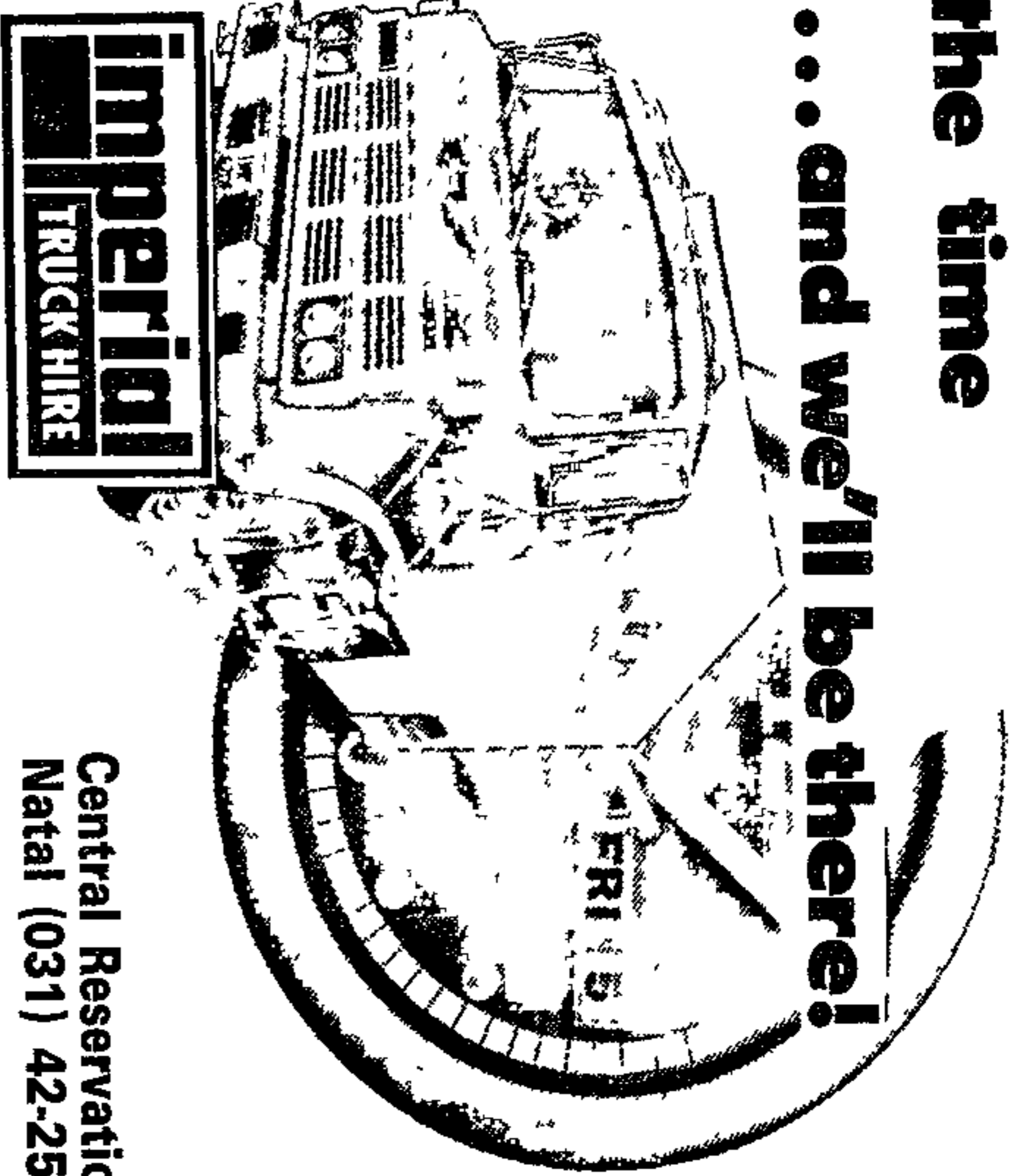


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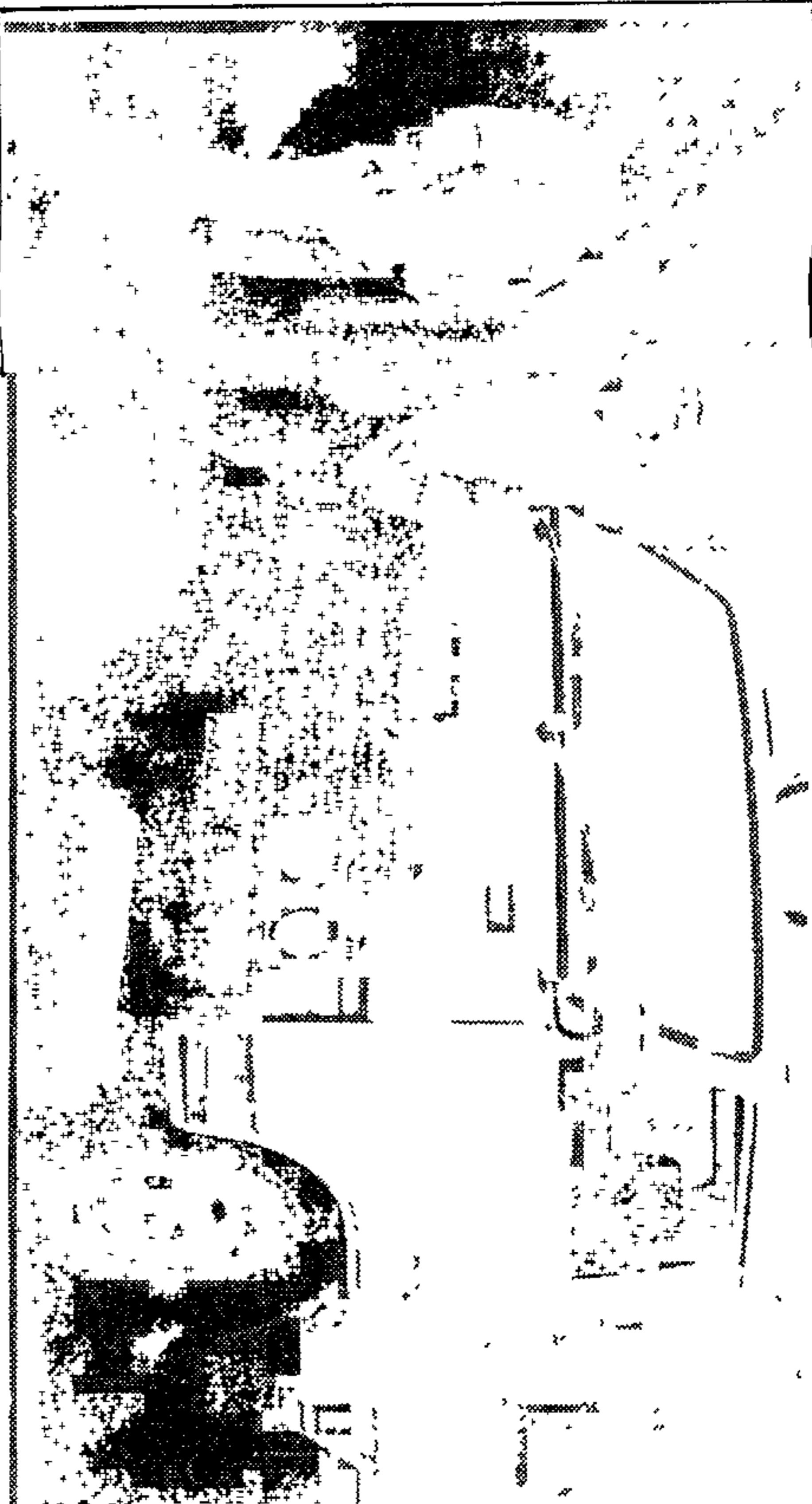
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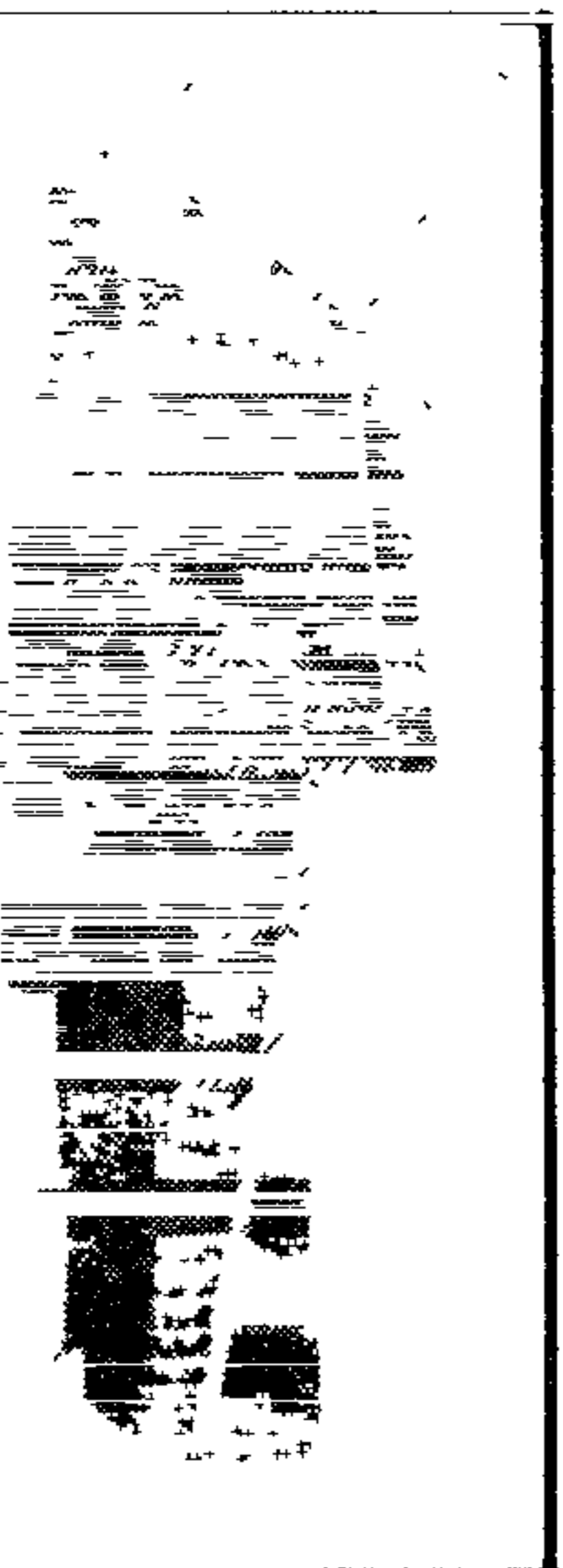
**Commercial transport**



GENERAL manager of Sigma's truck and bus division, Jim Knight (left) and SMC marketing director, Ron Haywood with the popular new Mazda T3000

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## Satisfying sign of acceptability

IF WHAT is known as 'repeat business' is the surest indication of client satisfaction, the International's Paystars have obviously found a very special niche with the South African Transport Services who, since 1975, have purchased more than 650 of these rugged trucks.

Mr Jeff Greenhalgh, marketing director of International Harvester, says that the Paystars are ideally suited for long

distance line haul operations 'in situations which sometimes border on off-highway conditions'.

'The Paystar has proved itself in all configurations — horse and semi-trailer as well as a rigid goods carrier often hauling a four-wheel trailer'.

The trucks have found good driver acceptability and they have become a familiar sight on the roads — even in the remotest corners of South Africa

## Sigma move heavies to Pretoria

ONE of the major changes in South African trucking circles this year, was the announcement by the Sigma Motor Corporation that it was transferring its entire truck and bus division from its subsidiary, Sigma Power Corporation, to its headquarters at Sigma Park in Pretoria

Until now the truck and bus division has been successfully handling heavy truck franchises — in fact, the Mitsubishi FM215 was South Africa's top selling truck last year. With the switch to SMC headquarters at Sigma Park, Pretoria, the division, under general manager, Jim Knight, will be handling the complete Sigma commercial vehicle range, from 1-ton bakkes through to 70-ton Mackes.

The range includes Mazda bakkes, the Mazda T2000, Mazda T3000 and top-selling Canter LGVs, as well as Mitsubishi and Mack.

### Concentration

Said Ron Haywood, Sigma Motor Corporation's director of sales and marketing: 'We firmly believe that this concentration of commercial vehicle expertise within SMC will put us in a very powerful position in these tough competitive times'.

'The commercial vehicle industry is entering a new exciting era with the Atlantis diesel engine programme and other local content requirements and specialisation must be the order of the day'.

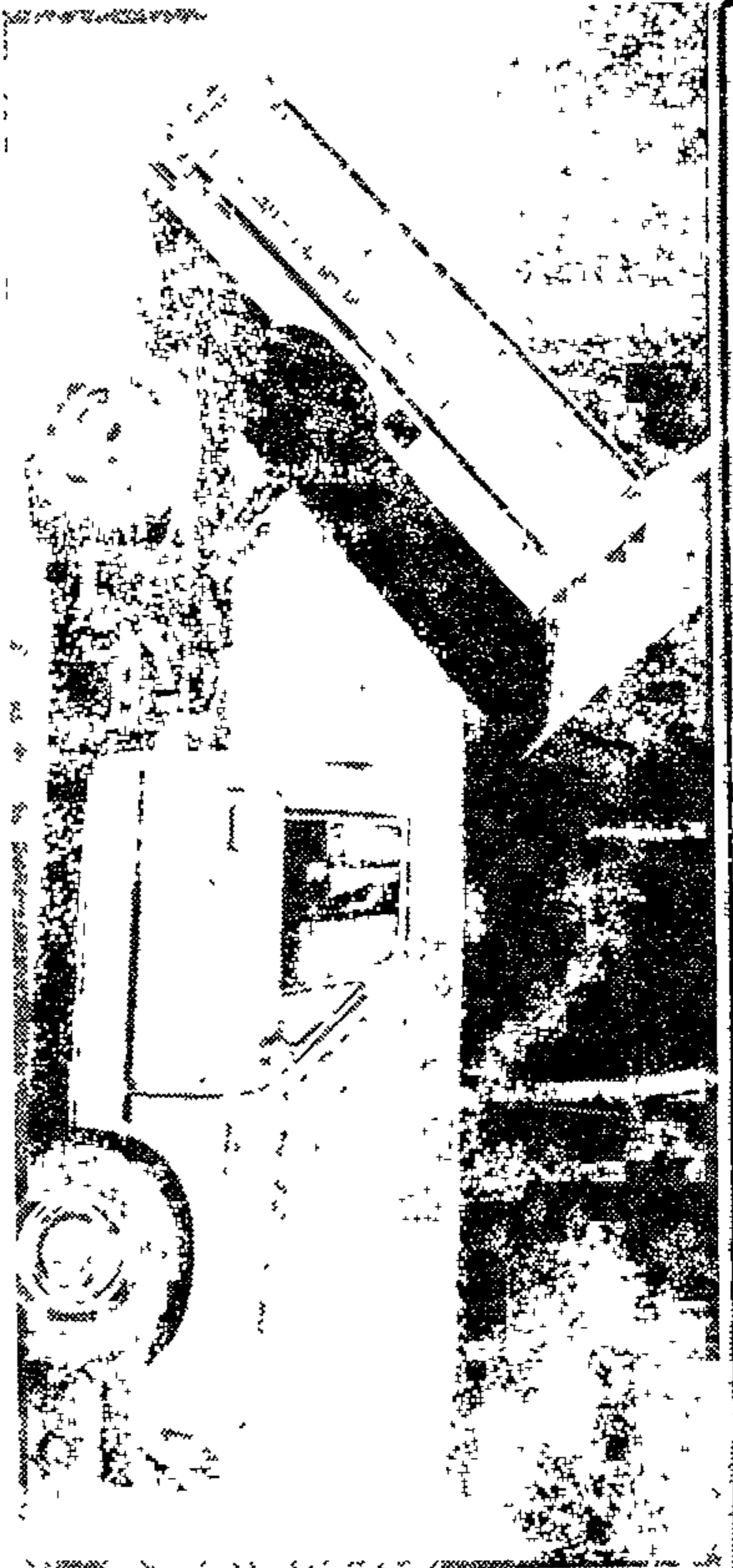
Mr Haywood added that from total commercial ve-

## Three-in-one



192  
November  
7/9/82

**Commercial transport**



A BAKKIE fitted with the dropside tipper.

**Adding versatility to the bakkie**

CI LIGHT Trailers, Pinetown, has developed the first dropside tipper conversion for one-ton bakkies in South Africa — a kit which greatly increases the versatility of light trucks without affecting their payloads.

Using the revolutionary Dumpt underfloor tipping gear, the CI kit involves a total substitution of the original cargo body for a tipper box with dropsides and tailgate. The underfloor tipping gear fits neatly between the box and the truck chassis and does not raise the height of the box.

The sturdy hydraulic unit is operated by remote control from the truck cab by an electric solenoid, and CI engineers have tested the hydraulic system to 14 479 kN/sq metre. The unit is designed to allow for a variable angle of elevation for the tipper box — enabling controlled tipping.

'The big feature of this conversion is that it can be done by a do-it-yourself enthusiast or in an hour in a small garage workshop,' said CI Light Trailers' general manager, Mr Ben Barber.

'Once the bakkie's original cargo body is removed, the tipper mechanism bolts directly into the holes that secured the body — so there is no need for additional drilling, welding or cutting.'

The tipper box is constructed from 2 mm, corrosion-resistant zinc steel, and the underfloor is braced with hot-rolled channel to prevent buckling. The cab protector is

made from hot-dipped, galvanised steel mesh.

'The rear tailgate can hinge downwards if cargo such as boulders have to be tipped, and the tailgate will protect the underside of the chassis as the boulders roll off. Or the tailgate can hinge from its top which is useful for tipping sand,' said Mr Barber.

He added that in designing the conversion, CI engineers had been careful to come up with a product that only marginally reduces the overall tare or carrying capacity of the vehicle.

The dropsides were brought into the design, because it was felt that the conversion should be as versatile as possible.

'The advantage of a dropside tipper is that if the box is being loaded manually, for example, sand, by the spade-fun, it is far easier to load with the dropside down as the cargo does not have to go over a side. Then, with the dropsides fastened, the cargo can be tipped in seconds at its destination,' said Mr Barber.

Cattle rails are offered as an optional extra for those customers who want higher sides. The short wheel-base kit costs approximately R2 100 and the long wheel-base kit costs R2 150.

**Contract to carry coal**

SHIRE Plant Hire of Pinetown has secured a major contract to carry coal out of the new Savemore Mine near Piet Retief in the south-eastern Transvaal.

According to Shire Plant Hire's manager, Mr Dick Smith, MAN 15 m<sup>3</sup> tippers with modified bodies will be used to transport the Savemore Mine's production from seam to crusher site.

**Tailoring fleets heat inflation**

TRUCK rental trends in both Europe and America indicate conclusively that transport's number one enemy is inflation.

Double figure inflation can mean the demise of many transport operators who do not accurately calculate the real cost of their fleet.

Now, with a falling off of the good times in the local

**A rejuvenated eight-year-old**

MOTORISTS on Natal roads are already admiring an exquisite yellow, orange and red Oshkosh truck-tractor, but few, if any, realise that this gleaming vehicle is more than eight years old.

The 'P' series Oshkosh,

**R40 million contract goes on stream**

WITH an investment of R4 million and the installation of 21 of the most sophisticated computer controlled machine tools in the world, Leyland South Africa has recently brought its Atlantis Diesel Engine flywheel and ring gear machining plant on stream.

In terms of the R40 million contract, Leyland is capable of supplying ADE with more than 2 600 flywheel and ring gear assemblies each month. This is still the biggest component supply contract yet placed by ADE.

The contract calls for the initial supply of more than 200 000 flywheel and ring gear assemblies for use of both original equipment and replacement parts for the full range of ADE engines.

Suppliers in the United States, Britain, Germany and South Africa delivered over 160 tons of machine tools to Leyland's Blackheat engine plant where they were installed in a specially developed 1 400m<sup>2</sup>

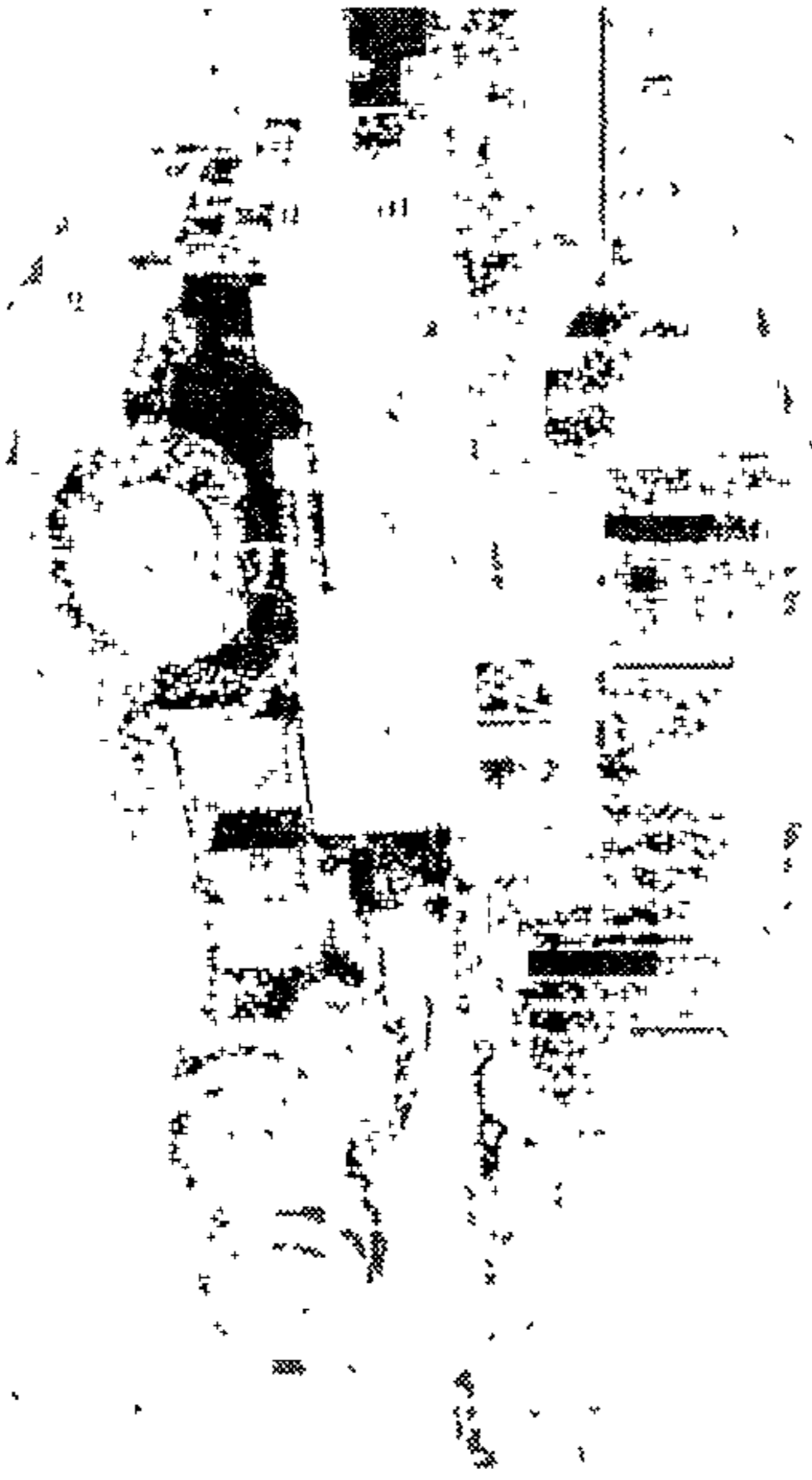
machine tool room. The machine tools include the most sophisticated computer numerical controlled units incorporating the very latest cutting tool technology. The ADE components are being manufactured from locally cast flywheels and ring gears.

Leyland's in-house computer installation, as well as the computer facilities of the various machine tool suppliers are being used to programme the

machines and to monitor their performance.

**Fault-solving**

A world-wide and instant computer controlled fault-solving technique, in association with the equipment suppliers, is also being used. For the duration of the contract, the new plant will handle more than nine million kilograms of locally supplied cast-iron and one million kilograms of locally produced steel.



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Dennis Flowers  
Sales Engineer

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**SIGMA**

& Hodgson Mining Group, has a life expectancy of 14 years.

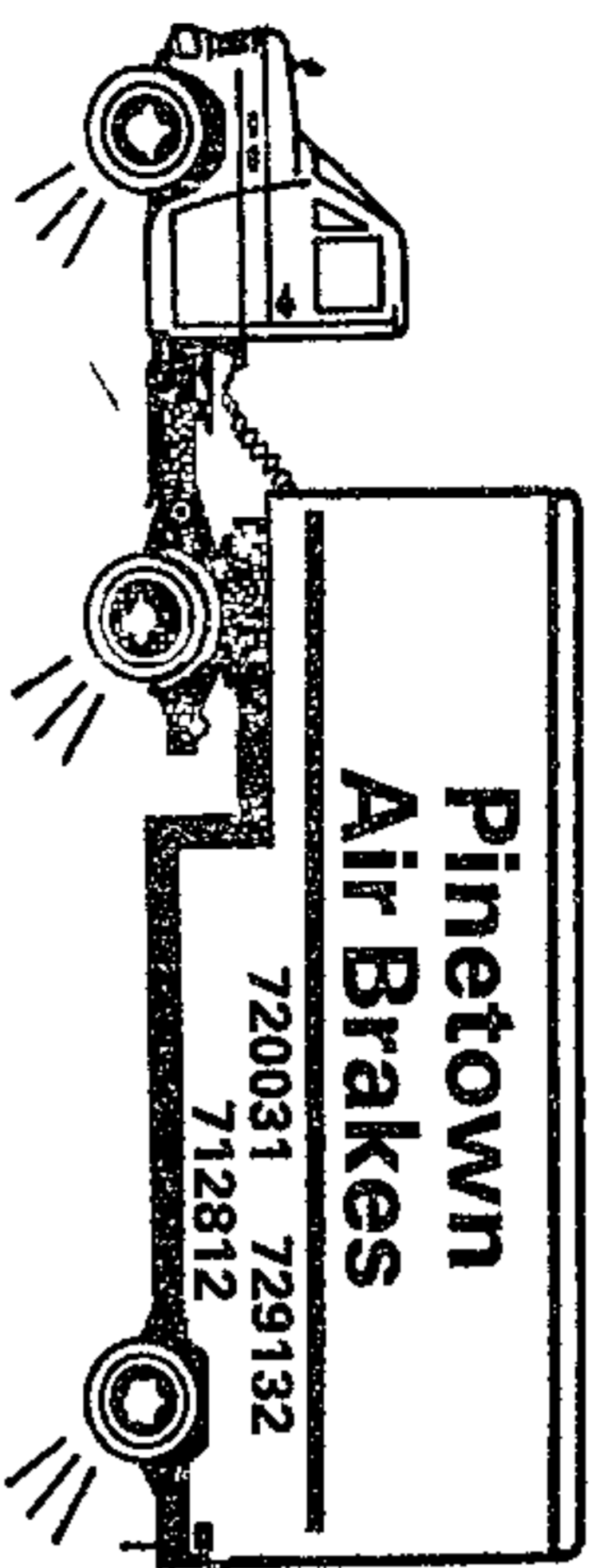
Savemore has imported an American-made Marion walking dragline, one of the most sophisticated machines of its kind in the country, to expose the 'Up to now we have been mainly involved in civil contracts, and our tippers have worked with rock. However, coal will present no problems for the vehicles, because although they will be operating in an arduous terrain, the material is softer than rock'.

'The Savemore contract is a significant stage in the seven-year history of Shire Plant Hire, said Mr Smith

show even greater negative effects on the transport operator's pocket.

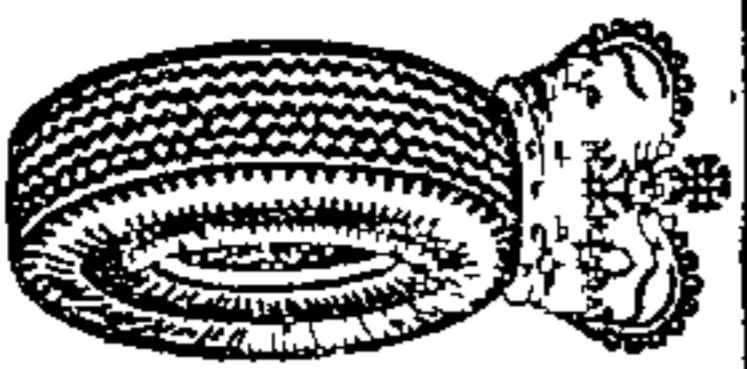
Every day costs rise the capital commitment related to the purchase of a new truck will continue to increase substantially; maintenance, parts, labour, fleet administration and interest rates on borrowed capital are now all cost areas which need to be closely monitored.

'Things are proving difficult this year,' says Derek Corn, managing director of Rent-A-Bakke. 'And transport operators



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costing more, the answer is to supplement the fleet with rented vehicles when necessary.

'Our Full Maintenance Contract enables operators to tailor their fleet, and also calculate their real costs at a glance. One invoice per month is all they need worry about'.

Rent-A-Bakke's FMC programme is a monitoring system which keeps a check on the real transport costs — all those hidden amounts which quickly add up such as tyres, insurance, breakdowns, licensing, and even underutilised vehicles, each one eroding the bottom line.

FMC is calculated as a single monthly payment which is your buffer against inflation.

### Tipper fleet order

THE FIRST fleet order for the popular Mitsubishi FM215 tipper fitted with the local ADE352 diesel engine and ASTAS transmission has been delivered by the Delmas Co-operative to a local road building contractor.

The order for four units complete with 5.3m<sup>3</sup> tip bodies is worth R150 000.

Jim Knight, general manager of Sigma's truck and bus division said that the Mitsubishi tipper, the top selling vehicle in its range in South Africa last year, continues to attract operator interest with the local Atlantis diesel.

### First bus with Atlantic diesel

Leyland South Africa has manufactured the country's first bus fitted with an approved Atlantic diesel engine.

The Leyland Victory bus is also the first South African manufactured but fitted with an Atlantis Engine to go into Service with a major bus fleet operator in the Republic.

The Leyland Victory Mk II ADE engine prototype bus will be put into service with Putco immediately and will be used on the most demanding routes to test the new bus. Putco operates more than 2000 Leyland buses.

### Big order

LEYLAND South Africa has secured an order for and supplied a total of 17 Leyland Chieftain and Super Eland trucks to P. E. Wolfardt Transport in Ermelo. The R400 000 order was for trucks equipped to transport timber from Eastern Transvaal plantations to

Roos of mpa 1981, and had completed 500 000 km of strenuous low-bed and cane hauling operations, was recently completely rebuilt by Oshkosh Natal in Durban.

The question of rebuilding versus a replacement vehicle was based on economic aspects and the suitability of the vehicle for its applications (and perhaps some sentimental affection for a faithful servant). The 'R' series offered the strength and ruggedness required by Atlas Roads, but had become outdated due to its engine's pre-combustion system.

### Transmission

It was decided to rebuild the vehicle with the new fuel efficient Caterpillar 3406 205 KW direct injection motor, which

25 percent rise. The rear axle unit was overhauled as well as suspensions, brakes and the chassis completely stripped and rebuilt.

### Touch of luxury

When it came to the cab, Atlas, with the help of D & H Automotive Services, decided to create the image they desired — efficiency and pride in work. The interior was completely refurbished and included re-upholstery and padding of the doors. A radio/lamp combination and oscillating fan added a touch of comfort and luxury.

The final cab repaint, which was done by local van specialist Wayne Sharp, was a real complement to the rebuild, and finished the vehicle off magnificently.

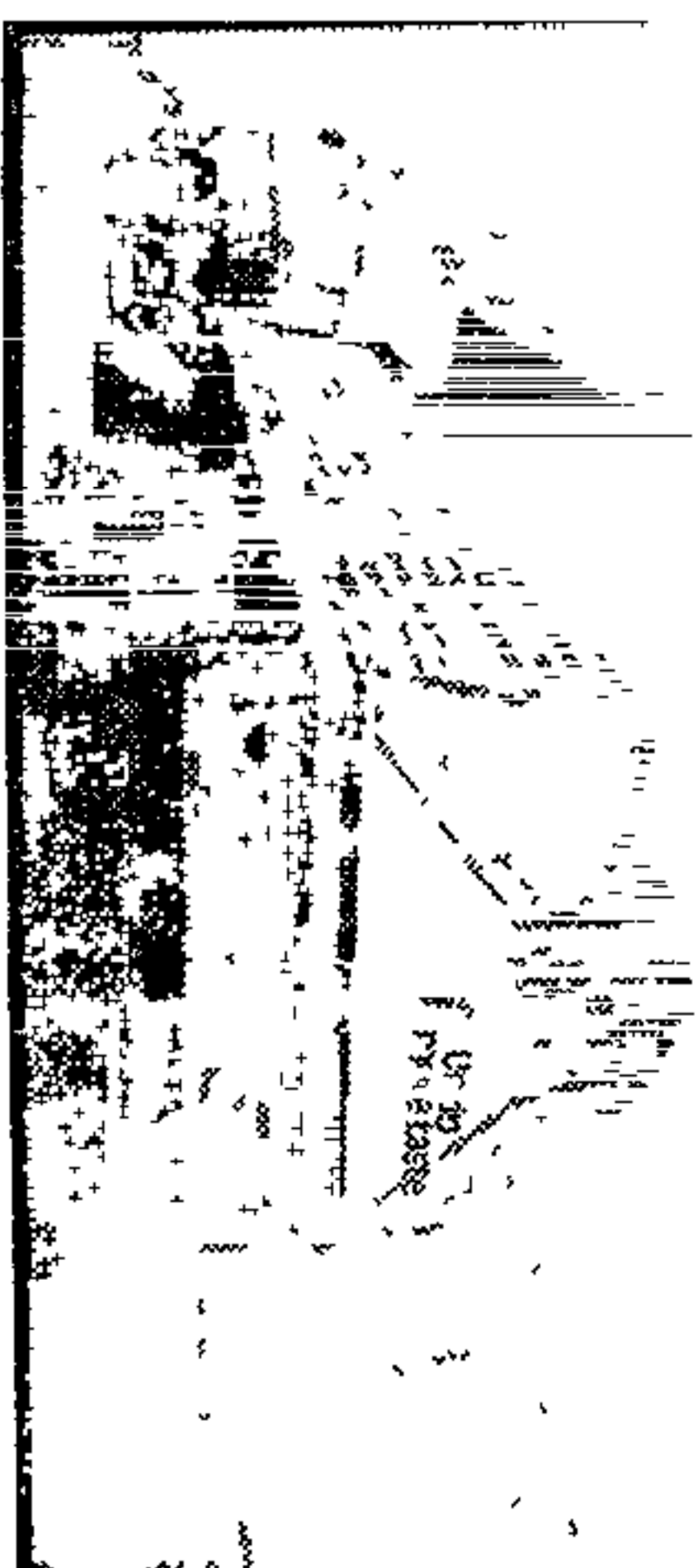
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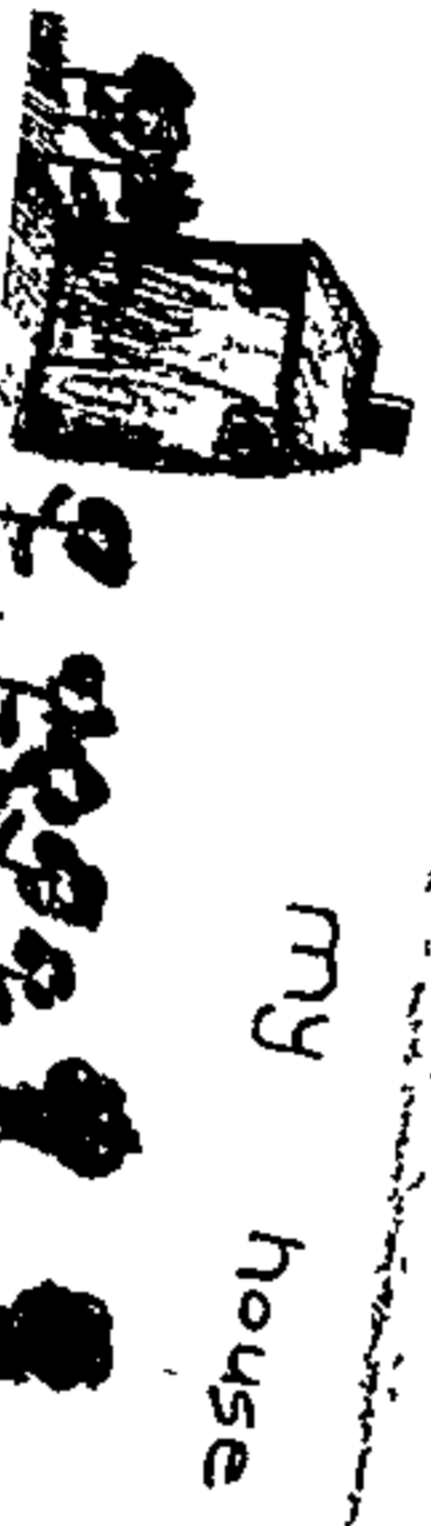
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In response to your 1982 appeal for funds I've enclosed my/our cheque for R being my/our donation to the Chest

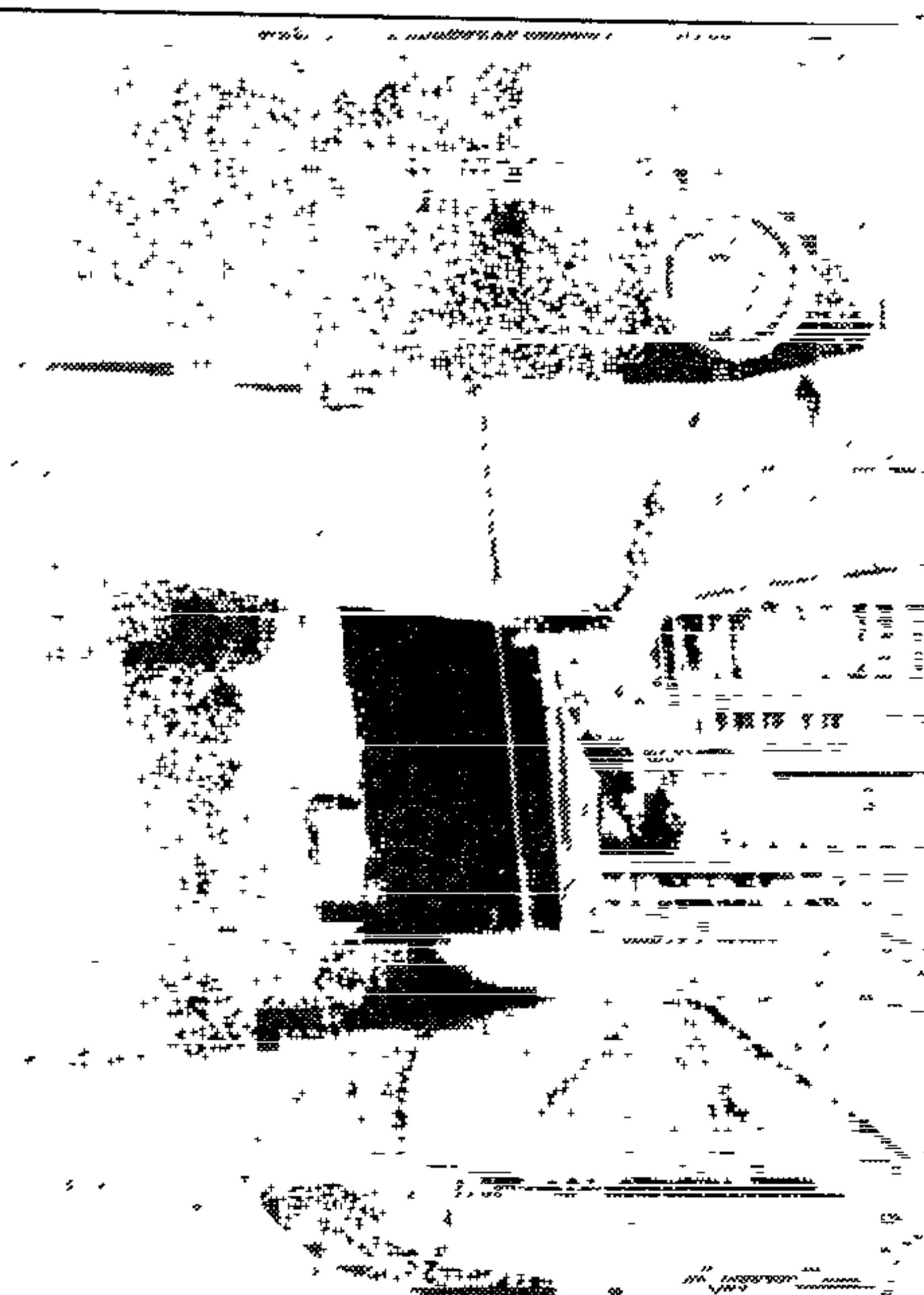
NAME: ADDRESS

my house



I live with a lot of other children Our house has 10 boys and girls Our mother and father are not real and two years ago my real Mum and Dad had a bad kworrel and I've not seen them again There is a red feather on our door this means that munny comes from a thing called the chest The chest helps lots of places there must be help and lots of peepil that do help you? Tom

INTERNATIONAL'S Paystars form the back-bone of the fleet of South African Transport Services and the Driver of the Year competition, has frequently been won by Paystar drivers. This year was no exception and the picture shows Mr H Groenewald of SATS congratulating the winning driver, Mr J J Mulder



POOLIE INDUSTRIES at Rosslyn in the Transvaal have designed a three in one system for a semi trailer that will carry out a variety of hydraulic instructions

The unit may be utilized as a semi-trailer with cat- the extensions While no hydraulic power is re- quired for this, the superstructure has been built to be entirely removable consisting of dropsides and grid extensions over the dropsides.

The unit has also been designed to tip sideways Three Corno hoists tip the body to the nearside to an angle of 45 degrees Discharge of silage or any other farm commodity is carried out in a matter of seconds A side tipping feature is possible on uneven terrain The Jumbo Legs fitted to any unit may be lowered to increase stability before operating the side tipping hoists.

To make an easy loading platform for animals, im- plements and any mobile equipment that farmers find difficult to move, the Jumbo Legs lower the nose of the semi-trailer onto the ground to provide a loading ramp with gradual inclination

The idea of combining three semi-trailer features into one unique design is a result of Poolie Indus- tries' Boer Maak 'n Plan' cost saving designs aimed at farmers!



Jack Van Vuuren  
Sales Engineer

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Purchased from Datsun, General Motors and Leyland increases the national fleet to a total of 1 600 units, ranging from LCV's to 20 tonners and including cars and several specialised vehicles

**long dropside trucks**

POOLIE Industries is to market the proven Hell conversion hoists in South Africa, which convert a standard 10m long dropside truck into a tipper truck

The fact that 50 percent of all hoists sold in the United States go to farmers is significant for us in South Africa, said Dave Scott, marketing manager of Poolie Industries.

American farmers, among the world's most productive and cost conscious farming community, have long recognised this and make extensive use of long wheel-base trucks, which also act as tipper units when needed

periods of unloading, the actual cost of the labour itself, that must not only be transported but which could be better employed.

Poolie Industries expect that the traditional concept of a tipper being a short single purpose vehicle will change and dual purpose long body tip trucks will play a strong role not only among farmers, but among municipalities and all transport operators who need to dump a load

**Labour**

Farmers are becoming increasingly aware of the cost of employing manual labour to unload heavy trucks This includes

- High standing charges for an expensive vehicle that should be operating and not standing for long



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# Workers stone buses

*269*  
*269*  
*269*

HUNDREDS of commuters in the Odi district of Bophuthatswana, employed in the Pretoria area, were left stranded when the local bus company celebrated a homeland's "public holiday" on Monday.

This resulted in buses being stoned and windows of 14 buses smashed. A spokesman for the bus company, Mr J A Stegman, could not estimate the damage but confirmed that 14 buses had been stoned on Monday at a Klipgat bus rank where commuters rioted after having been delayed for work.

Mr Stegman explained that Monday was a family day holiday in Bophuthatswana and his company's bus despatchers did not see the need of providing the normal daily transport after they had concluded that few people would be going to work.

*Stegman 8/19/82*

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- a) where.....
- b) to whom.....
- c) for what additional.....
- d) has this been granted.....
- e) if so, when.....

In the light of the 1979 amendments to the Industrial Conciliation Act, could you please indicate if your union has made any application for extensions in scope. If so,

Federation of Salaried Staff Associations of South Africa	
Pulp and Paper Industry's Joint Committee	
Rand Water Board Unions Joint Committee	
South African Council of Mining Unions	
South African Federation of Leather Trade Unions	
South African Council of Transport Workers	
South African Federation of Chemical and Allied Workers Union	

4. AFFILIATIONS TO INDUSTRIAL FEDERATIONS CONTINUED:

# Police assault - (269) can one hit back?

On July 1 I was in a train, at Johannesburg station on platform six, bound for Randfontein

I saw a white railway policeman, gun and all, approach a coloured man, about 20 years of age, who was standing on the platform and eating an apple.

Because my window was closed I could not hear what they were saying to each other but the next moment I saw the apple "flying."

The policeman smacked the man across the face, his cap fell off and the next thing I saw the man lying on the platform and being kicked by the policeman. Nobody helped him or tried to stop the policeman.

I suppose, he, the policeman, felt secure being on government property and knew that nobody DARES lift a hand to a policeman or question him.

He was still kicking and hitting the boy when the train pulled out five minutes later.

My question is, what

does one do when a policeman starts hitting you, can you hit back and risk being charged with assaulting a policeman, or do you calmly wait for him to vent his anger on you?

Surely if the boy was in the wrong he should have been handcuffed and taken to the nearest police station. This is not something I have heard, I saw it happening and it could have been me.

## Kick Me

Newclare

★ A spokesman for the South African Transport Services replies Inquiries were made into the matter raised by "Kick Me" and an affidavit was obtained from her in this regard. All these inquiries have been inconclusive so far and the policeman who was allegedly responsible could not be identified. "Kick Me" also states that she will not be able to identify the alleged assailant. No formal complaint has been lodged.

The real effects of this slump are still to be felt by the Port Elizabeth harbour, which berthed 117 ships last month compared with 110 in April

In the month of May, 109 ships called. This increased slightly to 115 in June and dropped to 107 in July

August saw the highest number of ships calling in five months

But the future for the shipping trade is decidedly uncertain

The acting local representative of the Association of Shipping Lines, Mr Chris Rhodes, believes that shipping — like national and international finance — moves in cycles

He said only time would tell whether world shipping had reached the bottom of a cycle or was still to experience it

Mr Rhodes said he was interested to see that there were two ships flying the British flag in port yesterday, the London Earl and the Fort Nelson. The trend in recent years had been for shipowners to fly "Flags of convenience"

For example, a multi-purpose vessel built in 1977 with a carrying capacity of 19 600 deadweight tons was on charter hire for \$3 525 (R3 870) a day. The ship flew the Liberian flag and was on charter for the Far East run

He said no European country could compete

with these rates

Mr Rhodes said a drop-off was expected for both imports and especially exports from the Port Elizabeth harbour, but he predicted that the port would still handle a reasonable volume of cargo

Shipping agents had not complained of any delays in offloading or unloading ships in the harbour during the recent labour unrest. The work was being done on time

He said the harbour industry was not as labour intensive as before, particularly since the advent of containerisation

Records show that Port Elizabeth has seen fewer Greek ships in recent months. It is believed the number of Greek callers will be reduced further because of the end of the year as one-ship owners go insolvent. Hundreds of Greek vessels are laid up and others are for sale

Until about a year ago Greece was buying just about every modern Western-owned vessel that came on the market

People associated with the maritime trade in South Africa concede that the world shipping situation has deteriorated dramatically in recent months

Coupled with a sharp cut-back in imports and exports is the rush into established trades by numbers of independent carriers offering cut-rate services

# Port's import

# not hit

# by slump

269  
E. Post  
8/9/82

By SHIRLEY PRESSLY

PORT ELIZABETH harbour is holding its own against the back-drop of an international slump in the shipping trade.

... what to do. AS it was, the people suf- dent.

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# Triangle bus fares up

269 9/9/82  
Sowetan

**BUS FARES** in Vaal Triangle-Sebokeng, Bophelong, Boipatong, Sharpeville, Sasolburg, Vereening and Vanderbijlpark went up by five cents yesterday.

The Vaal Transport Corporation, (VTC) increased the fares on all its routes because of increases in petrol rises and operation costs.

The increases will affect thousands of commuters in the Vaal complex.

The increases were announced yesterday by VTC manager, Mr F M. Bricks, who said that except in a few cases the increases would be 5 cents.

This is the second time within a year that

VTC has increased fares in the area after consultation with community councillors and administration board officials.

Opposition groups in the area have reacted strongly against the increases, which they say are going to hit hard workers, who are still earning below the breadline.

Mr Tom Nhlapho, the former secretary of the Evaton Ratepayers Association, said "Life is becoming a bitter pill to a black man".

"I think the Government should try to alleviate the lives of blacks by making sure we get wage increases commensurate with the rising cost of living".

# Bus fares will rise on Saturday

**Pretoria Bureau**  
**THE MASSIVE** Pretoria bus fare increase — between 23 and 33% — will come into effect on Saturday, according to a spokesman for the city council.

The fare increases were announced at a budget meeting in June and, approved by the local road transport board, affect all commuters.

The increases will mean an additional income of R1 400 000 for the bus service which has incurred heavy

losses over the past few years.

The biggest fare increase affects two-stage tickets, which will leap in price from 60c to 80c — a 33% increase.

The two-stage coupon tariff will increase in price from R10,20 to R13,60 per book and monthly tickets, from R18,50 to R24,60.

Commuters will pay an additional 20c, 90c from Saturday, for single three-stage tickets and coupon tariffs

will rise from R11,90 to R15,30. Monthly tickets will rise in price from R21,60 to R27,70.

The tariff for one-stage trips will increase from 40 to 50c and the cost of coupons, from R6,80 to R8,50. The price of monthly tickets will rise from R12,50 to R15,40.

The cost of scholars' coupon books will increase from R4 to R4,50.

The spokesman said coupons purchased at the old price would remain valid.



# Railway fare hikes loom

269

Case file  
9/9/82

THE SOUTH African Railways was still losing millions of rand each year and the possibility of fares being raised was under careful review, it was announced yesterday.

The public relations office of the SAR said the railways had suffered losses of R628 million in passenger services during the 1981/82 financial year. The fares may be increased if alternatives to curb the increasing losses are not found.

Mr E du Plessis, public relations officer for SAR, said, "We are looking into ways of combating the issue. Raising fares is only one of the facets. No decision has been made as yet but the possibility of raising fares is under careful review."

The public relations officer earlier said it should be taken into account that the SAR had increased fares by 10 percent in the past two years at six-monthly intervals.

The SAR had not decided whether or not to adopt the six-month fare increase system and reports that the railways were to continue to increase rail fares at a rate of 10 percent every six months in the foreseeable future were denied.

# Bus fares to go up once again

269

Mercury

17/9/82

**Mercury Reporter**  
FARES on Durban's white bus service will be increased between five and 24 c from November this year, Mr Alan Bray, deputy general manager of the Durban Transport Management Board, announced yesterday

Last month the Mercury reported that a fare increase seemed imminent after DTMB general manager Mr Marshall Cuthbert said the city's budget had recommended a 'reasonable increase to put the service on a break-even basis'

Mr Bray said application for the increase had been lodged with the city council and the move was expected to be gazetted by the end of September

He said he foresaw the

increase becoming effective in November because of the mandatory 21-day gazette period for objection and discussion by the Local Road Transport Board

The DTMB advised the LRTB of the proposed increases late in August

Mr Bray said that the scholars' fare increase — from 19,8 to 23 c — would not come into force until the 1983 school year

The new fare increases are Stage one — from 45 to 50 c (cash) and from 31 to 36 c for coupons Stage two from 52 to 60 c (cash) and from 39,2 to 45 c for coupons Stage three from 59 to 70 c (cash) and from 43,5 to 50 c for coupons Stage four from 66 to 80 c (cash) and from 49,8 to 58 c for coupons Stage

five from 73 to 90 c (cash) and from 52,2 to 62 c for coupons Stage six from 79 c to R1 (cash) and 55,6 to 67 c for coupons Stage seven from 86 c to R1,10 (cash) and from 58 to 71 c for coupons

The fares for children will increase from 45 to 50 c for cash and from 31 to 36 c for coupons

Pensioners' fares will be increased from eight to 10 c

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(269) D. Dishatch 11/9/82

# SATS not a monopoly, congress told

EAST LONDON — While the South African Transport Services fell in the broad category of the public sector, it was run as a state business which produced its own income, an assistant general manager of the SATS, Mr D Irving, said at the Southern African Communication Association Congress here

Mr Irving was speaking on the decision-making process in decentralised organisations

He said it was wrong to assume the SATS was run on public funds

Although the profit motive was not apparent, the act of balancing income against expenditure was important

He denied the SATS was a monopoly. Of all commodities transported in South Africa the SATS carried less than 45 per cent of total tonnage

One of the problems it faced as a national carrier, operating in the best interests of the

country, was that there had to be cross-subsidisation of some services by more profitable ones

Surplus from harbour and pipelines was used to subsidise passenger services, which were running at a huge loss Mr Irving said

On the utilisation of television in underdeveloped areas of Southern Africa, in effect TV2 and TV3, Dr. Stephen Finn, of Unisa, said television as a medium for effective communication was not being put to optimum use

He said both TV2 and TV3 could be "from the people for the people by the people" but at this stage it did not appear to be for the long-term benefit of the people

The problem with programmes at present was that they were all geared towards entertainment

He felt educational, health and agricultural spheres should receive attention—DDR

# Jomet sees 98 projects scrapped in cash crisis

fav 269  
13/9/82

By Lucille McNamara  
Municipal Reporter

Lack of sufficient Government funding is clouding the success of planning programmes undertaken by Jomet — the Johannesburg metropolitan transport authority

The chairman of Jomet's Technical Liaison Committee, Mr Jo Exter, says there has been great despondency at the small amount of money allocated for the implementation of transportation projects.

In his annual report for April 1981 to March 1982, Mr Exter says that instead of receiving subsidies of 60 percent for projects

scheduled that year, the R5,03 million allocation had amounted to a mere 36 percent.

This had made it possible for Jomet to finance only 40 of their priority-list projects. A further 98 had to be abandoned

Mr Exter said this experience had emphasised the fact that local or metropolitan authorities could at no time depend on a guaranteed percentage grant from Urban Transport Fund sources.

"Restricted sources of revenue and the unknown factor of the cuts imposed on them by higher authorities help to create a situation where it is impossible to prepare realis-

tic plans

"A local authority should not commit itself financially to the construction of any project over a number of years unless its own finance can be made available if no grant is forthcoming"

Mr Exter said that to date local authorities had spent R34,73 million on approved Jomet projects, with Urban Transport Fund subsidies amounting to a further R13,54 million — an average of a little more than 37 percent of the bill carried by participating municipalities

Jomet has drawn up its Fourth Interim Transport Plan which calls for R20,62 million for highway and public transport projects. This, however, excludes expenditure on buses and R843 000 needed for demonstration projects

## DILEMMA

"The preparation of this plan had to be done without any knowledge of the money likely to be available from the Urban Transport Fund, although it is anticipated that the grants will be less than in previous years, because of inflation"

Outlining the dilemma facing the committee in the preparation of its annual plans, Mr Exter said planning in a vacuum was a major problem because the amount of money made available from the Urban Transport Fund had not been revealed in advance.



ARGUS 14/9/82  
269

SUBURBAN passenger trains on the Cape Town-Monte Vista-Bellville line have been reduced by nearly half — the first step in a move to cut costs and improve the Western Cape service

Mr Ernie Kirsten, system manager, railways and harbours, said daily trains on this particular service had been slashed from 64 to 37.

"We have revised the timetable, cutting out off-peak trains running at a loss and readjusting the schedule at times when demand is heavy," he said.

Peak hour commuters would not be affected

Mr Kirsten said that similar changes would be made to all other regional services and the new timetables would come into effect on November 1.

"I must emphasise, however, that peak hour

## Trains cut to improve service

commuters will not be affected by any of the changes," he said

"It is merely streamlining the service to provide more trains when they are needed and cut out units which are running empty and simply costing us money."

Early morning, late night and off-peak period trains on all services are to be reduced to a minimum, while the number of trains running at peak periods is to be increased

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WEDNESDAY SEPTEMBER 15 1982

**SHIPPING**

Shipping Editor  
Bill Goddard

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cooling  
sheds**

CAPE TOWN harbour's pre-cooling sheds — a giant complex through which the bulk of export shipments of fruit move before being loaded into ships — are nearing the end of a R10-million facelift and are expected to be ready for use again early next month

The 32 chambers of the plant, which covers quay space alongside three berths in the Duncan Dock and is claimed to be the largest single-roof building of its kind in the world, have been demolished and replaced by 20 which provide 32 000 cubic metres of pre-cooling space

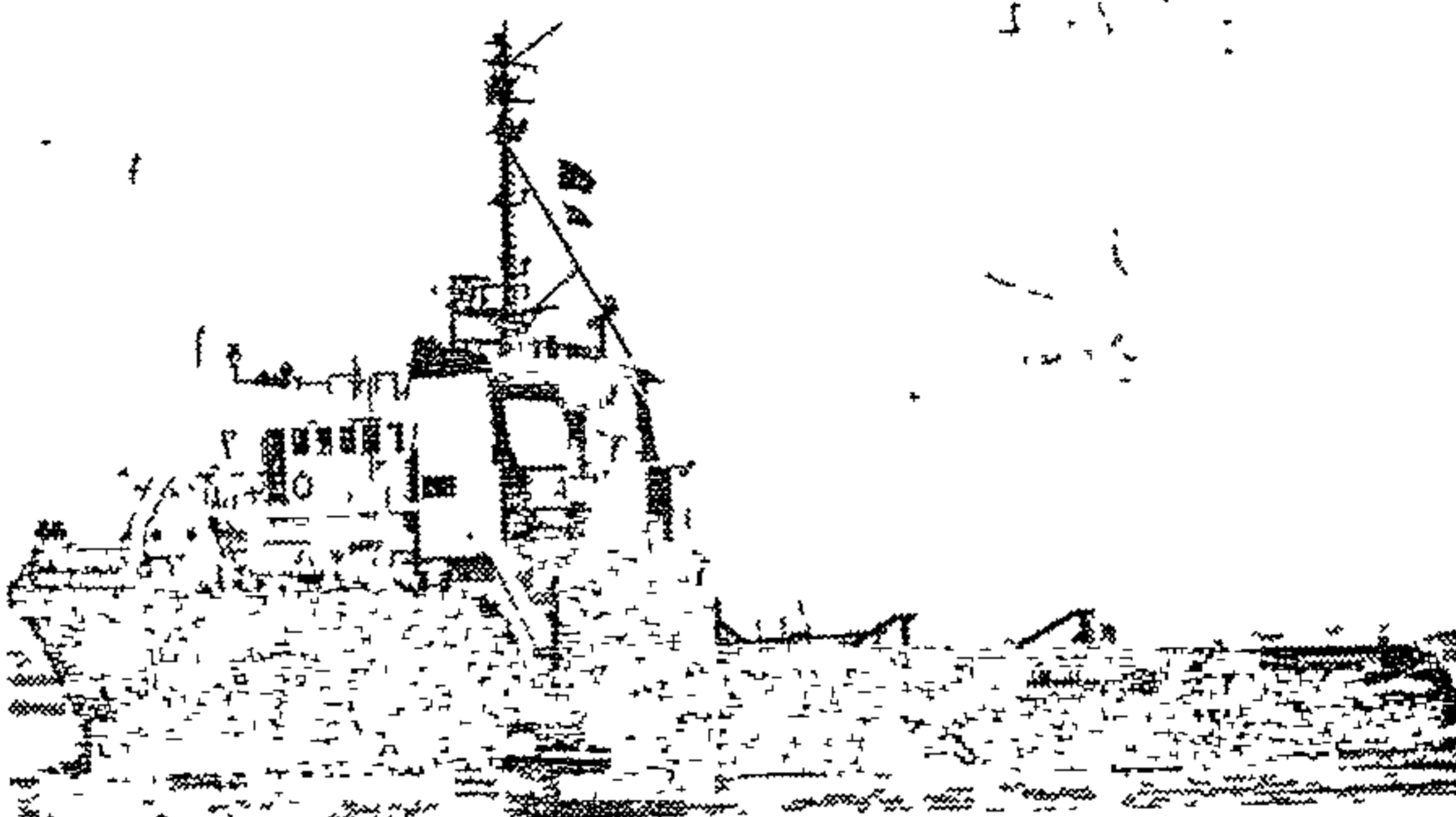
Modifications have also included replacing the old fan-operated pressure cooling system with a more modern and efficient forced-air cooling installation

**SAVING**

Harbour records show that pre-cooling facilities were first provided at C Berth in 1937

The complex was expanded until it eventually served ships at A, B, C, D and E berths, but was extensively damaged by fire in 1958

Officials of the Deciduous Fruit Board, which controls the pre-cooling complex, said the rationalisation of the plant would in the long run save the country's fruit exporters millions of rands



LAND and Marine salvage tug Causeway Adventurer has been whaling away its time in Cape Town harbour since playing a major role in the Antonios G-Toril Knudsen operation in False Bay last month. The 290 588-ton Liberian tanker Antonios G transhipped its cargo to the Toril Knudsen after having a gaping hole smashed in its bow while coming down the east coast. The 20 m by 6 m hole is believed to have been caused by a freak wave. Owners of the tug say things are rather quiet at the moment

**Maiden voyage**

THE latest addition to the fleet of vessels at the Safari Line between South Africa and the Far East is Nedlloyd's 32 000-ton container ship Nedlloyd Tombo — is due to Japan on its maiden voyage in three to weeks' time

Nedlloyd officials say the sleek carrier is scheduled to arrive in Cape Town on its first visit on November 15

The Nedlloyd Tombo, which was only recently launched at the shipyard in Japan, is part of a series of four vessels designed for the Africa-Far East route

The ship, which has a service speed of 20 knots and can carry 1 700 TEUs, is identical to the SA Vaal and the Nedlloyd-owned Oshana and Hayakawa

The four container vessels will provide service either fortnightly or either direction will be supported by several conventional bulk freighters

**Big drop in orange trade for city harbour**

LESS than 10 percent of South Africa's annual export orange shipments, which earn the country more than R300-million in foreign exchange, will be shipped through Cape Town harbour from the end of the current season

This was announced today by the assistant general manager of the Citrus Exchange, Mr Arend Venter, who said that export tonnages for shipment through Cape Town were to be drastically reduced because of the cost of getting the fruit to the coast

"The bulk of export-grade fruit is grown in the Transvaal and the high railage costs have forced us to concentrate our shipping operations

through Durban and Maputo," he said

Mr Venter said that from next year the only export shipments to be moved through Cape Town would be fruit grown in the Citrusdal area

"You can bank on about 2,5-million cartons of fruit being moved through Cape Town as from next season," he said

According to official figures, the Citrus Exchange has been cutting down on Cape Town shipments for the past few years

in 1980 and just on 2,5-million this year

Mr Venter said Eastern Cape fruit would continue to be shipped through Port Elizabeth and East London

Citrus Exchange figures show that South Africa's total exports for the current season will be about 28-million cartons.

This quantity of fruit nets R300-million on overseas markets, but is worth only about R180-million to South African farmers. Transport costs account for the remaining R120-million

The last of the current export shipments are expected to be loaded aboard ships in Cape Town harbour in three to four weeks' time.

**STATISTICS**

Port statistics show that just over 11-million cartons of citrus were shipped through the harbour in 1975. 7,4-million

**Hemingway brother d**

MIAMI — Ernest Hemingway's younger brother, 67, author and avid fisherman, committed suicide by shooting himself in the head at an Miami Beach home

Ernest was 62 when he killed himself with a shotgun in 1961. His brother Clarence admitted suicide. Reuter.

ARGUS 15/9/82 269

269

# CTC to raise bus fares

EAST LONDON — Bus fares on major routes in Ciskei and the Border area would be increased on September 29, the managing director of Ciskei Transport Corporation, Mr Hans Kaiser, announced yesterday

Mr Kaiser, who said it was the first increase in fares since 1979, empha-

sised the increases were essential to ensure the survival and development of a healthy passenger transport system in Ciskei and the Border region

He said it was difficult to give an average percentage increase for the various areas because the increases had been calculated from route to route according to distance

"Some of the existing fares are not going up at all, he said This would be the case in Mdantsane's internal service

Also not to be increased are fares on the weekly-ten-trip-clipcard and the single journey rate from Duncan Village to East London and to Chiselhurst

"Inflationary pressure coupled with the urgent need to develop and

modernise the services further in accordance with passenger demand, have compelled us to ask for an additional contribution towards the increased bus fares," Mr Kaiser said

He said the company had strived to improve the quality and safety of its services Among these were the purchase of 100 more buses and the provision of facilities for improved services and training and maintenance facilities

He appealed to employers to assist employees in meeting the increased fares

The largest rise on the weekly workers' ticket charge will be paid by commuters from Duncan Village to the Quigney who will pay R2,50 as against R1,50 they are now paying a 66 per cent rise

Generally the increases on the weekly rate are much lower than the average percentage increase on the single journey charge

The weekly rate from Mdantsane to the city goes from R1,90 to R2,40 — an increase of R26,3 per cent But the weekly ticket from Mdantsane to the West Bank — where most factories are — goes up by 50 per cent from R2,00 to R3,00

On a single journey from Mdantsane to the city, commuters will have to pay 45 cents after September 29 They are now paying 30 cents and will have to meet an increase of 50 per cent

The highest increase on the single-journey rate from Mdantsane to East London will be met by commuters to Arcadia and Quigney who will pay 57 per cent

more. The old fares are 35 cents a journey and the new ones are 55 cents

Others who will have to pay far more than they are doing now are workers who commute from Mdantsane to Berlin every week

Their rate on the clipcard goes up from R2,30 to R3,80 — an increase of 60,5 per cent

On the country routes, where the weekly clipcards do not apply the increases will vary between 20 per cent to be paid by passengers travelling from Mdantsane to King William's Town — and 71,8 per cent — to be paid from East London to Mount Coke

Fares from King William's Town to Frankfort and from Alice to Auckland will not increase — DDR

b) to whom

a) where

5. In the light of the 1979 amendments to the Industrial Conciliation Act, could you please indicate if your union has made any application for extensions in scope. If so,

Federation of Salaried Staff Associations of South Africa	
Pulp and Paper Industry's Joint Committee	
Rand Water Board Unions Joint Committee	
South African Council of Mining Unions	
South African Federation of Leather Trade Unions	
South African Council of Transport Workers	
South African Federation of Chemical and Allied Workers Union	

4. AFFILIATIONS TO INDUSTRIAL FEDERATIONS CONTINUED:



(269) D. Smith  
16/9/52  
**Proposal to  
extend city  
bus service.**

EAST LONDON — The Coloured Management Committee wants the municipal bus service extended to coloured group areas and an end to the Ciskei Transport Corporation (CTC) buses which serve the area

Two committee members, Mr Corrie Alexander and Mr J F Temers, expressed dissatisfaction with the CTC service and proposed that the municipal service replace the CTC service when CTC's permit expired

They complained that CTC did not care about "coloured passengers" and said the money paid in bus fares was not going back to the community

The proposal was passed unanimously —  
DDR

# Hell-run aids Malawi

A fleet of about 50 SA heavy duty trucks is plying the hell-run across central Africa in a bid to keep open Malawi's vital trade links with the outside world

The 3 000km haul touches four countries (see map) and, because Zimbabwean roads are now closed to transit traffic use has to be made of the Zambesi River pontoon at 'freedom alley' upstream of Victoria Falls. This narrow link between Botswana and Zambia which is metres away from Namibian and Zimbabwean territory was used by SA refugees before Zimbabwe independence.

The long and costly road journeys have become necessary because the Mozambique Resistance Movement (MRM) has severed much of the traditional trade route through Zimbabwe to the ports of Nacala Beira and Maputo.

Mozambique Railways is now working at barely 30% capacity. And according to some reports condition of the track is so bad in some places that train speeds are limited to about 10 km/h. Poor port facilities generally and a shortage of wagons and locomotives are also taking their toll.

To make matters even worse the main road from the Mozambique coast to Zimbabwe has been virtually closed since the MRM has threatened death to any truck driver who uses it.

Trade of most central African countries is affected to some extent but worst hit is Malawi which could lose its overseas markets for tea and tobacco.

Overall, at least 60% of Malawi exports are now going through SA. And much of the freight is being carried in the SA trucks which each carry 25 t of cargo per trip or about 5 000 t/month collectively.

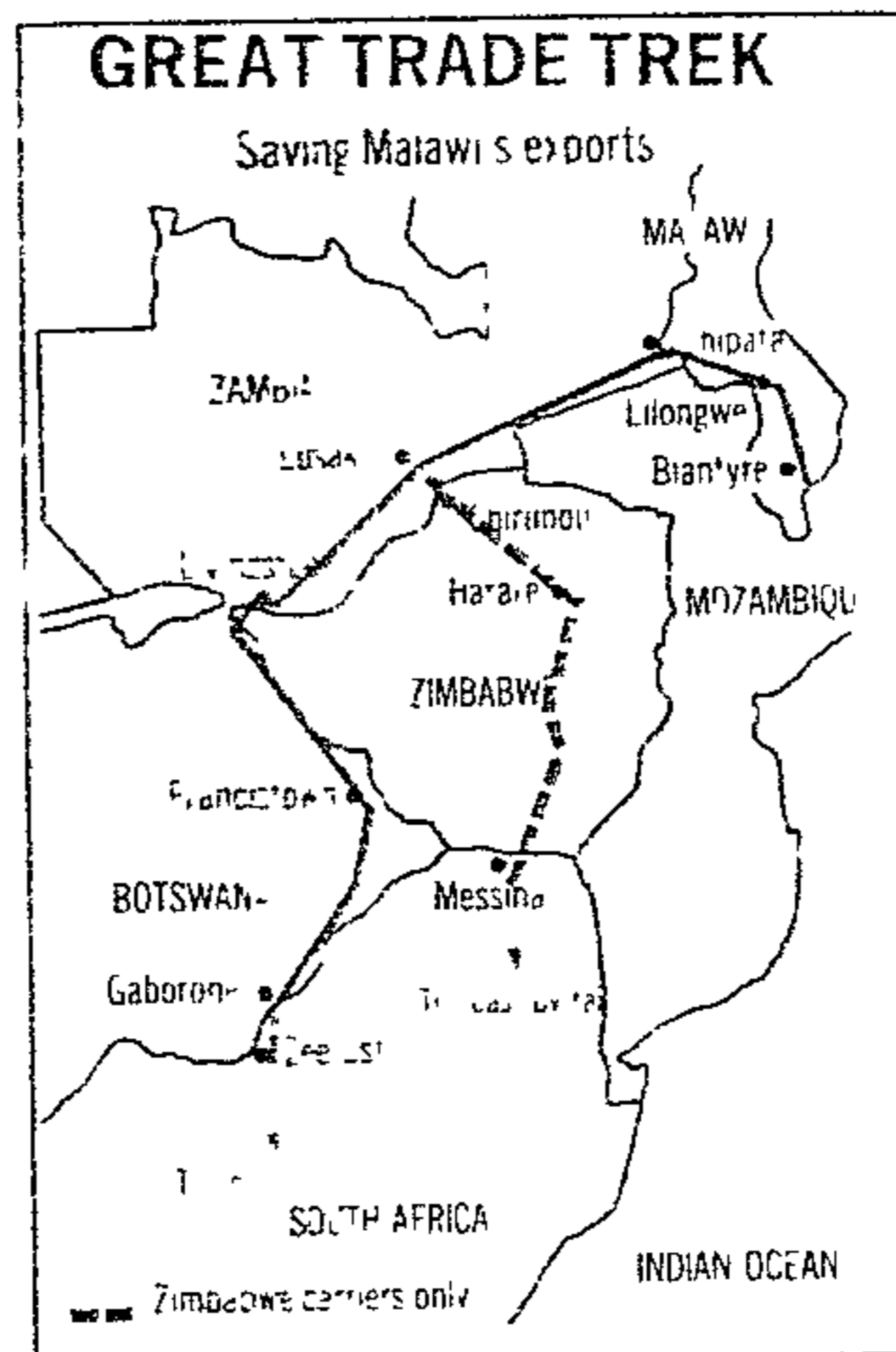
About 40% of Malawi tobacco now goes by truck through Zambia and Botswana and much is loaded in Zeerust for shipment to local ports. Just three months ago Malawi Rail estimated that only 5%-10% did not go through Mozambique.

The move to road transport is hampered by a shortage of suitable vehicles and containers and a delegation from the UK tobacco industry recently visited Malawi to assess the damage.

The tea industry is also suffering and about 500 containers have yet to be shipped although the tea season ended in May.

The switch to road is a boon to SA truck operators but is severely straining the road systems in Zambia and Botswana and these countries, like Zimbabwe, could soon introduce stricter controls on transit traffic which could hurt Malawi's exports.

Says Kerry Curtis of TruckAfrica, one of the largest SA firms operating on the



He adds that Unicorn has no intention of reducing the service at present but may do so if the situation gets worse.

Malawi route. "Our business from Malawi has increased by about 50%. But there is a lot more traffic and this is damaging the roads, particularly in Botswana and they don't like it very much."

Curtis says the problem has been aggravated by tax controls over transport firms in SA and the rot has spilled over into neighbouring states.

## Permits

"Some SA firms are not playing ball," he says. "They operate without permits and overload vehicles."

Malawi will now deal only with operators who have clearances from Botswana and Zambia. Curtis believes other controls will soon follow.

Zimbabwe's ban on transit traffic is also hurting. Says Curtis, "Zimbabwe is trying to protect its own operators and railways. This is unfair to Botswana because of the road damage, it is unfair to SA operators because Zimbabwe firms are allowed to transit through SA and it is unfair to Malawi which is paying out a lot of money."

The failure of the Mozambique transportation system has also had repercussions for SA shipping. Unicorn Line, which operates a bi-monthly service to Nacala, Malawi's main outlet to the sea in Mozambique, is one of them. Says Unicorn's Brian Davis, "There has been a substantial drop in traffic and we have no idea when it is going to improve. There is no short-term solution."



# Fares X drop in move to end bus 22/9/82 boycott

African Affairs  
Correspondent

THE Dimba bus company, which is 50 percent owned by the KwaZulu Development Corporation, yesterday took steps to end the six-week boycott of its buses operating between KwaNdengezi and Pinetown.

It is estimated that the boycott, which has hinged around a 20 percent increase in bus fares and the use of a circuitous route, has cost the company almost R100 000.

The liaison manager for the KDC, Mr Arthur Konigkramer, said that a temporary permit had been granted by the local Road Transportation Board to operate a shorter new route.

He said buses had been operating on this route since the rush hour yesterday afternoon.

## Meeting

Mr Konigkramer said the fare would revert to the old figure of 60 c for a single trip. The increased price was 75 c.

The Minister of the Interior for KwaZulu, Dr Frank Mdlalose, said yesterday he had been asked to intervene in the dispute and had convened a meeting involving residents of KwaNdengezi and officials of the bus company on September 11.

Dr Mdlalose said he thought the community of KwaNdengezi would be happy with the outcome of the talks.

## SHIPPING

# Call for reduced charges

269

Shipping Reporter

23/9/82

DURBAN ship repair companies are unhappy with the South African Transport Services' harbour rates, and have called for them to be reviewed.

They say this would lead to an increase in repair jobs on foreign vessels and, consequently, more foreign currency for the country.

Dorbyl Marine's chairman, Mr K N Jenkins, said at a recent naming ceremony that he believed foreign-owned ships could be attracted to South Africa for major repairs and modifications, if port and harbour charges, particularly dry dock charges, were not so high.

He said it was essential that 'as many foreign vessels as possible be attracted to our ports, as they bring not only activity, but also much needed foreign currency'.

'Obviously under normal circumstances foreign ships only call at South African ports to pick up or deliver cargo, and if the South African and world economies are depressed, the number of foreign callers will tend to reduce'.

Mr Jenkins said, however, he believed more foreign ships would call at this country for repair work if harbour charges were lower.

'We have at all our major ports very capable and efficient ship repair operations which could handle large jobs'.

### Competitive

'However, with the recent increase in port and harbour charges, it has been our experience that more and more foreign ships now find the Middle and Far East ship repair costs to be more competitive'.

Mr Jenkins suggested that the authorities review their charges in respect of vessels coming to South Africa for major ship repairs, saying that in his opinion certain charges could even be dropped entirely.

'The benefits in respect of the increased activity and the earning of foreign exchange will more than offset the cost of the concessions,' he said.

Mr Jenkins' plea was supported '100 percent' by Mr Pieter van der Waal, managing director of Elgin Brown and Hamer.

'The charge for pilots, docking and the dry dock are extremely high — this leads to the cancellation of foreign repair jobs.'

Mr van der Waal said that according to his information, port and harbour charges in Singapore and many European ports were between 25 and 30 percent lower than in South Africa.

'Ship owners send their repair work to ports like Singapore because of the cheaper rates — this is obviously bad for the South African ship repair industry,' he said.

port at the Department of Transport and National Transport Commission, recently told members of the Public Carriers' Association "A crucial issue will be the modal split between road and rail transport. In my opinion the low level of law enforcement by road transport inspectors is a major stumbling block in the path of progress"

Smith says the new plan will have to take account of the following transport developments

- Increased capacities of transport units, particularly in shipping and aviation,
- A tendency to concentrate operations in a small number of large-capacity seaports,
- Higher speeds — at a cost,
- Greater vehicle automation — at great cost,
- More intermodal systems where a consignment of goods may be conveyed by a variety of vehicle types,
- Progressively more difficult freight delivery in urban areas,
- Greater standardisation of commercial vehicles, containers and pallets, and of technical conditions for rail or truck transport, trailers and semi-trailers, and
- A need for more wayside depots for the onward delivery of goods

Another aspect of the plan is to establish a Central Road Traffic Bureau under the control of the Department of Transport. Part of its function will be to establish a National Traffic Register which, in the case of the freight and bus industry, will provide information on permits, offences committed by operators under the Road Transportation Act and the proposed "certificates of competence"

This is the first official indication that such certificates, to be used as passports by prospective road transportation operators, are being planned. Meetings are to be held in the new year, says Smith

Transport problems caused by heavy vehicles in urban areas suggest the need for more efficient means of collection and delivery. A possible solution, suggests Smith, could lie in the establishment of transfer depots on the outskirts of cities where goods could be transferred from large to small vehicles, and vice versa

**TRANSPORT** (269)  
**Government's plan**

FM 2/9/82

Government is planning a major restructuring of the entire SA transport system. As a first step, the National Transport Commission has appointed a "consortium" of private consultants to help with the job

Ray Smith, chief director of Land Trans-

# SATS gives assurance on passenger treatment

269  
DDISPATCH  
25/9/82

UMTATA — The South African Transport Services (SATS) has taken steps to prevent what a Transkei MP called "ill-treatment of passengers"

The MP for Umtata, Mr P M Ntloko, had taken up the matter after an incident in which he said he had had to stand in the cold and rain when he took a relative to board a SATS bus to Durban

He said the ticket officer had arrived late and after obtaining their

tickets they had been ordered to form a new queue

By that time all the passengers were wet and Mr Ntloko said he had feared for their health as they had had to travel a long distance in wet clothes

A letter from the SATS to Transkei's Department of Transport said the matter had been investigated and that suitable action would be taken to prevent similar situations in future

The letter from the

systems manager in East London, Mr A J Jonker, said "It must be pointed out that it is not the policy of the SATS to subject its passengers to any inconvenience, but due to unforeseen circumstances on the morning of July 2, 1982, the opening of the ticket office at Umtata was unavoidably delayed

"Any inconvenience occasioned you and the other commuters is sincerely regretted and I trust that you will have no reason for complaint again"

Mr Ntloko said yesterday "I accept this apology provided that steps will be taken in future not to subject our black people to such unpleasantness

"I am more than concerned about the passengers because among them were some from South Africa and others from our sister state Ciskei

"I believe that justice and fairness must be exercised to all God's people, irrespective of colour" — DDR

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# NTC drafts transport blueprint

269 (circled) Industrial Waste 28/9/82

## Staff Reporter

**A SUPER-PLAN for SA's future transport needs is being formulated.**

A consortium of consultants is assisting the National Transport Commission (NTC) with preparatory studies into an updated and comprehensive national transport policy, that will be formulated by a new Transport Advisory Council in 1984.

Detailed studies are expected to include the growing problem of urban deliveries, for which the solution might be to have transfer depots on the outskirts of cities where goods can be transferred from large vehicles to small, and vice versa.

### Future

Other thoughts on the future, outlined by Ray Smith, chief director of land transport at the Department of Transport and National Transport Commission, are perhaps not quite so palatable.

A National Traffic Register, to be formed by the Central Road Traffic Bureau of the Department of Transport, will be extended to include registers for freight and bus industries.

These might also include details of those holding the proposed certificate of competency to operate road transport.

This measure has often been suggested as the "passport" that might one day be needed by anyone wanting to enter the road transportation industry.

There might also be a register giving information on permits, offences under the Road Transportation Act, and other information.

Other conclusions reached in international transport circles, and likely to be included in the South African plan, are, the capacities of transport units will increase, particularly in

The central register for freight and bus operators will be considered in

the new year shipping and aviation, the tendency will be to concentrate operation in a small number of large-capacity seaports and vehicle speeds will increase.

### Standardisation

There will be more standardisation of commercial vehicles, containers and pallets and of technical conditions for the transport of goods by rail or trucks, trailers and semi-trailers and wayside depots or centres will be established for the onward delivery of goods.

"It seems that our own pattern of development will be similar to this, and work has already started within the broad framework," said Smith.

Law enforcement will also be a major platform for future progress.

Without it, the current differences of opinion over what goods should be carried by road and rail will be incapable of solution, said Smith.



1-0 m 24/10/72

# Return tickets may come back for suburban riders

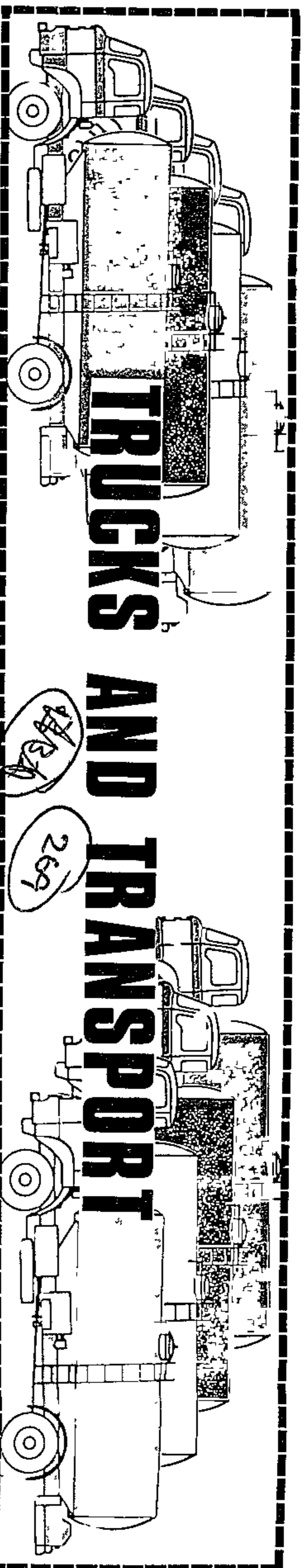
Mail Reporter (269)

SOUTH African Transport Services — reacting to public requests — may re-introduce its return tickets on suburban routes, a spokesman confirmed yesterday

The spokesman said no further details were available, but SATS would issue a statement when the next tariff increase was announced. He could not say when that would be

The spokesman said "It is true SATS are considering reverting to the return-ticket system on suburban routes due to public feeling on the matter. The issue is being looked into at top level and a decision will be made at the same time as the next tariff increases are announced"

The spokesman said commuters felt return tickets were more convenient. At present two single tickets are required for a two-way trip



# New diesel bakkie on the market

FORD has expanded its top-selling 1-tonner range with the introduction of a new diesel model, which the company hopes will provide increased penetration of the fast-growing 1-ton light truck market.

Said Keith Butler-Wheelhouse, Ford's manager of vehicle sales and marketing: "In the 1-ton segment, which currently accounts for over 50% of light truck sales, the diesel share can be seen to have grown from 7% in 1977 to 27% in 1981."

Which is a very good reason for Ford's move to introduce a diesel variant of its successful petrol-driven pick-up.

The exhaustive test programme to which the vehicle has been subjected included over 100 000 km of accelerated durability testing (equivalent to over 400 000 km of normal operation). As a result, additional sound-dampening material was introduced into the floor-pan and engine compartment area, so Ford now claims the pick-up has a "far lower noise level than many diesel competitors".

The front shock absorbers have also been upgraded to suit the increased mass of the diesel powerpack. Said Butler-Wheelhouse

# National transport policy will ensure cohesion

SOUTH Africa's proposed new national transport policy — and a "reformed deal" in transportation — were announced by Director General criterion"

"Obviously strategic, developmental and political considerations are also important, but it is an inescapable altered

"Funds are often allocated for a specific purpose, but it would sometimes be desirable to adjust surpluses, deficit revenue of R54.6-million a year, but this will not solve the problem of a provincial or municipal funding shortfall — for which additional

allowed to operators there naturally had to be some form of countermeasures to prevent the possibility that the new-found freedom

In conclusion, Mr Eksteen said the government was "aiming towards the accomplishment of a reformed deal in transportation, and I fore-

0 transport... steen recently at the Annual Transportation Convention

Since the speech he gave (which was very important to operators) did not get the Press coverage it warranted, T&T considers it important enough to give space to the main points here

Mr Eksteen said private enterprise freedom under the new legislation is not to be allowed to "get completely out of hand", so the National Transport Commission (NTC) will be applying for (and the implication was that it will be granted) increased regulatory powers

He told the convention that "the time is now seen to be right" to formulate a national transportation policy

"This is not to say that policies have not existed in the past Policy-making is a continuous process, and an implicit policy is evident in legislation, NTC rulings, and in decisions taken by the Department of Transport

"There may, however, be occasions when policies made in separate organisations are conflicting or counterproductive, and do not wholly comply with general government thinking

"A formal national transportation policy would, in this regard, ensure greater cohesion and force the decision-makers to consider each others' points of view more thoroughly, and perhaps re-

today's world is becoming increasingly significant"

Mr Eksteen admitted that in the past, "the carriage of goods by road was regulated in favour of the SATS"

But he said the picture had now "markedly changed"

"While railways will always continue to be the ideal mode for the transport of bulk goods over long distances, there are certain commodities which are better carried by road and certain journeys where the urgency is such that a premium for transportation by road is justifiable

"This has resulted in railway tariffs being gradually aligned closer to actual costs, and - following the Road Transportation Act - a relaxation of the restrictions on the carriage of goods by road"

On the issue of national coordination, the director general said the object could only be achieved if it was organised "at a high level by a body like, for instance, the NTC"

And he gave details of the recommended modifications to the NTC (as suggested by the Welgemoed Commission)

situation within the transport field changed Thus, of course, can only be done effectively by a body with an overall view of the position"

Regionally, co-ordination would require an autonomous statutory regional road transportation board, a regional transport co-ordination board and a metropolitan transport advisory board

Members would be drawn from these boards to form a higher, quite small, body to be called the National Transport Advisory Council

"It is clear that we need to ensure maximum co-ordination in areas of apparent conflict, and to be in with overall government policies We can no longer afford to make pricing and investment decisions in isolation instead of using an integrated modal approach"

He did, however, stress that "policy is, and will remain, the province of the Minister of Transport Affairs and the NTC Let there be no misunderstanding on this matter"

On the subject of financing, Mr Eksteen said "Our increasing inability during the past few years to raise sufficient funds from existing sources for the financing of roads and transport facilities in general is the most serious single problem with which we have had to deal

"If new sources of revenue cannot be found, it will mean

revenue sources are being investigated"

On the subject of free enterprise, Mr Eksteen spoke on "a number of concessions contained in the (Road Transportation) Act" He said "With the greater freedom

you can get completely out of hand

"Consequently the NTC has been given greater powers in that specific respect, and we intend next year to ask for further greater powers"

see it as the necessary preparatory and legislative work to pave the way for this to happen will be largely completed by 1984 (when the National Transport Advisory Council should come into being)

by a 2,4 litre 4-cylinder indirect injection engine, that provides a power input of 45 kW at 3 600 rpm and a maximum torque of 142,4 Nm at 2 000 rpm The cable-operated heavy duty clutch, 4-speed

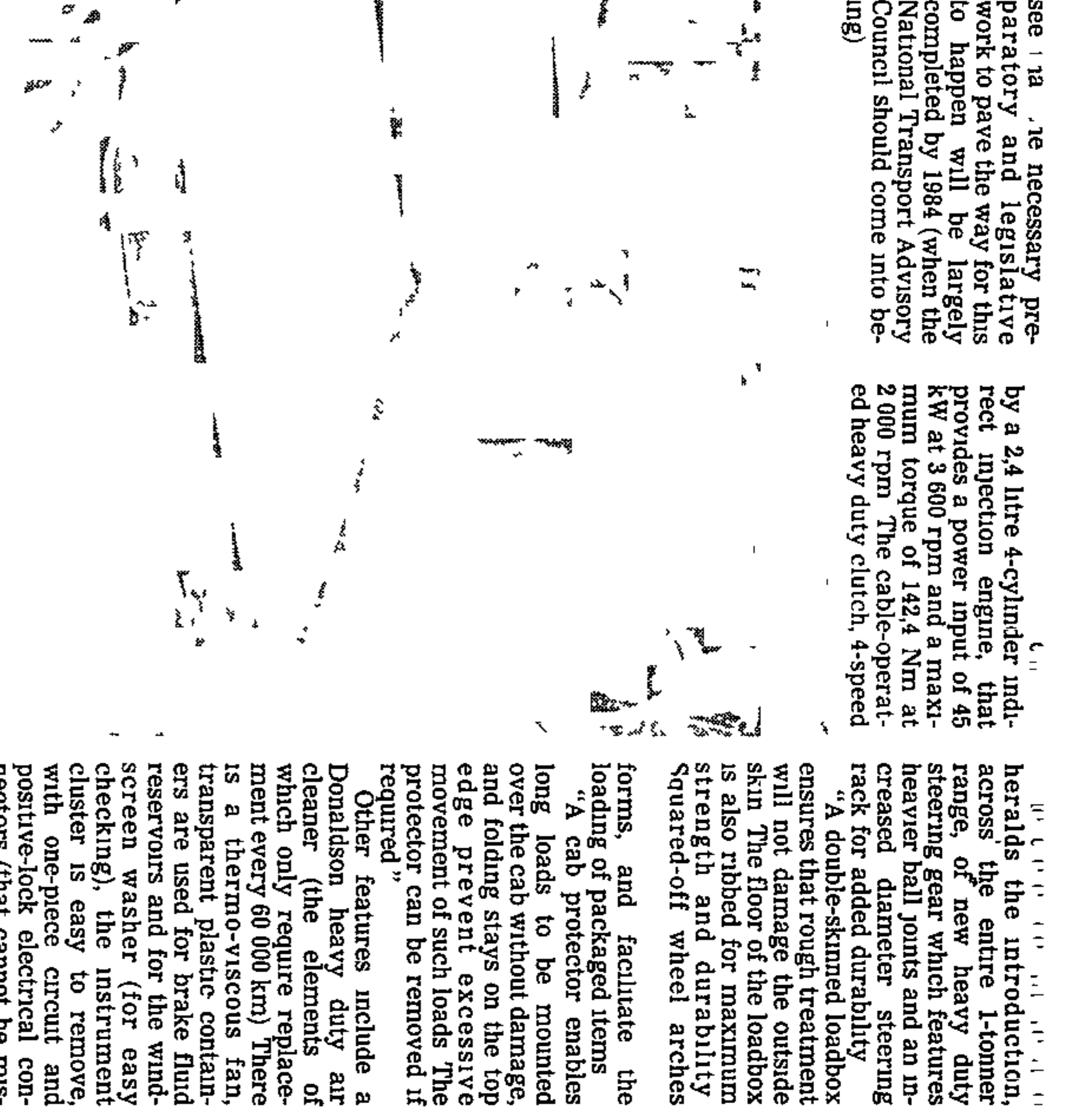
heralds the introduction, across the entire 1-tonner range, of new heavy duty steering gear which features heavier ball joints and an increased diameter steering rack for added durability

"A double-skinned loadbox ensures that rough treatment will not damage the outside skin The floor of the loadbox is also ribbed for maximum strength and durability Squared-off wheel arches forms, and facilitate the loading of packaged items

"A cab protector enables long loads to be mounted over the cab without damage, and folding stays on the top edge prevent excessive movement of such loads The protector can be removed if required"

Other features include a Donaldson heavy duty air cleaner (the elements of which only require replacement every 60 000 km) There is a thermo-viscous fan, transparent plastic containers are used for brake fluid reservoirs and for the windshield washer (for easy checking), the instrument cluster is easy to remove, with one-piece circuit and positive-lock electrical connectors (that cannot be mismatched), and the steering system and transmission are "lubricated for life"

Ford claims major services are only needed every 20 000 km



Ford's new diesel-powered 1-tonner the route to increased market penetration?

consider the overall goals we are trying to achieve in the interests of South Africa"

Such a policy, he said, would have to be flexible and adaptable because of the changing needs of society in general and the transportation industry in particular

"We are now in a period of accelerating change throughout the entire transport sector, which reflects in turn changes taking place in both the economic and political spheres"

But economic considerations must not be the "sole

- a representative of the SATS,
- two representatives from the organised manufacturing sector, agriculture, commerce and mining,
- one representative of the Department of Finance,
- one to a maximum of three members appointed by the Minister of Transport Affairs,
- two members representing the United Municipal Executive Committee and the Association of Management Committees

"Similarly", said Mr Eksteen, "it would make sense to co-ordinate national transport financing, and for this purpose a central transport fund may be the best answer" Such a fund would be administered by the NTC

"An advantage of this single fund would be its comparative flexibility, which the co-ordinating decision-makers could use to transfer funds from one area of need to another as circumstances

that the expansion of the existing transport system will have to be curtailed or that present standards will have to be lowered"

But any new sources of revenue must be in line with government policy promoting self-financing of projects wherever possible

"This reflects a shift in emphasis within the economy, and the emergence of changed priorities spelt out in the Economic Development Programme This programme, it should be noted, anticipates a decline in the average annual growth rate in the transport sector from 6,7% to 5,2% by 1987

"The office of the Prime Minister is concerned at this state of affairs"

The Department of Transport had succeeded in obtaining an additional 0,069 c/litre for the National Road Fund for a five-year period from April 1, 1983 "At today's prices this means additional

269

30/9/82

# Return tickets in the offing

THE South African Railways (SAR) is considering reverting to the old return-ticket system because of "public demand".

This was confirmed yesterday by the SAR's Public Relations Officer, Mr B J Beukes. No decision had been reached, he said, but the idea was being considered.

"This is the result of public demand. Whatever decision is made, it will be announced only when the next tariff increase is introduced," Mr Beukes said.

He could not speculate when the next tariff increases would be.

Mr Beukes could also not say if the consideration to revert to the return tickets stemmed from reports of losses through illegal reselling of tickets.

There was an outcry earlier this year when the Railways announced the scrapping of the return tickets. Commuters were forced to pay twice the single fare if they wanted to make return trips.

269

30/9/82

Sowetan

# Test tion read e hike

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day staged a symbolic protest against the bread price increase in Paarl and walked about 50 m into the arms of waiting policemen, writes our Cape Town correspondent

Nineteen of the group were arrested for contravening the Riotous Assemblies Act by a strong contingent of uniformed policemen who had been waiting for at least an hour for the march to take place

## Names taken

Three others were 'snatched' from groups of people waiting on a street corner by uniformed policemen shortly before the march started

Their names were taken, their posters removed and they were filmed before being placed in a truck. They sang songs as they were driven away

Maj George Kershoff, who later came to the scene to 'talk to the Press', said some hours afterwards that 19 people had been arrested during the march and three had been detained earlier

They would all be charged with contravening the Riotous Assemblies Act

Twenty-two people later appeared briefly in the Paarl Magistrate's Court. They were not asked to plead and no evidence was led

The adults were granted R50 bail each and the minors were released into the custody of their parents

## Koornhof

FROM PAGE 1

ing in another Court  
Dr Koornhof said yesterday he had nothing to add 'at this stage' to the statement by the Department of Foreign Affairs

Mr Swart said Dr Koornhof's department appeared to have acted 'with unseemly haste and reckless irresponsibility'

It had sponsored two proclamations which had been declared invalid by the Supreme Court but had not hesitated to pursue the matter to the highest court in the land

'In many other Western countries heads would have rolled in a matter such as this but it will not happen here because they are not as sensitive to the democratic processes

'Yesterday's ruling shows that Dr Koornhof's department is not functioning efficiently'

Dr Treunicht believed the Government's actions had not been thought through, even purely on an ethnic basis

'The people in the Ingwavuma district are not Swazis and attempting to transfer them to Swaziland would be in contradiction of the Government's own policies'

Mr Raw said there appeared to be something seriously wrong with the Government's legal advice and with the department responsible

'To lose two court cases at Supreme Court level and one in the Appellate Division on the same issue seems to indicate either inefficient advice or arrogant contempt for resistance to Government plans,' Mr Raw said

Swaziland's Foreign Minister, Mr Richard Dhlamini, said last night the decision did not interest the Swazis

'It has nothing to do with us. It is an internal matter between the South African Government and the KwaZulu administration

'We still want that land,' he said

● See also Page 6

# City seeks mixed bus service on some routes

**Municipal Reporter**  
DURBAN'S latest application to desegregate its bus services will be heard by the Local Road Transportation Board on October 25

This time the city is only seeking to desegregate routes that will not affect the 200 Indian bus operators in the city, and only four formal objections have been lodged with the board

The city hopes to give all races the option of using either the more expensive blue line — presently a whites only service — or the cheaper green line, which is for blacks only now. Both services are operated by the Durban Transport Management Board

Mr R E Knox, a former DTMB employee who is associated with Putco, has lodged two objections in his personal capacity

Objects to white passengers on the green line buses and the other to non-white passengers using the blue line

Mr Knox told the Mercury he did not see how the proposed system could work without confusing commuters of all race groups

Mr Paul C Miller of Durban North is the only objector on racial lines. His concern is that people of different races would assault each other when forced to travel in a confined space together. And the bus drivers, mostly non-white, would not be able to control the situation

Mr M C Goordeen is the only bus operator who has objected

Last night Mr R S Pillay, legal representative for the Indian bus operators said Mr Goordeen, who operates a service to La Lucia, feared that a desegregated DTMB service to Durban North would affect his business

Mr Pillay said he would be at the hearing to protect the interests of the bus operators but as long as their livelihoods were not threatened they would not object

'We are a little concerned about a few areas where the Indian routes will overlap with DTMB routes closer to the city. For example the DTMB route to Durban North will clash with the Indian operators from Umgeni Road

## Refused

'Our terminus is on the periphery of the city, while they can carry passengers right into the CBD and obviously non-white passengers would prefer this. We don't mind competing on equal terms but not when the cards are stacked against us'

The last time the city council applied for permission to desegregate the services, it was for all routes and the Local Road Transportation Board refused. The matter was taken on appeal to the National Transport Commission and turned down in December 1981

The council sent a delegation to the Minister of Transport, Mr Hendrik Schoeman in May

He advised them to lodge a new application for certain routes only

BP Visco 2000

A higher level of protection. Shields against heat caused by friction, shields against wear.

Friction that produces heat can choke

From GERALD REILLY In Pretoria

THE South African connection will continue to be a vital factor bolstering the inadequate and inefficient transport systems of neighbouring countries

This was made clear by the general manager of the SA Transport Services (SATS), Mr Kobus Loubser, in an address to the conference of the SA Federated Chamber of Industries in Pretoria yesterday

He stressed the well-being and stability of South Africa was vitally linked to the well-being of neighbouring states

The countries around South Africa shared common problems — undeveloped economies, a dire need for skilled workers, an absolute need for development capital and an acute shortage of foreign currency

The basic shortage of skilled workers was compounded by the departure of many white skills after independence, usually because of unrealistic economic policies

A typical example had been Zaire, where after independence, all white shop owners were forced to hand over their shops to local inhabitants — irrespective of whether they were able to run the businesses or not

The results had been predictable. When initial stock was sold shops closed and ceased to exist

In the case of the sugar export terminal at Maputo, a labourer was made a manager after Portuguese settlers left because he was the only man available with at least some knowledge of the terminal

The well-being of South Africa's neighbours depended on the ability to export basic minerals and to import virtually all manufactured goods. In all cases, with the exception of Zimbabwe, food production was insufficient for local needs and

# How SATS keeps the neighbours wheels turning

had to be supplemented through local import

It was obvious, therefore that transport was basic to their very existence

The problems in Southern African states were often compounded by internal instability due to political friction, Mr Loubser said

Maritime countries tended to take advantage of their landlocked neighbours

Malawi, for example, was totally land-locked and its transport routes to the sea were through Mocambique to the ports of Ncala and Beira. The line to Ncala was so bad that Malawi refused to use it, Mr Loubser said. Congestion in Ncala was such that about 2 000 containers were waiting to be moved to Malawi — many since the end of last year

The alternative route to Beira has been frequently sabotaged by the Mozambique Resistance Movement. Recently three trains were waylaid, looted and burned. Some 20 000 tons of fertiliser were currently being off-loaded in Beira, but Malawi had no assurance they would be delivered before the planting season began

Malawi was now resorting to road transport via Zambia and Botswana to South Africa

Tazara Railways from Zambia to Dar es Salaam was theoretically

available to Zaire. However this line was unable to handle even Zambia's own exports. In addition delays to shipping in Dar es Salaam harbour were prohibitively long. Zaire's only alternative was the 3 500km rail route to the south via Zambia, Zimbabwe and Botswana to East London

The railway lines to both Beira and Maputo were being operated ineffectively and the ports were inefficient

Mr Loubser said Botswana was exploring the possibility of exporting coal. It would like to do this independently of South Africa, by way of the much discussed Trans-Kalahari railway line to Walvis Bay. The cost of constructing such a line would be in excess of R1 000-million

It would involve only a relatively short railway connection between Botswana's coal fields and the Thabazimbi-Elisras line and would offer a far cheaper service within the stable environment of South Africa

"The need to rely on South Africa would rapidly diminish if only our neighbouring countries were able to operate their existing transport infra-structure efficiently. I believe it will be a long time yet before this happens"

In contrast to this rather gloom

picture, South Africa was an industrial giant; it had a well developed economy, political stability, a well trained work force and an excellent transport infrastructure, Mr Loubser said

"We can be a source of knowledge and above all we are experienced in the realities of African traditions. In the eyes of our neighbours we have only one disadvantage — politically we are an outcast"

SATS had leased locomotives and trucks to virtually all neighbouring railways during the past six years

SATS had also assisted foreign railways with the repair of locomotives and wagons, Mr Loubser said, and was currently assisting the Mozambique railways with the installation of a new centralised control system between Ressano Garcia and Maputo

During the Zimbabwe independence struggle some traffic between Zaire and South Africa continued to flow through Rhodesia, the Victoria Falls and Zambia

Zambia's position became desperate because of the failure of the Tanzanian railway line and the alternative road transport route to Dar es Salaam and Botswana

"She was forced to turn to South Africa for her exports and imports. Railway operations were successfully initiated and SATS diesel locos were soon operating in Zambia, bringing food, medicine and fertilisers which were desperately needed"

Because South Africa was remote from the main centres of aviation activity it had had to build up extensive and advanced servicing and maintenance facilities for its aircraft, Mr Loubser said. Already South Africa undertook maintenance and repairs for the airlines of a number of neighbouring countries

(269) ROM 9/15/82

# SATS may be in deep financial trouble

## Pretoria Bureau

SOUTH African Transport Services are running headlong into critical financial problems as the economy continues to wind down, according to Pretoria sources

The General Manager of Railways, Mr Kobus Loubser, has called the presidents and secretaries of the seven railway unions to an emergency meeting in Johannesburg on Tuesday to discuss the administration's financial plight

Further stringent economic action is certain to follow, to try minimise the huge losses now being suffered

Two months ago the Minister of Transport Affairs, Mr Hendrik Schoeman, announced big cuts in overtime

and Sunday time, and the abolition of certain uneconomic suburban services, with little effect on the enormous accumulating deficit

During the first four months of the financial year — April to July — the loss was R90-million. In August, according to the latest figures, the loss was a massive R38 100 000 against a budget estimate for August of a surplus of more than R19-million, an effective deficit of more than R50-million in one month

The Minister's March budget, according to Railway union leaders, can be "thrown out of the window"

The losses would continue because the economy still had to hit the bottom of the current slump and high-rated im-

port and export traffic would continue to shrink

It was pointed out, too, that the traditionally poor revenue months of November, December and January were just ahead and that worse was to come

Union leaders also fear their increases next April may be in jeopardy. The Minister has already told some of the unions there may be no, or only token increases, unless there is significant improvement in the economy

All the indicators, according to economists, point to a further deterioration in the economy between now and beyond April next year, when the increases would normally be granted

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# They condemn us but we still help — Loubser

Finance Reporter **269**

*S. Tribune* 10/10/82

**SOUTH** African Transport Services (SATS) earns more than R213-million a year through transporting the imports and exports of South Africa's neighbour states, Dr Kobus Loubser, general manager of SATS, told delegates to the annual convention of the Federated Chamber of Industries this week in Pretoria.

At any one time, he said, there are at least 7 000 SATS goods trucks on foreign rail systems and more

than 1 500 foreign goods trucks rolling on the SATS network.

"South African trucks get hauled as far as Zaire and occasionally into Tanzania and so support a flourishing bilateral trade," he said.

Dr Loubser mentioned those points to illustrate his department's willingness to help this country's neighbouring states to overcome their transport problems, even though their politicians never let up on any opportunity of at-

tacking South Africa politically and even though, in many cases, their problems are of their own making

He ascribed "this unexpected political situation," (where SATS was, in fact, helping South Africa's detractors) to the profound realities of the African and particularly the Southern Africa situation.

"On the whole, our neighbours have the same basic problems, an underdeveloped economy, a dire

need for skilled people, an absolute need for development capital, and an acute shortage of foreign cash."

There were many causes for the lack of skilled people but the basic shortage was compounded by unrealistic economic policies.

SATS was always willing to help neighbouring countries. It has seconded management and engineering staff to Malawi and Swaziland. It has assisted Swaziland railways since they were started "and is directly involved in a staff

training scheme and the compiling of trains' working instructions."

Loubser said that "when called upon" SATS has assisted in clearing line blockages in neighbouring countries caused by derailments and accidents.

Earlier this year 69 derailed wagons on the section between Komatiport and Maputo were re-railed by SATS staff using our own technical equipment. Some of those wagons had been derailed for more than two years."

(MGN) (269)  
Govt sets new

## controls for danger loads

Regulations have been published in the latest Government Gazette to govern the transport of dangerous substances

They make it compulsory for hazard warning panels to be put on tankers used to carry any dangerous substance

A warning hazard panel for a single load must show

● The emergency action code of the load

● The substance identification number for the load

● The appropriate hazard warning sign

● The telephone number or text showing where specialist advice can be obtained at all times

Anybody who fails to comply with these or any other provisions of the regulations will be guilty of an offence

# Ore exports from PE down sharply

By LOUIS BECKERLING  
Business Editor

CONVENTIONAL and containerised cargoes handled in the Port Elizabeth harbour last month showed small increases over the previous month

However, bulk exports of manganese ore were sharply down

Figures released by the Port Manager's office yesterday show a 15% month-on-month contraction in tonnages, following a 7% drop recorded in August. September's total trade (both landed and shipped), of 387 143 tons, contrasts with figures of 454 597 tons for August, and 457 188 tons for the same month last year

Statistics reveal that a total of 107 ships called at the harbour in September,

compared with 117 in August and 112 in the same month last year

Conventional cargoes were marginally up (0,75%) on the previous month's figures, but 10,4% down on the same month last year. At 29 900 tons, imports were significantly lower than exports (93 692)

Containerised cargoes held their own, with a 6,2% growth in the total tonnage handled. Despite this modest rally the September total of 75 672 tons is a substantial 25% below the 100 976 tons of containerised cargo handled in the same month last year

Bulk export of manganese ore continued its steep fall in line with the contracting economies of South Africa's trading partners. A total of 187 879 tons

of ore was exported in September — some 28% below the previous month and 15% down on the 218 214 tons exported in September '81

Around half the monthly production levels of manganese ore (which have fluctuated between 428 000 tons and 489 000 tons so far this year), are exported from the Port Elizabeth harbour

A breakdown of the conventional cargoes handled in Port Elizabeth during September shows exports of raw materials down across a wide front, though against the trend substantial increases were recorded by asbestos exports (15 332 tons, compared with 3 494 tons in August, or 339% up), and exports of nickel (1 683 tons, compared with only 628 tons in

August)

Single largest contributor to the decline in trade through the harbour, therefore, was once again the failure of manganese exports

At these depressed levels the chances are Port Elizabeth may not match the total tonnage handled (including transshipments) for the year to March '82 of 6,9 million tons.

At this level Port Elizabeth ranked fourth among South Africa's harbours

First was Richards Bay (with 37%, or 31,4 million tons out of a gross total of 85,4 million tons), second was Durban (with 21,5 million tons, or 25%), third was Saldanha (13,8 million tons, or 16%), and narrowly behind Port Elizabeth, in fifth place, was Cape Town (6,5 million tons, or 7%), followed by East London (5,3 million, or 6%), and, finally, Mossel Bay (60 047 tons)

## Top bankers' views

# Dispute breaks out over new shipwreck legislation

By Peter Shapiro

SHIPWRECK legislation has broken out between salvors, who believe that provisions of a new law designed to protect shipwrecks are actually allowing the looting of the wrecks, and the National Monuments Council, who want the wrecks left untouched till salvage can be undertaken scientifically.

The new laws that strictly control salvage came into operation on April 1.

A last Elizabethan sailor, Mr. John Taylor, said he felt it was impossible to protect wrecks effectively from poachers in South Africa.

The legislation has been welcomed by salvors in South Africa but Mr. Taylor, about the most important aspect of the protection of the wrecks from poachers, he said.

Mr. Taylor said that while those divers prepared to work with the council wanted to pay as little as 10 per cent, poaching

was taking place.

"We wait for a permit and leave artefacts on the wrecks. But when we return to the wreck the artefacts are missing," he said.

Mr. Muller said the records of the State Paying Office of artefacts - with, out some form of payment to help cover salvage costs - would in fact ensure that the finder would not disclose the sites of wrecks and artefacts would almost certainly be sold on the black market.

With all the poaching and red tape involved in obtaining a permit, dishonest divers will be reluctant to disclose information on the location of wrecks, he said.

What you have now is a catch 22 situation and without proper enforcing of

the law, the process is reversed and we end up where we started - with nothing."

Mr. Muller said artefacts would either end up on the black market, be melted down or, in the case of the honest diver, be left where they were found.

In all these cases the public still won't get to see our heritage," he said.

Another sailor, Mr. Mike Price, a zoologist said he felt it would be better to issue permits and let the honest divers, who were just as concerned about South Africa's heritage as the council, work with institutions and recover valuable artefacts before there was nothing left.

The senior professional officer of the National Monuments Council, Mr.

John Ruder, said the council was well aware of the problem.

"The government knows what we want and, in a few years, these wrecks will be salvaged with refined methods by a Government-run institution," he said.

These wrecks have been down for hundreds of years. I don't see what difference it will make if they stay down for a few more. To use this sort of argument to obtain permits is a form of blackmail.

"Our job is to protect these wrecks and then artefacts and we will not issue permits to every Tom, Dick and Harry who asks for one."

Mr. Rudman said the council was aware that poaching was taking place and that the law would not

deter the unscrupulous. But there was not enough manpower to "police" the coast effectively.

"We are aware that there is a black market for wreck artefacts, but the law is still young and as we grow so we will be able to deal with the problem when we get funds and power to enforce the law," he said.

Mr. Rudman said the council had decided at a meeting in Cape Town recently that permits for wrecks older than 1850 would now be issued only in exceptional circumstances.

"And because these wrecks are of such historical importance it would be better if they are left where they are until such time South Africa has its own archaeological salvage in-

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situation to exploit them," he said.

Permits for wrecks that sank between 1850 and 1882 would be issued only if the council was satisfied that the salvors worked with museums and universities.

The law says all wrecks older than 100 years are considered national monuments.

It also says half of the value of the artefacts recovered must be turned over to the State. This includes the respective duties imposed by the customs. Museums had first choice of the recovered artefacts, which are included in the half.

There is a R5 000 fine or a one-year prison sentence, or both, for anyone caught contravening the law.

Mr. John Wiley, the Deputy Minister of Environment and Fisheries, told the Evening Post from Pretoria today that he was unaware there was a dispute.

"If the salvors are unhappy then they must drop me a line," he said.

## Happy e hunt for Banana

CAPE TOWN - The giant fibre two weeks ago from an exhibit Centre, was found last night at the bust of Cecil John Rhodes.

The 2,5-metre "Banana Man" found after an anonymous telex newspaper last night. The value of the banana and as crates of bananas offered for it Shawco, a University of Cape Town.

The banana disappeared from worth Centre after three men at the centre that they were ment.

The anonymous caller said because it was the "happiest thing".

The Cape Times found the banana "Banana Man" had intended to stay in Cape Town because it was weather in Cape Town because it was stay in Cape Town because it was the Cape Town Banana Panel, specially constructed.

He said he would give the note to donate the reward to Shawco. However, Mr. Fine was unable to last night as he did not have Sapa.

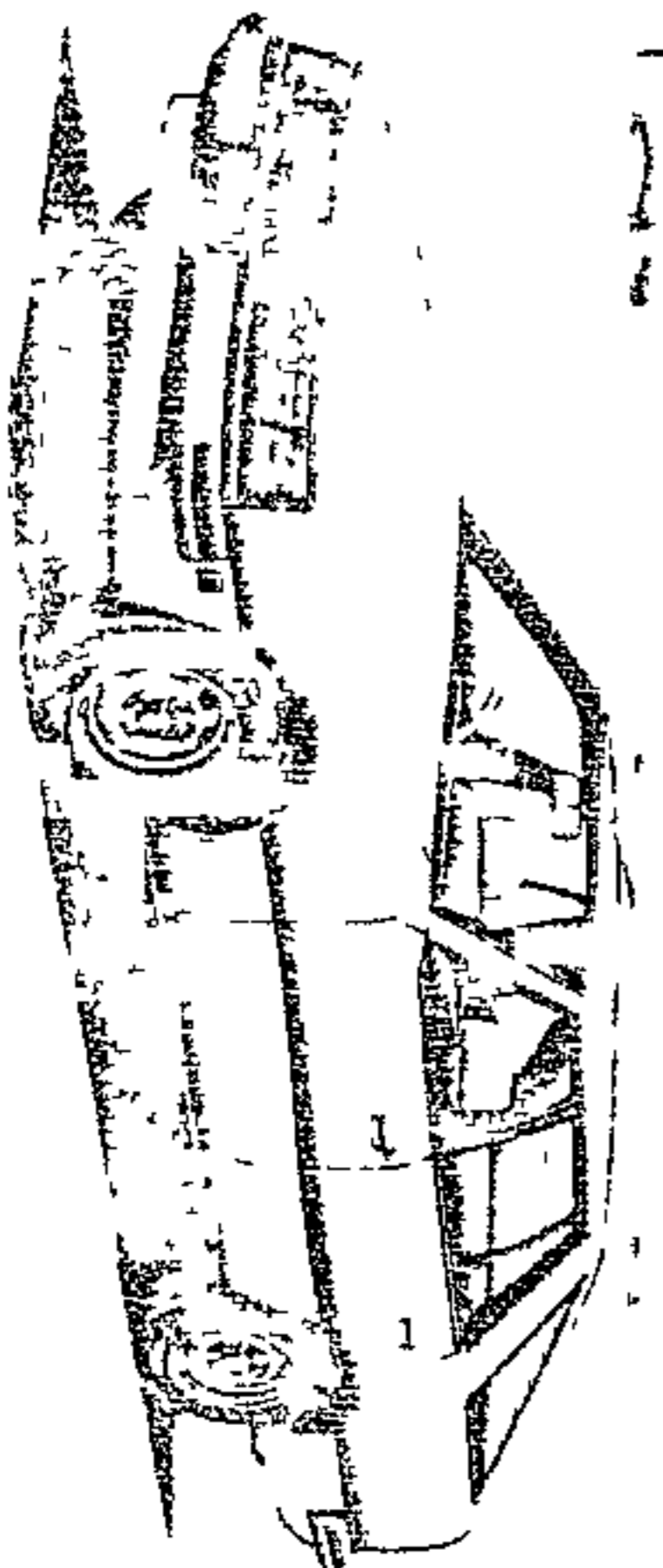
trying the date of the current race will be scrutinised.

Entries must be pasted on the back of an envelope or card.

Entry is free and you may submit as many entries as you wish, but only the official entry form or a reasonable hand-drawn facsimile is acceptable.

Entries must carry the names of the horses and not the numbers.

Expensive but  
Flying perfect  
and high flying  
style. Test drive  
the new Sky  
Plio 45634



# WOLVO

### Test

Post Report:

A "Test" for rabbits has proved negative after a girl was scratched by a cat in (Itinerary on Tuesday).

The Regional Director of Health, Dr. J. D. Krynanaw, said the animal's brain was sent to the Onderstepoort Laboratories in Pretoria for

### Early shares

JOHANNESBURG - Gold shares eased in quiet opening trading as the bullion price fell back sharply overnight, dealers said.

Heavyweights shed about 50c on balance, as in Driefontein at 3 625c. Lightweights shed 5c on average.

Business and Shipping

# Empty harbours tell story of shipping slump

Fr Post 15.10.82 263

PEOPLE accustomed to looking on Port Elizabeth harbour testify to having never seen so many empty wharves. Cranes like statues, with their hooks frozen in immobility, bear testimony to a shipping slump as bad as that of the early 1930s.

At the end of last month there were 647 vessels of various types laid-up, unemployed in world ports. Of these more than 370 are tankers.

Greeks who recently bought two of the Safmarine general cargo ships for a reported R1,8 million for the pair, have been seeking a suitable place to anchor them pending a revival of the freight markets. There is no business for them now, and the rates being paid for shipments of maize and other rough cargoes which these ships can carry are no longer economically viable.

South African ports which beefed up their staffs at the time of the Suez closures are now running down the establishment and not making new appointments to pilotage, crane driving and other offices which formerly required adequate manning.

It is significant that whereas Durban, as the

## SHIPPING

By George Young

premier harbour, in the Second World War managed to afford expeditious service to troopships, warships and thousands of freighters carrying war materials with a pilotage staff of eight, saw this total increased to 22 in 1970 when the canal closed. The establishment had actually been set by SATS headquarters at 32, but this number was never achieved.

Cape Town, as the second-largest port, had 18 pilots, and both East London and Port Elizabeth with a smaller turnover of ships had fewer.

But there is little work for the pilots now. Taiwanese tunny boats, rig tenders, and coasters constitute the main source of employment, and it is not surprising that the harbour service is not replacing men who take their superannuation.

Walvis Bay, equipped with tugs and pilots, rarely sees an ocean-going vessel, and is dependent for patronage on Polish and other East European fishing vessels.

The reservoir of crane

drivers has been reduced, too. Privately operated stevedore services, as a result of recent amalgamation and intense rationalising, have put many men on the beach, including many with experience necessary when business is brisk.

The engineering shops dependent on foreign callers are also feeling the pinch, and an executive in one of the big Republic complexes has predicted a lean Christmas for staffs. "Not so many bonuses or cases of whisky this year," he said.

There was competition for a refit contract to the Safmarine steamer SA Langeberg — the only remaining steamer in the fleet — which was eventually allocated to Cape Town drydock and repair shops for a wide variety of maintenance and routine overhaul.

The SA Langeberg is Italian-built, a sister of the Africa and Europa, and provides engineers seeking the national flag. Most engineers qualify only as diesel chiefs, however.

A Greek freighter, Ios, which sustained a fractured crankshaft off the west coast, has provided employment for both the tug

Causeway Salvor and Cape engineers, for the vessel was towed to port for renewal of the mechanism. The Ios has a French-type Pielstick engine, and the shore workshops have had previous experience replacing the crankshaft in one of these.

Rather than lay up many of their ships for an indefinite period, overseas owners are selling relatively modern vessels for scrap, and the traditional breaking yards in the Far East are jam-packed with vessels awaiting demolition. So far this year 211 ships have been sold for scrap.

According to brokers in London, a number of ships, owned by South African companies, have been put on the second-hand market, but there are few inquirers at this juncture. According to the brokers the two ships Kowie and Nahoon, which Unicorn Lines of Durban bought comparatively recently, are included in those on the market — which is surprising.

The handy tanker Swazi, laid up at the Cape since the Namaqualand traffic faded, has drawn few would-be buyers and she could conceivably be bought for the proverbial song.



# SINK THE SHIP INDUSTRY

It's no secret that we are experiencing the worst shipping recession since the 1930's. Many countries are in serious trouble and we have also had to curtail some of our services," said a public relations spokesman for a major shipping company.

"The worldwide recession has caught up with South Africa," said a Department of Transport spokesman. "A number of companies are now selling ships. Safmarine has sold three and Unicorn has two up for sale.

"It is better to sell ships than to keep them laid-up. Bringing an idle ship back into commission can be costly because they have to be chipped and repainted."

Safmarine's cargo ships, SA Huguenot and SA Weltevreden, were taken off the Far East run and reportedly sold for 1.8 million dollars, while the sugar carrier Sugela is said to have been sold for as little as 350 000 dollars.

Safmarine declined to comment on the sales, saying this was a condition of the contract.

A Unicorn spokesman said they were selling their vessel, Swazi, used on the west coast of Africa in the Port Nolloth area.

"The sale is a direct result of the decline in the economy of the diamond industry. Our other ship, Sezela, is used on the local coastal trade."

He said there was a "general decline" in the export business and that the coastal trade was static.

The spokesman declined to comment on the selling price of the two vessels, saying it was open to negotiation.

In Durban, the situation has deteriorated over the past few months.

Port Director, Arrie Burggraaf, said there was a general downturn in business that seemed to be "snowballing" in the past three months.

He supplied the following figures calculated until August and compared to the same period last year which gave an indication of the downswing:

Over a 12 month period (compared to a similar period last

year), commercial shipping dropped by 2½ percent, cargo shipping by five percent, the container section showed a slight increase but coal exports slumped by 23 percent.

Figures calculated over six months show commercial shipping has dropped by 4½ percent, cargo and container shipping by nine percent and coal exports by 33 percent.

Over a three-month period, commercial shipping has dropped off by 7½ percent, cargo shipping by 10 percent, containers by 13 percent, and coal exports by 52 percent.

During August (which are the latest figures available), commercial shipping has dropped by 4.8 percent, cargo and container shipping are both down by 12 percent, and coal exports by 52 percent.

"The trend we find here, reflects the situation at other South African ports... even worldwide," said Mr Burggraaf. At Cape Town harbour, the drop in tonnages came suddenly.

"This is specially true of the last two months," said a harbour spokesman. The figures he supplied show 217 261 tons of imported cargo were landed during August last year. This year, in August, only 162 591 tons were landed.

Coastal imports in Cape Town dropped from 71 896 last year to 51 452 this year, and coastal exports reflect a similar decline from 85 104 tons in August last year to 21 230 tons in August this year.

A total of 156 638 tons of cargo was exported last year in August and this dropped to 82 760 tons this year in August.

"The situation will only improve when the money available for imports improves — if there are no imports, there is no work," the spokesman said.

Figures released by Port Elizabeth harbour authorities also show a decline in shipping.

Fifteen less ships

called during September and August this year compared to the same period last year.

Conventional cargo last month had dropped off by 14 406 tons compared to last year. Container cargo for September is down 25 304 tons, and ore shipping has dropped by 30 335 tons.

The estimated total drop in tonnages handled at Port Elizabeth during September this year is 70 045 tons less than last year.

According to Durban's acting Port Captain, Ken Carter, only 26 ships have docked in the harbour this month. However, in May, about 45 ships passed through Durban's dock — almost twice as many.

"There are currently five ships, just lying idle, waiting for instructions from their owners. Three tied to buoys inside the harbour are still paying daily port dues and there are two outside the harbour.

"They have been there for several weeks and I expect they'll be there for at least another two months," said Captain Carter.

He said harbour fees varied according to the size and tonnage of the vessel.

"Crews of idle ships may, depending on the extent of the stay, be repatriated to their home countries with only a skeleton crew remaining on board — but only if the vessel has a safe mooring inside the harbour.

"Ships waiting outside the port are, by law, not permitted to do this and must keep a full crew complement," he said.

Capt Carter said to conserve fuel, several tug boats had been laid up. "But obviously this will not affect shipping as less are calling here.

"It's really strange with things so quiet here... we are used to working in Durban."

He said the harbour had not laid-off any personnel despite the slow-down in work. "But we are not recruiting either, nor are we replacing people who leave."

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# Minister warns rise in rail tariffs unavoidable

By GERALD REILLY  
Pretoria Bureau

A SHOCK increase in the tariffs of SA Transport Services (Sats) is likely from the beginning of next year, according to informed sources in Pretoria.

The rises are expected to be up to 15%, and will coincide with the big Escom power tariff increase of more than 17% from January 1

On his return from an inspection tour of Richards Bay at the weekend the Minister of Transport Affairs, Mr Hendrik Schoeman, said further tariff increases were unavoidable, but he did not say when they would be imposed

However the sources claimed Sats was losing more than R30-million a month and it was essential to increase revenue within the next three months

The Progressive Federal Party's finance spokesman, Mr Harry Schwarz, agreed that tariff increases in January, or before the Railway Budget in March, could be anticipated He said it was obvious the administration was moving into deep financial waters

The substantial decrease in railway and harbour traffic because of the recession was the primary reason for the



MR HENDRIK SCHOEMAN  
Tariff increase unavoidable

railways' worsening financial plight

Another was the big increase in Escom tariffs from the beginning of the year The SAR was among the biggest users of power, and the increase would have a substantial impact on total operating costs

"Escom is the villain of the piece Instead of funding development from current revenue, Escom should borrow funds In this way the load is spread to

future users"

Mr Schwarz emphasised that another round of tariff increases on top of the 15% increases which came into effect in April, would seriously aggravate inflation and intensify the "stagflation" conditions already afflicting the economy

The president of the Artisan Staff Association, Mr Jimmy Zurich, said railway revenue continued to drop and tariff adjustments would probably be made before the Railway Budget He said a case could be made out for more than one adjustment of tariffs a year

Economists said it was obvious from the latest revenue figures that the administration was running into serious financial difficulties

For the first five months of the financial year — from April to August — the loss exceeded R130-million This is expected to rise steeply during November, December and January, traditionally the lowest revenue months of the year

Despite cuts in overtime and reduction of uneconomic services, the situation has become so desperate that the administration, it is understood, has suggested to shocked railway trade union leaders that instead of increases next April, they should accept a cut in their earnings





SHR 22/10/82

(269)

# COMMUTERS WITH FEELING

By David Braun

PORT ELIZABETH — The combined deficit of commuter services in South Africa was approaching R1 000 million a year, Mr R J Draper, chairman of the Assocom Transport Committee, said yesterday.

"Commuters can no longer be subsidised to the extent they have been until now. They are going to have to pay for their transport," he told the Assocom congress. He said SA Transport Services had been

"grossly negligent" in recent years by not passing increased costs on to commuters. SATS was not in serious trouble because it faced the prospect of having to pass on enormous increases.

He did not agree with cross-subsidisation in SATS. "The harbour service

makes a profit in the region of R330 million out of a revenue of R750 million.

"That is a milking of the public purse.

"The wharfage revenue alone pays for the cost of running the entire harbour services. I think it's a disgrace that such high profits are made. They

amount to a kind of ad valorem tax on imports and exports."

Mr Draper said he believed commuters, especially blacks, had received good wage increases in the past decade and would simply have to pay more for their transport. Professor Z S A Gurnynski, director of the

University of Cape Town's School of Economics, said black workers were living under disadvantages not of their making.

They were forced to live far from work and this involved them in expenses not normally incurred. Rather than subsidise their transport

they should be paid an allowance by the State as a contribution to transport costs.

In this way free market forces could enable transport services to charge economic tariffs. Mr B J Lessing, assistant general manager, passenger service and road transport of

SATS, said if SATS were to charge economic tariffs some fares would have to treble. SATS was trying to raise fares to more realistic levels but this had to be done fairly slowly. SATS did not want to be subsidised but preferred that it should be compensated for operating uneconomic services.

"The problem is that while there is bickering as to who is going to pay us we suffer and bear the brunt of the controversy," he said.

22/10/82  
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# Call for higher workers' fares in Assocom motion

**Mall Correspondent**

**PORT ELIZABETH** — Responding to a call for higher workers' fares, a transport expert said in Port Elizabeth yesterday that making commuter train services pay could mean an increase of up to 200% in fares

Mr Barry Lessing, assistant general manager of passenger services and road transport of the South African Transport Services (Sats) was replying to a debate on a motion at the annual congress of the Association of Chambers of Commerce (Assocom) on the subsidisation of commuter passenger transport of blacks

The motion, which was adopted, called for

- The elimination of cross-subsidisation by other profitable services of black commuter rail services

- Payment of such subsidies from the consolidated revenue fund

- Progressive phasing out of levies on employers

Mr R J Draper, chairman of Assocom's transportation committee, said commuters had had good wage increases and should be prepared to pay more for transport

Mr Lessing said he agreed that commuters should shoulder some of the cost increases but it would be diffi-

cult, if not impossible, to make commuter services pay

To make them pay would require increases of up to 200% in fares, and while passengers should be bearing more of the cost "we can't do it in jumps of 50% at a time"

It was accepted world-wide that passenger services were a socio-economic matter. He said Sats did not like to be subsidised, but it must be compensated for the services it rendered

Prof Z S A Gurzynski, director of the School of Economics at the University of Cape Town, called for a subsidy for workers in townships

## Post Office debut

FM 22/10/82

Signs were that the Post Office would make a successful debut in the capital market this week. The formal name of the borrower is the Department of Posts and Telecommunications and it is seeking R50m through a private placing.

The Post Office plans to become a regular borrower in the market in the long-term and it is also keen to see an active secondary market develop in its paper.

Three loans are on offer: a 25-year issue priced at R79,34% bearing a coupon of 10% to yield 12,75%, a 10-year stock at R82,60%, also with a coupon of 10%, for a yield of 13,10%; and a five-year issue at R87,68%, again with a coupon of 10%, to yield 13,25%.

They are all classified as reissuable loans. The two banks involved are UAL and Volkskas Merchant Bank (VMB).

VMB was also in the preliminary stages of arranging a R5m borrowing for the Municipality of Standerton.

Senbank and UAL organised the raising of R10m for the Umgeni Waterboard. Two loans were made: No 13 priced at par with a coupon of 14,25% for two years and No 14 priced at R94,76% with a coupon of 12,50% and a yield of 13,2% for 25 years.

The board was originally down to borrow

R25m but apparently it managed to raise some project finance which enabled it to cut its capital market requirements.

Of the other, smaller issues, Roodepoort Municipality decided not to come to market and Kempton Park was in the process of raising R3m.

### Newcomer

Another newcomer to the market, the National Housing Commission, signalled its arrival in the middle of November by appointing Senbank, UAL and VMB to handle a R50m borrowing. Like SA Transport Services and the Post Office, the Housing Commission will become a regular borrower in the market. The sooner it establishes its name in the market the better.

The secondary market in gilts and semi-gilts was very quiet. The large institutions have taken a lot of stock in the past few days, thanks especially to the success of the Treasury tender. A number of sub-underwriters of the latest Escom issue have also taken unwanted paper.

Rates were a little lower than seven days ago. On Wednesday morning, the key stock, RSA 12,50% 2003, was trading at around 12,27%. But the volumes were low. The Public Debt Commissioners were still sellers of stock and the Reserve Bank was also tapping the market on a small scale.

"Basically, the market is treading water," said one dealer. Another thought the

next major move depended on the direction of the gold price while yet a third believed a trigger could be a fall in short-term interest rates.

# CSIR seminar on black transport

Cape Times 26/10/82

269  
Staff Reporter

THE Council for Scientific and Industrial Research (CSIR) will be host of a seminar tomorrow morning on the transport problems of black workers in Cape Town

The seminar is being presented by two chief research officers from the CSIR's National Institute of Transport and Road Research, an industrial psychologist, Mrs Pat van der Reis and a planning expert, Mrs Nesta Morris

According to Mrs Van der Reis, transport plays an important role in labour relations, leading to boycotts and idle buses if handled incorrectly

"We will be dealing with overcrowding on transport systems, how the worker's punctuality is affected by transport systems, his total travelling time to and from his place of work and the cost

entailed," she said yesterday

"Other problems include crime on public transport systems, the worker's relationship with transport officials, walking times from homes and places of employment to and from stations and bus stops, and transfer times"

She said some workers had to change buses or trains possibly two, three or four times to get to and from work

The seminar has already attracted the attention of sociologists from the University of Cape Town and Stellenbosch University, traffic officials and a nation-wide chain of department stores

Late registrations will be accepted tomorrow morning at the seminar, which starts at 8am at the Woodstock Holiday Inn, with lunch at 12 45pm

# Right wing slams 'PFP conspiracy'

Mercury 25/10/82

Mixed bus application

Municipal Reporter

THE Conservative Party, the newly-formed Conservative Christian Church, the Right-wing White Rhino Club and the S A First Campaign were among those who voiced strong objections to the desegregation of some of Durban's municipal bus routes yesterday

Several people told the Local Road Transportation-Board hearing that it was a Progressive Federal Party move to undermine Government policy — and Durban City Councillor Lew Phillips agreed

'I have been surrounded by Progs in the city council for the last four years and their politics have been disastrous for Durban I appeal to the Nats, the Conservatives and NRPs to fight the next election on political lines,' he said

The council had made much of cutting the subsidy and running a cost-effective service but this was an election gimmick. R1 750 000 had been transferred from the transport account to the capital account, he said

His granddaughter had been forbidden to use the integrated service in Pietermaritzburg because her parents feared for her safety

## Essential

Mr Brendan Willmer, director of the S A First Campaign, said public transport was heavily subsidised throughout the world, through rates and taxation. The city was prepared to subsidise amenities such as parks, libraries and other recreational amenities which improved the quality of life

Likewise, it should be prepared to subsidise a whites-only service which was essential to the quality of life for many pensioners and young couples and the only means of getting to the other amenities

The application to integrate the buses and offer a better service at no extra expense to the ratepayers was a smoke screen for a desire by the ruling PFP clique to impose their warped dogma on an unwilling public, he said

Pastor J Smit, speaking on behalf of the Conservative Christian Church, said there were very good scriptural reasons for segregated bus services. Integration would only cause violence and racial disharmony

## Diatribes

Mr J G Mohr, Port Natal chairman of the Conservative Party, said as a former Rhodesian he had personal experience of the friction and lowering of standards that would result.

The only two members of the public who supported the application were Mrs Ann Colvin, on behalf of the Black Sash and the PFP, and Mrs Thelma Baskin of Women for Peaceful Change Now, who said whites were 'rubbing shoulders with non-whites every day' without coming to any harm

Advocate Brian Acker, appearing for the Durban Transport Management Board, said the LRTB was not required to regard 'emotional diatribes more appropriate to the political arena'

It was the Minister of Transport, and not the PFP elements in the council, who had suggested that the city apply for the desegregation of routes that would not affect the independent Indian operators

## Check

The city's services had been multiracial from 1957 to 1968 and there was no concrete evidence of rape or violence during that period

One objector, Mr P Miller, had quoted a statement by the Prime Minister that integrated public transport was contrary to Government policy

Municipal Reporter  
A DURBAN City Council application to desegregate its white and black bus services on 15 routes was considered by the Local Road Transportation Board yesterday and their decision is expected next week.

In August 1980 an application to desegregate both services and offer commuters of all races the choice of using the more expensive blue line or more frequent and cheaper green line was refused. It went on appeal to the National Transport Commission and was dismissed.

In May this year a council delegation met the Minister of Transport who

advised them to apply for desegregation on only those routes that would not affect the 200 independent bus operators.

The proposed multiracial routes are Marine Parade, South Beach, Point, Glenmore, Howard College, Glenwood, Haig Road, Berea to beach, Musgrave Road, Botanic Gardens, Manor Gardens, Durban North, Overport, Umbilo and Kingsmead.

Mr Marshall Cuthbert, general manager of the Durban Transport Management Board, which runs the services, said buses would have an illuminated sign on front which would be lit on integrated routes.

## Vandalism rife on white service

Municipal Reporter  
VANDALISM is prevalent in Durban's white bus service but unknown on the green line service for blacks

This emerged at yesterday's hearing to consider the desegregation of some routes on the municipality's blue and green line services

Advocate Brian Acker, appearing for the Durban Transport Management Board — which runs the municipal services — said fears had been expressed that a multiracial service would lead to overcrowding and violence but none of the routes in the application would go into the black townships, where problems had occurred in the past

Non-whites using the desegregated services would be domestic workers and people employed in suburban shopping centres. In the main, they were people who rubbed shoulders with whites on a daily basis, looking after children, serving in shops and hospital staff

Violence, he said, was not unknown on the white service and vandalism was prevalent. But van-

dalism was virtually unknown on the black service

The issues involved were not political. The intention was to provide the best service possible for all sections of the community

Whites would enjoy a full service from early in the morning until late at night, which they did not have now. Non-whites would acquire a service in areas where they presently had no service at all

No real problems had been experienced with the integrated services in Cape Town, Port Elizabeth, East London and Johannesburg.

An obvious advantage would be a better use of manpower, resources and material. Drivers could be interchanged and, in the long run, fewer buses would probably be needed

The proposed multiracial routes were likely to be used by non-white visitors from overseas and the embarrassment of international incidents would be avoided at a time when the Government was concerned about the country's image abroad

Mr Miller claimed to quote from the Hansard of May 16, 1980. A check had revealed that Mr Botha had not spoken at all on that day, integrated buses had not been discussed and at no time between 1978 and 1981 had the Prime Minister spoken to the House on the subject

The public amenities such as libraries and parks, which Mr Willmer wanted exclusively white transport to, were multiracial

Criticism of the cost-effective system was unwarranted

# Transport losses set to soar in recession

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27/10/72

Chief Reporter

The South African Transport Services loss of about R500 million this financial year could soar unless the recession eases

One report today says the loss could be as high as R650 million for the financial year which ends on March 31 next year

A spokesman for the SATS said today that with nearly half the financial year left, it

was premature to estimate the final loss

If the recession did not ease, losses could increase above the R500 million mark estimated recently by the Minister of Transport Affairs, Mr Hendrik Schoeman

But if the price of gold recovered and economic conditions improved, the loss could be lower, he said

The spokesman said the recent reduction in the import levy from 10 percent to 7,5

percent was also expected to increase imports.

This would in turn, mean greater income for the harbour operations as well as other transport departments of the SATS

Mr Schoeman has warned staff that they faced no pay increases if retrenchments were to be avoided.

The huge loss has been attributed to the recession, which has cut the flow of goods and reduced the income of the SATS

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# Survey on bus service

269  
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Disputed

EAST LONDON — The city's ailing bus service will come under the public spotlight in a survey next month.

Questionnaires on the service will be circulated to all ratepayers, residents and bus-users to gauge public support for the service which is expected to cost ratepayers an estimated R844 000 this year.

According to the chairman of the city council's action committee, Mr. Joe Yazbek, the council

has decided to obtain the views of citizens on whether or not the service should be scrapped.

Since 1944 the bus service has cost ratepayers more while fewer people have been making use of it.

In 1944 the service carried 6 414 255 passengers and cost ratepayers R7 438.

This year it is estimated the service will carry 2 806 000 passengers and will cost ratepayers R844 000 — DDR.

IS THIS  
RUND UP  
FOR  
EVERYTHING HAPPY  
OUT AT ONE

# Black commuters' crime complaints

ARGUS

27/10/82

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NEARLY HALF of the black commuters questioned in a study on transport problems undertaken by the National Institute of Transport and Road Research (NITRR) said they had experienced crime while travelling to and from work

Speaking at a seminar in Cape Town today, Mrs Nesta Morris chief research officer with the NITRR said 42 percent of commuters in the Pretoria Rosslyn Bophuthatswana hinterland district had either witnessed or been victims of crime on their way to and from work

The most common complaints were of fights on the trains and between the bus stops and people's homes

People also complained of "pushing and stampeding" and drunkenness

Mr Morris said the average time commuters spent walking either to the bus stop or the station from home was about 30 minutes

She said 26 percent of people were dissatisfied with the walking distance from the home end and 42 percent were dissatisfied with the distance at the work end

In areas like Mamelodi West the terrain itself was a source of complaint said Mrs Morris. Commuters lived in inaccessible areas and the terrain was rough

### TRANSFERS

Although 51 percent of those interviewed had to make transfers on their way to work, only 19 percent were dissatisfied with the number of transfers they made

The mean travelling time for people who made one transfer was 117 minutes and for those who made two transfers, 144 minutes

The level of dissatisfaction rose sharply when people had to make one transfer to get to and from work, said Mrs Morris

People who lived in townships within the borders of Bophuthatswana and worked in Pretoria or the Lyttleton/Kentron area, were the most dissatisfied with the length of travelling time — sometimes longer than three hours

● See page 5



## Cheaper money for fruit farms

Consumer Reporter

THE Deciduous Fruit Board has arranged for Western Cape fruit growers to borrow from overseas banks at lower interest rates than those in this country

The scheme was disclosed today by the chairman of the board, Mr Alex van Niekerk, at a Press conference at which he announced record export earnings for the past season

The scheme will enable producers to borrow through their own banks to meet export expenses for the coming season

## IMF staff back SA loan request

Argus Bureau

WASHINGTON — The International Monetary Fund staff has recommended approval for the South African Government's request for its largest foreign loan

The R1 240-m loan application has sparked off a storm of controversy in anticipation of the formal decision to be taken by the fund's executive board in Washington next Wednesday

It is expected the board will endorse its staff recommendation

Protests have flowed from the United Nations General Assembly, America's congressional black caucus, the congressional ad hoc monitoring group on South Africa and Representative Howard Wolpe

Many of these protests have been directed at the Reagan Administration.

(Cont from Page 254) 311  
 lion, General Viljoen, the purpose of the from November 28 December 3 was to familiarise the "lady students with the conditions in operational area" thereby broaden their understanding of the young men performing border duty

In a statement issued today the UCT SRC said they refused to participate in the proposed tour of the operational area as they felt it would be "naive" to imagine a tour was for educational purposes

"Thus to accompany Mrs Viljoen would

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# Railways halts private hauliers

Mail Reporter

PRIVATE haulage companies could come to a standstill if the SA Transport Services refused to withdraw a clause ensuring the railways exclusive access to transporting goods to Johannesburg

This was said yesterday by Mr Jacques van der Heyten, general manager of a Johannesburg-based haulage company

Yesterday members of the Public Carriers Association met to formulate remedial action

Carriers had been informed that the SATS had invoked a clause which gave private companies no alternative but to rail goods destined for the Johannesburg port at City Deep

Clauses 119 and 244 of the Customs Act took effect last Friday and effectively brought competitive firms transporting goods by road to Johannesburg to a standstill

At least 130 companies would be affected by this clause

"In the past the railways couldn't handle all the traffic to Johannesburg and private companies were allowed to run in competition to the SATS

"The railways has prevented this competition from continuing and as a result a number of transport operators on the Witwatersrand have stopped functioning," Mr Van der Heyten said

The SATS was not available for comment yesterday

CAPE Times 29/10/82

# Rise in transport contributions

Own Correspondent

JOHANNESBURG — Transport contributions collected in terms of the Black Transport Services Act and the Transport Services for Coloured Persons and Indians Act are to be increased by 200% from November 1

This was announced last night by Mr A B Eksteen, chairman of the National Transport Commission

They will go up from R1 to R3 a month for blacks and from 20 cents to 60 cents a week for coloureds and Indians

The increases, which have remained static since 1974, were necessitated, Mr Eksteen said, by the growing and continual demand on the Treasury for the grant of additional sums for subsidies

These additional transport contributions will not be payable country-wide but only in those areas where the provisions of the relevant Acts are applicable, and where the present rates of contributions collected are insufficient to meet the subsidy demands

Mr Eksteen said contributions would also apply to domestic servants

Payment of contributions for the following categories of workers is exempted

● Domestic servants in any declared area who are resident in approved accommodation on the premises where they work

● Black workers who are in the employ of a business, industrial or mining undertaking in

any declared area, who are resident in approved accommodation on the premises where they work

● Coloured workers in the commercial or industrial sector in any declared area who are resident in approved accommodation on premises where they work.

● Coloured domestic servants in the magisterial districts of the Cape, Bellville, Wynberg, Simon's Town, Stellenbosch, Kuils River and Goodwood, and in the areas of jurisdiction of the urban local authorities of Despatch, Port Elizabeth and Uitenhage, whether or not they are resident on the premises where they work, until an in-depth investigation can be made

Rom 30/10/87  
Householders hit in new tariff scheme

# Shock rise in staff transport levies

By MAURITZ MOOLMAN

HOUSEHOLDERS have been included in a shock increase in transport levies for employers of blacks, Indians and coloureds who have to travel daily to work in white areas.

Industry and consumer bodies have criticised the increase as "serious" and "highly inflationary"

Employers and householders will have to pay R3, up from R1, a month in levies for blacks and 60c, up from 20c, a week for coloureds and Indians, the Transport Service Commission announced in Pretoria yesterday

The commission said to ensure the contributions were

more evenly spread, it had been decided that householders who employed domestic servants would also have to contribute

"An increasing number of domestic servants commute daily between their residences and their places of employment, enjoying the advantages of subsidised transport fares, while the employers are exempt from their duty to contribute towards these transport costs," the commission said

Employers will, however, be exempt from contributions in the following cases

- Where domestic servants live in any declared area in approved accommodation on the premises where they are employed
- Where black workers who

are in the employ of a business, industrial or mining undertaking in any declared area and live in approved accommodation on the business, industrial or mining premises where they are employed

- Where coloured workers in the commercial or industrial sector live in any declared area and reside in approved accommodation on the commercial or industrial premises where they are employed

- Coloured workers living in certain areas in and around Cape Town

Mrs Joy Hurwitz, national president of the Housewives' League, said the "highly inflationary" levy would not alleviate the problem of domestic servants

Some had to take two buses and a train to work, Mrs Hurwitz said

She said in some cases the levy would be deducted from the salary of domestic servants, and large employers would, in the end, pass it on to consumers

The Associated Chambers of Commerce said in a statement that in the light of current economic circumstances the "sharp" increase in the levy would have a serious impact on labour costs, employment opportunities and the competitiveness of many firms

Mr Rod Ironside, president of the SA Federated Chamber of Industries, said the increase was inappropriate as a short-term solution to serious transport problems

RDM 25/10/82

## New line to coast (269) for Reef

**KURUMAN** — The Cabinet has approved construction of a new railway line between the Witwatersrand and Sishen in the North-Western Cape, linking the Witwatersrand with Saldanha Bay, the Minister of Constitutional Development and Planning, Mr Chris Heunis, announced in Kuruman yesterday.

Speaking at the annual congress of the Regional Development Association in Region 18, he said the new line, which would cost about R263-million, would open Saldanha to the Pretoria-Witwatersrand-Vereniging (PWV) and north-western areas as an export harbour.

The route will pass through Kuruman, Pudi-moe, Schweizer Reneke and Makwasie, linking up with the South West Africa main line and the Sishen-Saldanha line at Kleinbe-gin. Mr Heunis gave no indication when work would begin — Sapa

# Durban Chamber condemns transport levy lift

Mercury Reporter

DURBAN Chamber of Commerce yesterday condemned the increase of transport levies on employers of blacks, Indians and coloureds which comes into effect in certain areas of the Republic on Monday.

Mr Jeremy Whysall, the president, said yesterday that the issue had been discussed at the recent Assocom congress when a resolution was passed calling for the phasing out of the levy. Instead the Government had increased it by 200 percent.

He was commenting on an announcement yesterday by Mr A B Eksteen, chairman of the National Transport Commission, that blacks, Indians and coloureds in certain areas would have to pay higher monthly transport contributions from Monday.

The contributions of blacks will rise from R1 to R3, while Indians and coloureds will pay 60 cents a week instead of 20 cents.

## Employment

Mr Eksteen said the higher payments would be applicable only in those areas which fell under the provisions of the Black Transport Services Act and the Transport Services for Coloured and Indian Persons Act and in cases where the present contributions were insufficient to meet the subsidy demands.

Mr Whysall said that the extension of the levy to domestic servants would also seriously affect employment in this sector.

'With rising wages and food costs for domestics many households were considering dispensing with domestic servants and installing labour saving devices.'

The introduction of a R3 transport levy per month on domestics could well be the 'straw that breaks the camel's back and force people to dispense with domestic help'

Mr Whysall said he did not quarrel with the necessity for passenger transport for blacks to be subsidised, but said that the burden for paying for this subsidy should be borne by all taxpayers through the State Revenue Fund.

# Bus fares for black commuters up from Dec 1

Mercury 30/10/82  
Municipal Reporter

269

DURBAN Corporation bus fares for black commuters will increase on December 1, with cash fares rising more than clip card fares.

Mr Marshall Cuthbert, general manager of the Durban Transport Management Board, said the bulk of the passengers used stage one to stage five tickets and the increases for the popular stages were lower than those for the others.

He was not prepared to talk in terms of average percentage increases because the commuters were only interested in absolutes.

Clip cards were available for 10, 44 and 52 journeys and the DTMB was surprised that 55 percent of the stage one to three commuters were still paying cash instead of using the cheaper coupon system.

A 10-trip coupon to stage four would increase by 30 cents, bringing the price to R3,05. Compared with 10 cash trips at 40 cents for the same distance, the saving would be 95 cents. The saving on a nine-stage trip would be R2,95.

## Hardest hit

A 44-trip coupon for 10 trips would rise from R12,10 to R13,40. And a 52-trip coupon would increase by R1,55 to R15,85.

Hardest hit would be the commuters who travel long distances. A 10-trip coupon for 15 stages would go up R1,40 and the 52-trip coupon for the same distance would jump R5,30.

Mr Cuthbert said an extensive advertising campaign had been launched to publicise details of the increases.

By Kevin Davie

FACED by deficits amounting to millions of rands the Government-run South African transport industry has begun muscling in on private transport operators, refusing to grant permits, and harassing them at roadblocks manned by railway police

These claims are made by private hauliers who say the Government is making it difficult for them to earn a living. Their claims are backed by the South African Road Federation (Sarf), a co-ordinating body which represents the interests of road users, and has Minister of Transport Hendrik Schoeman as its patron

Tension between the public and private sectors — never happy bedfellows — of the South African transport industry began to mount this year as the economy went into decline. When there was sufficient work for both sectors the Road Transport Board (RTB) was happy to grant permits to private operators. These permits have now become difficult to get.

The situation has been worsened by a new aggressive marketing strategy by the South African Transport Services (Sats) — which for April alone showed a deficit of R24 million — to increase its share of road transportation in South Africa.

Permits which originally cost about R100 are now being offered to desperate operators at fantastic sums. In one case a Durban-based fleet operator was recently offered six permits with the original value of about R700 for R200 000.

The president of Sarf, Brian Kennedy at the body's 32nd annual meeting this week said that the Road Transportation Act of 1977 the Act which governs the road transport industry in South Africa was "a very poorly drafted piece of legislation which created more problems than it solved."

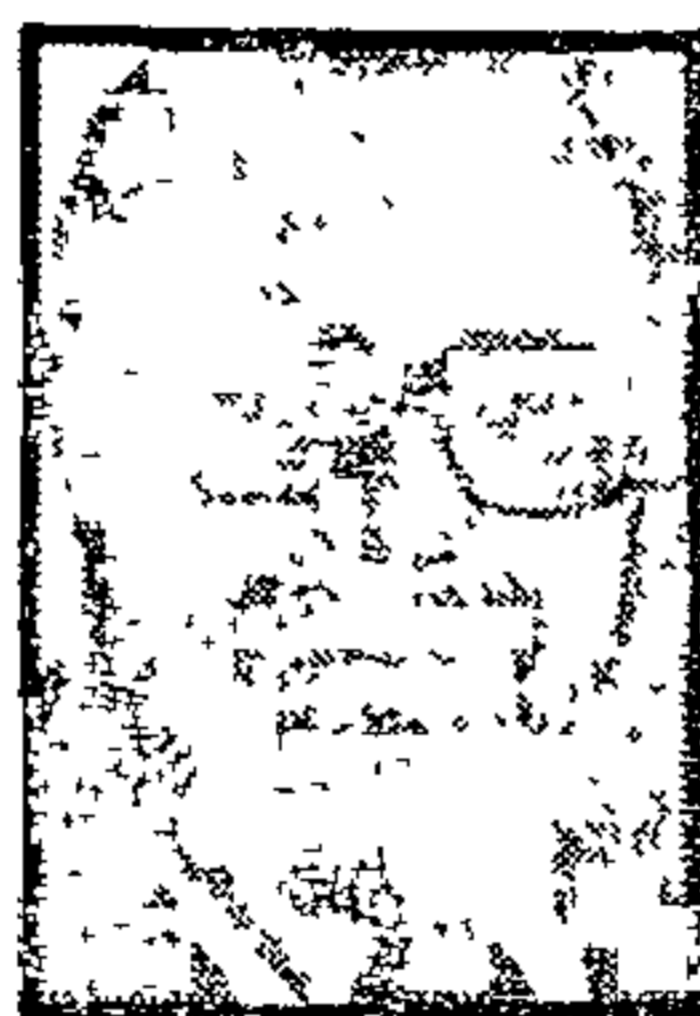
Coupled with the clampdown in issuing permits the railway police who fall under the jurisdiction of the Sats, have mounted an extensive roadblock campaign, causing further problems according to individual truckers canvassed by the SUNDAY TRIBUNE and members of the Sarf.

# State 'hogging road transport business'

## PRIVATE HAULIERS CLAIM GOVERNMENT HARASSMENT ON TRIPS



Hendrik Schoeman



Brian Kennedy

Common complaints are

- Railway police manning the roadblocks are often inexperienced

- Trucking operators say they often have to drive substantial distances to appear in court because of charges the railway police have brought against them, only to have the charges thrown out of court

- Permits issued by the RTB are open to interpretation, causing confusion, and more wasted journeys to release trucks that have been impounded by railway police

- The railway police mount too many roadblocks. Trucking operators say their trucks are stopped and searched up to four times on a single journey, such as between Johannesburg and Durban.

- While stopping and searching privately-run trucks railway police turn a blind eye to those operated by the Sats which private hauliers allege often carry loads without the necessary permits.

- The only items the RTB allows private hauliers to carry without permits, are low-profit, heavy bulk goods such as ash and anthracite, and high-breakables. For instance they are permitted to carry asbestos ornaments and hollowware which are breakable but not asbestos pipes which are not easily broken.

There are many anomalies too — they are allowed to carry butter but not margarine. Used empty bags are exempt, while new bags are not.

- The RTB is biased in issuing permits giving preference to the Sats.

Particularly hard-hit in this clamp-down on private sector transport operations are truckers who have been running businesses with temporary permits. While it used to be relatively easy to get permits they now say that it has become virtually impossible.

Those companies that run with permanent permits have not been so badly effected but still have been subject to delays at roadblocks, and have been inconvenienced by having to travel to these roadblocks to release their trucks which, they allege, have been wrongly stopped because of vague wording on the permits, or the inexperience of the railway police.

"Truckers are desperate," says a Durban-based operator.

They have thousands of rands invested in their trucks which are standing idle as they cannot get the necessary permits."

Some because they have bills to meet and children to feed are taking a chance and transporting goods without the necessary permits. Then they're getting caught at the railway police roadblocks."

Some truckers said they were organising to drive several hundred trucks to the home of the Minister of Transport Affairs Mr Schoeman, so that he would have to take notice of their plight.

The general manager of Sats public relations, Tine van der Berg, says Sats decided that it would be aggressive in its marketing to win back contracts that had been lost to private hauliers.

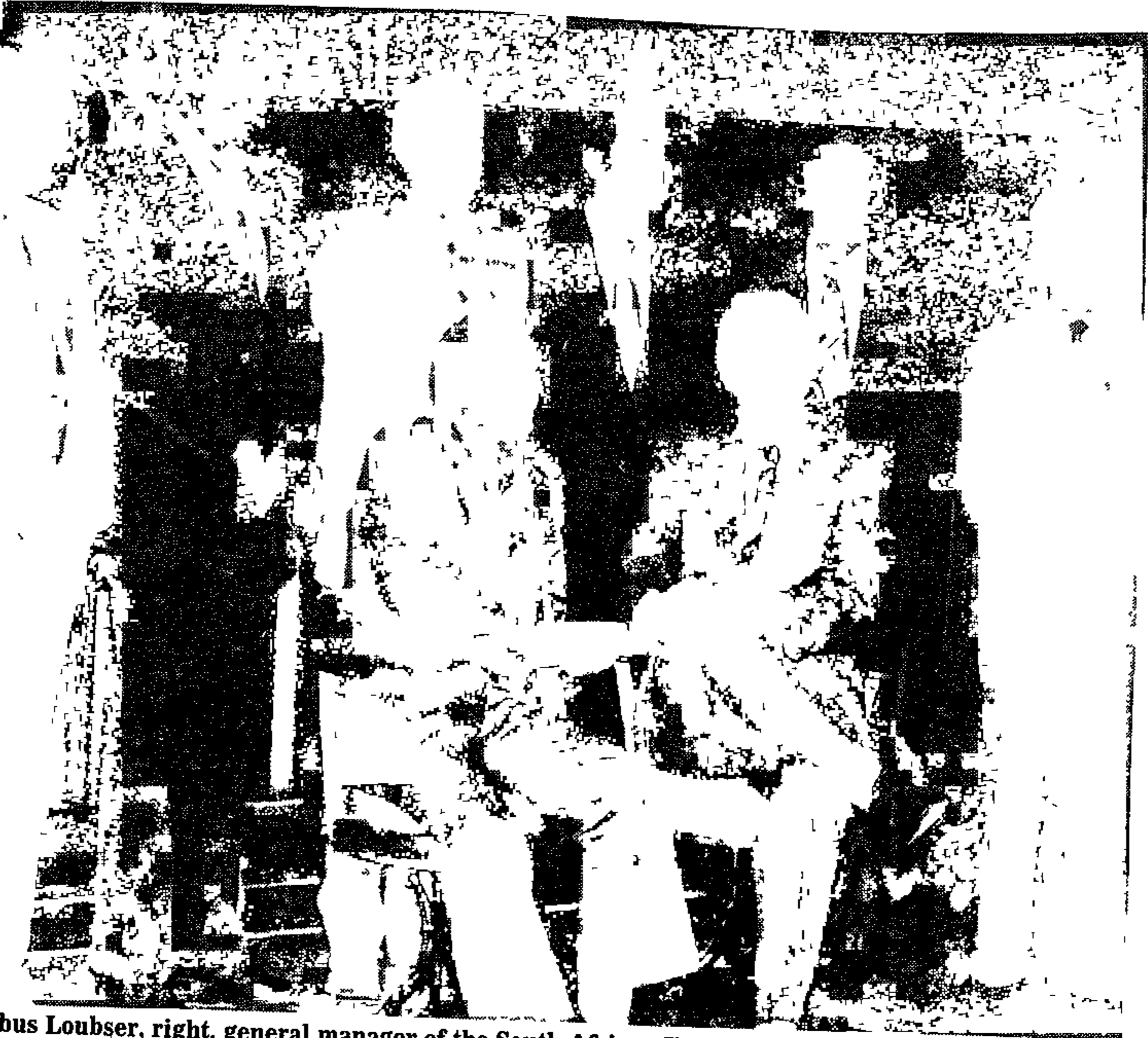
"We're not favoured by the RTB as people think," he says stressing that while the Sats and the RTB fall under the jurisdiction of the Minister of Transport, they are administered by separate departments.

"We don't get any preferential treatment. Our trucks can be stopped at any time. If we are not being stopped the private hauliers can't blame us. As a government body we know we can't take any chances."

Mr Van der Berg said more than 80 percent of those stopped at roadblocks were found guilty.

Speaking at the Sarf meeting in Johannesburg, Mr Kennedy, said it was "farical" to block main roads to check the legality of private sector transport, when "many people question whether Sats pay any attention to the Act in regard to their own operations."

Mr Van der Berg rejects these claims, stressing that the railway police stop "every heavy vehicle."



Dr Kobus Loubser, right, general manager of the South African Transport Services (Sats), tries out the seat of retirement. With Dr Loubser is the system manager for the Eastern Cape, Mr A. J. Jonker while looking on are, from left, Mr A. du Plessis, superintendent operations, Mr S. Bebelele, secretary Sats Black Staff Association, Captain I. Edwards, port captain, Mr G. J. J. du Preez, systems mechanical engineer, Mr P. Koekemoer, executive officer Sats Artisan Staff Association and Mr P. J. van Niekerk, goods superintendent. Dr Loubser was given two renovated saloon chairs from the tug E. S. Steytler (built in 1939) as a farewell gift from the Eastern Cape system.

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Daily Dispatch

2/11/82





# Report on black commuters study notes problem factors

E. Post 211122

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By SANDRA SMITH  
COMMUTER transport was an aspect of the work environment which had in recent years appeared to be a possible source of unrest, according to a report compiled by the National Institute for Transport and Road Research

The report, tabled at a meeting of the institute in Port Elizabeth today, said the attitudes of black workers to the many facets of the daily work environment was a subject of increasing interest.

The policy of some companies to fine or fire workers for late arrival at work, which the workers often maintained was the result of inadequate transport facilities, could be the cause of considerable discontent

One of the researchers

for the report, Mrs Pat van der Reis, said in the report that in a study of black workers in the Pretoria and Bophuthatswana area in 1981, main transport problems were found to be crowding, a lack of punctuality, and insufficient and infrequent transport.

She said 90% of those interviewed complained of crowded bus and train conditions. Dissatisfaction with crowding was greater among bus users than among commuters who used trains

Most bus users were dis-

satisfied if only five commuters were standing, which perhaps showed unrealistic demands, Mrs Van der Reis said.

There was no evidence that socio-demographic factors such as sex, age and education levels affected commuters' dissatisfaction with crowding

Some 48% of bus users were also found to be dissatisfied with the type of seating provided, and women most of all.

Of the respondents 68% described transport services as infrequent Most of

these were bus users.

The higher the education level of respondents, the more dissatisfied they were about the frequency of service. Three-quarters of commuters said they waited for up to 15 minutes for transport Dissatisfaction increased markedly if commuters waited longer than 15 minutes

The waiting times for buses tended to be longer than for trains Dissatisfaction with waiting times also increased with the distance to be travelled

Mrs Van der Reis said

25% of commuters said they were never late at work. Some 15% said they were quite often late, and 8% said they were nearly always late.

The majority were up to 15 minutes late for work They stood a risk of having their pay docked, and even of being fired

Train users were found to be more often late than bus users.

Another of the institute's researchers, Mrs Nesta Morris, said 15% of commuters in the Pretoria area travelled up to one hour to

work a day (one way) Some 30% used public transport for between 61 and 90 minutes and 15% travelled for more than 151 minutes

Dissatisfaction with the length of time spent travelling obviously increased with the length of the journey

The average monthly fare for the area was found to be R11,22c. This represented 5,4% of the mean income

Some 58% of the commuters were spending up to 5% of their income on commuting and the majority of these were dissatisfied with this

Some 42% of the commuters in the study claimed to have experienced or witnessed crimes on trains or buses, with train routes being particular targets

# Two bus services between Durban and Reef

Municipal Reporter

AFTER years of refusing permission for an intercity bus service between Durban and Johannesburg, the Local Road Transportation Board has suddenly granted permits to two companies within a week.

Sandton Coach, which intends running a daily express service for R35 one way and R65 return, was first given the go-ahead.

Permission has now followed for Greyhound Bus Services also to operate a daily service, stopping at towns along the way. A spokesman for the company said he was unable to give details of the fare structure.

## Lost

Meanwhile, South African Transport Services have announced plans to appeal, at national level, against the services and it could take until February for the appeal to be heard by the National Transport Commission.

Greyhound have made several attempts in the past year to get a permit, and lost an appeal to the NTC about six weeks ago.

Mr Tony Hunter, managing director of Sandton Coach, said, in view of this, he found it very difficult to believe that the Greyhound service had also been given a permit.

'I fail to see how they managed to get another application in so quickly and be granted a licence to operate. And I think its terribly unfair that I have had to wait all these months for Greyhound to have their appeal heard before I was given a decision and then Greyhound were given permission so quickly,' Mr Hunter said.

Last week a Railways spokesman said they had to oppose the bus service because the train service, which ran at night only, was not operating at full capacity.

Suburban brings battle on new railway timetable

# ATTENTION FOR CITY

Staff Reporter

MAJOR changes are to be made to the operating schedule of the Western Cape's suburban rail service following an outcry over this week's new timetable.

THE platform at Mutual station was a battleground this morning as commuters scrambled for seats. Many were too slow, and had to hang on to the coaches to get to work on time.

●Another picture, Page 3

One of the four coaches reserved for white passengers was taken off the suburban trains on the Simon's Town line when the new timetable came into operation.

This left the trains with three coaches for whites and four for non-whites.

- The regional head of railway operations, Mr W F van Aswegen, said changes to the new schedule include
- Recall of several withdrawn trains
- Bringing back the eighth coach
- Increasing stops of some trains
- Lengthening routes run of some trains
- Introducing a "roving train" which will run continuously outside of the normal schedule

### Priority

Mr van Aswegen said priority was being given to the Southern Suburbs service "because this is the line we got most complaints about."

"First improvements to the Simon's Town service will include re-instating the eighth coach to sets and adding several stops to the list of stations at which certain trains are scheduled to stop," he said.



**Erratic**  
Mr van Aswegen said that from Monday the trains would be back to their normal length of eight coaches. Each would be capable of carrying between 120 and 200 passengers.

"We have decided to increase the number of stops of trains on the Simon's Town service because of complaints about children arriving at school far too early or too late," he said.

Mr van Aswegen said that from November 15 several trains that were cancelled under the recently introduced schedule will be re-introduced and some trains that terminated their journey at Retreat would go through to Fish Hoek.

"We also intend introducing a roving train which will operate continuously on the Simon's Town line, running between Cape Town and Simon's Town outside of the normal timetable," he said.

"We are keeping a close watch on things on all services," he said, "and will make changes wherever necessary."

ARTS  
5/11/82  
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EF - Rosh 8/11/82

# Transport firms in battle with SATS

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Port Elizabeth manufacturers are far from the Reef market and the issue of freight rates and the cost that this adds to products which must compete with Reef-made items, is of vital concern. Among the organisations involved in endeavouring to unshackle road transport from statutory controls and introduce a free — and competitive — system, is the Public Carriers Association. In this article the PCA's new chief, Mr Mike Norris, gives his views on the subject.

THE hottest seat in South Africa's troubled private road transport sector is now occupied by Hultrans managing director Mr Mike Norris, recently elected chairman of the Public Carriers Association

After the annual meeting of the PCA last month, Mr Norris (who was vice-chairman), was elected chairman of the body that is officially recognised as the representative of the private sector's road transport industry

The PCA was formed in 1981 as an amalgamation of the Professional Hauliers Association, the South African Furniture Removers and Warehousemen's Association and the Motor Transport Owners Association. Former PCA chairman Mr Des Bolton retired from the position, but continues to be involved in the body's activities by remaining on the board

Mr Norris takes over at a critical stage. There are a number of pressing problems facing the transport industry, but none more threatening than the growing conflict between the private sector and Government-run South African Transport Services (SATS)

The PCA is currently engaged in a series of sensitive talks with the Minister of Transport, Mr Hendrik Schoeman, and Mr Norris is the man to whom PCA members are looking to

steer them through this crisis

"I do not think that I am exaggerating when I say that we, the private transport operators in this country, are dealing with an unprecedented situation," he says

"The animosity between the private operators and SATS is largely the result of the Road Transportation Act, which was designed to protect the State's transport operation, but has been fuelled by the determined move by SATS to try to capture an increasing share of road transport

"A lot of people claim that the Act is unfair and not in the interests of the national economy. Certainly there are elements in it that don't make economic sense, and don't serve the long-term interests of industry"

According to Mr Norris, the current legislation not only prevents transport operators from achieving maximum efficiency, but also interferes with the freedom of the private sector generally to maximise its transport options

"And what is most disturbing is that further legislation is hanging over our heads and there are no apparent signs of any change of attitude from the Government

"The stranglehold that the Act has on some private operators is prompting them to participate in il-



New PCA chairman Mr MIKE NORRIS.

legal transport activities as they feel that they have no other choice. In some cases, it is virtually impossible to obtain a permit — and if you don't have a permit, you can't carry"

It is Mr Norris's belief that as long as the Act is based on the premise that it should protect SATS, road transport in this country cannot be run as efficiently as it should. Costs will escalate unnecessarily, and there will be wastage of precious fuel and resources

"The private sector has tried to accommodate the problems that the State has been accumulating with its transport system. We have reached the stage now where both sides must compromise — and if the State is not prepared to change its attitude, I fear that the situation will deteriorate to the detriment of the eco-

nomy as a whole"

The PCA is also faced with the problem of mounting restlessness in its own ranks. Some operators are pressing for a firmer stand against the State and what they see as unfair competition, while others in the private sector, outside the PCA, feel they have little to lose by simply running without permits

The deteriorating economy, now taking its toll on the transport industry, is aggravating the situation. SATS is more anxious to capture a bigger slice of the road transport trade, the smaller private operators are more determined not to go under, and are trying to keep their heads above water at any cost

"I see the PCA's role at this stage in South Africa's transport history as vital," says Mr Norris. "We all need orderly development of the country's transport structure. The Government service needs it as badly as the private sector

"Somehow, we have to resolve our differences and start working together in a spirit of healthy competition and free enterprise. This is what the PCA stands for, and it will strive to make this environment possible for its members

"Road transport is a strategic function in this country, and the PCA believes that South Africa needs the best, most efficient and versatile system possible"

# Request for fares hike criticised

Post 9/11/82

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Post Reporter

THE Kwazakele Residents' Association and a representative of the Reformed Presbyterian Church have strongly criticised PE Tramways' application to the National Transport Commission for fare increases

Tramways announced the application had been published in the Government Gazette on August 6, and it had been considered by the National Transport Commission last week

If the application goes through and comes into effect next month, it will be the third bus fare increase in 12 months

Although the proposed increases will not affect passengers on long-distance services who pay cash fares of 66c or 77c or the clipcard equivalents, the average increase will be 13,7%

If approved, 87% of all passengers will pay between 1c and 4c more a journey, and

12% will face an increase of 5c a journey

But certain fares in the Deal Party-Bluewater Bay-Markman-Coega area will be reduced

The chairman of the Kwazakele Residents' Association, Mr Jackson Mdongwe, said that, in the present economic climate, with rents up, groceries costing more and high unemployment, the proposals could meet with widespread opposition

He said the association would discuss the increases at a meeting of residents tomorrow and it was likely a mass meeting would be called

The Rev D Soga, of the Reformed Presbyterian Church, said fares appeared to increase all the time, which was unnecessary and impractical during an economic recession

Blacks, among whom unemployment was high and wages low, would suffer particularly from the increases, he said

# Truckers may

ILLEGAL haulage operators are all set to have a hay day if Government attitudes harden towards private transport companies

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go

Industrial Week  
9/11/82  
'illegal'

By Hugh Poulter

Mike Norris recently elected chairman of the Public Carriers Association (PCA) told Industrial Week the strangulation that the Road Transportation Act has on some private operators is prompting them to participate in illegal transport routes.

According to Norris the current legislation not only prevents transport operators from achieving maximum efficiency but also in-

terferes with the freedom of the private sector generally to maximise its transport routes.

"A lot of people claim the Act is unfair and not in the interests of the national economy. Certainly there are elements in it that don't make economic sense and don't serve the long term interests of industry," he said.

"What is most disturb-

ing is that further legislation is being overlaid on heads and there are no apparent signs of any change of attitude from the Government.

If this is to happen,"

said Norris. "SATS transport industry will become less efficient.

there will be an increase



Mike Norris

in illegal operation and a general deterioration to the disadvantage of industry and the economy as a whole."

When asked if the PCA was going to take steps to stamp out illegal operation Norris said that the PCA has no jurisdiction over private operators.

"It is up to the authorities to deal with this problem and the PCA offers its full support to the authorities," he said.

The PCA is currently engaged in a series of sensitive talks with the Minister of Transport, Hendrik Schoeman, and Norris is the man that PCA members are looking to to steer them through the crisis.

"I do not think that I am exaggerating when I say that we the private transport operators in this country are dealing with an unprecedented situation."

"The animosity between the private operators and the South African Transport Services (SATS) is largely the result of the Act, but this has been fuelled by the determined move by SATS to try and capture an increasing share of road transport," he said.

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# bushveld

# Bus inquiry commissioners in PE

Mr Baard announced a subsidy scheme for the control of bush encroachment in the Northern Cape districts of Kuruman, Postmasburg and Vryburg

A similar scheme would come into effect in the other bushveld areas of the Transvaal Natal and the rest of the Cape Province later Mr Baard added — Sapa

By RAYMOND HILL

THE multiracial commission of inquiry appointed by the Government to look into certain aspects of bus passenger transportation in the Republic will visit various places in Port Elizabeth tomorrow as part of its investigations after meeting in the city for the first time today

It is one of the first multiracial commissions appointed by the Government and members were sworn in last year

The chairman is Dr P J Welgemoed, MP

Mr F L Erasmus, a member of the Northern Areas Management Committee and a retired school principal, is also serving on the commission

After today's meeting members will visit various places in Port Elizabeth tomorrow to see what facilities are available for bus passengers of all races.

The commission tabled its first interim report in Parliament this year

The second report, with the commission's recommendations, is in its final stages. The report will be completed by the end of November and is expected to be submitted to the State President during the second half of January next year before being tabled in Parliament.

Members are working on the final report, which is expected to be completed during the middle of next year

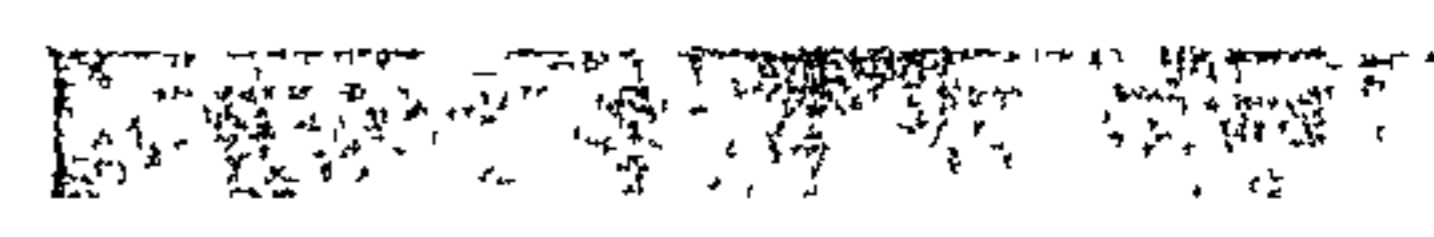
# Come now teacher, have a heart!



On display until Saturday at the Greenacres shopping complex is a fascinating collection of models to educate the young and intrigue the old. Some illustrate matters mechanical — such as those demonstrating how two and four-stroke engines work. Others show facets of the human body and are useful for parents who have had difficulty explaining the facts of life to their charges. Here Miss SHARON TATE, a health teacher at the Collegiate Junior School, uses one to show a group of her pupils where the different organs are situated in the human body.

er claims he  
10/11/82

Top Kiwi  
rider for



# Slow-down of economy piles up SATS losses

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By GERALD REILLY  
Pretoria Bureau

SA TRANSPORT Services (SATS) losses continue to pile up in the wake of the continued economic slow down

For the first six months of the current financial year the loss is nearly R190-million, according to sources in Pretoria. The loss in September alone was nearly R50-million

And now that the railways have entered the lowest revenue earning months of the year — November, December and January — it is feared losses will escalate further

And today the Minister of Transport, Mr Hendrik Schoeman, will hold a Press conference in Johannesburg to discuss the economic plight of the administration

He is expected to announce tariff increases from January

Mr Schoeman has already warned staff associations that increased earnings may have to be sacrificed next year

He has ordered stringent cuts in overtime and Sunday

time and discontinued uneconomic services. However, sources say the losses would continue despite the cuts

However, the Minister assured the federal council of the 10 railways staff associations last week that no one on the permanent staff need fear about being fired, or having his basic wage reduced

He indicated that rather than lay off staff he would withhold general increases next year

Mr Schoeman also said a new round of tariff increases was unavoidable and that they would probably be introduced from January

The big increase of about 17% in tariffs due to be enforced by Escom from the beginning of January will add greatly to the financial problems of the administration, sources said

The Railways are one of the biggest users of power

The big decreases in imports and exports made inevitable by the slow-down is a major reason for the worsening financial difficulties of the administration

# Forged money paid in city

By EMILIA JAROSCHEK  
Crime Reporter

COUNTERFEIT travellers cheques and \$100 notes are circulating in Johannesburg and police have asked the public to be on the alert after forgeries worth R14 000 were cashed last weekend

The forgeries were described yesterday as "extremely convincing" by Colonel Gerrit Strauss, acting head of the Witwatersrand Commercial Branch

He said two men — one of whom showed a Malawian passport bearing the name Jeremia Chikoko — had allegedly bought clothing, watches and jewels to the value of almost R14 000 with the forgeries

The men allegedly struck at a clothing shop in Market Street, a clothing shop in Commissioner Street, central Johannesburg and a jeweller in Market Street, Ferreirastown, on Saturday

Commercial Branch detectives have so far been handed

- 38 £100 (R190) Barclays Bank Visa Travellers Cheques — all with the serial number 505208 20 0033 00132586 15
- 18 £100 Thomas Cook travellers' cheques — all with the serial number 148/307/581
- Four \$100 (R86) banknotes — all with the serial number E 88370604 A
- A number of American Express Travellers Cheques — all with different serial numbers

Colonel Strauss said it was impossible to tell how many forgeries had already been passed or were in circulation

Anyone who can help police is asked to contact Colonel Strauss at 834-2736 or Sergeant J N Visser at 836-9353 (office hours)



circulating in Johannesburg Detective-alertness.

# BBC made mistake with sexy Koo clip

LONDON — Police have seized copies of the soft porn film "Emily", starring Prince Andrew's 25-year-old American girlfriend Koo Stark, from a London store

Police said officers raided the store, Star Video, and seized more than 250 video tapes of films, including "Emily," under Britain's Obscene Publications Act

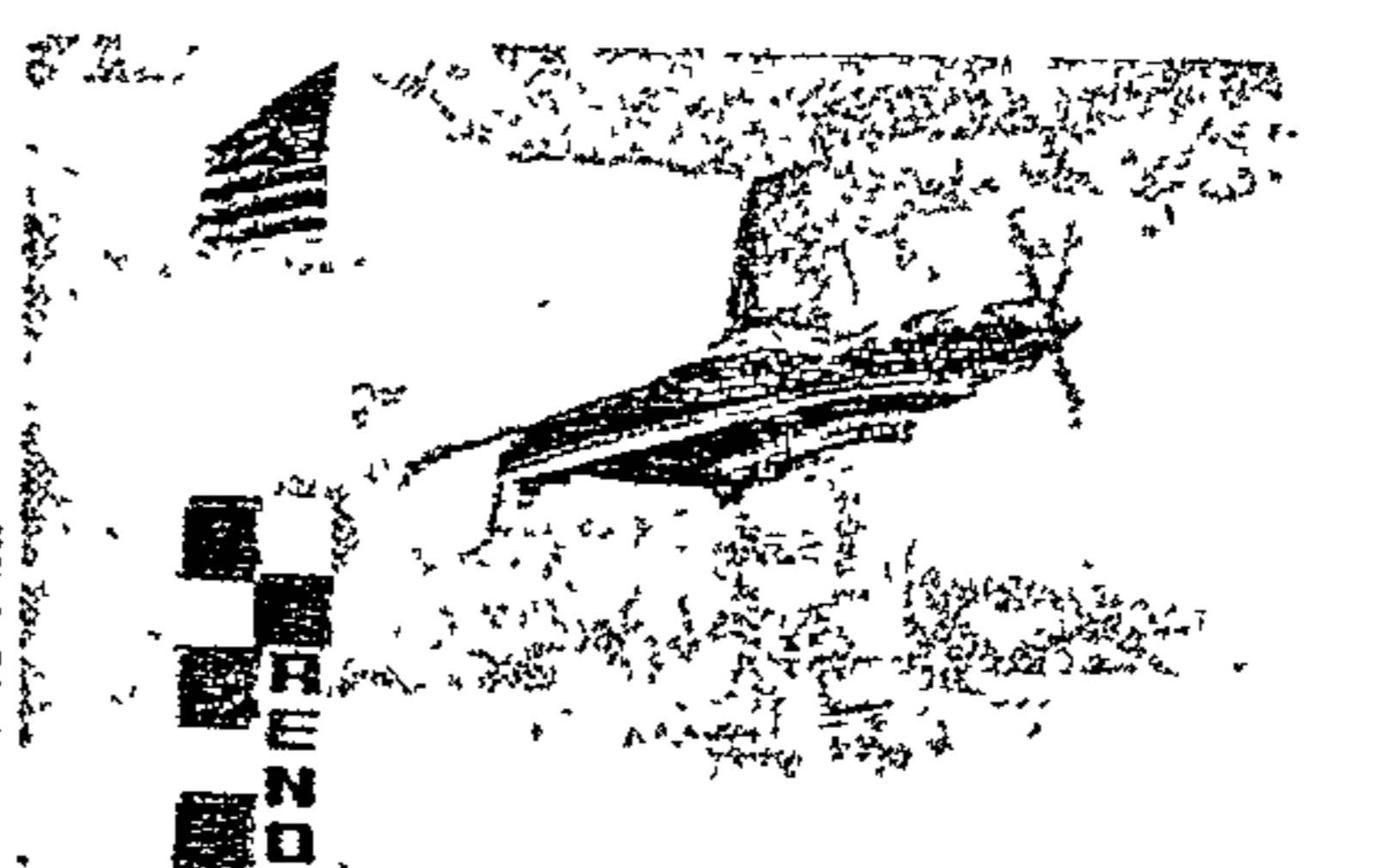
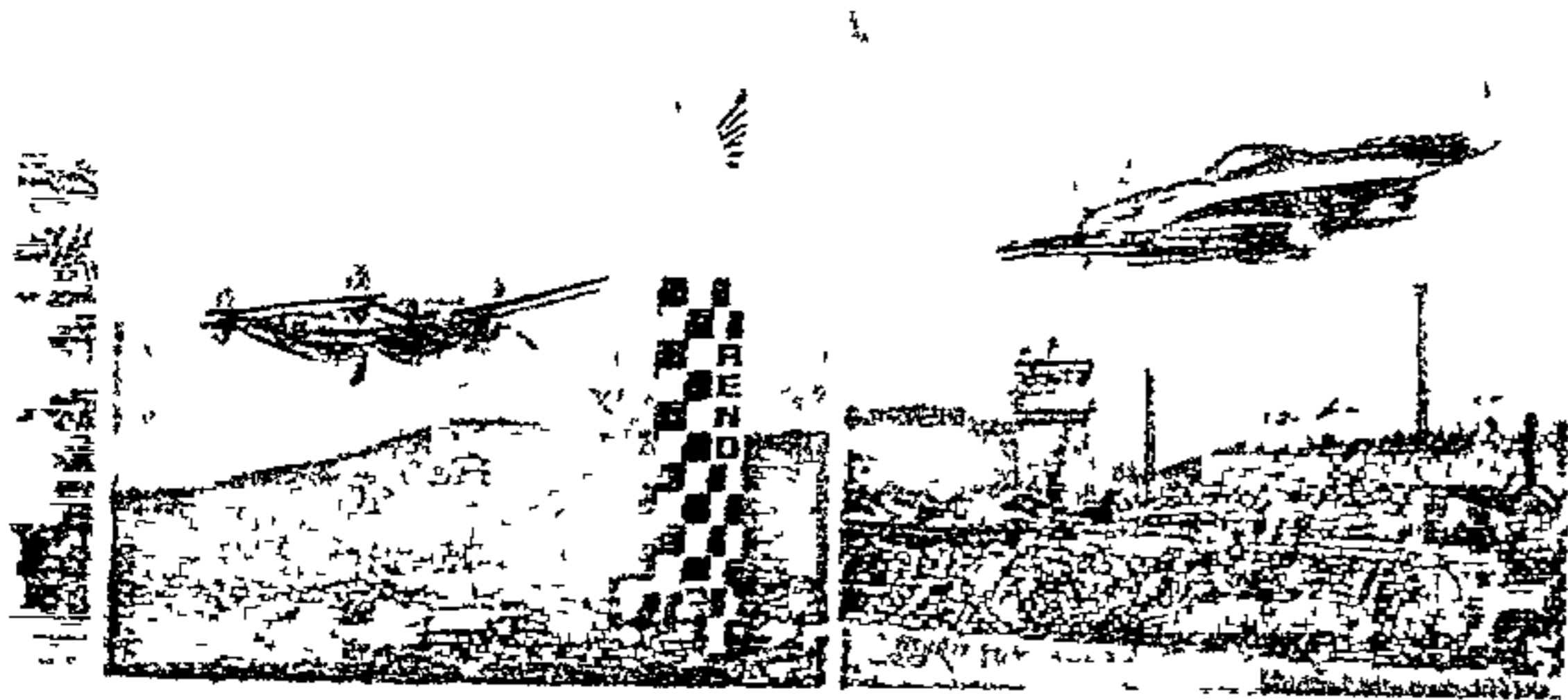
The Press Association said it was thought the raid was to discover whether hard porn scenes had been added to the movies

The British Broadcasting Corporation also said yesterday it had made "an error of judgment" by showing a sexy film clip of Koo Stark

Viewers complained when the clip from the film "Emily", showing Miss Stark stripping, appeared on the nine o'clock news last month

In response to a complaint from a member of the National Viewers and Listeners Association, the head of the BBC's correspondence section, Mrs Maureen Stevens, said "This matter has been discussed and it was felt it was a mistake to show this particular clip

"We certainly had no intention of insulting or offending Her Majesty the Queen or Prince Andrew. We accept that an error of judgment was made" — Sapa-AP





# Objections to increases in bus fares seen as futile

Post Reporter

LODGING objections against applications for bus fare increases was regarded as "futile" because it was widely believed they had little chance of blocking the applications, ratepayer representatives said today

They were responding to the fact that although PE Tramways announced in the Government Gazette of August 6 its intention to apply for fare increases to come into effect next month, no objections were lodged

An application for an increase of about 8% in April was opposed by community, sporting, religious and other groups

One of these was the Bethelsdorp-Salsoneville Ratepayers' Association.

An official, Mr Henry Assam, said today

that while most of the groups did not appear to have known of Tramways' application, there was a general feeling that there was little chance of affecting the outcome of applications

He described it as "a pathetic state of affairs"

However the chairman of Wards 2 and 4 Civic Association, Mr P Bracher, said PE Tramways could not be expected to have done more to publicise their intention to apply for increased fares than they had

"You couldn't miss it if you read the Government Gazette and they have not done any less than is required by law," he said

The National Transport Commission considered the application in Port Elizabeth last week and is expected to respond within three weeks

Cape Times 10/11/82

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# SATS losses 'nearly R190m'

Own Correspondent

JOHANNESBURG — SA Transport Services losses continue to pile up and top nearly R190-million for the first six months of this year in the wake of the continued economic slowdown

Pretoria sources give the loss in September alone as nearly R50-million, and now that the railways have entered the lowest revenue-earning months of the year — November, December and January — they fear the losses will increase

Today the Minister of Transport, Mr Hendrik

Schoeman, will meet the press at a conference in Johannesburg to discuss the economic plight of the administration

He is expected to announce tariff increases from January. They were raised by 15 percent in April. The minister has already warned staff associations that increased earnings may have to be sacrificed next year

He has ordered stringent cuts in overtime and Sunday time and discontinued uneconomic services, but the losses, according to authorities, will continue

The aim, it was learnt, is to reduce staff, by retirements and deaths, from about 270 000 workers at present to 250 000

However the minister assured the Federal Council of the ten railways staff associations last week no one on the permanent staff need fear being fired, or having his basic wage reduced

Authorities claim the speed of the slowdown and its devastating effect on railway earnings was underestimated

However Mr Schoeman has indicated that rather

than lay off staff he would withhold general increases next year. He said last month that a new round of tariff increases was unavoidable, they would probably be introduced from January

The big increase in Escom tariffs, of about 17 percent, to be come into force from the beginning of January would add greatly to the financial problems of the administration, sources said

Losses for the whole financial year could stretch to between R400- and R500-million

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**BUSINESS 1**

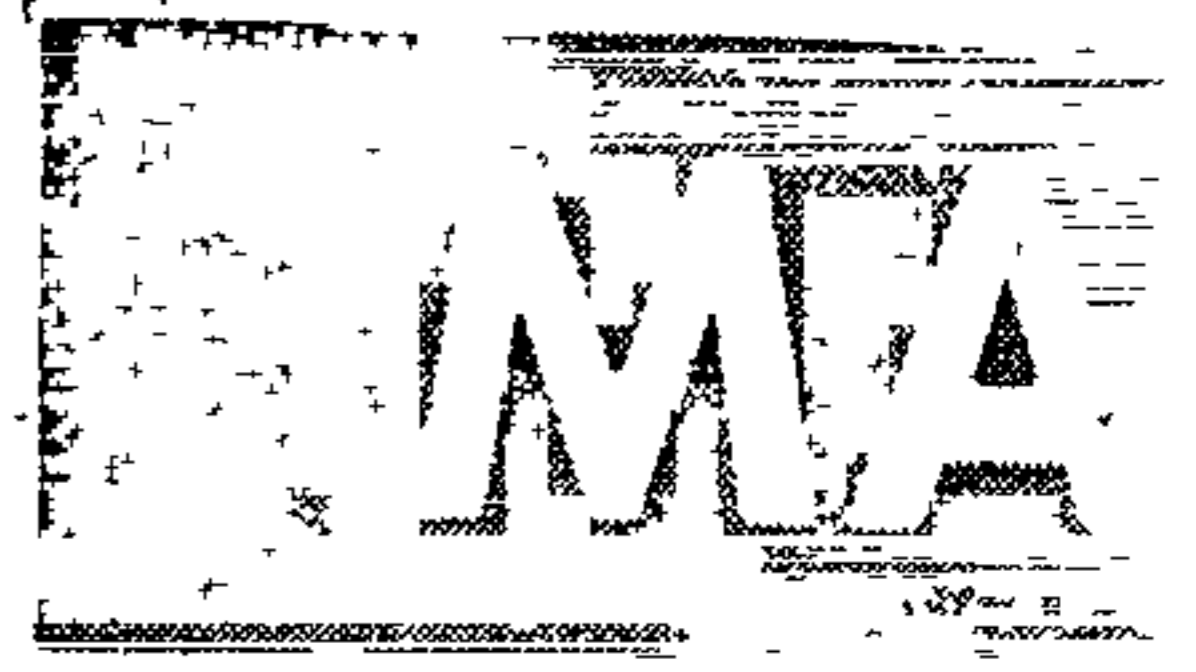
**No choice for SATS - tariffs must rise**  
*Stw 11/11/82 (269)*

**By David Braun**  
 South African Transport Services will probably have no choice but to increase tariffs from the beginning of next year to offset a burgeoning deficit. The Minister of Transport, Mr Hendrik Schoeman, has announced in Johannesburg that the massive transport enterprise had accumulated a loss of R237 million in the first six months of the current financial year. The expected loss for the full year would be between R300 million and R400 million.

**'CONSERVATIVE'**  
 He said this implied a loss in the second half of between R70 million and R170 million, a figure "on the conservative side". SATS was falling short of budgets because the recession had been worse than anticipated (growth of two percent was expected this year but no growth has occurred), inflation remained high and competition from the private sector was intensifying. "We are doing everything we can to cut expenditure and step up savings. We realise a tariff increase would

be inflationary, but at the end of the day we will have to pay for our losses by raising tariffs," said Mr Schoeman. "At the moment we are discussing the possibility of increasing our tariffs from the beginning of next year. SATS was trying to trim growth in capital expenditure but this was not easy as the amounts involved were so massive that any major cancellation of projects could harm the national economy. In any event, the SATS did not want to be "caught with its pants down".

**CAPITAL CURBS**  
 SATS personnel were having to make sacrifices. Pensioners and casual labourers engaged during the last boom were being laid off while each job vacated by an employee resigning or retiring was being scrutinised. Mr Schoeman said the various trade unions involved had been informed that if SATS did not make profits next year there would be no salary increases. There was, however, no suggestion of dismissing staff or cutting salaries.



**JSE overall: 695,0**

**By Alec Hogg**  
 Assistant Financial Editor

Defying an economic slowdown which is daily becoming more pronounced, the giant SA Breweries group managed a 15,3 percent improvement in earnings in the six months to the end of September. The managing director, Mr Dick Goss, attributes the rise in earnings to the outstanding performance of the beverages division. This division recorded an 11 percent increase in volume of sales compared with the same period last year.

Despite pessimistic forecasts from SAB subsidiaries Southern Sun, Edgars, Amrel and OK, Mr Goss expects earnings for the year as a whole to be slightly better than in the 12 months to the end of March this year. Mr Goss says "As a group we certainly won't be showing a 15 percent increase in the second half. But we have gone far enough down the wheel in the first half to come through with a modest improvement in earnings for the year as a whole."

Mr Goss also states that the dividend is safe. "If my forecast on earnings is correct, we can anticipate a modest improvement." SAB's hopes appear to lie with the beverages division and to a lesser extent, to lower

**Earnings up**  
**SAB**  
**again**  
**losing**  
**trend**

interest rates during the second half. In the six months under review, SAB was able to hold margins remarkably well. Turnover rose 44,9 percent, from R1 386 million to R2 009 million, and profits before tax and interest rose by 45,8 percent to R180 million (1981 R123,5 million).

Mr Goss ascribes the ability to hold margins to foresight: "We anticipated the downturn and implemented a number of programmes to optimise working capital." He notes, though, that there is already a consumers swing to HP instead of cash. In a group of SAB's size, a shift of a few percentage points in this manner makes a major impact on the debtors book. SAB's tax rate is slightly higher at 38,2 percent compared

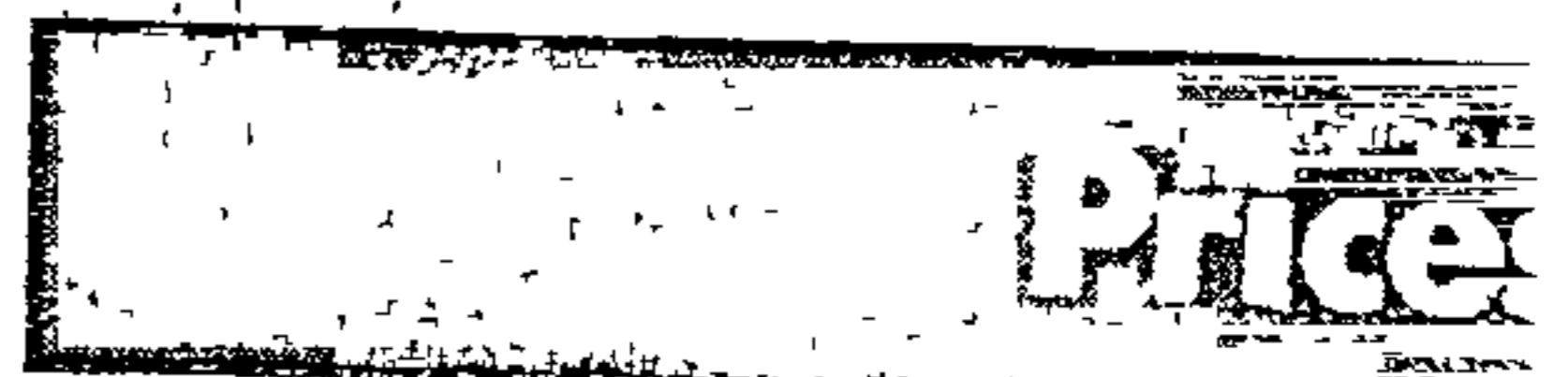
**JSE indices**

Close	All Market	Gold	Metals	Financials	Indust
Nov 10	702.2	635.3	289.7	622.5	633.1
Nov 9	695.4	628.5	286.7	621.6	632.4
Nov 8	693.0	622.0	282.2	621.4	633.1
Nov 5	706.5	644.1	286.5	622.9	635.0
Nov 4	719.1	673.9	288.0	620.7	634.9
Nov 3	721.1	681.7	288.0	618.0	635.0
Month ago	737.4	699.4	270.0	584.1	649.7
Year ago	709.6	577.5	300.6	490.3	683.3

Bases at 1960 All market = 100 Golds = 87.9  
 Metals and Minerals = 27.1 Financials = 100 Industrials = 69.9

**Today's moves**

GAINS				LOSSES			
Previous	Price	Cents	%	Previous	Price	Cents	%
NFS Mtr	300	25	8.3	Autolec	240A	40	16.7
Danperk	80	5	6.3	Tolgate	125	10	8.0
W Nigel	185	10	5.4	Rd Lease	130	10	7.7
D & H	625	25	4.0	Capauto	160	10	6.3
I & J	250	10	4.0	GIC	180	10	5.6
Eureka	1500	50	3.3	Sthprt	180	10	5.6
Bizohn	185	5	2.7	10% CPP	185	10	5.4
Fed Myrb				Bromain	195	10	5.1
CPP	1900	50	2.6	Sth Rdpt	210	10	4.8
Simmers	400	10	2.5	WR Cons	415	15	3.6
Blocirc	410	10	2.4	Sakera	290A	10	3.4
Nedbank	870	20	2.3				



**MININGS -**  
 MIN COAL

# No pay hike for rail workers, says Schoeman

By GERALD REILLY  
Pretoria Bureau

THE railways' 270 000 workers will not get a bigger pay packet next April — and transport tariffs are likely to be substantially increased early in the new year.

The Minister of Transport Affairs Mr Hendrik Schoeman gave out the grim news at a Press conference in Johannesburg yesterday and said severe financial problems plaguing the SA Transport Services were responsible for the measures.

The SATS had lost R237-million during the first six months of the financial year — and the total loss for the whole 1982-83 financial year was estimated at between R300-million and R400-million.

And according to authorities, the expected tariff increases would have to be "substantial" if Mr Schoeman's loss ceiling estimate was R400-million. He was already R237-million in the red — with the worst revenue earning months of the financial year just ahead.

Mr Schoeman said higher tariffs would probably be introduced before his budget in March, and "possibly" from the beginning of January. He first had to get Cabinet approval for the proposed increases. The most unfortunate aspect of the tariff increases, he said, was that they would be inflationary.

Emphasising the need for continued capital expenditure, Mr Schoeman said "When the upswing comes we don't want to be caught with our pants down".

To make major cuts in the administrator's huge R12 000-million capital programme was

impossible. Orders had been placed, and industrial unrest could follow if orders were slashed — orders which kept people in employment.

Savings had been achieved. These included big cuts in overtime and Sunday work, and the scrapping of uneconomic passenger services in Cape Town, Durban and Port Elizabeth. Further service cuts were being studied in the Johannesburg area.

The depression in the Western world and Japan had hit the South African economy and the railways' revenue hard.

The volume of iron and other ores carried had dropped drastically, and this was one of the major problem areas for the railways.

On staff, Mr Schoeman said re-employed pensioners were being laid off, and when officials retired or resigned they were not being replaced, where this could possibly be avoided. Wherever possible, the administration would carry on with vacant posts. There was no intention of laying off permanently employed workers.

Mr Schoeman said the railway unions appreciated the financial difficulties.

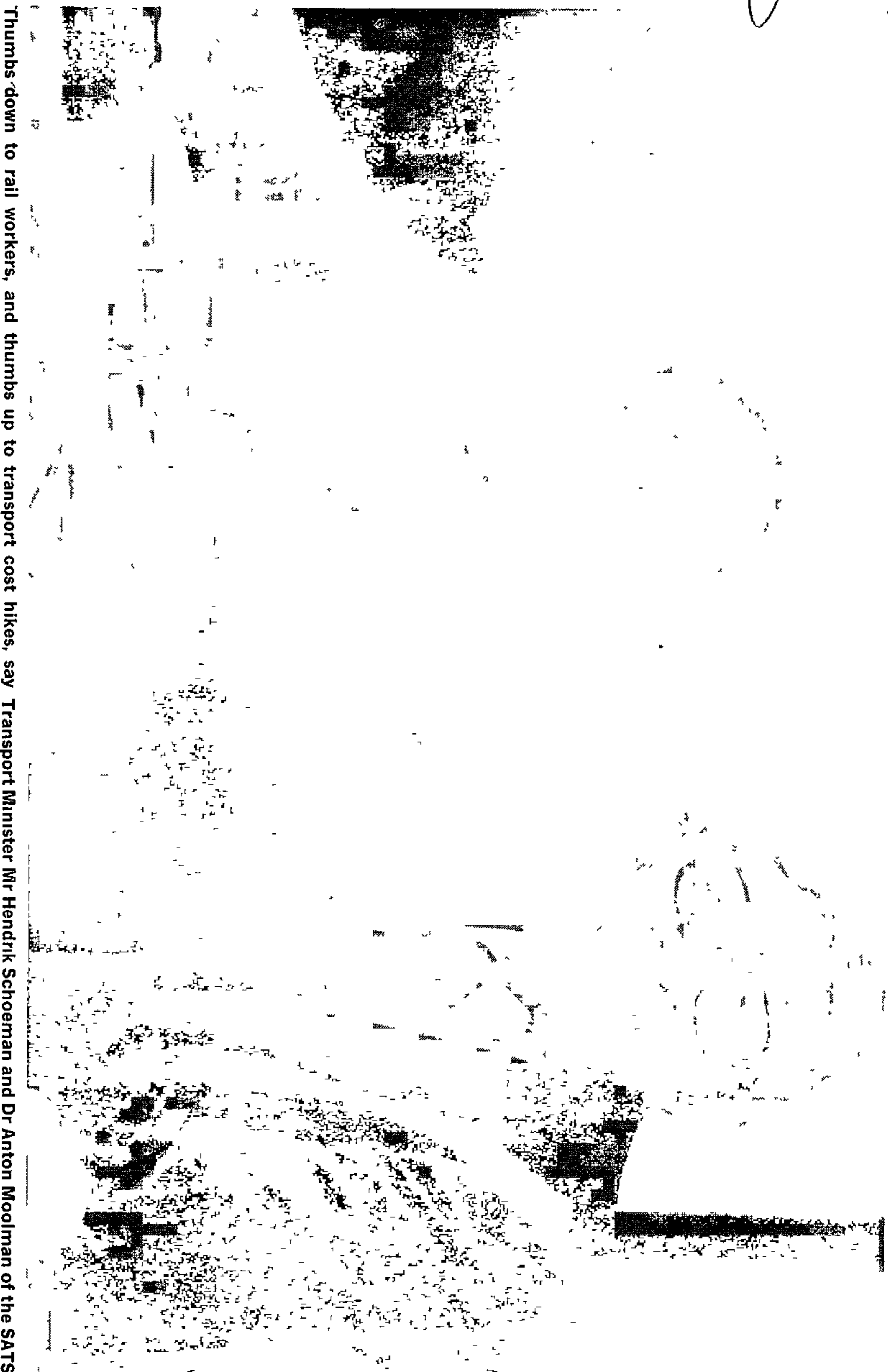
"I told them I could not foresee a situation where salaries would have to be cut.

"The thirteenth cheque will also be retained, but there will be no increases next April," Mr Schoeman said.

On the performance of South African Airways, the Minister said the losses suffered — R40-million in the first six months of the year — were proportionately less than any other world airline.

He stressed the huge losses on passenger urban commuter services — about R690-million a year, which was softened by a Government subsidy of about R300-million.

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Thumbs down to rail workers, and thumbs up to transport cost hikes, say Transport Minister Mr Hendrik Schoeman and Dr Anton Moolman of the SATS

Picture: PAUL BOSMAN

# Huge losses 'plague' Sats

CAPE TIMES 11/11/82

Own Correspondent

PRETORIA. — The severe financial problems plaguing the SA Transport Services (Sats), and the likelihood of tariff increases early next year, were outlined at a press conference in Johannesburg yesterday by the Minister of Transport Affairs, Mr Hendrik Schoeman.

The minister also announced there would be no increases for the railways' 270 000 black and white staff in April next year.

Mr Schoeman said the loss for the first six months of the financial year was R237 million. He estimated that the total loss for the whole of the 1983-84 financial year at between R300 million and R400 million. The R300 million was a conservative estimate, he said.

Authorities said, however, that the expected tar-

iff rises would have to be substantial if Mr Schoeman's loss ceiling remained R400 million.

He was already R237 million in the red with the worst revenue-earning months of the financial year still to come.

Mr Schoeman said higher tariffs would probably be introduced before his budget in March, and "possibly" from the beginning of January.

He said he was satisfied with the economy measures applied by the administration during the past few months. Savings had been achieved. They included big cuts in overtime and Sunday work.

On staff, Mr Schoeman said re-employed pensioners were being laid off, and when officials retired or resigned they were not being replaced where it could be avoided.

"I told them I could not foresee a situation where salaries would have to be cut. The thirteenth cheque will also be retained, but there will be no increases next April."

Mr Schoeman said SAA's R40 million loss in the first six months of the year was proportionately less than any other world airline's.

He said there was a R690-million-a-year loss on passenger urban commuter services.

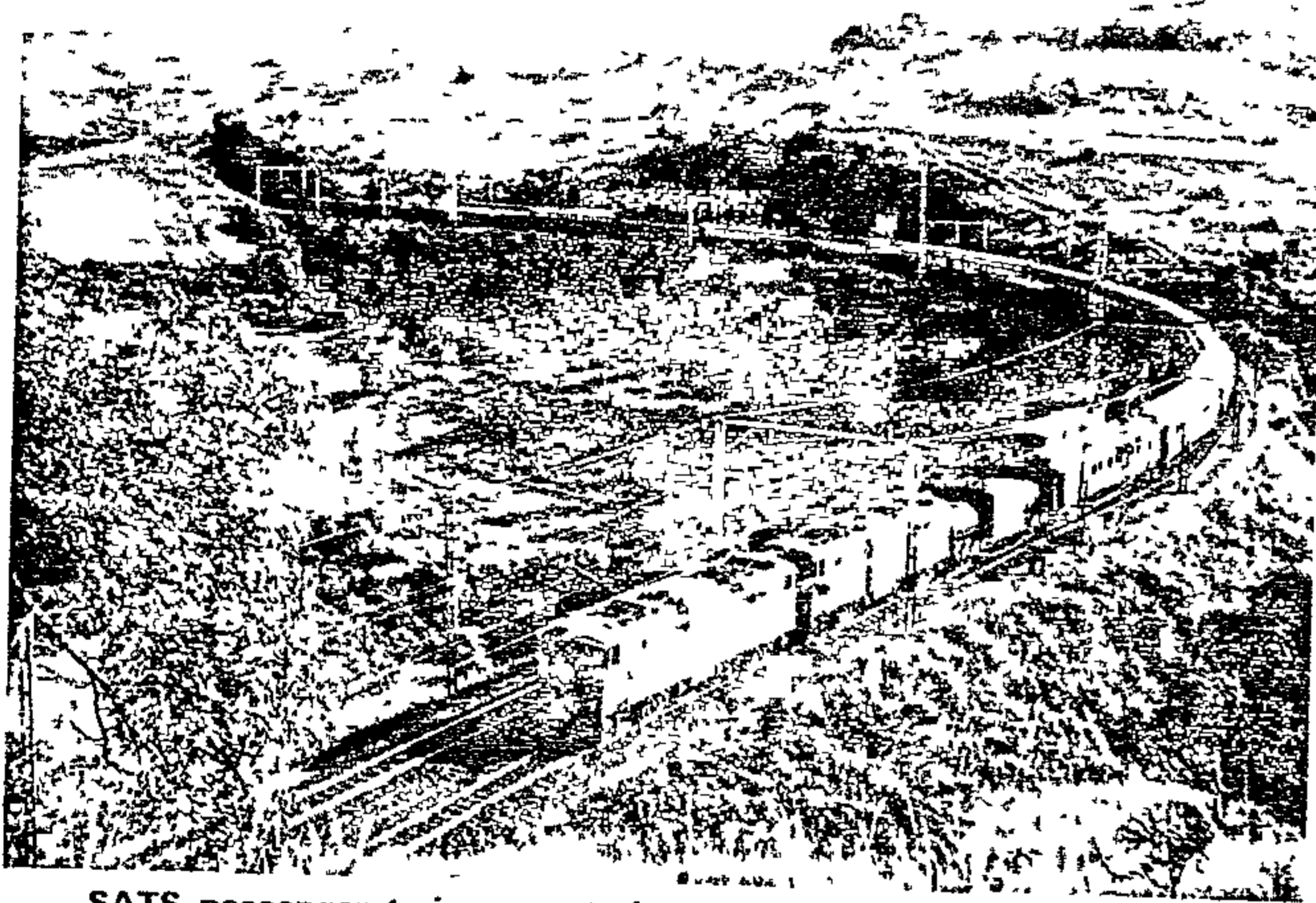
SATS FM 12/11/82

## Battle scared

269

SA Transport Services (SATS), it appears, is not sticking to its word. Faced with potential competition on its Johannesburg/Durban passenger route, it has reverted to its old tactics and called for protection rather than accept a battle in the marketplace.

Last month, SATS lodged an appeal with the National Transportation Commission



SATS passenger train . . catering for the needs of commuters?

812

(NTC) against the decision of the Local Transportation Board (LTB) to grant licences to two new transport companies — Greyhound Bus Lines and Sandton Coach.

The two firms plan to run daily services between the two cities and say that costs and travelling time will be cut if they are allowed to take to the road.

A SATS spokesman (claiming that the case is *sub judice*) explains the reason for SATS's opposition to the licences. Admitting the price and time advantage, he nevertheless argues that the additional service is unnecessary because the route is already well serviced by the Trans-Natal Express.

"The Trans-Natal leaves Johannesburg at 6 30 pm and arrives in Durban at 8 15 am. Departure and arrival times are similar for the return journey. This caters for the needs of commuters."

How about letting the commuters decide?

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## LONDON

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Brezhnev associate, Mr  
Konstantin Chernenko,  
Defence Minister General  
Dmitri Ustinov, and  
Foreign Minister Mr An-  
drei Gromyko

Also expected to play im-  
portant roles, they say, are  
the Soviet Premier, Mr Niko-  
lai Tikhonov and Moscow  
Union Communist Party chief  
Mr Viktor Grishin  
Other Western analysts be-

# Schoeman puts weight behind SATS

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By DAVID CAPEL

THE Minister of Transport, Mr Hendrik Schoeman, will not support any change in the principle that the South African Transport Services should compete with the private sector in the road transport market

Nor does he believe that the private sector has grounds for complaint about the present state of affairs in the road transportation industry

A top-flight delegation of the Public Carriers' Association relayed this news after a meeting this week with the Minister and the Director General of Transport, Mr A Eksteen. It is the second time in three months that a meeting to discuss the controversial issue had been held

Discussion revolved around the role of the private sector in road transport "unfair competition" by SATS and various aspects of the Road Transportation Act and its administration, according to a PCA statement issued yesterday

The statement said "Although the Minister expressed support for free enterprise concepts, he did not accept that the private sector had grounds for complaint about the present situation as they had increased their volumes and share of the road transport market in recent years

"The Minister indicated that he would not support any change in the principles of SATS competing with the private sector for road transport

"The PCA expressed grave concern over the apparent policy of the SA Road Transport Services of offering totally uneconomic rates which undercut both their own established rail tariffs and private sector rates

"The PCA pointed out that this can only add to the already substantial and escalating losses being incurred by SATS. At the request of the Minister, examples of uneconomic rates offered by the SA Road Transport Services have been provided by the PCA and the Minister has undertaken to thoroughly investigate the matter and take appropriate action

"Various aspects of the Road Transportation Act were discussed in view of the impending changes to the Act in respect of which the PCA has previously provided comment. The Minister made it clear that certain changes to the act which were primarily aimed at curbing illegal traffic had already been approved by the Cabinet

"The PCA's discussion was aimed primarily at resolving some of the more important immediate problems pending finalisation of the national transport policy studies which are in progress under the auspices of the Department of Transport and in which the PCA is participating

"These studies are unlikely to reach finality before 1984 and many of the problems which exist may therefore remain unresolved for some time. The PCA will continue its efforts to work for the development of private sector road transport and to protect the interests of its members"

# SWA on caucus agenda

Political Staff

CAPE TOWN — Constitutional issues and the dragging South West African settlement impasse are expected to dominate the National Party's joint caucus meeting in Pretoria on November 22

The caucus of some 250 Nationalist MPs and MPCs from all four provinces was called earlier this week by the Prime Minister, Mr P W Botha, in accordance with established practice over the past few years

MPs could not say exactly what was on the agenda, but the general feeling was that the new constitutional proposals, the recent mini-elec-

tions and the SWA negotiations would be at the top of the list

The meeting will be held only a few days after Minister of Foreign Affairs, Mr Pik Botha, meets the American under-Secretary of State for Africa, Dr Chester Crocker

They are expected to get together in Pretoria on Wednesday, November 17, by which time Dr Crocker will have visited several African countries with US vice-President Mr George Bush

Though the Americans have said they hoped that the SWA issue would not dominate the vice-President's African safari, it is clear it will be an important subject

in his talks with African leaders

Mr Botha is to meet the US Secretary of State, Mr George Shultz, later this month when SWA is again expected to be the dominant topic

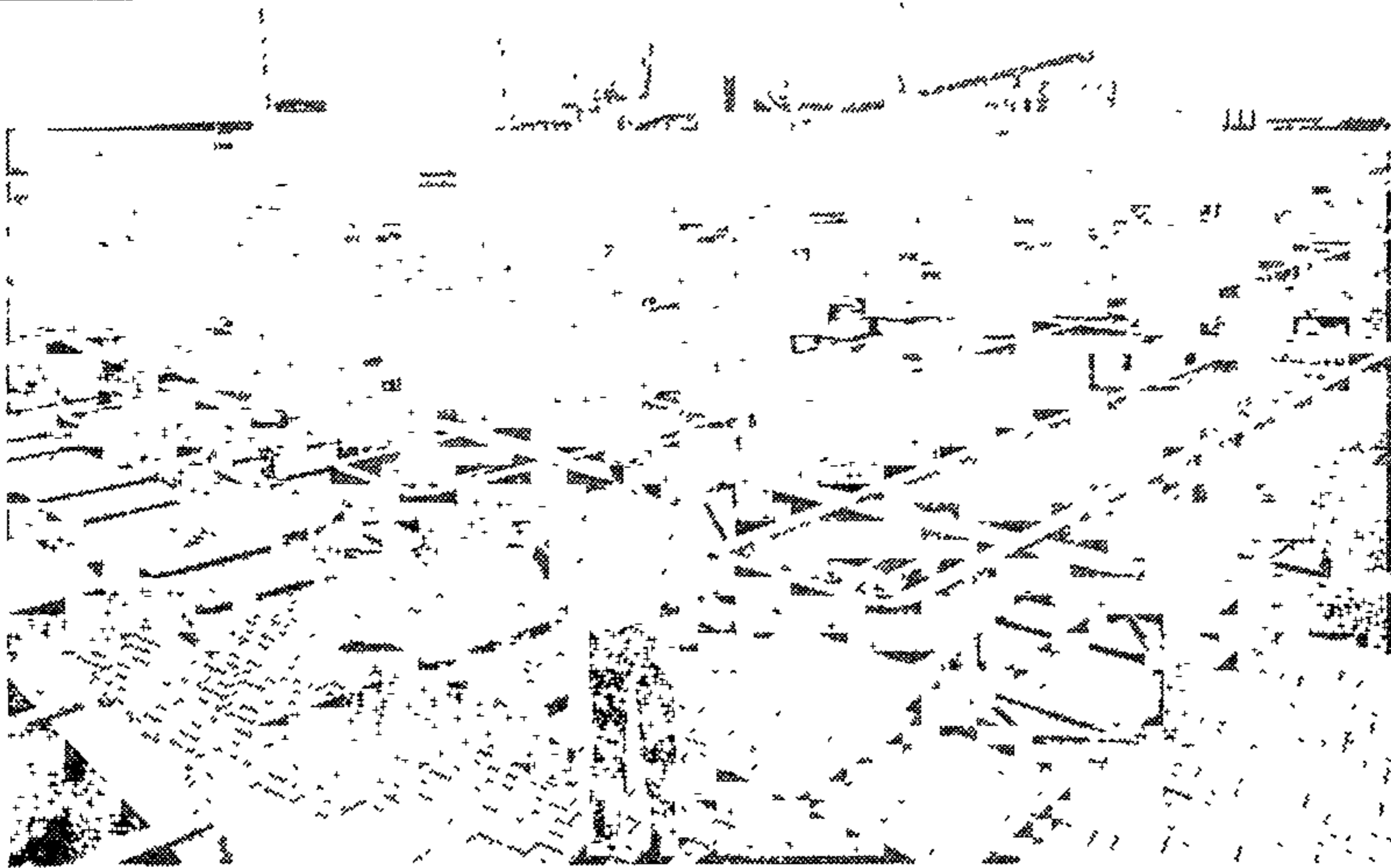
It is also significant that the President's Council will meet in plenary session on the same day as the caucus gathering to discuss its latest report and recommendations on the Government's constitutional proposals

The report is expected to deal with the formation and operation of the three chamber Parliament as proposed by the Government and with the working of the multi-racial standing committees

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SIGN of the times. 245 idle container trailers are parked at Durban's container terminal waiting for box traffic to pick up

# Trailers laid up as box traffic slows

A QUARTER of the Railways container trailers used to carry boxes to and from Durban's container terminal have been laid up because the terminal is experiencing its first downturn in traffic since it was established in 1977

The number of containers passing through all the South African ports during the first nine months of this year has dropped by about 5 percent compared with the same period last year

And, according to figures released by Customs, Durban has been the hardest hit with the number of boxes passing through having dropped about 7 percent below last year's figures

The figure is down about 10 percent on the figure the Railways expected to handle here this year

Cape Town is the only port which handled slightly more containers this year than it did last year Customs figures put the increase at about 1 percent

The decrease in container traffic is, however, relatively small in comparison with the decrease in break-

bulk and bulk cargo handled by Durban Containerisation of the Far East and North American trades has helped to keep container traffic fairly stable

And the number of ships calling at the container terminal has remained roughly the same — it is only the number of boxes they carry that has decreased

### Steady decrease

'There has been a steady decrease in boxes,' said Mr Reuel Botha, Durban's container terminal manager 'On average there have been between 2 000 and 3 000 fewer containers handled here than during the corresponding period last year'

Because of this 245 out of 975 container trailers, both 6 m and 12 m trailers, had been 'put into mothballs' But these could easily be brought into action once traffic picked up again

Of the 170 horses normally used to pull the trailers, 20 had been taken out of service

But there is no question of laying off staff, as the South African Transport Services has made clear

'We can't do that here because we have to maintain our infrastructure,' said Mr Botha 'But we will not replace staff members who leave'

A positive side-effect of the lull, said Mr Botha, was that the fewer trucks and trailers in service would allow for increased attention to be given to their maintenance

Optimistic about the future, Mr Botha said 'We might soon see a pick-up of traffic in boxes because the packing and handling of them is less labour intensive, there is less pilferage and the goods arrive less damaged than when handled by conventional methods'

The number of containers passing through Durban over the past nine months has hovered between the 28 000 and 33 000 marks, according to Customs Figures

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Any dishonesty will render the candidate ineligible



5 Times 14/11/82 (269)

# SATS: Huge losses

SA TRANSPORT Services is heading for enormous losses this year, says Frans Swarts, SA Airways chief executive.

SATS' projected losses for the current financial year will be in the region of R300 to R400-million, and it has already lost R237-million during the first six months

"These will be, however, only a small percentage compared with our total budget of R6 000-million. Nevertheless, it is a problem, as money must be borrowed to bridge the gap."

By Vera Beljakova

Part of the losses will stem from the enormous problems facing SAA, both nationally and internationally

"SAA losses are expected to reach R40-million by the end of February, 1983."

"Although we are making every effort to reduce losses by reducing staff, cutting overtime and virtually halting recruitment, we can do little in the face of a reduced flow of exports and imports and a declining market at home

"It is also becoming increasingly difficult for SAA to move around the world. There is very little light on the political horizon, hence we operate with our back to the wall," says Mr Swarts, who, however, has no doubt of SAA's ability to face the future.

To drum up extra business and cut down on payment of commission, certain national carriers have installed electronic equipment into commercial and other institutions, providing a full reservation and ticketing service, to the detriment of travel agents

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# Richards Bay to be enlarged 60pc

264  
264

ARGUS 15/11/82

Staff Reporter

**RICHARDS BAY** — Believed to be the world's largest coal-exporting harbour — is to expand by nearly 60 percent following a Government decision to step up annual exports to 80 million tons.

This was announced today by the Minister of Transport Affairs, Mr Hendrik Schoeman, at the opening of the 18th International Conference of Coastal Engineers

The conference, attended by about 250 foreign delegates, is in the Baxter Theatre, Rondebosch

Mr Schoeman said it was proposed that coal exports from Richards Bay be increased from the present 28 million tons a year to 44 million tons by 1986

### Two berths

Two additional coal berths, each 350 m long, are to be provided. The first will be completed by January next year and the second by January 1984

The berths have been designed to handle initially vessels of 150 000 tons deadweight, but ultimately will accommodate vessels of 250 000 tons

The port's increased capacity will also require additional rail infrastructure, and reclaiming another 90 ha of land

### General

Mr Schoeman said opening the harbour had necessitated additional facilities for general cargo, including extensions to the departmentally owned multi-purpose bulk-handling facility and three berths with special facilities for handling steel, ferro-alloys, granite and logs

An additional terminal to handle small parcels of coal was also envisaged

He said the harbour had brought relief to Durban harbour and the Witwatersrand-Durban main line — South Africa's most important connection between the coast and the Pretoria-Witwatersrand-Vereeniging complex

# Study reveals commuter attitudes

By SELLO RABOTHATA

POOR punctuality and crowding are the most frequently mentioned dislikes of public transport by black commuters, a major study undertaken by the Pretoria Institute for Road and Road Transport (NITRR) revealed last week.

The NITRR conducted the study on the travel patterns and attitudes of 1 025 black commuters in Pretoria and its suburbs towards public transport. Various aspects, including crowding, punctuality, total travel times, transfers and waiting times were examined. The passengers were the

largest group of commuters.

Other dislikes mentioned in the interim report, by Mrs. Nesta Morris and Mrs. Pat van der Reis, on the attitudes of black commuters to mass transit, include the Pretoria Institute for Road and Road Transport (NITRR) revealed last week.

The young and educated may be particularly dis-

satisfied with crowding, as suggested by previous work. There is also considerable dissatisfaction with the type of seating, mainly plastic provided, especially among women and the better educated.

Dissatisfaction with the frequency of services was the second greatest dislike. This was related to dissatisfaction with the important issue of punctuality of arrival at work, particularly prevalent among train users. The time one has to wait at the first boarding point, especially among bus users, is reported to be approximately 15 minutes. Those who reported longer waits were predominantly

not transfer during a single trip, which was considered highly satisfactory. Those who made one transfer considered

Travel times were long, often exceeding 90 minutes. Journeys of up to 60 minutes were regarded with mixed feelings and journeys of longer than 75 minutes were clearly unsatisfactory. The average monthly fare was R11,22 or 5,4 percent of the average monthly income.

Most commuters did not transfer during a single trip, which was considered highly satisfactory. Those who made one transfer considered

not transfer during a single trip, which was considered highly satisfactory. Those who made one transfer considered

Crime rates are reported hard to establish accurately, but a considerable number of commuters had experienced or witnessed crime and were consequently dissatisfied.

Lower income and older commuters felt especially vulnerable. Crime was associated with trains and with walking from home or work to the embarkation point rather than with buses.



Mrs Pat van der Reis Study on black commuters.

## Shack issue - residents' groups may intervene

THREE organisations in Katlehong and Thokoza townships are planning to meet the executive of the East Rand Administration Board with the aim of preventing the further demolition of shacks in both areas.

Two weeks ago, the East Rand Administration Board, embarked on an extensive survey to establish how many families were living in the shacks in both areas.

In Katlehong alone there are about 35 000 backyard tin shacks and the board alleges that most of the families occupying these shacks are staying there illegally.

The board maintains that most of the families occupying the shacks are hostel inmates who have

brought their families from the homelands in the last survey, conducted last April by the board, it was discovered that there were 21 760 shacks in the area 3 000 more than the existing number of houses.

The board also states that since last April the number of shacks in Katlehong have increased by about 10 000. In Thokoza alone it is believed that there are more than 10 000 backyard tin shacks.

Mr F E Marx, the chief director of the board, told The SOWETAN that Katlehong and Thokoza were overpopulated and that is why the board had decided to embark on this extensive survey.

Mr A P Khumalo, the chairman of the Katlehong Council, said that his Council had decided that only people who were on the housing waiting list and those who qualified to stay in Katlehong had been given permission to build shacks. He said further that the board would have to decide what to do with those people who did not qualify to stay in Kat-

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By 1984 "Big Brother" in the form of a Pretoria-based computer register, will know everything there is to know about the nation's motorists and their vehicles

At the press of a button it will give details of the vehicle used, licence held, traffic offences and accident record. The data will be held on a State computer operated by the CSIR on behalf of the Department of Transport

The information will eventually be available instantly to police, courts and others

South Africa's new National Traffic Register (NTR) will have information on every driver and vehicle from Beitbridge in the north to Cape Town in the south and from Richards Bay in the east to Port Nolloth in the west

The head of the transport information bureau at the National Institute for Transport and Road Research, Mr Theuns J Botha, said the NTR would be operational within months

The central driver's licence register, a record of all registered licences in the country, will be taken onto the NTR from computerised local authority records

There are four registers. The register for offences for motoring

# Computer will keep tabs on all motorists

Star 15/11/82 (269)

should be ready within 12 months and the accident roll at the last from 1984 on

Mr Botha said the introduction of the register scheme had been approved by the Government. A decision to bring a traffic register was made as far back as 1948.

## TV SCREEN

Though the use of a television screen with a keyboard command console is on the cards for recovering computer-held data, other systems are available

Mr Botha said the central road traffic bureau, one of the sub-branches of the transport information bureau, would investigate the Swedish-style radio-linked data recovery system

This system gives the traffic officer in the street on-the-spot access to information held

Mr Botha has made a study of European systems

"At this stage the prime objective is to get a system off the ground. Until we have this, we cannot look at the need for a points de-merit or totting-up system for each offence or accident," he said.

## ENDORSEMENTS

In Europe where driver vehicle licensing centres have been going for many years, licence endorsements for traffic offences under a points or totting-up system lead to stiff court-imposed driving bans and fines

Excluding serious of-

fences such as drunken driving, driving prohibitions are enforced by the courts only when a motorist has run-up three endorseable offences

The endorsements held have a "life" of only three years for prosecution purposes

At present South African authorities have no idea how many unlicensed drivers are involved in accidents, the numbers prosecuted without a valid licence or how many summonses are issued for traffic offences

"Judging by recent research, it is known that traffic accidents seldom result in criminal prosecutions," Mr Botha said

"This is because our statistical information

is incomplete, thus hiding the real problems"

## NOT TRACED

In 1972 out of about two million prosecutions for traffic offences more than 700 000 ended without a final decision by the courts, and the majority of cases involved people who could not be traced

This indicates that about one in every three people prosecuted disregarded the judicial system. Mr Botha says it has therefore become necessary to establish the registers with "the greatest haste"

The NTR will assist the local authorities as a prosecution tool while computerised prosecution systems in Johannesburg, Pretoria, Pinetown and Windhoek are being scrutinised to find the best system.

Once this has been found, tickets and summonses issued would be computerised at all steps in the process and so do away with diary-held information and people operating manual typewriters

An identity number for drivers will be the prime link in the NTR and it is likely that South Africa will follow other countries in making the carrying of a driver's licence with the number compulsory

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# Schoeman battles to save Sats

(269) Industrial  
16/11/82

By Lynn Carlisle

**SUBSTANTIAL** cut-backs in rail traffic coupled with uneconomic services has shunted the South African Transport Services (Sats) deeper in to the red

Transport Minister Hendrik Schoeman revealed Sats already has R237-million in debt and is projecting this loss to reach between R300 and R400 million this year. The fiscal would have to retard new expenditure and cut out payments at the start of the next financial year.

Asked by Industrial Week how this might affect the R600 million Broodsniersplaas to Richards Bay rail link construction, Schoeman said the "whole thing" could not proceed at the same speed.

"But we don't want to be caught with our pants down when the next upturn in exports of coal, steel, manganese and other minerals comes.

"We will just have to retard progress as the

funds are not available to keep up the momentum.

Big cut-backs in exports 20% in coal has left Sats with a surplus capacity for carrying base minerals while no solution had been found to effectively reduce the R670 million annual loss.



**Hendrik Schoeman . . . "If we don't show profits we cannot increase salaries."**

accumulated from the rail commuter service for blacks although a cut-down in the equivalent of 4 000 trains had been achieved.

A further tariff increase for early next year had not been ruled out, said Schoeman.

"While we do not wish to see a situation of unrest spreading among our 262 000 work force, if we don't show profits we cannot increase salaries."

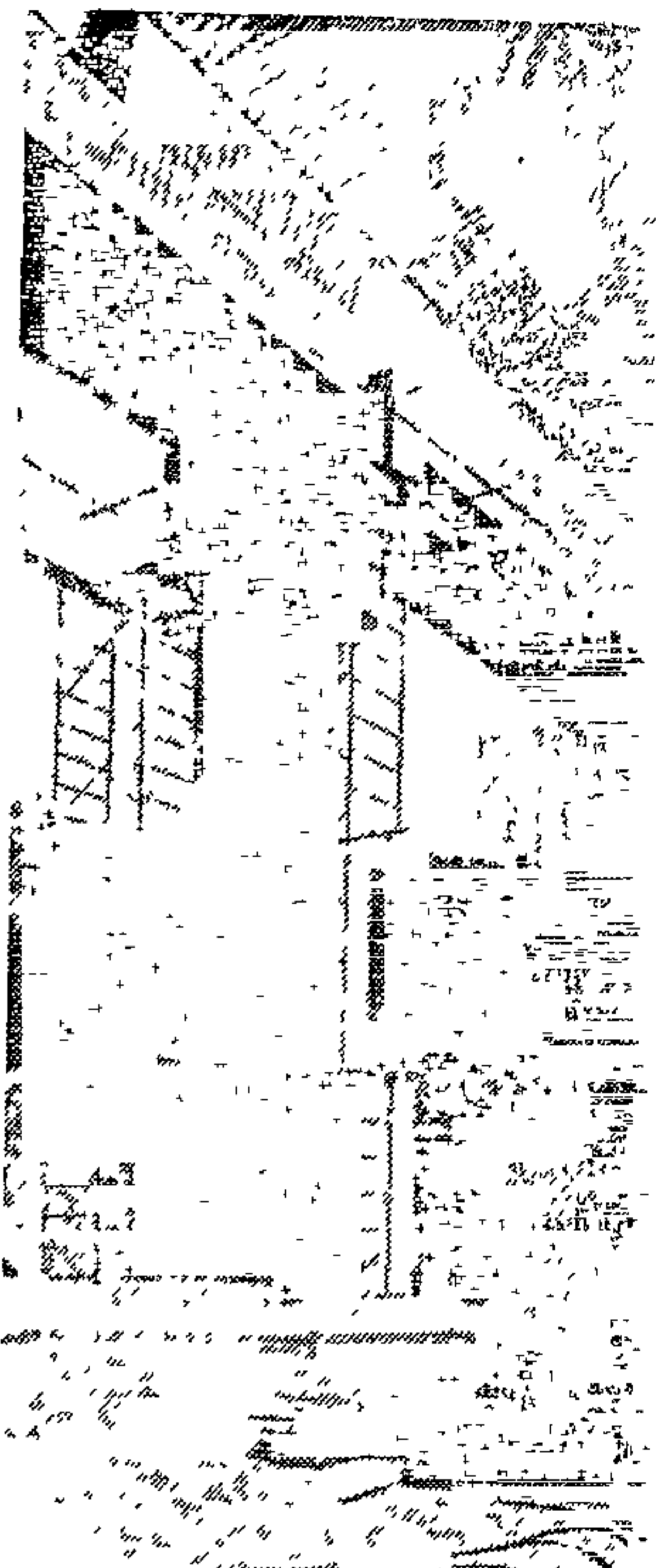
It is believed that the various trade unions representing staff, artisans and other workers are seeking pay increases of up to 16.5% early next year and met over this latest issue. But no spokesmen could be contacted for comment before going to Press.

Schoeman said most of the private sector transport industry had attracted away much of what had been Sats business - private hauliers now handled about 80% of the container movement - and what remained on the market as potential new business was considered unprofitable.

## giant is for future

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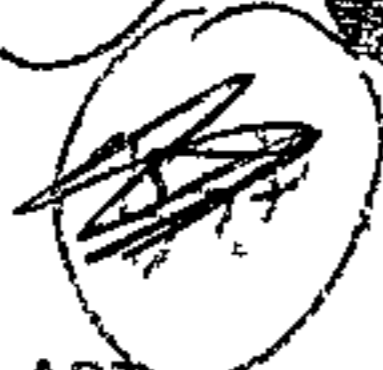
**The 170 m long prestressed concrete bridge Umzimkulu River is being built by Cementation using the incremental launching technique, where the bridge is jacked across the river over already existing piers.**

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# Sats slams recent PCA outburst

269

Industrial Week 16/11/82



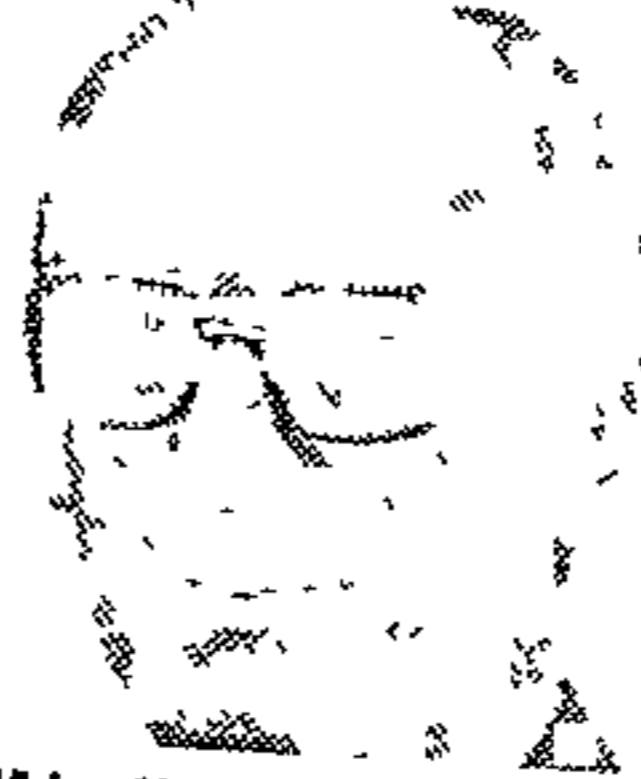
Staff Reporter

LAST week's report on the statement by Mike Norris, chairman of the Public Carriers' Association (PCA), that the Road Transportation Act of 1977 is "strangling" road transport, and is over-protective of the South African Transport Services (Sats), has been rejected by Sats.

The Act is not open to negotiation between the PCA and Sats, said a spokesman, and is a matter of law that has to be dealt with by the proper authorities.

He said, the situation regarding the level of

competition between Sats and the private sector is little different from what it was in March when the Minister of



Mike Norris... Transport Act "strangling" road transport.

Transport Affairs, Hendrik Schoeman, said in his budget speech that the Road Transport Services (RTS) division of

Sats would increase competition with the private sector.

"We have to keep the rail services viable, and RTS cannot operate outside the law. We have certain permits that are as restrictive to us, as are those held by private operators.

The statement by PCA last week made no positive suggestions or contributed any new thinking to the problem which faces us all.

Anything it added further confusion to a very confused topic, and was not particularly helpful in easing the position of PCA members or Sats and the RTS," said the spokesman.

It is understood that RTS is moving closer to a final blueprint regarding the nature of its competition with the private sector.

The commercial section of Sats has already met the Minister of Transport, together with representatives of the PCA, to discuss the road-versus-rail controversy.

The PCA was told last week at its second meeting in three months with the Minister that it had no grounds for complaint.

(289)  
**EL cargo**  
**drops by**  
**21pc** *16/11/82*

CAPE TOWN — Cargo handled at East London harbour showed the smallest drop, on a percentage basis, of any South African port during September

The South African Transport Services says the volume of cargo in all ports dropped dramatically during September. Landed cargo was 37 per cent down on the same period last year

The biggest drop was in Cape Town where landed cargo decreased by 38,5 per cent, compared with last year, when nearly 86 500 tons of cargo was handled. This year the figure was 53 296 tons

In Durban, the cargo handled in September this year dropped by 37 per cent compared with the corresponding period last year, while in East London there was a 21 per cent decrease and in Port Elizabeth a 38 per cent drop

Overall, 360 578 tons of cargo were landed at the four major ports in September this year — SAPA.

## ROAD TRANSPORT

### Collision course 269

Fm 19/11/82

Pirates are not the only ones involved in the road transport tussle. Legitimate operators also have their problems — and alleged cost-cutting by SA Transport Services (SATS) to uneconomic levels is one of the major ones.

The Public Carriers' Association (PCA) has taken the complaint to Transport Minister Hendrik Schoeman. But at a meeting last week, Schoeman was unmoved.

He told the PCA that he had no intention of intervening to prevent SATS from slashing prices in its attempt to recapture market share.

PCA chairman Mike Norris says the Minister's contention was that the private sector had no grounds for complaint because it had steadily increased its volumes and share over the past few years.

Private sector transporters do not dispute that they have made headway — possibly at SATS' expense.

But it feels that SATS' rates — allegedly 15%-20% below the private sector benchmark — are unfair.

The fear is that, with the transport market already in sharp decline because of the economic climate, there is a real danger that some operators could be forced out of business.

Norris says that, in his view, SATS' uneconomic pricing policy can "only add to the already substantial and escalating losses it is incurring." He adds that, at the Minister's request, the PCA provided examples of price-cutting by SATS and, despite his rejection of PCA complaints, he has undertaken to investigate the matter.



SAA

3/17

gets

269

# Texas Star 11/11/82 go-ahead

By John D'Oliveira  
The Star Bureau

WASHINGTON —  
America's Civil Aviation Board has reaffirmed its decision to allow South African Airways a once-weekly flight into the Texan city of Houston.

It took this decision at its meeting here yesterday in the face of vigorous opposition from 36 Congressmen, including all the men who will contest seriously the Democratic Party's presidential nomination in 1984.

The opposition was led by Representative Mickey Leland, a Liberal Democrat who represents one of Houston's city center constituencies and vowed that he and his colleagues would seek a way to force the CAB to reverse its "sorry decision" on South Africa.

## REASONS

In their petition to the CAB, the Congressmen said there were compelling moral, legal and foreign policy reasons for reversing the ruling. They also claimed that the decision was wrong in terms of United States aviation law.

But the board rejected the Congressional argument, especially the argument that there were foreign policy grounds which would militate against SAA flying to Houston.

The board quoted a letter from the State Department saying there were "no foreign policy impediments" which prevented the board from dealing with the SAA application purely on the basis of aviation merit.

Signatories to the petition included Senator Edward Kennedy and Mr. Walter Mondale, Vice-President in the Carter Administration.

D. Dispa 19/11/82

## Opinions asked on bus service <sup>(269)</sup>

EAST LONDON — Public opinion on whether the city's bus service should be scrapped or not is being sought by the city council

A questionnaire being circulated in lights and water accounts to all "ratepayers, residents and bus users of East London" asks if the service should be retained or scrapped

It is the second time this year that bus users are being asked to comment on the service. Earlier this year the Depart-

ment of Transport conducted a survey and green cards were issued to bus users.

In the city council survey, the council says in a preamble that in 1944 a total of 6 414 255 passengers were carried at a cost of R164 281. The income that year was R156 843 and the service was subsidised by ratepayers by R7 438.

Listing the escalating cost of the service, the council estimates that this year the service would have carried 2 806 000 passengers at a cost of R1 478 000. The income is estimated to be R636 000 and ratepayers are expected to subsidise the service by R844 000.

The acting Town Clerk, Mr Les Kumm, said yesterday there was no closing date for the return of the questionnaires.

"We will wait until there is just a dribble of returns and then we will start compiling an assessment," he said.

He expected work to start on the report at the end of the year.

"A lot of people have received the questionnaire with their lights and water accounts already, and we have got quite a few returns."

"Those who do not get a questionnaire can find them at the library or get them here in the Town Clerk's department."

Mr Kumm said they could be posted back to the Town Clerk's office or handed to any bus driver — DDR

# Commuter claims Sowetan 19/11/82 cop assaulted her

By MZIKAYISE EDOM  
A DAVEYTON woman claims that she was allegedly assaulted and kicked all over the body by a black South African Railways Policeman for allegedly using a "whites only" entrance at the Benoni Station this week.

Mrs Joyce Thabile Ngengebule told The SOWETAN that she was about to enter a platform at the Benoni Station when she was confronted by a policeman who told her she was using the wrong entrance. Mrs Ngengebule said that she tried to reason with the policeman that if she was to use another entrance she would miss her train.

She said that as she tried to gain entrance to the platform the policeman pushed her and she fell on the ground. She said she was assaulted and kicked all over the body by the policeman who later took her to the South African Railway Police charge office in Springs where she was made to pay an admission of guilt fine of R40.

Mr D J Beukes, a representative of the railways, confirmed that Mrs Ngengebule was made to pay a R20 admission of guilt fine for using abusive language and another R20 for gaining entrance to an unauthorised place.

b dispatch 20/11/82

# Domestic workers hit at transport levy

269

PORT ELIZABETH — The monthly R3 transport levy now payable by all employers of black labour who do not live on the premises, has been condemned by the Domestic Workers Association of South Africa (Dwasa) who say that employers will be loath to pay it and might instead decide not to employ domestic workers.

A spokesman for the East Cape Administra-

tion Board, to whom the levy is payable on the 10th of every month said that employers would be required to state whether their domestic servants lived in or not.

"This is a law and has to be complied with," she said "People who do not pay will be asked to do so and if they do not they will be prosecuted."

She said that if more than one person employed the same domestic worker they could 'club together' to pay the monthly fee between them.

One of the co-founders of Dwasa, Mrs Pat Magina, said that according to labour laws domestic

workers were not classified as labour.

"But when it comes to subsidies they disregard this," she said.

She said the levy would definitely adversely affect the domestic workers' chances of employment.

"As it is many people object to paying the registration fee of R1,20 a month. How will they react to having to pay an extra R3. Also, employers might now object to giving their workers busfare because they already have to pay R3 a month. Many people will lose their jobs," she said.

See Page 7

## Too Late For Classification Births

GODDARD — To Geoff and Aurora a bonny son born on 19 November 1982. Next to God thanks to doctor and staff of Frere Maternity.

# Govt is certain to up Railways tariffs

By GERAUD REILLY

THE Cabinet is certain to approve steep increases in railway tariffs from January 1 at its meeting next Tuesday according to sources in Pretoria.

The new rates will be announced by the Minister of Transport Affairs, Mr. Hendrik Schoeman, on Wednesday.

The increases are expected to match the current inflation rate of between 13 and 15%. Economists say they will have a vicious impact on inflation when coupled with the already announced 16% Eskom power tariff increases which also come into effect on January 1.

The last round of railway and harbour tariff hikes was in April, when they were lifted by 15%.

In Johannesburg last week the Minister outlined the

financial plight of the railways which he said were caught in a pincer between steeply falling revenues and the need to continue with heavy spending on the R2 000 million capital development programme.

Prominent industrialists said yesterday that the Government could not have chosen a worse time to increase railway rates. The move could have very serious effects on the business sector.

He said increases were normally announced in the Railway Budget. Mr. Schoeman is now in Cape Town on a holiday.

The strategy should have been that during the two years of high revenue the railways should have imposed steeper tariff hikes to build up a stabilisation fund which could have been used now to minimise the coming increases.

(26.1) (255) (315)  
S 45 22/11/22  
Worried workers  
may be homeless

Own Correspondent

NEWCASTLE — Thousands of workers at Iscor's Newcastle plant are facing retrenchment and the prospect of being homeless.

The announcement by the company of widespread labour cutbacks has also triggered off fears of repatriation of the jobless blacks to their respective homelands.

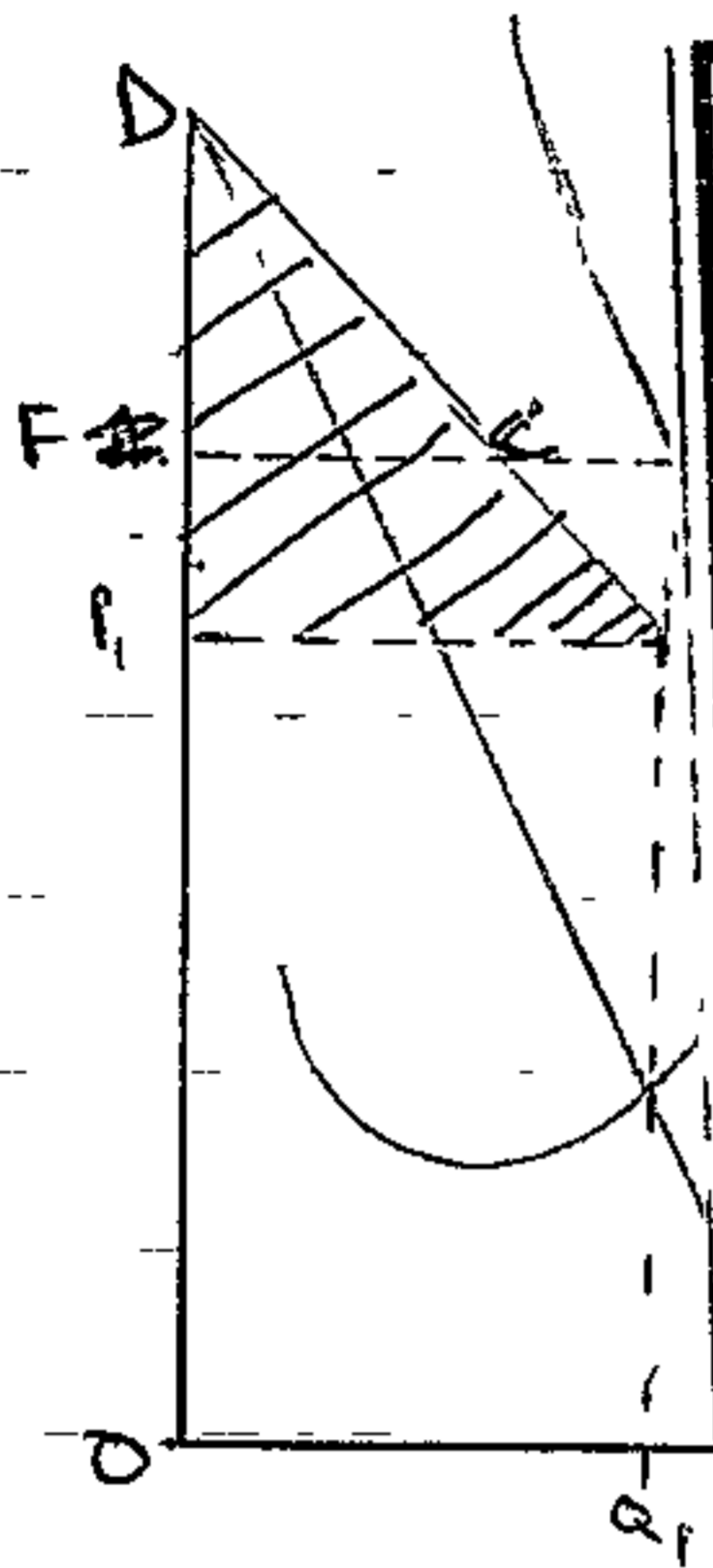
Trade union officials said contract workers were concerned that one effect of the slump might be that retrenched workers would be forced to return to their homes — whites overseas and blacks to the Government-designated homelands.

Other problems include the disruption of children's education and the fear of not being able to meet hire purchase agreements, mortgage bond payments and insurance premiums.

An official of the Boilermakers Union said that nearly 1 000 of its white members at Newcastle were immigrants.

"Repatriation, schooling, relocation, repayment of loans were some of the questions raised by members at their meeting this week," the official said.

Mr Henry Ferreira, acting general secretary of the Iron and Steel Workers Union, said there was an assurance that members would be allowed to occupy their company homes for three months at subsidised rentals.



(269) (235) (135)  
**Worried workers**  
 may be homeless

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In this situation they are not allowed to well change

would be minimising its losses if allowed to price discriminate they might make a profit.

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so the firm would be making a profit and in this circumstance it would pay the firm to price discriminate

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However if allowed to price discriminate they might make a profit.

The consumer surplus would be  $\triangle D P, B$  plus as the  $\triangle F_2 P, B$  extra revenue each

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# West Cape starved of vital cash

Industrial Week  
23/11/82  
269

By Hugh Poulter

INDUSTRY is being "scared away" from the Western Cape due to incredibly high rail tariffs compared to the rest of the country

With the possibility of more tariff increases the Cape Chamber of Industries (CCI) has appealed to South African Transport Services (Sats) to relieve the hard hit Western Cape industries. But executive director of the CCI, Jack Roos, told Industrial Week the Western Cape, the third largest manufacturing area in SA, requires Government concessions, the equivalent of those offered to decentralised areas, in order to attract dwindling business and help existing industry.

## Disadvantage

He said "When we were importing raw materials we had an advantage, but now with most of the required raw materials being manufactured inland and our biggest markets being situated inland, we are at a tremendous disadvantage"

Roos said that the lighter industries such as textiles which had

previously remained unaffected, were also feeling the burden of the high transport costs

"The rail costs play an important part in discouraging industry from settling in this area

"The Government offers substantial rebates to decentralised areas including Atlantis and I feel it is time that it offered some relief to the Western Cape", said Roos

The Chamber has asked Sats for a much steeper taper for distances exceeding 1000km so as to relieve the wide disparity between the costs of transporting goods over longer distances, compared with the relatively shorter hauls from the other main centres to the north

In a letter to Sats, Roos pointed out that the Western Cape's normal tariffs range between 70% and 100% above those applying to Durban manufacturers supplying the Reef area

East London and Port Elizabeth enjoy special port rates, in addition, East London manufac

turers enjoy a 60% rail rebate as an industrial incentive for development in that area, while Port Elizabeth has been accorded a 20% rebate over and above the special port rate

## Rebates

"Two areas in the Western Cape, Atlantis and Saldanha Bay, enjoy rebate facilities but this provides no assistance to industries in the Peninsular and surrounding areas", said Roos

The Chamber appreciates the efforts made by the administration to meet some of the problems encountered by local industry, welcoming in particular the introduction of block train services", said Roos

"The considerable disparity in transport costs nevertheless remains a very serious problem for this area, with large percentage overall increases in rates, the gap in monetary terms widens between the Cape and the rest of the country"



# Storm erupts over levy hike

269 ~~300~~ Industrial Week

23/11/82

By Hugh Poulter

THE Natal Chamber of Industries has come out strongly against the announcement by the Minister of Transport of massive increases in transport levies for employees.

The levies have been increased in some cases up to 200% and are payable by employers in declared areas for their black, Indian and coloured employees with effect from the beginning of this month.

In Natal only black employees are affected with levies being raised from R1 to R3 a month in

certain areas.

The Chamber said it is totally opposed to sectional taxation of this kind and always has been.

## Changes

Roland Freakes, executive director of the Natal Chamber of Commerce, told Industrial Week that the Chamber first became aware of the changes with the publishing of the Black Transport Services Amendment Bill.

"The Amendment

Bill stated that the R1 a month ceiling imposed on employers for transport costs for their employees was going to be removed and the new tariff would be open ended and at the discretion of the Minister", said Freakes.

"The Chamber objected to this and an amendment to the Bill was added that once a new tariff was determined it would not be increased for 12 months."

A spokesman for the Chamber said "The levies imposes on

employers, merely because they are employers, an obligation to contribute huge sums of money towards costs of transportation of workers who, for reasons of Government policy, are required to live at distances which in most cases are artificially remote from their places of work."

## Costs

"If this is Government policy, then the costs of implementing it should, in fairness, be met by the community as a whole," said the spokesman.

## New bakkies conquer rust

THE high performance of stainless steel trucks used by a major mining company may change the use of this steel in the motor industry.

To combat the problem of severe corrosion on the West Coast the mining company commis-

sioned the construction of a bakkie and an articulated bus in type 304 stainless steel, produced by Southern Cross Stainless Steel.

The bakkie, an 1800 4x2 had its bodywork rebuilt in stainless steel and, after five months service, it has been rated as providing "very promising" results by a company spokesman.

Following this success Southern Cross is negotiating with a major motor assembler to manufacture stainless steel body parts such as bonnets, fenders, and load areas for fitting to normal chassis.

The overall cost would not be unrealistically high, while the vehicles will be in a far better position to stand up to highly corrosive conditions, says the company.

## Latest Alfas go on market

ALFA Romeo has announced two new additions to its range, the Alfa Romeo Speedwagon (station wagon) and the Alfa Romeo Panel Van. The Speedwagon costs R6 900 and the Panel Van R6 200. Both are based on the Alfa Romeo Export and feature the flat four 1,5 l engine.

# Shock increase in rail tariffs

By water

deflationary gaps

deflationary gap

Cape Times 25/11/82 269

the government decided upon when balance sheet the

Own Correspondent

**PRETORIA.** — Shock increases in SA Transport Services (Sats) tariffs from January 1 — some are to rise by more than 15 percent — were announced by the Minister of Transport Affairs, Mr Hendrik Schoeman, here yesterday.

The increases were aimed at ensuring a general increase in revenue of 10 percent, and amounted to a rise of about 15 percent on most sources that could be raised, the minister said.

At a subsequent press conference the minister said there was an "outside possibility" that further tariff adjustments might have to be made in his budget in March.

"I am still considering the possibility of raising pipeline tariffs before the end of April but by not more than half a cent a litre," he added.

Sats' tariffs were last raised, by an average of 15 percent, in April.

### Inflation

Organized commerce and industry and prominent economists warned of a shock inflation wave when the higher rail and air tariffs — internal air fares will be raised by 10 percent — are added to the 17 percent increase in Eskom tariffs, also due on January 1.

Mr Schoeman said the increases were unavoidable because of big decreases in traffic volumes, including har-



Mr Hendrik Schoeman for the conveyance of staples such as vegetables and maize meal, while for the conveyance of livestock there had been no increase at all.

Passenger fares are also to be raised and the minister gave a number of examples:

- First class Cape Town to Simon's Town up by 10 cents to R1,40, third class up by 5 cents to 60 cents
- Cape Town to Mitchells Plain up by 40 cents to R2,40 for 12 journeys
- First class Johannesburg to Krugersdorp, weekly, up by R1,20 to R9,10 for 12 journeys
- Third class Johannesburg to Soweto up by 30 cents to R1,80 for 12 journeys

However he still expected a loss through the whole of the financial year of R350 million.

Airways alone would run at a loss of about R80 million.

Mr Schoeman said that to minimize the effect of the tariff increases on living costs, the 15 percent would not be applied across the board.

The charge had been raised by only 10 percent

### Mainline

The actual cost of a weekly third-class ticket will increase by about 0,10 cents a kilometre. The fare is still considerably less than one cent a kilometre in total.

The prices of mainline tickets are also to be raised. A second-class ticket between Johannesburg and Cape Town will now cost R74 — an increase of R6,50 or 0,42 cents a kilometre.

A third-class ticket between Johannesburg and Durban will now cost R18,50 — an increase of R2,50 or 0,35 cents a kilometre.

The minister said that to relieve the burden on suburban commuters particularly, a special discount of 5 percent would be introduced from December 1. This would apply when employers purchased season tickets for their workers.

A 15 percent discount is also to be offered on first- and second-class

mainline tickets for passengers travelling outside peak periods.

Suburban return tickets are also to be reintroduced.

The minister said these concessions were an addition to the existing special fares such as the 40-off card, group concessions and tripper cards for national servicemen.

● Rise 'shocks' AHI, page 4

intervening when there is against public

269 Star 25/11/82

# Rail costs blow to the economy

By David Braun

Spokesmen for organised commerce, industry and agriculture have denounced the proposed SA Transport Services tariff increase as inflationary and damaging to the country's hopes of an export-led economic recovery

The average increase of 15 percent in rail tariffs and 10 percent increase in air fares comes into effect on January 1 nine months after the last increase of 15 percent

Announcing the increases yesterday, the Minister of Transport Affairs, Mr Hendrik Schoeman, said the SATS had no choice but to raise tariffs. The country's largest enterprise faced a loss of R350 million in this financial year and traf-

fic was still down.

A spokesman for Assocom said today that while the SATS' problems were recognised, the extent of the increases was disturbing as inflation was the major problem facing the country

SATS was forced to subsidise uneconomic services from profitable services and the burden of increases to the private sector was no longer permissible, said the Assocom spokesman

The increases were forcing users to seek other means of transport with a resultant reduction in SATS revenue. The spokesman said Assocom believed the economic recovery would be export-led but this latest tariff rise would jeopardise the

export trade

The executive director of the SA Foreign Trade Organisation, Mr Wim Holtes, said export prices would be raised by an average one-half percent. Exports were already being crippled by the high inflation rate which eroded their value on foreign markets by an average one-half percent a month

He said the new transport costs would aggravate the situation and would certainly delay the nation's export-led economic recovery

Mr Holtes said he transport costs to local harbours for many products would be higher than to freight them from the harbours to the destinations

The president of the

To Page 3, Col 6

Star 25/11/82

## New rail tariffs slammed

269

SA Shipping and Forwarding Agents' Association, Mr Gordon Channing, said the increases in rail tariffs should have been less than 10 percent. He said exports would be hard-hit and a decline in volume would mean less profit for harbours and less revenue for the SATS

The SA Agricultural Union vice-president, Mr Kobus Jooste, said it was a pity that State undertakings did not set an example by limi-

ting tariff increases. The increases would definitely influence agriculture, which was in an exceptionally weak position to absorb these increases.

Cattle farmers, whose survival was at stake, were not affected but vegetable farmers would be forced to switch even more to road transport, he said.

The tariff increases are expected to earn the SATS an extra R8,6 million before the end of the current financial year, Mr Schoeman said yesterday.

The range of

increase varies from 10 percent to 20 percent for different fares and services, with the SATS trying to minimise increases involving agriculture and freight

Several discounts have been introduced for suburban commuters and mainline passengers, who travel outside peak periods. Full details of new passenger fares will be announced in the next few days

The chief economist of Santambank, Mr Frank Shostak, said the SATS could not be blamed for the increases.

● See Page 33.

Three die



269

# Bus fares up by 13,7% on Sunday

EPOOR 25/11/82 OK

By SANDRA SMITH

THE National Transport Commission has approved an application for bus fare increases of on average 13,7% by PE Tramways

The new fares — which represent the third increase in 12 months — will come into operation on Sunday

Passengers who have clipcards purchased at the old prices will be able to use them until the expiry dates shown on the tickets

The lack of opposition from any body representing sectors of the community during the company's latest application has caused some surprise. It led the official Opposition to come out strongly in support of transport companies advertising proposed increases more widely than only in the Government Gazette.

The increases will not affect long-distance passengers, or those who pay cash fares of 66c or 77c or the equivalent in clipcards

About 87% of commuters on shorter routes will pay between 1c and 4c more a trip. The remaining 12% face an increase of 5c. This means the present 36c cash fare on two routes from Summerstrand to the city and from Windvogel terminus to the city, will increase to 40c

The current 32c cash fare from New Brighton to the city will be 36c, and the 26c fare increases to 30c

All answers

Number

Number

Surname

First Name

Date

Degree/Diploma/Certificate for which you are registered (e.g. B.A., B.Sc.) **B.COM.**

Subject **ECONOMICS II**  
(to be copied from the heading on the Examination Paper)

Paper No **PAPER I**  
(to be copied from the heading on the Examination Paper)

*sectors*

*1*

EVERY CANDIDATE MUST enter in column (1) the number of each question answered (in the order in which it has been answered), leave columns (2) and (3) blank

	Internal	External
(1)	(2)	(3)
6	70	
8	54%	
Examiners' Initials		

**NOTE CAREFULLY**

- 1 Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering
- 2 Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used
- 3 Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used
- 4 Do not write in the left hand margin

**WARNING**

- 1 No books, notes, pieces of paper or other material may be brought into the examination room unless candidates are so instructed
- 2 Candidates are not to communicate with other candidates or with any person except the invigilator
- 3 No part of an answer book is to be torn out
- 4 All answer books must be handed to the commissioner or to an invigilator before leaving the examination

**Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University**

# Tariff rises will 'shock' economy

*Crk Times 20/11/82 (269)*

Own Correspondent

PRETORIA — Industrialists, including the president of the Afrikaanse Handelsinstituut (AHI), Mr Jan Horn said last night the railway tariff rises were "a further severe shock to an already weakened economy"

That they would be inflationary was certain, especially when coupled with Escom's 17 percent tariff increase which comes into effect on January 1, and the virtual certainty of another big fuel price rise in the first quarter of next year.

They said the country could despair of pressing inflation back into single figures in the near future.

Mr Horn conceded that the options of the Minister of Transport Affairs, Mr Hendrik Schoeman, had been limited. Sats had been abnormally hard hit by the recession. Traffic volumes had dropped by 23 percent,

and harbour capacity was being only partly used.

Mr Horn said it could no longer be expected of Sats and industrialists to carry the cost alone of uneconomic commuter traffic.

This was a national policy priority. Fuel, tax payer should be made to make a contribution to the costs of the services.

The Barclays Bank's chief economist Dr Johan Cloete said the tariff increases would lengthen and render more difficult the fight against the price spiral.

"It is a continuation of the vicious process the economy has been caught up in for several years.

The pity is the increases will leap directly to increases in other government-administered prices."

The executive director of the Federated Chamber of Industries Dr Jan van Zyl, said the timing of

the substantial railway tariff increases was most unfortunate. Against the background of a deepening recession, it would not improve the business mood.

"Sats is saddled with the burden of subsidizing a range of uneconomic services for social and political reasons. Under the circumstances it is impossible for the administration to apply business principles."

Sats was also not permitted to exercise prudent business principles to set aside a reserve fund to avoid sharp escalations in tariffs during a downturn in the economy.

The vice-president of the South African Agricultural Union Mr Kobus Jooste, said the increases would load the farmers' cost structure at a time when agriculture was in an exceptionally weak position.

# Shock 15% hike in SATS tariffs set for January

(260) 260-251182  
By GERALD REILLY  
Pretoria Bureau

SOUTH African Transport Services tariffs increase on January 1 — some by more than 15% — the Minister of Transport Affairs, Mr Hendrik Schoeman, announced in Pretoria yesterday.

And he said there was an "outside possibility" that further tariff adjustments might have to be made in his budget in March.

SATS tariffs were last raised — by an average of 15% — in April this year.

Meanwhile, prominent economists and organised commerce and industry spokesmen yesterday warned there would be a wave of inflation when the higher rail and air tariffs — internal air fares will be raised by 10% — are added to the 17% Escom tariff increase on due on January 1.

Mr Schoeman said yesterday the increases were unavoidable because of big decreases in traffic volumes, including harbour traffic, and the resultant steep decline in administrative revenue.

The increases were aimed at ensuring a general increase in revenue of 10%, and amounted to a hike of about 15% on most sources that could be raised, he said.

To minimise the effect of the tariff hikes on living costs, the 15% would not be applied across the board, he said. For the conveyance of staples such as vegetables and maize meal, the charge had been raised by only 10%, while for the conveyance of livestock there was no increase at all.

But rail passenger fares will also be raised. However, the Minister has coated the pill with some sugar.

To relieve the burden on suburban commuters, he said a special discount of 5% will be introduced from December 1. This would apply when employers bought season tickets for their workers.

A 15% discount is also to be offered on first and second class mainline tickets, conditional on passengers traveling outside of peak periods.

The Minister said the family man would also gain in terms of the family plan to be introduced from January.



**Black commuters .. struggling for space and time**

boarding point, 23% of bus-only commuters said that they were 'quite often late' or 'nearly always late' for work."

Morris's findings are the result of a major study of 1 045 black commuters living and working in the Pretoria area. Undertaken by the NITRR last year, the study claims a representative sample of all major public transport journeys undertaken by black commuters in the Pretoria area.

However, punctuality is not the only problem. According to Morris "More than half the commuters were dissatisfied with crowding, frequency, total travel times, cost and punctuality at work. The time waited at transfer points, the type of seating, crime levels and time waited at the first boarding point were unsatisfactory to more than 40% of the commuters, as was the walking time between transport and work."

Commuting to work is both a tiring and dangerous journey. Take Hammanskraal residents, for example. More than 53% made more than two transfers to their place of work while 19% of all workers made more than two transfers. Ninety percent of bus-only commuters were dissatisfied with crowding and 83% of train-only commuters with the service provided. The survey found that 6% of the respondents travelled more than three hours to work and over half the respondents travelled more than 90 minutes.

Crime has been experienced by 42% of all commuters. According to Morris the "experience of crime was particularly associated with trains (29%), the walk between home and transport (28%) and the walk between work and transport (26%). Most notably dangerous routes were those involving train travel."

TRANSPORT ~~339~~ ~~289~~

## Missing the bus

FM 26/11/82

289

Employers in the Pretoria area should lend a sympathetic ear to unpunctual black workers who complain of transport problems. Nesta Morris, a researcher with the National Institute for Transport and Road Research (NITRR), outlined some of their difficulties at a recent conference on "The Transport Problems of Black Workers."

According to Morris: "More than half of all commuters were dissatisfied with the general standard of punctuality of the time of arrival to work, while 41% were dissatisfied with the time waited at the first

1035

# Angry reaction greets rail hikes

THE RAIL fare increases announced by the Minister of Transport Affairs, Mr Hendrick Schoeman, have provoked anger in certain quarters.

A fundamental rethink of transport policy was urgently needed to avoid a "patchwork of solutions" which undermined the competitiveness of the economy, the South African Federated Chamber of Industries said in reaction to the increases.

Dr J C. van Zyl, the executive director of the chamber, said in a statement released from Pretoria that the timing of the "substantial" hike was unfortunate.

Against the background of a deepening recession it will not improve the business mood.

He said "It is essential that South Africa develops an efficient and cost-effective transport system in which both the public and the private sector play their role."

The Azanian People's Organisation (Azapo) said "We urge blacks in South Africa never to review the 15 percent tram fares hike in isolation to other pressing economic, social and political issues."

Azapo said the Minister of Transport Affairs was said to have put

some effort into minimising the effect of the tariff increases on the increasing cost of staple foods.

Azapo added "This must be seen by all blacks as racist and sectional thinking for blacks are not represented where such decisions are made."

"This so-called offer to minimise costs is an obvious effort to maximise black people's misery. Trains are used predominantly by blacks to ferry them from ghettos where they are supposed to be resting and residing to places where they daily sell their labour."



# Third-class fares to soar

Cape Times 26/1/82  
 269

**Chief Reporter**  
**WHILE** rail fares will go up by an average 10 percent from January 1, increases of as much as 100 percent in some third-class fares on routes in the Cape Peninsula are reflected in examples given yesterday of the SA Transport Services' revised tariffs.

The increases were announced by the Minister of Transport Services Mr Hendrik Schoeman, on Wednesday.

The examples quoted yesterday show that while the first-class single fare from Cape Town to Wynberg, and from Cape Town to Langa will in each case remain unchanged at 60c, the third-class fares will go up from

the present 25c to 50c (R1 return)

A third-class weekly ticket to these two destinations will, however, go up by only 20c — or 15.4 percent — from R1.30 to R1.50. The first-class weekly ticket will go up by 60c, from R3.90 to R4.50.

The first-class single fare from Cape Town to Simon's Town will go up 20c, from R1.30 to R1.50 and a third-class single ticket will go up from 55c to 70c.

● There will also be substantial fare increases on mainline routes. A third-class return fare from Cape Town to Johannesburg will increase from R62 to R71.

● Reaction to increases, table of fares, page 3

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*Questioning but wrong and irrelevant*

TRANSPORT

269 FM 26/11/82

# SATS socks exporters

Mineral exporters will carry the brunt of the 15% average hike in South African Transport Service (SATS) rail tariffs which become effective in January. Manganese will be hardest hit with an increase of 20%, increases for other minerals will average about 18%.

Minister of Transport Affairs Hendrick Schoeman says the new rates are expected to raise total revenue by 10% to offset the fall in rail and harbour traffic since the beginning of the year.

"The tariffs for certain commodities will be increased by more than 15%, but where possible these are being confined to non-consumer goods, such as ores," he says.

Many businessmen feel that the new rates are unavoidable but there are a few predictable exceptions.

"This is a shocking situation," says Piet Streicher, MD of Samancor and president of the Steel and Engineering Industries Federation of SA (Seifsa). "Samancor is SA's biggest exporter of manganese ore and ferro alloys and today's metals and ores markets offer no opportunity for recovering costs. We will have to absorb them."

"The increased tariffs will apply to exports as well as ores transported to the smelter. The tariff on the finished metal railed from the smelter to the port is higher than on the ore. The irony of the situation is that in a free enterprise economy one normally lowers prices and absorbs losses, hoping to recoup them later."

Rail rates for many coal exporters will not rise as they are based on negotiated contracts.

Speaking as president of Seifsa, Streicher says the benefit given by the recent reduction in import duty on capital goods, from 10,5% to 7,5%, will be wiped out by the higher rail tariffs.

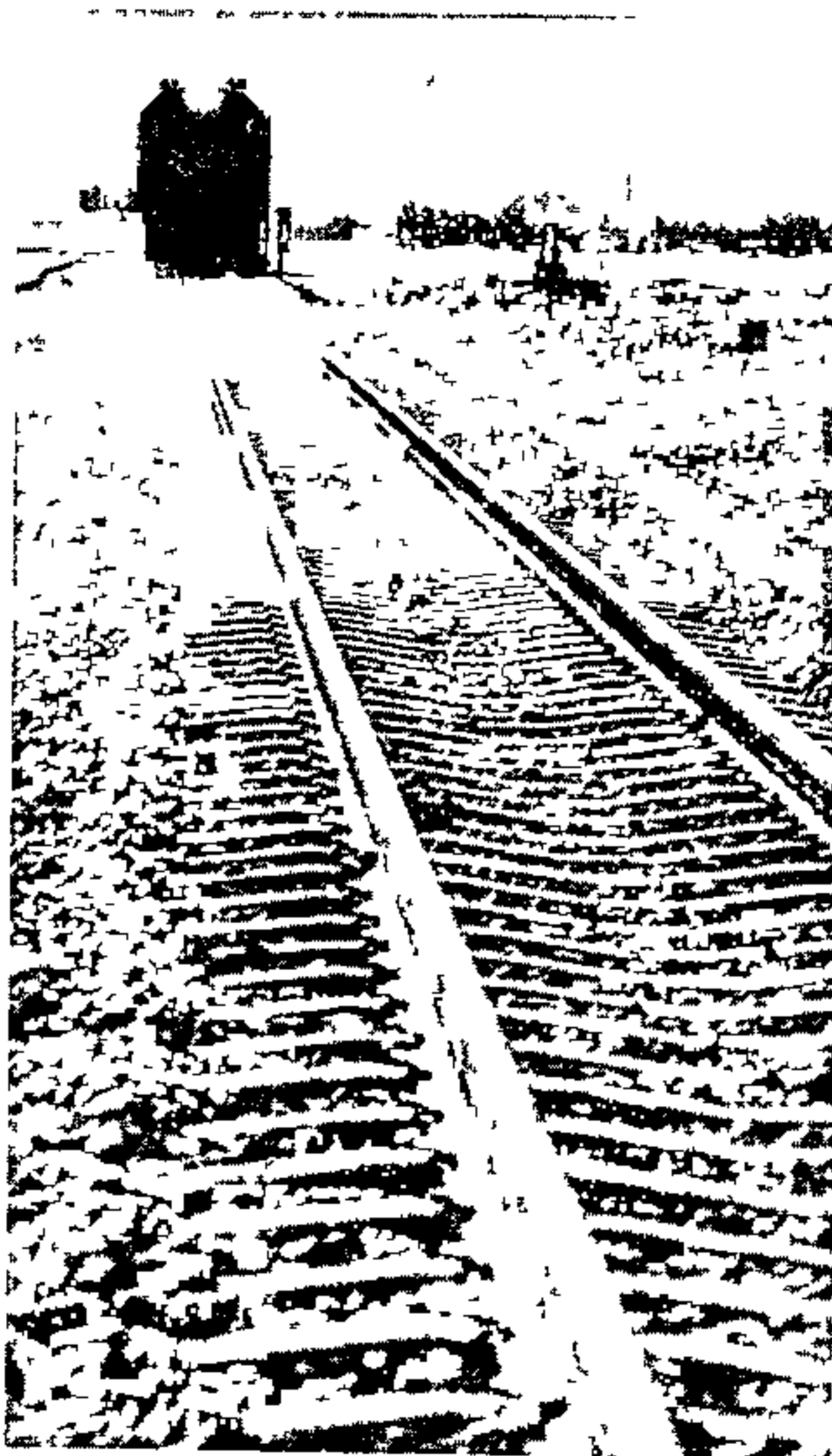
"The additional rail charges will make those capital goods more expensive and may inhibit imports of equipment, which is vital to growth. This will prolong the recession curve because it will take people longer to consider new capital expenditure."

"To say that the higher tariffs are on non-consumer goods also needs explanation. Increased tariffs on such things as capital equipment, steels and alloys must percolate through to the consumer in the end."

"The effect may be delayed but it must ultimately affect everybody, including farmers."

"These higher rail tariffs, together with the new Escom electricity rates must have an adverse effect on the rate of inflation."

Other industrialists say even more tariff increases could come in the next budget.



SATS ore train ... collecting more cash

One project that will be hard hit by the new rates is Foskor's export programme for phosphate rock, railed from the company's mine at Phalaborwa to Richards Bay.

Says Frikk Maritz, manager of economic services: "We are currently exporting pilot shipments to see if there is a market. The new tariff is going to affect us seriously because our profit on the project is already small. The rand is also getting stronger, which is affecting income."

Rates for staples such as vegetables and maize meal will be increased by only 10%, and livestock will not be affected at all.

Weekly tickets on suburban rail commuter services will increase by between 15% and 20%, although the burden on suburban commuters is partly relieved by a 5% discount, effective at the beginning of December for employers buying season tickets for their staff.

There will be a 30c increase on a 12 return-journey ticket between Johannesburg and Dube to R1,80, a 40c increase on a 12 return-journey ticket from Cape Town to Mitchells Plain to R2,40, and a R1,20 increase in the first class 12 return-journey ticket between Johannesburg and Krugersdorp to R9,10.

Says Schoeman: "The cost of a weekly third class ticket increases by about

0,1c/km, and the fare is still considerably less than 1c/km. Main line fares go up by about 10% and 15%, for second and third class, respectively.

Offpeak travellers who get a 15% discount are the only passengers in the total tariff package who get off scot-free.

## INNOVATION

### Boosting brainwaves

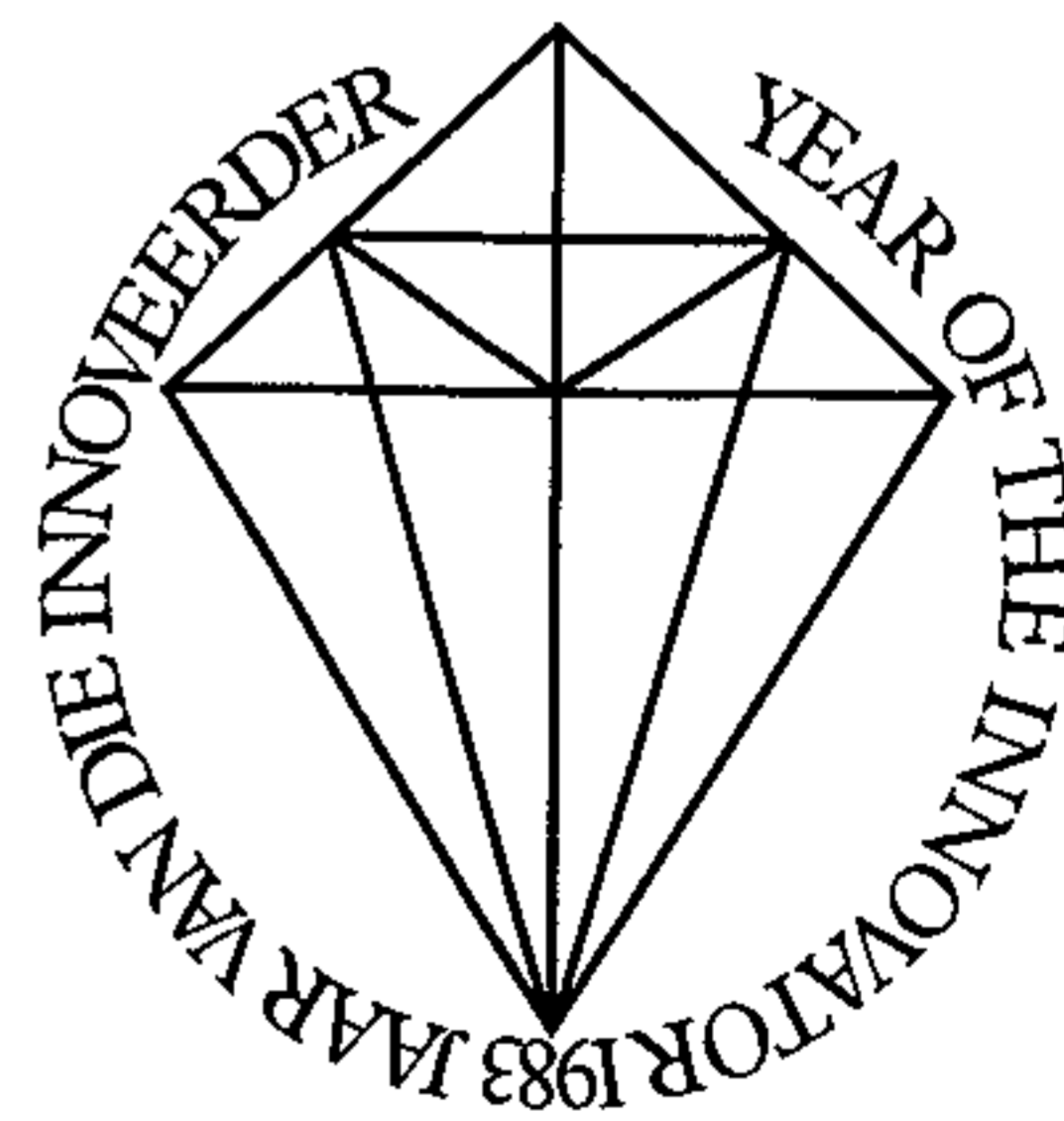
This week's announcement of an Inventiveness Award by Barclays National Industrial Bank (Barnib) is a much-needed boost for the country's unsung inventors.

Says MD Peter Springett: "Through the awards, we want people to know that Barnib does more than just finance large companies. We want to encourage the smaller ones and, at the same time, make a contribution to SA industry."

Any individual or company in SA may enter the competition, which has a prize for the main winner of a trophy and R5 000 in cash. Total prize money amounts to R15 000.

Categories for the 1983 entrants are still unspecified, but Barnib says it will concentrate on inventions with industrial applications benefiting productivity. A committee of major industrialists, inventors and members of the banking sector will adjudicate.

Says Don Pilkington, president of the Institute of Inventors and Innovators: "The

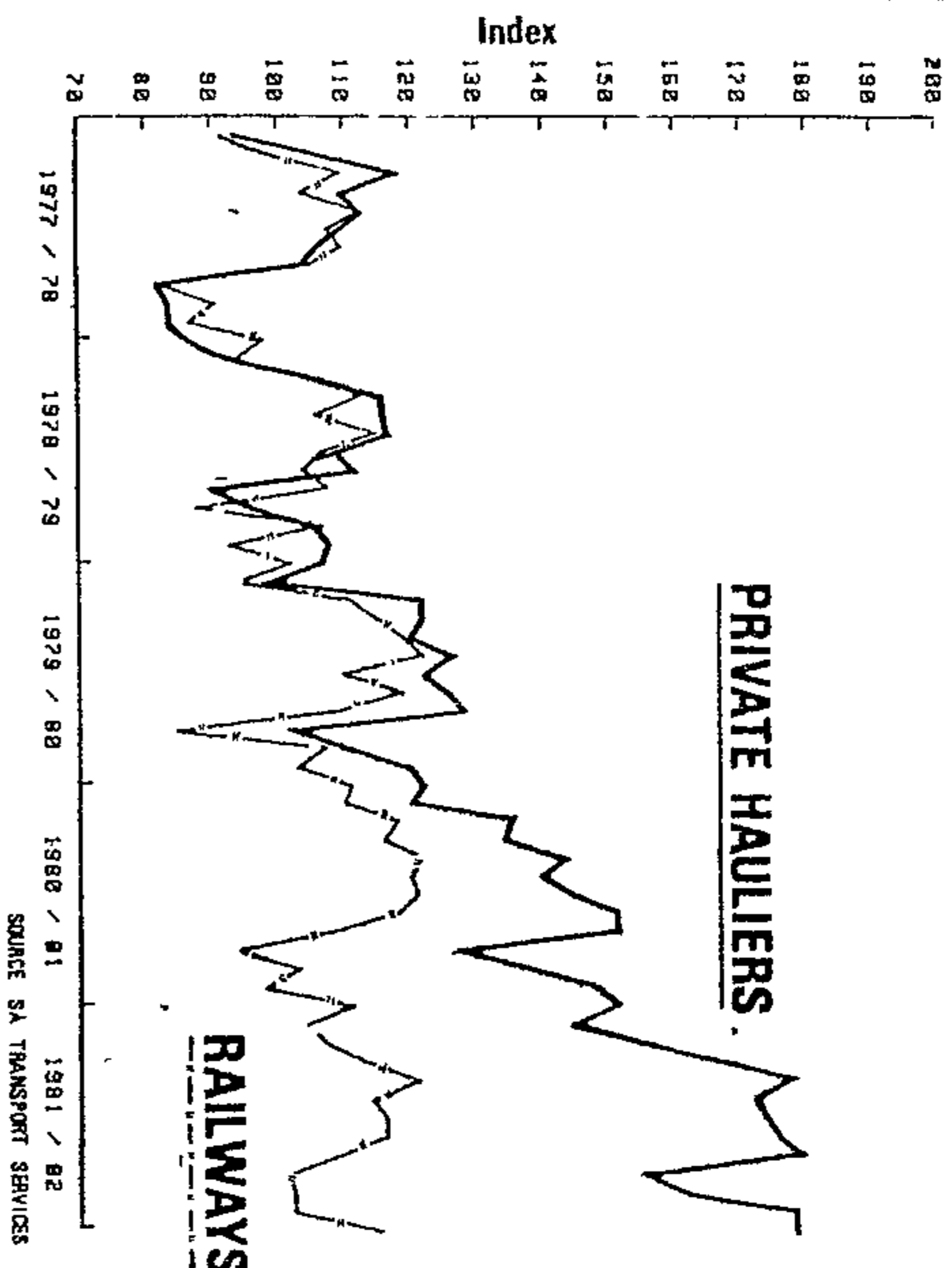


awards acknowledge that inventors play a major role in the economy. Inventing is not an inexpensive process and the cash prize will be a great incentive.

"Although there has never been a shortage of inventions in SA, the lack of interest from manufacturers has caused inventors to take their ideas elsewhere."

"In fact, some SA inventions have been exported, manufactured abroad and then

### TRAFFIC (net tons)



# Railways battle to compete with road hauliers

## road hauliers

By David Braun

South African Transport Services says it is battling to compete with private road hauliers who, in the words of the Transport Affairs Minister, Mr Hendrik Schoeman, have taken the cream of the freight business.

"People complain that SATS is a monopoly, but a look at the figures shows that SATS is now carrying only 45 percent of inland surface freight, compared with 55 percent a decade ago," he said in Johannesburg recently.

"These figures prove this is an open business and road hauliers have used the opportunity to take from us all the profitable business, leaving the SATS with the sub-economic services."

SATS is forced to raise its tariffs to pay for the loss-making services and this in turn makes the national carrier less attractive to users.

Assocom recently criticised the SATS for subsidising loss-making services by raising tariffs for other services.

The country was no longer able to withstand this sort of burden and users were turning more and more to road hauliers with a resulting loss of revenue for SATS.

Even the farmers have warned the Government that rail tariffs are forcing them to use road transport.

The SA Foreign Trade Organisation notes that with the new tariff increase it will often cost more to rail exports to the coast than to ship them to their destination.

The solution, says Assocom, is for Parliament directly to make up the losses of SATS sub-economic services, leaving the grant enterprise free to compete effectively with road hauliers.

# Banking's house of cards on edge of collapse

LONDON — The grave disorder in the world's banking system is now plain for all to see.

At the heart of the problem are loans amounting to hundreds of millions of dollars to weak countries.

The ability of these borrowers to service or repay the principal on their ballooning debt is now openly questioned. De facto defaults have occurred and more are imminent.

Each failure to pay contributes to a cash-flow problem for the banks. This process is visible to the banks' depositors, who are now withdrawing funds on an increasing scale.

The combination of recession, high interest rates and a long period of inflation has driven businesses within the advanced countries to rely ever more heavily on their domestic banking systems for finance.

Here, too, the effect of prolonged recession on their customers has been to throw further heavy cash-flow burdens on the banks.

Thus the banking system as a whole is at three points heavily exposed — and to a unique degree. The banks face a highly dangerous combination of withdrawal of deposits and non-performing assets.

The credit markets' reaction is clearly illustrated in the loss by many of the biggest US banks operating internationally of their triple-A bond rating — a sensational development that has not received the attention it deserves.

It would have been virtually impossible for the banks to undertake the novel, enormous and continuing recycling operation within the constraints of the domestic banking regulations of their respective countries. They had instead to use external subsidiaries operating in the largely unregulated Eurodollar market.

All the great banks of the world were drawn into this operation and they have built a structure of debt that must surely be the largest and most remarkable financial house of cards ever created. It is still not clear how the governments, the central bankers and the great private bankers themselves could ever have believed that this structure could endure.

The volume of world trade has become heavily dependent upon the ability of Third World countries to continue borrowing to finance imports from the developed world.

The governments of the leading countries now have two urgent tasks. First they must stabilise the huge debts accumulated under the existing arrangements. Second they must decide upon the nature bank to act as lender of last resort. But the world cannot wait for this highly desirable development. Each central bank must now act systematically to support the liquidity and credit of its own private banks threatened by defaults or postponements in payments by foreign borrowers of their existing debts.

### AUROCHS

INVESTMENT COMPANY (S.A.)

### CAP-AUTO

INVESTMENTS LIMITED



As far as future lending is concerned the governments must now face the problems they have evaded. Commercial lending can be expected only if there is substantial government support to

## SA Transport Services has hit back at critics of the recent 15 percent tariff increase

The chief superintendent (finance) of SATS, Mr T G Greeff, argued this afternoon that the increase was not only necessary, but vital if the service was to avoid direct subsidisation from the taxpayer

Addressing the L & GV Finance Writers Club on a train between Johannesburg and Pretoria, Mr Greeff pointed out that since 1973, SATS' tariff index rose by 110 percent, compared with an increase of 160 percent in the consumer price index

More significant, however, SATS' major cost inputs had risen at a much faster rate

In the nine-year period, the price of diesel and aviation fuel which together account for 13 percent of SATS' total costs, rose 750 percent and 850 percent respectively.

### DISPROPORTIONATE

The disproportionate rise in these costs ensured that fuel took a bigger slice of SATS' working capital

Mr Greeff noted that "In the case of SA Airways aviation fuel constituted only 14 percent of the working budget in 1973-74 against 37 percent in 1981-82."

Over a shorter period, the wage bill had increased much faster than the inflation rate despite a pruning in the total workforce. Wages accounted for 38 percent of SATS' overall costs

Since the 1979-80 financial year, SATS' wage bill had risen 85 percent from R1 350 million to an estimated R2 500 million in the current year

Over the same period, the workforce had fallen from 265 000 to 262 000, while the consumer price index rose by only 50 percent from 154,1 to 230,8

### BASIC INCREASE

SATS had also been hit by substantial cost increases in its ongoing capital investment programme. Mr Greeff gave examples of the increased costs of aircraft, locomotives, passenger and carrier coaches, all of which rose in price by more than the inflation rate

Mr Greeff also noted that certain measures had been introduced in an attempt to keep costs down. These included:

- Limitation of overtime and Sunday time
- Limitations on employment.



Mr Ken Palmer, MD of Legal and General Volkskas (left), and Mr T G Greeff, chief superintendent (finance) of SATS, who was the speaker at a seminar aboard a train organised by L & GV.

- Discharge of pensioners
- Improvement in productivity by means of efficient utilisation of manpower and equipment
- Curtailment in the capital programme
- Withdrawal of low-occupied suburban passenger train services
- Adjustment of SAA flight schedules according to traffic potential
- Earlier scrapping of older types of coaches to reduce maintenance costs.

Given the constraints under which the SATS worked, he said, and the way it had lagged behind the inflation rate in past tariff increases, it was to the service's credit that the average increase in tariffs this year was only slightly above the going inflation rate

Although business was entitled to criticise the increase, it should realise that the alternative was for an increase in direct taxation to provide subsidies for the SATS.

# Only way to avoid direct subsidisation? SATS hits back at tariff critics

By Alec Hogg, Assistant Financial Editor

29/11/82  
S. H. S.  
269

# SATS defends rates hike

ARGUS  
30/11/82

269

Argus Correspondent  
JOHANNESBURG — SA  
Transport Services has  
hit back at critics who  
have complained that the  
recent tariff increase of  
15 percent was too high.

The chief superintendent (finance) of SATS, Mr T G Greeff, claims that the increase was not only necessary, but vital if SATS was to avoid direct subsidisation from the taxpayer.

He said since 1972 the SATS tariff index had risen by 110 percent, while the consumer price index had increased 160 percent.

More significant, however, SATS major cost inputs had risen at a far faster rate.

In the nine year period the price of diesel and aviation fuel, which together account for 13 percent of SATS total costs, rose 750 percent and 850 percent respectively.

The disproportionate rise in these costs caused

fuel to take a bigger slice of SATS working capital.

Mr Greeff noted that "aviation fuel constituted only 14 percent of SA Airways working budget in 1973-74 and 37 percent in 1981/82."

Over a shorter period, the wage bill had escalated much faster than the inflation rate, in spite of a pruning of the total workforce.

Wages accounted for 38 percent of SATS overall costs.

Since the 1979-80 financial year, SATS wage bill has risen 85 percent from R1 350-million to an estimated R2 500-million in the current year. In the same period, the workforce had fallen from 265 000 to 262 000, while the consumer price index had risen 50 percent from 154,1 to 230,8.

## INVESTMENT

SATS has also been hit by substantial cost increases in its capital investment programme. Mr Greeff gave examples of the increased costs of aircraft, locomotives, passenger and carrier coaches, all of which had risen in price by more than the inflation rate.

He said that several steps had been taken to keep costs down.

These included the limiting overtime and Sunday time, limitations on employment, discharging pensioners, making improvements in productivity, and curtailing the capital programme.

25m 2/2/72

# Teargas used to disperse rioting bus boycotters

269

Mail Correspondent

DURBAN — At least 40 buses and five police vehicles were damaged in stone throwing incidents during a boycott in black townships after the Durban Transport Management Board's 12% increase in bus tariffs yesterday.

Three bus drivers were taken to hospital where they were treated for cuts and bruises.

Damage of more than R10 000 was caused and over 120 windows were broken when youths stoned buses and intimidated passengers.

Bus services ended at the borders of Clermont and traffic police diverted buses to different routes after buses were stoned near the Bata factory.

Police, who used teargas to disperse crowds of youths armed with stones, yesterday afternoon arrested eight aged between nine and 15.

Last night buses did not go into Clermont and dropped passengers on the edge of the township. The majority of the buses were empty and people made use of other transport or walked home.

Police continued to patrol the townships last night and kept the townships under close scrutiny.

According to police the trouble started at

5am yesterday morning in Kwa Mashu when two buses were stoned. One of the drivers was injured.

In Lamontville people also boycotted buses and incidents of stone throwing had been reported, according to police.

Mr Alan Bray, deputy general manager of the Durban Transport Management Board, said yesterday that regular passengers had said they were afraid to use buses after being intimidated by instigators.

Major employers in the Pinetown area said yesterday that only a few workers had arrived late for work because of the bus boycott.

The national organiser of the National Federation of Workers, Mr Magwaza Maphalala, said the fare increases, food increases and rent increases had just mounted up until people felt they could no longer afford them.

He said the present bus fare increases although fairly low had hit the low wage earner very hard.

He added that the bus boycotts were not against the Durban Transport Management Board but had to be seen in the light of the cumulative effect of all the increases which had whittled away workers' wages.

AT LEAST 40 buses and five police vehicles were damaged in stoning incidents during a boycott in black townships yesterday after the imposition of a 12 percent increase in bus fares. (264) (276)

Three busdrivers were taken to hospital where they were treated for cuts and bruises. Damage of more than R10 000 was caused and more than 120 windows were smashed when youths stoned buses and intimidated passengers.

Bus services ended at the borders of Clermont and traffic police diverted buses on to different routes after they had been stoned near the Bata factory.

Mercury Reporter *Umlazi*

Police, who used tear-gas to disperse crowds of youths armed with stones, yesterday afternoon arrested eight whose ages ranged between nine and 15.

Last night buses did not go into Clermont but dropped passengers on the edge of the township and most people used other transport or walked home.

Police continued to patrol the townships last night.

According to police the trouble started at 5 a.m. yesterday in Kwa Mashu when two buses were stoned, and one driver was injured.

### The regulars

Later youths stoned and damaged buses in Clermont, injuring two more drivers.

In Lamontville people also boycotted buses and incidents of stone-throwing were reported to police.

Mr Alan Bray, deputy general manager of the Durban Transport Management Board, said yesterday that regular passengers said they had been afraid to use buses after being intimidated.

'Three of my drivers were injured and taken to hospital. I would not be surprised if some passengers had been hurt,' he said.

### Few late

At bus stops the roads were littered with stones and broken glass.

Major employers in the Pinetown area said yesterday only a few workers had arrived late for work because of the boycott.

The national organiser of the National Federation of Workers, Mr Magwaza Maphalala, said the fare increases, food increases and rent increases had just mounted up until people felt they could no longer afford them.

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Management Board but had to be seen in the light of the cumulative effect of all the increases which had whittled away workers' wages.

Our African Affairs reporter writes that representatives of the Department of Community Development and the Durban Transport Management Board were warned last month by black community leaders that township residents would oppose the increased bus fares.

At a meeting convened

by the Chief Commissioner for Natal, Mr R N Blumrick, community leaders asked him to convey the opposition of the residents to Dr Piet Koenhof, Minister of Co-operation and Development.

It is understood that a reply has not yet been received from the minister.

The meeting was attended by representatives of Clermont Advisory Board and the councils of Kwa Mashu, Umlazi, Ningizimu and Ntuzuma.

**40 buses  
damaged in  
fare protest**

Commuters stone buses, cops use teargas as transport comes to halt

# BUSSES BOYCOTT HITS DURBAN

*Sunderland 2/12/82*

(269)

AN ALMOST 100 PERCENT black bus boycott in some areas, accompanied by intimidation and stone-throwing, greeted the Durban Transport Management Board's 12 percent fare increase yesterday.

The stone-throwing and threats to passengers continued and the service into Clermont, near Pinetown, which normally carries more than 35 000 passengers daily, was halted after several drivers were injured by flying glass.

Further stone-throwing incidents were reported from Lamontville, near Clairwood, Durban

Columns of workers streamed through New Germany into Pine-town from early yesterday morning and buses outside a shoe factory were stoned. The municipal traffic department diverted the buses from the area

Police were forced to use teargas to disperse the mob

Confirming this, the Divisional Commissioner of Police for Port Natal, Brigadier Theo Scherman, said people refused to disperse and the police threw teargas canisters

The deputy general manager of the board, Mr Alan Bray, who was called to Clermont after 20 to 30 buses had been damaged, said there had been in-

idents at all four of the board's outlying depots — Clermont, Lamontville, Klaarwater and Ntuzuma. Varying degrees of boycotts were being experienced, but the one at Clermont was the most comprehensive.

## SA PRESS ASSOCIATION

Injured drivers had been treated for cuts and bruises at Lamontville and three had been taken to hospital

Mr Bray said the round-the-clock service had run normally until about 5 am, when the first reports of in-

timidation and stone-throwing were received

The police were notified and by 6 am, the boycott was underway. Rocks and stones were hurled at buses on most of the routes through Clermont

Intimidators were operating at many of the bus stops, but he had received no reports of violence from the few passengers who used the buses

As the stoning continued, it was decided that the Clermont service would go as far as the border and then turn back

Mr Bray said the 12 percent increase had raised the price of a 10-journey clip card by between 25 cents and 50 cents a week. A R2,40 card now costs R2,65, a R2,75 card is R3,05 and a R3,40 card had increased to R3,90



# Drop in EL harbour traffic

Durban  
3/12/82  
268

EAST LONDON — The number of ships calling at the harbour had dropped "appreciably" during the past months.

This was disclosed yesterday by the Cape Eastern system manager, Mr A J Jonker

Traffic had been good for the first nine months of the year, but was nevertheless "less than we were happy about", he added

The port relied heavily on maize exports, but the world maize surplus

had caused a downturn in exports and these had taken a sudden dive in October.

The port was still kept fairly busy with three to five ships calling each day and there were signs that traffic would increase next month as the world demand picked up again, Mr Jonker said.

South Africa's other major ports have seen a drastic slump in the number of ships berthed each day.

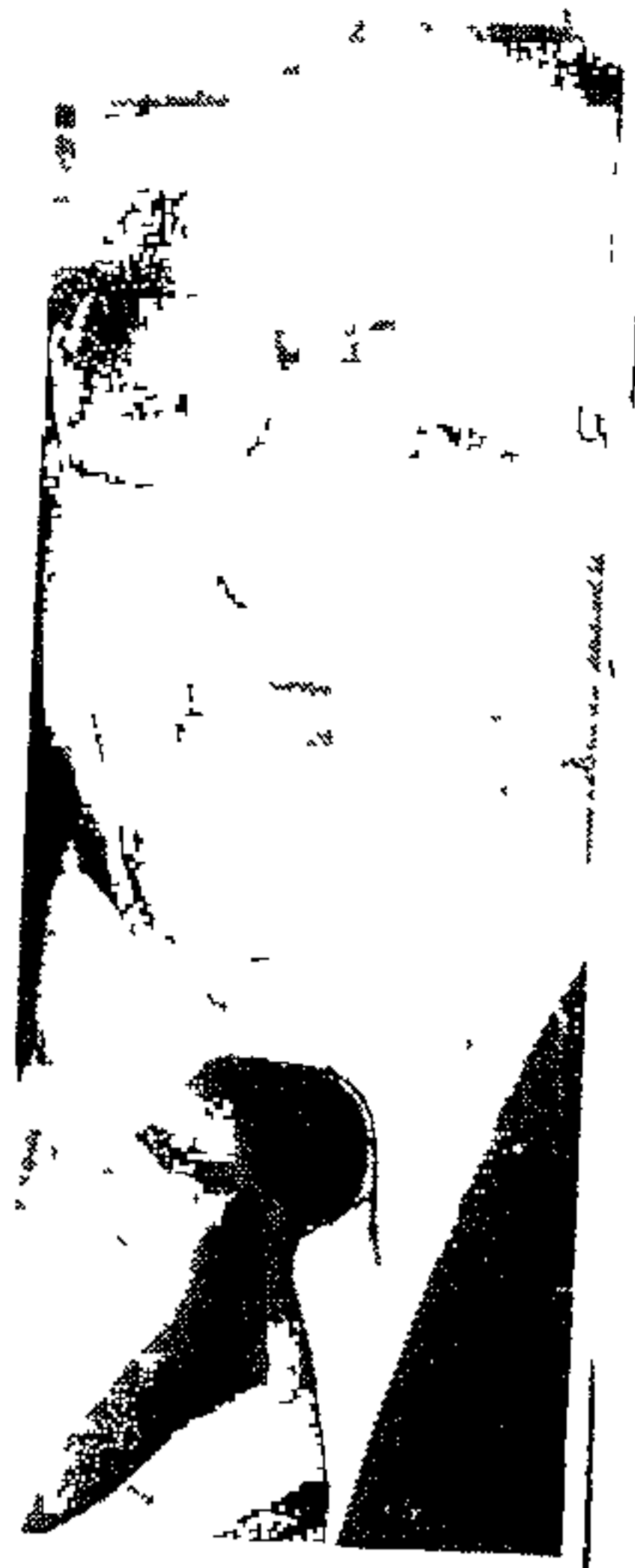
Cape Town has been

the hardest hit with no working ships in port this week.

Traffic at Durban and Port Elizabeth has also dropped considerably.

The average number of ships docking in Durban has dropped by 10 a day

Traffic through Richard's Bay, however, has remained fairly constant with coal quays working at 90 per cent capacity and bulk cargo carriers having to wait for berths. — DDR



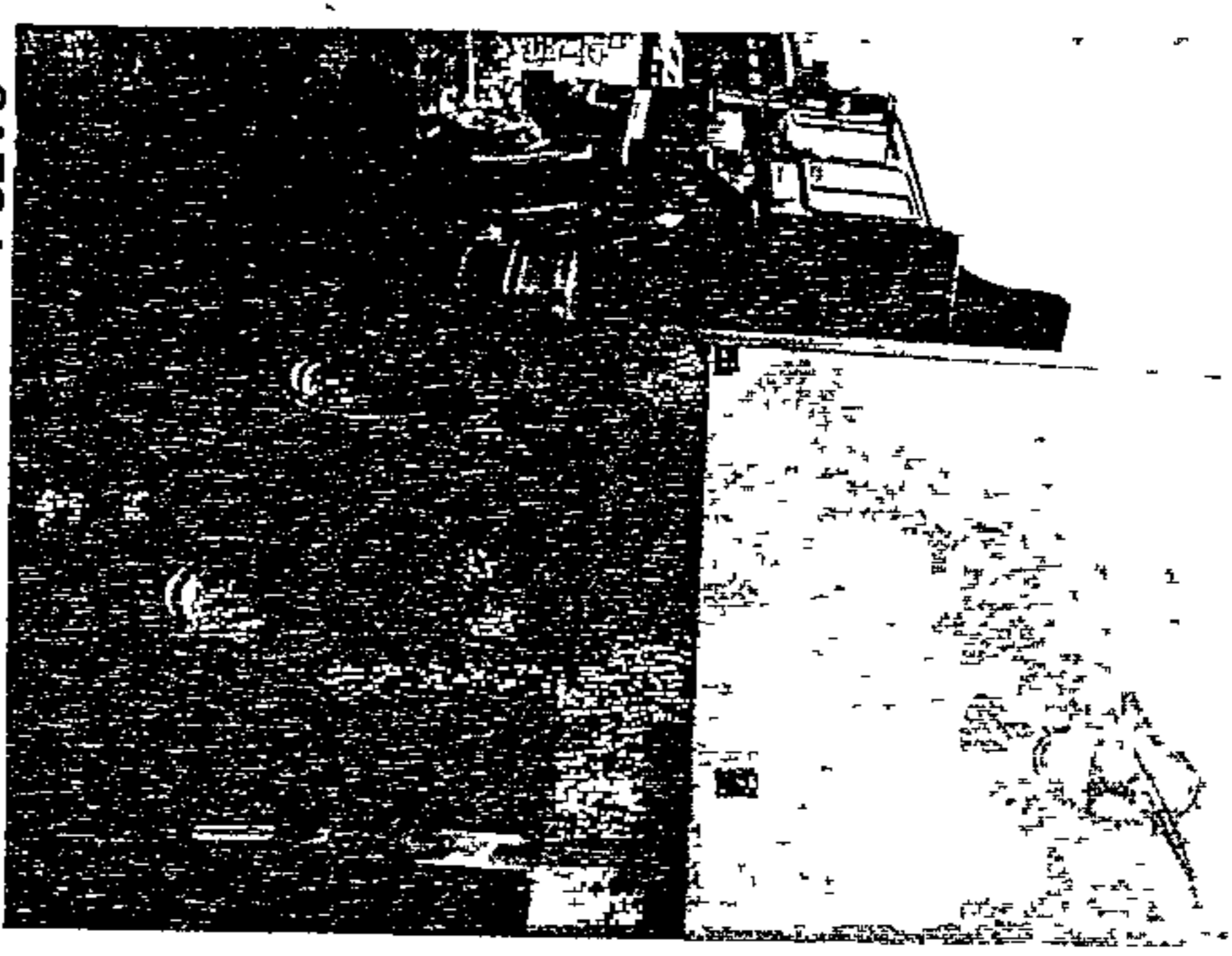
MR JONKER

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3/12/82

FH

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SATS heavy truck ... carrying more for less

"undercharging" by the SATS road transport service.

Barry Lessing, assistant GM of SATS passenger services and road transport, says "We examined all PCA allegations in detail and found the nature of the contracts justified the SATS prices and that the work done showed profits."

This must be embarrassing for the private sector; because in one of the examples, the SATS quote was 40% below the quote of a private haulier

Lessing adds "The suggestion by the PCA and Assocom that it is our intention, or within our power, to put the private transport industry out of business is not realistic

"Private road operators have a vital role to perform. But we are established in the road transport field as bona fide carriers and we intend to stay there and grow with the economy. SATS road transport services

moves only 1.5% of all goods transported by road That is the size of the competition the private sector is talking about

"They also accuse us of not following the tariff book We have never had a tariff book for contract business, which involves full loads transported by road We do have tariffs for part loads and parcels on a cost/kg basis."

Lessing also castigates private hauliers for blocking SATS' attempts to join the PCA. Says he "It would be a good start for all, including the PCA, Assocom and organised commerce, to acknowledge that everybody has a place in the sun Then we can have meaningful discussions on subjects where we feel SATS experience can help the industry"

He reaffirms SATS's policy to compete in the road transport market with the intention of carrying as much of this business as possible by rail A multi-modal working group has been formed to see how far road services can be developed and integrated into SATS's air and rail operations.

Lessing admits that SATS is cutting margins to win business "But this is the essence of competition in a free enterprise economy," he says "And I do not believe that the concept of free enterprise necessarily precludes any kind of State participation in the private sector."

FH  
TRANSPORT  
3/12/82  
SATS strikes back

269

SA Transport Services (SATS) has denied allegations that its road transport service has been charging at below cost to force private hauliers out of business And it has produced evidence to suggest some private hauliers may, in fact, be charging exploitive rates

The issue arose when the Public Carriers Association (PCA) made a statement to the Minister of Transport Services last month in which it alleged that there were cases of

Financial Mail December 3 1982

# Hard times hit the harbours

267m 3/2/82 (269)

Mail correspondent

SOUTH Africa's major ports have seen a drastic slump in the number of ships berthed each day, with Cape Town being the hardest hit with no working ships in port during the past few days

A spokesman for the port office in Cape Town said this week that for the second time this year there were no deep-sea general cargo vessels in port

"There are only a few coasters and fishing trawlers here. On Sunday night we had

a few container vessels, while on Friday there were only two working ships in port," he added

In Durban, the average number of ships in port has dropped by 10%

"For the past three months we have seen a marked decrease in the number of vessels in port and we anticipate that it will drop even further, but not to the extent of Cape Town where there are no ships in port," explained Durban's port captain, Capt Malcolm Rose

During a recent tour of Natal, the General Manager of the South African Transport Services, Dr Kobus Loubser, said the situation reflected how recession in the world economy was affecting South Africa

Six vessels are presently waiting for cargo at the outer anchorage, with some having been waiting idle for more than a month

"Under normal circumstances such as the beginning of the year, we were averaging 45 ships in port per day

"In the last three months this has dropped to an average of 35 per day, but we don't anticipate this figure to drop to less than 25 per day," Capt Rose said

Traffic through Richards Bay, however, has remained fairly consistent with coal quays working at 90% capacity and bulk cargo ships having to wait for berths

The number of ships handled by Port Elizabeth had dropped about 40%, said Capt Edward Page, the harbour's port captain

The decline in traffic, he said, had become apparent towards the middle of this year

This month the port has been handling about three vessels a day in comparison with six a day earlier this year

The world maize surplus had caused a slight downturn in exports through East London, but traffic had generally kept flowing fairly steadily with between three and five ships calling daily, said port officials there

# Durban bus boycott rages on

269

BUS boycott violence spilled over yesterday from an adjacent town ship into the industrial area of Pinetown, near Durban, where police dispersed a crowd of more than 1 000 after buses were stoned.

Another crowd of about 400 stone throwers was broken up at a bus rank in Durban. Police said the aggression was directed against

the Durban Transport Management Board's (DTMB) buses, whose 12 percent fare increase on Wednesday started the passenger boycott

So far more than 70 buses have been damaged by stone throwers and four drivers have been injured. Several police vehicles were also

stoned. From early Wednesday, buses from the Board's four outlying depots, Clermont, Lamontville, Klaarwater

and Nutzuma, have been boycotted to varying degrees. The District Commission for Durban

West, Colonel Laas, said one woman was arrested outside the Bata shoe factory yesterday during the unrest and was being questioned. Two youths were detained on Wednesday at Clermont.

# Sats 'are strangling key areas'

By TONY WEAVER

SOUTH AFRICA'S state-run transport services are "strangling" key areas of commerce and industry, the chairman of the Cape Clothing Manufacturers' Association (CCMA), Mr Mike Getz, said yesterday. Addressing the annual general meeting of the CCMA, Mr Getz also criticized the country's lack of a co-ordinated industrial development strategy and over-reliance on primary industry, and attacked the textile industry for inadequate, over-priced service to the clothing industry.

He focused much of his attack on the South African Transport Services (Sats), which has recorded losses of R237 million in the first six months of the financial year.

"We subsidize and are frustrated by the South African Transport system," he said.

## Passenger services

Passenger services on which industry throughout the country depended were inadequate and often ran behind schedule, with the service from Mitchells Plain to Cape Town being a prime example of these inadequacies.

Sats was trying to dominate private transport enterprise through administrative restrictions and by undercutting private enterprise at a loss.

Competition was essential in the transport industry because "distribution in South Africa is bedevilled and made costly by this governmental intervention".

Sats' monopoly was unacceptable and undermined any real development towards a freer market economy.

"The consumer, and we

are all consumers, is being taxed and penalized to support a transport system which is slowly strangling vital aspects of commerce and industry."

Turning to South Africa's industrial development strategy, he said "commerce, industry and government seem content to pursue sectional interests, in isolation of each other and to the detriment increasingly of long-term stability and growth for our society as a whole".

South Africa had tailored its industrial strategy to provide for a world "hungry for its mineral output" and now "this appetite has faltered".

The result was that the country was now reaping the "doubtful fruits of an enormous gamble".

## Backbone

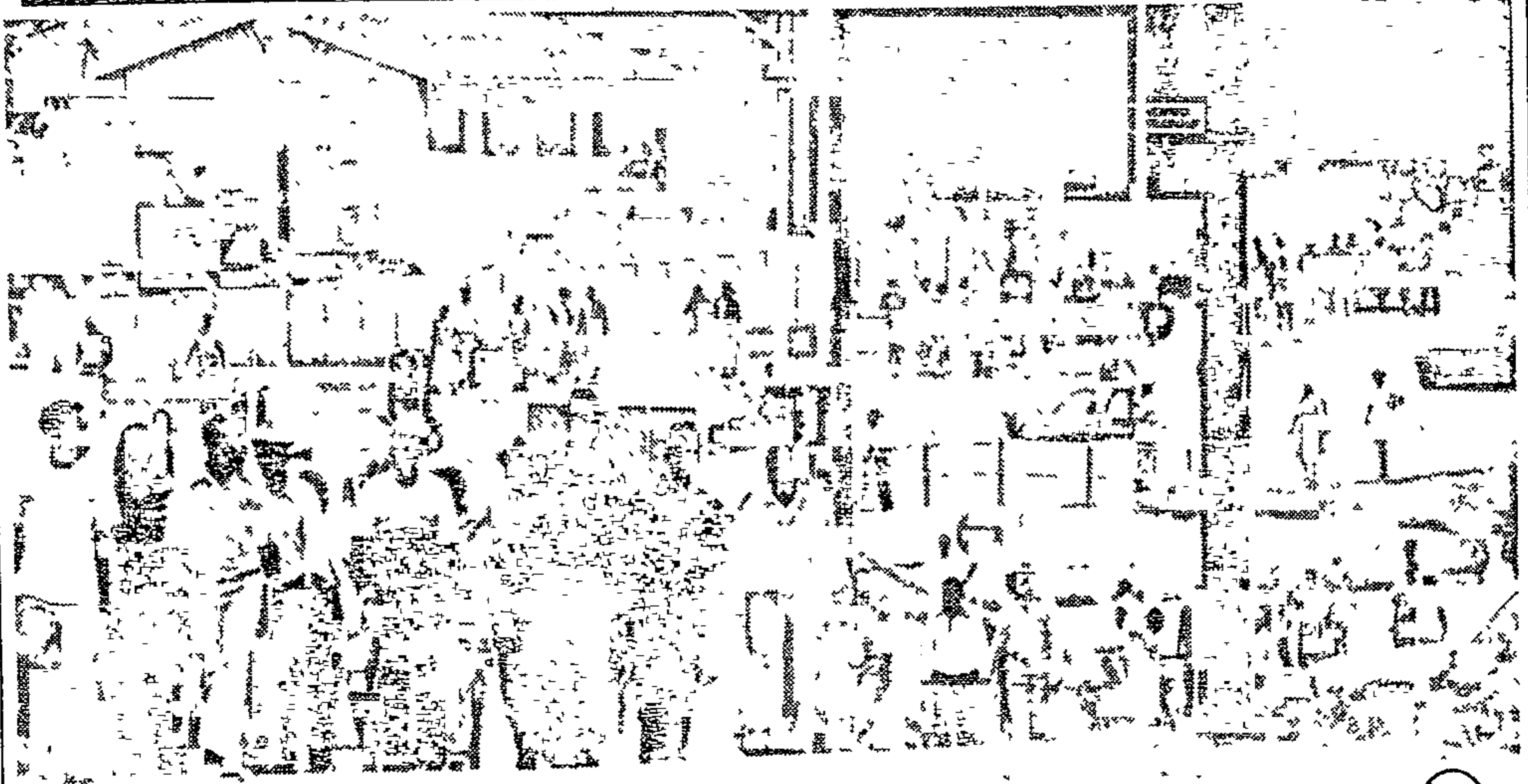
Because of its labour-intensive nature, the clothing industry was the backbone of the economy of the Western Cape, employing almost 68 000 people with wages approaching R165 million in 1982.

Yet it often seemed as if state strategies on development were geared to prevent the industry growing and providing more employment, and policies favouring capital-intensive industry bore the seeds of real dangers for South African society.

Mr Getz took a tough line on the textile industry, telling manufacturers that what the clothing industry needed from them was "greater reliability, not higher prices".

Prices were "appallingly high by world standards", deliveries were often unreliable and quality often left much to be desired.

## Hit-and-run attacks by youths



COMMUTERS walking home last night.

# Police patrol while bus boycott continues

*Mercury 3/12/82*

*269*

Mercury Reporter

THE bus boycott after the 12 percent fare increase continued yesterday and several more buses were stoned near the Clermont area

This brings the total amount of buses stoned to more than 70. Six bus drivers and six passengers were injured and brought to hospital. Nine youths have been arrested.

Police had to disperse a large crowd of people near the Bata factory yesterday morning. A crowd gathered at a bus terminal and were asked over a loudhailer to leave. They did so soon afterwards.

Stone-throwing continued throughout the day in isolated incidents. Youths making use of hit-and-run methods caused the biggest damage.

Buses did not venture into Clermont and dropped passengers at the edge of Clermont.

The majority of the buses were empty yesterday, but taxis did a roaring trade, said residents.

Mr Alan Bray, deputy general manager of the Durban Transport Management Board, said they were monitoring the situation very closely.

'All the buses are fairly empty and we are going to adjust the timetable temporarily until the situation normalises. At the moment we are in contact with the Clermont Advisory Board,' he said.

Police patrolled the areas last night and kept the situation under close scrutiny.

'Everything seemed quiet, though,' a police spokesman said.

# Black fares rise 'cannot be postponed'

269

Mercury 4/12/82

## Mercury Reporter

THE Durban Transport Management Board said yesterday it was impossible that the recently introduced fare increases on the board's black buses be deferred for three months.

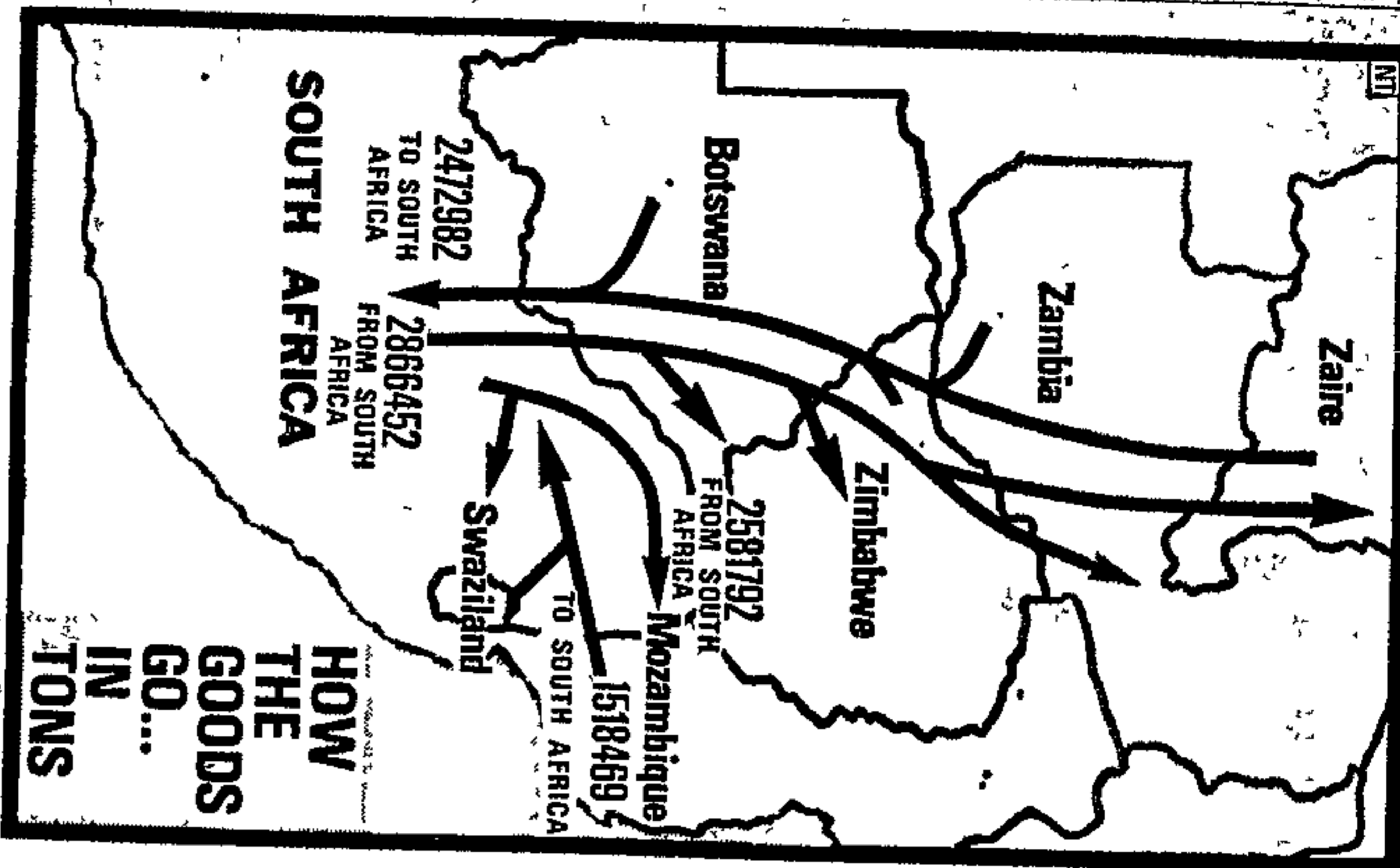
The request to do so had come from the Clermont Advisory Board as the township's community replied to the increases with two days of boycotts and vandalism.

Mr Alan Bray, deputy managing director of the DTMB, said yesterday the board and the Clermont Advisory Board had met to discuss the boycott of the bus service that was taking place in the Clermont area.

'We explained in detail the various increases in expenditure that had occurred which had precipitated the need for its fare increase.

'Due to the fact that this increase had already occurred and costs are continuing to rise, it was not possible to consider a request from the advisory board that the fare increases be deferred for a further three months as to do so would merely serve to increase the amount involved.'

He said the advisory board would hold its normal meetings on Sunday during which the DTMB's argument would be passed on to the community.



By Sheryl Raine,  
Pretoria Bureau

More than 9.4 million tons of goods were railed between South Africa and her black neighbours last year in spite of deep political differences.

In an article written for the Institute for Strategic Studies at the University of Pretoria, the general manager of the SA Transport services (SATS), Mr J Loubser, has spelled out the extent of South African transport links with the rest of the sub-continent.

Mr Loubser said the amount of goods railed to and from Botswana, Zimbabwe, Zambia, Zaire, Mozambique and Swaziland had increased from about 8.3 million tons in 1979/80 to more than 9.4 million tons in 1980/81.

Mr Loubser also revealed that

- The SATS and the railway administrations of adjoining countries

# Rail trade boom with neighbours

whose rail network were linked with SATS lines were partners to longstanding business agreements

- The Botswana Government had recently hired six diesel electric locomotives from the SATS to cope with rail traffic.

- To assist the national railways of Zimbabwe, 15 SATS steam locomotives as well as 10 diesel electric locomotives had been lent to Zimbabwe

- About 10 diesel electric locomotives had been lent to Zambia Railways

In addition to rail

links, SAA had since March 1980 collaborated with Zambian Airways to operate four direct return flights, a week to Zambia.

- Zaire had made use of rail routes through Zambia and Zimbabwe to South Africa. The SATS had lent 12 diesel electric locomotives to Zaire as well as selling 260 second-hand wagons and 50 passenger coaches.

Although there were no direct air links between Zaire and South Africa, SAA had been operating airfreight services to Zaire with Hercules aircraft chartered from Safair.

There were seven steam locomotives on loan to Mozambique but all diesel electric locomotives hired out in the past had been returned.

South Africa still assisted her neighbour with technical inspections and the procuring of spares.

- About 18 steam locomotives and 120 goods wagons were on loan to Swaziland. Six road transport services for passengers and freight were operated by South Africa in Swaziland.

- SATS also operated four road transport services to points in Lesotho, a country which relied almost totally on Durban and East London for imports and exports

- Rail routes between South Africa and Malawi had been restored after the re-opening of border posts between Mozambique and Zimbabwe. SAA and Air Malawi jointly operated five flights a week between Johannesburg and Blantyre.

269



By SANDRA SMITH

AN average 10 000 tons of steel a month which was previously exported by Iscor from Port Elizabeth is one of many cargoes rerouted for export via Durban

The divisional general manager of Iscor's steel marketing section, Mr Nolf Olivier, said today Port Elizabeth's harbour had been used previously to export steel overflowing from the Durban port

It was also convenient for ships going to the United States and for cargo from Vanderbijl Park

But the slump in the overseas steel market had led to the decision by Iscor to send all export cargo to Durban, where the company had permanent warehouses

It also cost between R7 and R8 more a ton to use the Port Elizabeth harbour

# PE dropped by Iscor as export port

because of railage costs

The world economic and shipping slump meant that Durban could now accommodate all Iscor freight, Mr Olivier said

About a month ago, Iscor decided not to use Port Elizabeth for about a year, when the economy should improve

A national forwarding company, whose spokesman did not wish to be named, said a small amount of Zimbabwean steel had also been

rerouted to Durban, as well as about 20 000 cases of tobacco a month, asbestos and copper

He said the tobacco had stopped coming through Port Elizabeth in February because railage to Durban was obviously cheaper

Laden rail lines to Durban in the past had meant producers were forced to use other ports, but the recession meant the port was now able to handle the cargo again

While Zimbabwean as-

bestos had been rerouted, Port Elizabeth was still used for local and SWA/Namibian asbestos

He said Port Elizabeth was still "safe" as far as iron ore, wool, fruit and a small amount of general cargo were concerned

Ports like Cape Town, Port Elizabeth and East London could be helped during economic recessions if the SATS tried to compensate in rail tariffs

SATS's public relations chief, Mr Leon Els, said today bodies such as the Midland Chamber of Industries, the PE Chamber of Commerce and the Cotton Board had approached the SATS to discuss a revised tariff structure to Port Elizabeth

SATS worked in terms of distance travelled and "because of the cost structure" could not make concessions to geographically disadvantaged areas

712  
712/82  
E Post



TAXI drivers in Clermont yesterday ... they're supporting the bus boycott.

**Mercury Reporter**

THE Clermont bus boycott is being supported by black taxi drivers, who have lowered their fares by 20 percent for trips between the township and Durban

The decision to lower the fares was taken by the Taxi Drivers' Association on Sunday, and has been praised by the chairman of the Clermont Advisory Board, Mr Aubrey Nyembezi, as a sign of solidarity and support among the community in the face of the Durban Transport Management Board's recent 12 percent fare increase

In a related incident yesterday, a DTMB bus driver was assaulted by a mob while driving a bus through Pinetown's indus-

**Taxis lower fares in solidarity with bus boycotters**

*Mercury 269*  
*7/12/82*  
*337*

trial area

Mr Alan Bray, deputy managing director of the DTMB, said the mob who attacked the bus driver were chased off when other bus drivers intervened. The man was not seriously injured. Three men had been arrested and taken to the Pinetown Police Station, he said.

This was the only report of violence as the bus boycott entered its sixth day.

Buses were still not entering Clermont, but according to Mr Bray more passengers were catching DTMB buses on the border of the township than last week.

'As far as we can see people are being intimidated,' he said. 'Only about half of the normal service is in operation in Clermont. We used to provide 1 600 trips to the township daily. Now we

provide only 800'

However, Mr Aubrey Nyembezi denied that any intimidation was taking place.

'There is no intimidation whatsoever — people are free to board the buses if they wish to, and some of them do, but the majority are not prepared to pay the increased fare and are arranging alternative forms of transport.'

Mr Nyembezi said he had appealed to the people of Clermont, at a community meeting held on Sunday, to refrain from violence.

Besides using taxis or Indian buses for transport, some boycotters are also having transport arranged for them by their employers.

# Sats steers trade away from PCA

7/12/82 269 Industrial Week

THE South African Transport Services (Sats) seems to be making short work of competition from private operators, according to instances quoted by the Public Carriers Association (PCA) in support of its complaints about unfair competition from the State carrier

Sats admitted this week that it was undercutting the lowest tenders for new business

But it stressed that it

## Staff Reporter

was not doing so to operate at a loss

Barry Lessing, assistant general manager, passenger and road transport services for Sats, told Industrial Week "In some instances referred to by the PCA our road services division quoted 40%



**Barry Lessing... looking to make good the R2-million a year deficit on rural and border services.**

lower than for the lowest private bids

"One example featured a packaged contract where materials had to be delivered and spread as well

"The complaint was that the private operator had pioneered that particular work and believed that Sats could not possibly handle it at the prices quoted

"There are two aspects to this and probably the most important one is that we might have to go

for more of this kind of business

"Sats may have to look at competing in those areas where transport is only one component in the total package"

He continued "The second point is that we are looking for contracts to make good the R2-million a year shortfall on rural and border services - the socio economic side

"These have pulled the road services division into a loss situation and it is this that we are trying to rectify

"Sats road services are only quoting on profitable business"

Recently PCA executives have met with the Sats commercial division for discussions which, according to Lessing, were non-productive

"We have reached the stage I think where the PCA, Assocom, and industry and commerce generally has to acknowledge that we all have a place in the sun

"It is no good for them to say that we have no right to compete with private transport

"This is perfectly legitimate within the meaning of free enterprise and we intend to increase our business wherever we can"

HEALTH



UNIVERSITY OF CAPE TOWN  
EXAMINATION ANSWER BOOK

EVERY CANDIDATE MUST enter in column (1) the number of each question answered (in the order in which it has been answered), leave columns (2) and (3) blank

All **Bus service will stay**  
N **— but fares go up** (269)  
N

**EAST LONDON** — Municipal bus fares are to be increased, and at the same time the city council has pledged never to scrap the city's bus service

**Sur** This was announced by the chairman of the council transport portfolio, Mr Willem Morris, after last night's action committee meeting

**Dat** Mr Morris said full details of the bus fare increases would be made available shortly

**Deg** He added that the bus service definitely would not be suspended  
**you** "We will never sus-

pend the bus service," he said

The results so far of a survey being conducted by the municipality into whether city residents want the bus service scrapped or not had revealed an overwhelming majority who wanted the service retained, Mr Morris said

"You can say about 99 per cent of those who have returned questionnaires want the bus service," he said

Commenting on the bus fare increase, he said that for the first six months of next year, the service would have a deficit of approximately

R450 000

"The increase in fares and research into alternative bus routes, together with a cut in the weekend service, will bring in an additional R120 000

"At present, rate-payers are subsidising the bus service by an average of 63 per cent

"The increased fares will bring that down to an anticipated 50 per cent"

Mr Morris said the council regretted the increased fares, but said they were compelled in the interests of rate-payers — DDR

	Internal	External
	(2)	(3)
	72	72
	71	74
Examiners' Initials		

Subject **ECONOMICS HONS HEALTH**  
(to be copied from the heading on the Examination Paper)

Paper No **4**  
(to be copied from the heading on the Examination Paper)

**NOTE CAREFULLY**

- 1 Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering
- 2 Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used
- 3 Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used
- 4 Do not write in the left hand margin

**WARNING**

- 1 No books, notes, pieces of paper or other material may be brought into the examination room unless candidates are so instructed
- 2 Candidates are not to communicate with other candidates or with any person except the invigilator
- 3 No part of an answer book is to be torn out
- 4 All answer books must be handed to the commissioner or to an invigilator before leaving the examination

**Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University**

# Black states 269 still dependent on SA railways

By PATRICK LAURENCE  
Political Editor

**MOST** neighbouring black-ruled states have had to hire steam and diesel electric locomotives from South Africa to keep their railways running efficiently, according to Dr J G H Loubser, general manager of South African Transport Services.

His disclosure comes 30 months after nine black-ruled states in the sub-continent resolved to reduce their economic dependence on South Africa and established the Southern African Development Co-ordinating Conference (SADCC) for that purpose.

Its priority was increased independence of the South African-dominated transport network and a Maputo-based commission was launched late in 1980 to advance that objective.

Progress has been made — particularly in plans to modernise Mozambique's harbours — and pledges of financial support have been obtained, but the states still remain heavily dependent on South Africa.

Just how dependent is spelt out by Dr Loubser in an article in the latest issue of "Strategic Review", journal of the Pretoria-based Institute of Strategic Studies.

The black states' dependence, as Dr Loubser shows, is especially manifest by their need to hire locomotives from South Africa. He gives the following breakdown

- Botswana — six diesel electric locomotives,
- Zimbabwe — 15 steam and 10 diesel-electric locomotives,
- Zambia — 10 diesel-electric locomotives,
- Zaire — 12 diesel-electric locomotives,
- Mozambique — seven steam locomotives,
- Swaziland — 18 steam locomotives

These figures do not take account of South African railway wagons which may have been lent or sold to neighbouring countries.

South African-Mozambican co-operation in railway transport is particularly interesting in view of the strained political relations between the two states.

South African Transport Services personnel carry out technical inspections in Mozambique and provide technical advice as well as essential railway spares.

But, Dr Loubser says, they do not get involved physically in the repair, maintenance or improvement of Mozambique's railways or harbours.

"South African Transport Services has the know-how and expertise in almost all facets of transport media and enjoys the necessary back-up of local industrialists," Dr Loubser says.

"Our transport organisation has its roots in Southern Africa. We know its technical problems, climatic conditions and the abilities of its peoples.

"We believe in helping our neighbours — and in many instances they have no hesitation in asking us for help."

# Anger over

# R3 levy for servants

269 330 335A

Mercury 8/12/82

## Mercury Reporter

EMPLOYERS of domestic workers are angry about the R3 monthly transport levy imposed on them by the Department of Transport via the Port Natal Administration Board.

Yesterday the Mercury received a number of angry calls, many from people who said they already paid transport costs for their workers and did not see why they should pay an extra R3 levy

Mrs Loanne Schmidt of Amanzimtoti told the Mercury yesterday that she had to pay the levy, although her gardener walked to work.

'There are no buses for him to take that come our way anyway, so whose transport are we subsidising? I think this is a gross imposition and very unfair,' Mrs Schmidt said.

However, the director of employment services for the PNAB, Mr H Venter, told the Mercury yesterday that no one was exempt from the levy apart from employers whose domestic workers lived on the premises.

'If the employers already pay their domestic workers' transport costs or even if the workers walk to work, the levy must be paid,' he said

Mr Venter said the PNAB was acting as an agent for the Department of Transport who used the money to subsidise public transport.

When told that some of the people who complained to the Mercury did in fact have live-in maids, but had nevertheless been charged the R3 levy, Mr Venter said these employers would be credited for the extra charge.

'We were given such short notice that it was not possible to programme the computer so that all those who had informed us of their having live-in maids could be exempt from the tax.'

He added that all employers who had domestic workers who lived on the premises and who had been charged the R3 levy need not pay.

*Handwritten notes:*  
mouldy copy of 30 June  
to cover in the 2nd issue of  
Mercury, the 12th June  
informing the public  
of the levy  
what for  
some more  
7

# Dependence of Africa on S A rail stock 'considerable'

Mercury Correspondent

JOHANNESBURG—Most neighbouring black-ruled states have had to hire steam and diesel electric locomotives from South Africa to keep their railways running efficiently, according to Dr J G H Loubser, general manager of South African Transport Services.

His disclosure comes 30 months after nine black-ruled states in the sub-continent resolved to reduce their economic dependence on South Africa and established the Southern African Development Co-ordinating Conference (SADCC) for that purpose.

Increased independence of the South African-dominated transport network was given priority and a Maputo-based commission was launched late in 1980 to advance that objective

Progress has been made — particularly in plans to modernise Mozambique's harbour — and pledges of financial support have been obtained, but these states still remain heavily dependent on South Africa.

## Breakdown

Just how dependent their transport systems still are is spelt out by Dr Loubser in a special article in the latest issue of Strategic Review, journal of the Pretoria-based Institute of Strategic Studies

Their dependence, as Dr Loubser shows, is especially manifest by their need to hire locomotives from South Africa. He gives the following breakdown.

Botswana six diesel electric locomotives,  
Zimbabwe 15 steam and 10 diesel electric locomotives,  
Zambia 10 diesel electric locomotives,  
Zaire 12 diesel electric locomotives,  
Mozambique seven steam locomotives,  
Swaziland 18 steam locomotives

These figures do not take account of South African railway wagons which may have been lent or sold to neighbouring countries

South African-Mozambique co-operation in railway transport is particularly interesting in view of the strained political relations between the two states

South African Transport Services personnel carry out technical inspections in Mozambique and provide technical advice as well as essential railway spares

**STOP PRESS**  
**The Natal Mercury**  
 NEWS OFFICES  
 Durban 318331  
 Pietermaritzburg 28131  
 Empangeni 24211

**US ABSTAINS**  
 New York—The United States cast the only abstention and there was no dissenting vote when the General Assembly appealed yesterday for clemency for six South Africans under sentence of death. The six are all members of the outlawed African National Congress — (Sapa-Reuter)

**TOWER COLLAPSE**  
 Houston—A television tower collapsed here yesterday, killing at least five people and seriously injuring four or five others. 'Five people have been confirmed dead,' said Fort Bend County Sheriff's Sergeant Joe Jeffrey. He said four to five others were seriously injured — (Sapa-AP)

**DTMB (28)**  
 gives out  
*Mercury*  
 anti-bus  
 8/12/82  
 boycott  
 leaflets

**Mercury Reporter**  
 THE Durban Transport Management Board is using its own methods to counter the week-old bus boycott which has reduced the number of daily bus trips made by the company to the township of Clermont by half. Yesterday their staff distributed 40 000 pamphlets in Clermont and surrounding areas, urging people to stop the boycott.

Addressed to the 'Commuters of Clermont' and signed by the DTMB's general manager Mr Marshal Cuthbert, the pamphlet points out that the DTMB does not make a profit, and provides a bus service for the benefit of the people.

It also compares its prices with those charged by taxi drivers, saying that because the bus fare is cheaper even after the increase the only people being hurt by the boycott are the commuters.

Under a sub-title 'Who benefits?' the pamphlet says 'It obviously pays some people to keep the boycott going — they are making a fortune. Also the people who are leading the intimidation — they are possibly making political gain.'

ALTHOUGH he might be a first class presenter, I find the use of Edwill van Aarde in two consecutive programmes proof of SABC's badly-planned television evenings.

First we had Mr van Aarde giving us a pro-Western Province commentary on last weekend's Currie Cup cricket against Natal at Kingsmead — and then chairing *Flinkdink*.

*Flinkdink*, however, remains snappy, fast and good — as quiz programmes go. It's also super stuff for the general knowledge fiends.

Earlier, we had another *Interster* episode. In this excellently puppeteered space series, we watched the Krokon's relentless vendetta against the earth; for goodness knows what

**TELLYVIEW**  
 Last night's TV

Capetonian friends.

*Interster* plots are thin and weak — perhaps the amount of expertise, and money, poured into creating the puppets ate up the funds otherwise designated for the script-writer.

Dr Eddie Young raced his way through his telly-prompted piece 'n *Stukkie Bosveld* during this week's episode of *Heinings, Bokke en Jagter*.

One surely could never condone the hunting of buck with high-powered telescopic rifles, and then the 'fisherman's tales' told during the hunt's post mortem around the braai after

The Vicar-General of the Catholic Church in South West Africa, Fr H Henning, said five white nuns, two white brothers and one black sister went to a concert of the orchestra on Monday after buying tickets.

One of the nuns who accompanied the black sister into the hall of the Windhoek High School, where the concert was being held, said they were stopped by a woman who explained 'terribly politely' that Sr Charlotte Pandeni could not attend the concert.

'She apologised, but said blacks were not allowed.'

'She offered to bring Sr Charlotte back to the convent, or said she could wait at her own house until the concert was over.'

**Archbishop**

It was then that the rest of the nuns and their party left the concert.

Fr Henning said the orchestra was to have played at the Vatican during their tour.

'When I telephoned Archbishop Denis Hurley today he said the orchestra would not be playing at the Vatican now,' Fr Henning said.

He said the members of the orchestra could not be blamed, but the incident was a sad thing to happen in these times.

The Circle of Friends of the Conservatoire who organised the concert wrote to a local newspaper yesterday, saying they did not agree with nor approve of barring the black nun from the concert. — (Sapa)

**Pet owners warned about travel**

**Mercury Reporter**

NATAL'S deputy director of Veterinary Services, Dr P J Posthumus, has appealed to up-country holidaymakers not to bring their pets to Natal unless they have been inoculated against rabies.

'There is still an epidemic of rabies in Natal and it is for their own benefit that we have issued this appeal,' he said yesterday.

Owners of pets caught trying to bring them into Natal without an inoculation certificate or a re-



**EGGBERT EGGS**  
 30'S (LARGE)





RON 2/12/82

# Cut-price deals for rail travel

269

Mail Correspondent

DURBAN — New passenger train fare concessions are to be introduced next month to help offset the planned increase in rail fares

Mr Hugo Pienaar, passenger manager for the South African Transport Services in Durban, said yesterday a 15% "off-peak" concession would come into operation from January 1 and would apply to journeys commencing between Mondays to Thursdays and on Saturdays

Mr Pienaar said a single first class "off-peak" ticket from Durban to Johannesburg would cost R48,50 and a second class ticket

R32,50

He said a "family" concession would be introduced for large families for first and second class main line travel. The scheme would allow families with fare-paying children to pay for the compartment instead of individual fares

Both concessions would apply only to trips of at least 350km.

Mr Pienaar said a special 5% discount scheme, which came into effect at the beginning of December, was introduced so that large companies could purchase season tickets of all types for their employees

# Rebates to offset higher fares

269

DURBAN — Passenger

8/12/82  
rail fares are to go up from January 1 — but the good news for travellers is that a number of concessions will also be made available

Yesterday Mr Hugo Pienaar, passenger manager for South African Transport Services here said he was unable to say what the price hike would be.

The "off peak period" concessions — with a rebate of 15 per cent — comes into operation from January 1 and will automatically apply during the relevant period for journeys commencing on Monday to Thursdays and on Saturdays

According to Mr Pienaar a single first class "off peak period" concession ticket from Durban to Johannesburg will cost R48,50 and a second class ticket R32,50.

A family concession will be introduced for large families for first and second class main line travel. The scheme means families with fare-paying children will pay for their compartment instead of individual fares

The off-peak and the family concessions will only apply to trips of at least 350 km

A special five per cent discount scheme which came into effect at the beginning of the month, was introduced so large companies could purchase season tickets for their employees — DDC

"Staffriders" on the City-Langa line cling perilously to the open doors of a moving train. During a Cape Times investigation, almost every train passing at peak hour was crowded to capacity with groups of passengers hanging from the doors.

Cape Times 8/12/82 (269)

# Anger at 'inadequate' train service

By TONY WEAVER

INDUSTRY in the Western Cape is being seriously hampered by an often haphazard passenger train service with thousands of rands lost daily when factories are forced to reschedule production lines to cope with late arrivals.

Trains to the Cape Flats are overcrowded at peak periods, with groups of up to ten "staffriders" hanging dangerously from open doors in an attempt to reach home after work.

### 'Stay in ghetto'

Cape Flats residents complain they are shipped into the City for their labour and on weekends, when they want to relax, are restricted to their group areas by expensive and inadequate rail facilities.

"It would seem that the main aim of the public transport system is to carry the labour force from home to factory and back again, and the rest of the time you have to stay in your ghetto," a spokesperson for the Cape Areas Housing Action Commit-

through delayed production start-ups on days when trains are running late.

The secretary of the Cape Clothing Manufacturers' Association (CCMA) and deputy director of the Cape Chamber of Industries, Mr Colin McCarthy, said on Monday "The whole quality of rail travel seems to have deteriorated drastically this year and it seems as if all the people who produced the timetables have retired."

"The Railways seem to be characterized by a mood of sullen discontent among their employees and Sats (South African Transport Services) should admit the situation is out of hand and do something about it, because right now they are busy building up a hate factor against themselves."

### 'Spend more'

The director of the Chamber of Industries, Mr Jack Roos, said that although Sats was "trying hard", the situation would not improve unless



Rail commuters wait on Salt River station for the next overcrowded and probably late peak-hour train to take them home after work.

External	Internal
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EVERY CANDIDATE MUST enter in column (1) the number of each question answered (in the order in which it has been answered), leave columns (2) and (3) blank

CAPE TOWN ANSWER BOOK

SECTION 11

C. T. 8/12/82

269

tee (Cahac) said

### 'Festering sore'

A spokesman for a City clothing factory said the situation had become a "festering sore" and complained "The Railways' passenger services, particularly on the Mitchells Plain/Nyanga and Cape Flats lines, are totally inadequate at peak hours and the late running of trains has become the norm

"We are seriously handicapped every morning by the late arrivals of our workers. Filling vacant spaces on the production lines has become a nightmare to management as immediate labour dispositions have to be reorganized as workers drift in late due to train delays"

Most seriously affected is the backbone of the Western Cape's economy, the clothing industry, which employs 64.000 workers

One clothing factory, employing 350 people, has estimated it loses R1 200

spend more money and not cut costs as was happening at present.

He said it was "hardly fair" that people who had been removed to the Cape Flats by the Group Areas Act should have to suffer through an inadequate transport system in getting to their work

● The Assistant Chief Superintendent (Operating) of the Railways in the Western Cape, Mr W F van Aswegen, said there had been "problems" in recent months but these were slowly being sorted out

### 'Bit of a mess'

"Until about November 19, things were a bit of a mess because of the re-scheduling of trains due to repairs, expansions and routine maintenance, but they are definitely improving now"

The Mitchells Plain line would be able to cope with demand only by 1985, as Sats was already running at its maximum capacity in this area

A

# City's application for desegregated buses turned down

(269) Mercury  
9/12/82

DURBAN'S application to desegregate bus services on some routes has been turned down.

The Local Road Transportation Board announced its decision, without reasons, to the Durban Transport Management Board yesterday.

DTMB general manager Marshall Cuthbert said: 'We will appeal to the National Transport Commission.'

The ruling was greeted with shock and dismay because the latest application — two others had already been rejected — had been based on advice given by the Minister of Transport Services, Mr Hendrik Schoeman.

The City Council wanted to desegregate its services in an effort to make the white service financially more viable and to offer white and black commuters a more extensive service.

After an appeal to open all services had been lost last year, a delegation headed by the mayor saw the minister who indicated that the greatest area of concern had been 200 Indian private bus operators who would lose business.

The latest application was for routes that would not affect private operators and their official association had not objected.

There was one written objection to the desegregation of the non-white service, Mr R E Knox, and three written objections to a multiracial white service, Mr Knox, Mr P Miller and Mr M Goordeen, who operates a service to La Lucia. He did not attend the hearing.

## Municipal Reporter

Among those who had voiced verbal objections were the Conservative Party, the South Africa First Campaign, the White Rhino Club and a minister of the Christian Conservative Church.

The Mayor, Mrs Sybil Hotz, said yesterday. 'I am very disappointed. It's one of those things I can never justify to the many diplomats and people from other countries.

### Disheartening

'Economics alone makes the decision indefensible. We are running a white social service in the evenings and weekends that is costing the city a great deal of money which could be better spent elsewhere.

'It was hoped that by desegregating some routes the need for many of the social service trips would have fallen away.'

Chamber of Commerce president Jeremy Whysall said. 'Obviously a multiracial service would be more profitable.

'This sort of thing is very disheartening. It makes so much sense for domestic workers travelling out to Durban North

to fill buses and for white commuters to fill them again as they set out for work.'

Application had been made to desegregate routes to Marine Parade, South Beach, Point, Glenmore, Howard College, Glenwood, Haig Road, Berea/Beach, Musgrave Road, Botanic Gardens, Manor Gardens, Durban North, Overport, Umbilo and Kingsmead.

Mr Frank Beukes, Conservative Party candidate in the municipal elections, said last night 'We knew all along it was going to be refused.

'The council has never tried to introduce a privately run service and until they do they will never be allowed to go multiracial.

'They talk about multiracial services in Cape Town and Port Elizabeth but the non-whites are different down there. They have coloureds down there who are different from our non-whites.

'And they say we should rub shoulders with the different races every day, but that is not intermingling.'

● See Editorial Opinion

CANDIDATE MUST enter in 1) the number of each question asked (in the order in which it has answered), leave columns (2) and

Internal	External
(2)	(3)
65	✓
65	✓

pieces of paper or other material into the examination room are so instructed not to communicate with other person except the invigilator. Any book is to be torn out must be handed to the commiss- invigilator before leaving the

examination book (s) are used

Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University

# Three buses stoned as full service is restored

## Mercury Reporter

THREE buses were stoned in Clermont yesterday morning as the Durban Transport Management Board reimple- mented its full bus service to the township

According to Mr Alan Bray, deputy managing director of the DTMB, nobody was injured in the incidents and damage to the buses was not serious. He added, however, that according to his staff, the stones had been thrown from the direction of the main taxi rank in Clermont

'Our full service of 1 600 trips to Clermont began operating again yesterday morning, and for the first time in several days we had buses driving into Clermont and not stopping at the boundary

'We felt we should offer the full service following the anti-boycott pamphlets we issued yesterday. I can't say at this stage whether more people are using the bus service, but we should know in a few days'

## No profit

Mr Bray said that a meeting had been held yesterday between the DTMB and members of the Clermont Advisory Board

'We expressed our sympathy with the people's economic problems, and I believe they accepted our bona fides that we are a break-even organisation which makes no profit from the service we provide — they agree that some settlement must be reached'

However, Mr Aubrey Nyembezi, chairman of the Clermont board, said after the meeting that he felt the DTMB should compromise on their increase to gain the people's confidence

'If the DTMB cut the increase by half and carried the loss for a while we might settle this issue. I suggested this to them, but they said they could not do it, so I'm afraid we have reached a stalemate situation'

Mr Nyembezi said he feared the people of Clermont might be forced to use the buses because of economic pressure, but if they did it would be like a 'festering sore' which could be sparked into violence by the smallest incident

# Black workers 'to benefit directly' from transport levy

Mercury Reporter

10/12/82

BLACK workers who used public transport would benefit directly from the transport levy paid monthly by their employers to the Department of Transport.

This was said yesterday by the Deputy

Director-General of the Department of Transport, Mr Ronnie Meyer

'The levy is used to subsidise public transport so that instead of a commuter paying for example R10 a week for transport, he only pays R6. The other R4 is paid by the department,' Mr Meyer said

But many employers of domestic workers are angry about the R3 monthly transport tax because they claim they already pay the bus fares of their workers

Capt Reg Mortim, of Durban, a pensioner, told the Mercury yesterday he paid his servant's transport costs which came to R10,88 a month

'Now on top of that I have to pay R3 to the Government. It is quite ridiculous,' he said

## Efficient

This is the first time employers of domestic workers have had to pay a transport levy. Employers of black workers in the commercial and industrial sectors have had their levy increased by 200 percent

Mr Meyer said the department had used the provincial administration boards to collect the levies because it was the cheapest and most efficient method

'It would not have been practical and far too expensive to institute a whole new machinery,' Mr Meyer said

Although some employers of servants have complained to the Mercury that they were not warned that the tax would be introduced from November 1, a spokesman for the Port Natal Administration Board told the Mercury yesterday that all employees had been informed by post.

*Handwritten notes:*  
269  
Mercury  
10/12/82  
Period  
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appeared that the govern-  
...ment was resorting to  
...force instead of trying to  
...deal with the real causes  
...of unrest.  
  
The leaders who signed  
...the statement were The  
...Most Rev Philip Russell,  
...Anglican Archbishop of  
...Cape Town, the Most Rev  
...Denis Hurley, chairman  
...of the Catholic Bishops  
...Conference of South  
...Africa, the Rev S Mogoba,  
...secretary of the Confer-  
...ence of the Methodist  
...Church of Southern  
...Africa, the Rev Margaret  
...Constable, chairman of  
...the United Congregation-  
...al Church of Southern  
...Africa, and Mr R C Dowie,  
...moderator of the Presby-  
...terian Church of South-  
...ern Africa

## Arrests of ANC are likely

ARRESTS of African  
...National Congress mem-  
...bers working inside South  
...Africa by members of the  
...security branch of the  
...police are highly likely in  
...the wake of yesterday's  
...anniversary raid into  
...Lesotho  
  
Security police are un-  
...derstood to be party to  
...the evaluation of docu-  
...ments captured during  
...the raid, which came on  
...the anniversary of the  
...ANC attack on the De-  
...partment of Co-operation  
...and Development offices  
...in Observatory last year  
  
Personal documents,  
...banned literature and  
...documents with code  
...names were captured  
...during the raid

### the facts

TO correct material errors of  
...fact, write to the Editor, Cape  
...Times, PO Box 11, Cape Town,  
...or dictate the complaint brief-  
...ly to the Editor's office, tele-  
...phone 41-3361 ext 220  
...between 9.15am and 5.00pm  
... (Monday to Friday)

# Commuters' criticism of train service

DURING the past weeks  
...the rail transport issue  
...has become a sore point  
...with commuters in the  
...City and surrounding  
...areas. The late arrival  
...and departure of trains,  
...the overcrowding of car-  
...riages and the general at-  
...titude of Railways staff  
...are some of the issues  
...which have spread dis-  
...content

The teleletter service of  
...the Cape Times was inun-  
...dated with calls yesterday  
...and only a few comments  
...could be accommodated  
  
MISS R WAINWRIGHT  
...of Mowbray commended  
...the train service on the  
...suburban lines in the  
...mornings and evenings,  
...“but at lunch hour the  
...trains are too far apart”  
  
“I am happy with the  
...service and I always get  
...to work on time, but they  
...have to increase the num-  
...ber of coaches during  
...peak hour periods to  
...avoid overcrowding,” said  
...MISS E WALLACE of  
...Plumstead

MISS P LANNING of  
...Kraaifontein said she had  
...used the service for 31  
...years and it had never  
...been so bad “The trains  
...are always late in the  
...mornings and evenings  
...and we have this joke  
...What is the difference be-  
...tween fast trains and slow  
...trains? Slow trains stop at  
...all the stations and fast  
...trains stop in between the  
...stations,” she said

“I am disgusted with  
...the service,” said a MR J  
...DE MEE of Retreat “I  
...work shifts and if I miss  
...one train from Retreat to

Newlands I have to wait  
...for up to three-quarters of  
...an hour on the station”

MR B ALLEN of Lavis-  
...town said railway staff  
...were “rude and unhelp-  
...ful”.

“The trains are over-  
...crowded between Belville  
...and Cape Town and I  
...don't see why I should  
...pay a lot of money for a  
...weekly ticket when I am  
...never able to sit down”

MR P DE BEER of Re-  
...treat said apart from the  
...inadequate number of  
...trains to Retreat in the  
...evenings, staff often ne-  
...glected to change the  
...boards saying which race  
...group could sit in the  
...coach, and “this can be  
...embarrassing”

MR E PICKSTONE of  
...Sir Lowrey's Pass said the  
...service was an utter dis-  
...grace, as there were no  
...mid-morning trains to the  
...City “This is when elder-  
...ly people like to travel”

MR I GILMORE of Ron-  
...debosch suggested that  
...during school holidays  
...children should be en-  
...couraged to travel out of  
...peak period hours “They  
...make the congestion  
...worse for the daily com-  
...muter,” he said

“Conductors rarely call  
...the stations out in an au-  
...dible fashion,” said MR D  
...LAND of Rondebosch  
...“When the new timetable  
...was put up I noticed the  
...print was so small that el-  
...derly people would find it  
...impossible to read”

MR H BARTON of Fish  
...Hoek said trains were  
...hopelessly overcrowded  
...during rush hours, mid-



morning trains had been  
...late for more than a year,  
...coaches were dirty, doors,  
...blinds and windows were  
...not maintained, subways  
...were filthy and dangerous  
...and the attitude of staff  
...left a lot to be desired

MR JAN VAN ECK,  
...MPC for Groote Schuur  
...said “the change of the ti-  
...metable has had a disas-  
...trous effect on the  
...efficiency of the subur-  
...ban train service”

“Thousands of people  
...are coming into the job  
...market in the new year  
...and they are being put off  
...using public services —  
...this means using private  
...transport and buses, and  
...an increase in pollution  
...and congestion”

“The South African  
...train service must be the  
...worst in the whole world,  
...said MRS R HILL of  
...Thornton “I never know  
...when I'm going to get  
...home Peak hours are ap-  
...palling and they have the  
...audacity to increase the  
...fares”

MR A J FULLER of  
...Somerset West said rail-  
...way officials “should in-  
...troduce cheaper rates for  
...off-peak hour travelling  
...to utilize the trains which  
...are already running, and  
...should issue week-end  
...rover tickets at a low cost  
...to encourage the public to  
...use the service over  
...week-ends,” he said

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# Hard time on an SAR bus causes migrant workers grief

SIR — It would be appreciated if this letter was published in your newspaper. I am very disappointed and bitter in regard to the way the SAR bus service authorities treat us, the public, travelling from Johannesburg to the homelands.

On September 10 1982, I boarded an SAR bus from Johannesburg to the Transkei, coming home that same weekend. About 60km away from Villiers we had a break-down at about 2 15am in the morning.

We slept the night there and remained in the bus the whole day until 4pm when another bus picked us up. The annoying thing was that we were in the Karoo and in the extreme heat for 14 hours with no food and water.

The bus that collected us stopped at a road house for the drivers to buy themselves food. On their return we begged them to stop at the first town, they came to for the passengers to buy something to eat and drink — they said they would but carried on through until we reached Johannesburg at 6pm.

Just imagine the condition that we were in, no food nor water. I am now appealing to the

man concerned to talk to his drivers and inform them that without the public's support they would have a bad problem on their hands and in future to treat the public with more respect.

One driver, in particular, a rather stubborn man who would not even talk to us, said as far as he was concerned it was not his fault that the bus broke down and therefore we should be grateful to him because he drove from Transkei to Villiers and did not even turn the bus over.

In my opinion the SAR bus service is totally inadequate concerning communication, so I would like to suggest that they install two-way radios, walkie-talkies or whatever that will be able to keep drivers and authorities in contact in case of accidents.

Due to this incident all of us could not return to work on the Monday morning.

I now appeal to those concerned to look into this problem and see what could be done to improve this and in future to be able to avoid this kind of incident happening again.

Nicholas Themba Nontlantane

MOROKA

Sowetan

10/12/82

269

~~269~~

## 'More people taking buses'

269

11/12/82

~~270~~ Mercury Reporter

THE Durban Transport Management Board says there was an increase in the number of commuters using the Corporation bus service yesterday and attributed it to the anti-boycott pamphlets dropped over townships from an aircraft on Thursday

'People are slowly filtering back to the bus service,' said Mr Alan Bray, the DTMB's deputy managing director 11/12/82

In reply to criticism that the DTMB was wasting money on the anti-boycott campaign which could have been used to off-set the recent 12 percent fare increase, Mr Bray said the cost of the light aircraft and the printing of all the pamphlets distributed so far amounted to just more than R600 Mercury

'The price of Thursday's air drop is less than 20 percent of the profit which taxi drivers in the area are reported to be making per day,' he said

However, Mr Aubrey Nyembezi, chairman of the Clermont Advisory Board, said the air drop had been 'met with indifference' by the residents of Clermont and the boycott was still receiving the community's full support

# Transport firms face hard times

269 ~~258~~  
Industrial Week 14/12/82

A FORETASTE of a deregulated road transport industry is emerging as the industry slides into a 20% drop in business.

Stiffening competition for contracts is centering on those areas where the highest concentrations of exempted goods are to be found - notably in refrigerated traffic.

Food is one of the most deregulated sectors and is attracting more of the smaller operators who have insufficient permit business to compete in the "safer" protected goods areas.

The effect has been to reduce profits to critical levels, forcing efficient operators to the point where the return on investment is no longer acceptable.

One company to reach this conclusion is D&H Transport, whose freight lines operation, bought no more than three years ago, is now being merged with WU Bulk Transport, also owned by D&H Transport.

"We are concentrating on those refrigerated contracts that are solid and long-term," said Phil Erasmus, of D&H Services, which operates the D&H Group transport companies.

"We are in a situation at the moment where some full loads no longer pay. South African Transport Services (Sats) is cutting tariffs for refrigerated traffic by as much as 50%, and is in the process of buying even more units."

D&H's rationalisation is a move away from spe-

cialisation, and opens the door for more long-term, major contracts in coal, timber and ores.

The D&H operation has effectively solved its refrigeration dilemma. But not so for the industry as a whole. There was a brief but intense struggle between Sats rail and road services not so long ago, with the rail service emerging as the favoured carrier.

The commodity on that occasion was margarine which, due to ambiguities in permit wording, could be carried on permits granted for ice cream.

Rail justified its prior claim on margarine by pointing to the fact that when ice cream permits were granted it was an attempt to overcome the shortage of refrigerated

rail wagons - a shortcoming that has now been rectified.

A concession is, however, emerging. Rail officials are believed to agree that short distance refrigerated traffic should go by road, within a radius of 80km or 100km. Beyond these distances, it should travel by rail, they say.

This, of course, has the effect of concentrating refrigerated road transport into restricted areas where shorthaul business must become unprofitable due to competitive forces. With no relief in sight in terms of increasing business, there can be little doubt that smaller operators will inflict considerable damage on each other in the battle for survival.

## Magnis confident of climb in truck sales

MORE than 120 Magnis Truck dealers have been assured by marketing director, Brian O'Connor Wegner, that 1983 will be successful with Magnis aiming for a major slice of an estimated R30 million profit to be made from the truck market.

In an address to Nissan and Samag dealers at the Magnis Dealer Conference, Wegner said "The truck market has the strength and character to overcome recessionary times

"Over an active life of say three years a truck will generate its own prime value in sales of parts.

"Taking this into account the truck market is worth almost the same as the passenger car market, but more stable."

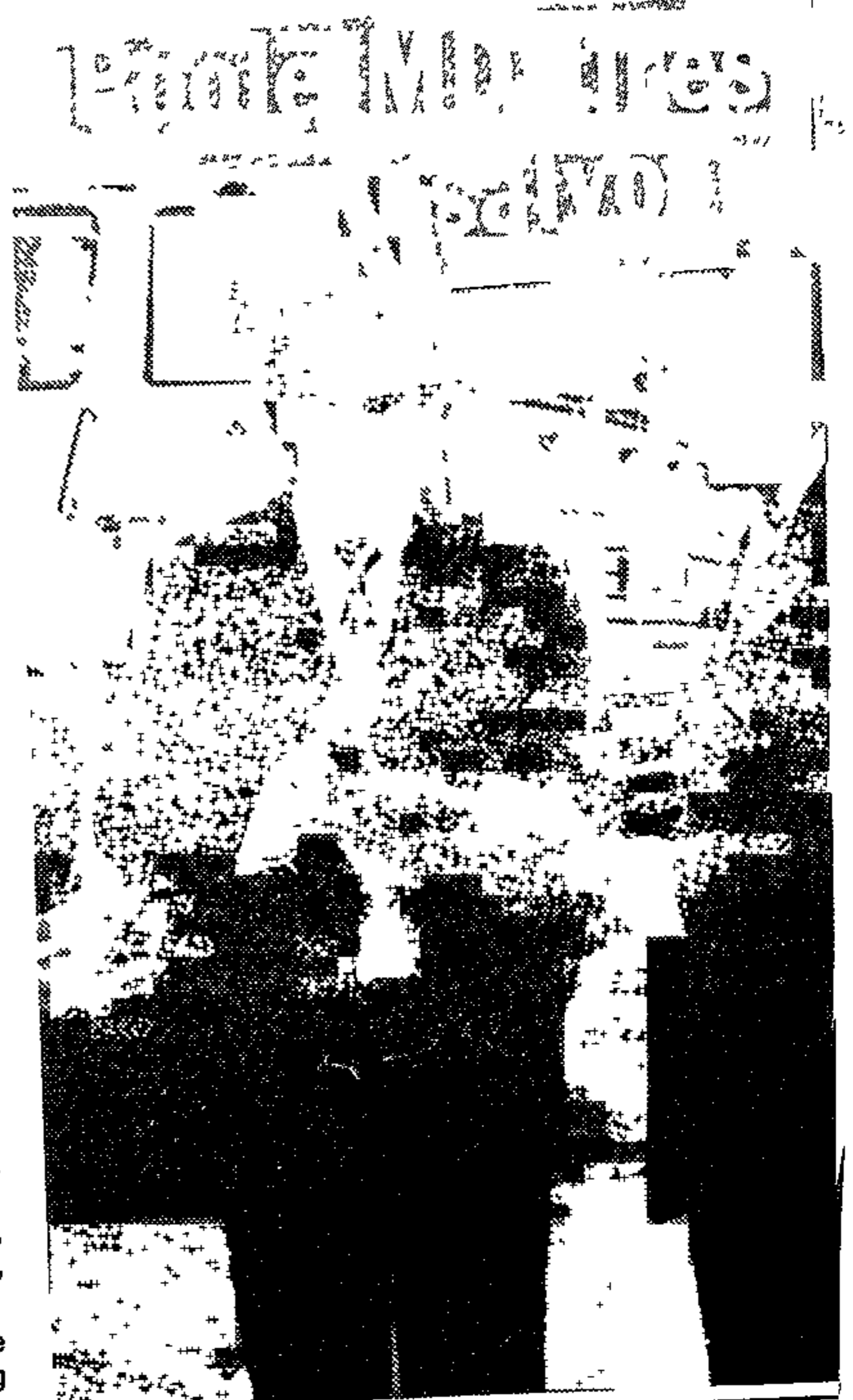
Wegner stressed to dealers that selling trucks required an entirely different attitude to selling cars.

"The car buyer is looking for glamour, fashion,

colour, style, self esteem, status and luxury, he's buying a wasting asset. Cars are consumer items no matter what they cost.

"Trucks on the other hand are bought, leased or rented for one purpose only - to make money.

"Even allowing for a slump in sales, the truck business is as big as the passenger car business, and will be as successful when you have the right truck franchise and right outlook towards trucks."



Nathan Lubie (right) MD of Poole Industries and Manie Crafford production director discuss the expected price cutting strategies in the transport industry. Lubie has warned that this policy "could have serious ramifications throughout the industry".

# PCA chief slams Govt report

A SERIES of articles on the transport industry carried in Industrial Week, has finally prompted a statement from the executive director of the Public Carriers Association (PCA) Jack Webster

"I read with interest your article in the November 30 issue on the subject of hauliers being desperate for trade

The headline and paragraphs two and three create the impression that the road transport is in a desperate situation, yet paragraph one does not substantiate this

The figures quoted of a



Jack Webster . . . no panic in transport industry.

drop in tons conveyed from nearly 23 million in April to less than 20 million in August are

taken from the figures published by the Department of Central Statistical Services Statistical News Letter P 26 2

The actual figures are 22 008 000t for March to 20 859 000t for June - a drop of 1 149 000t, a 5,22% decrease

Surely an industry that is efficient and has made adequate provision for a down turn should not be - as you say - battling for survival or losing 50% working days

I feel that your article

created an impression of panic which is certainly not the case

Between 1974 and 1981 there was an increase of 12,4% in the commercial vehicle population, but between 1979 and 1981 the increase was 50%

The explanatory note at the head of the P 26 2 Newsletter reads

"In the case of the private transport contractors the particulars (in the newsletter) are collected by means of a monthly sample survey and more detailed statistics on work performance, employment and earnings of employees"

The accuracy of this sample is not entirely proved and must be under a degree of suspicion

There are certain aspects of the Newsletter which must be studied

a) The records are only in respect of Public Carriers

b) In order to assess the total industry performance, it is necessary to include the conveyance of goods by private carriers

The real problem is that the P 26 2 figures do not relate the tons conveyed to the distance and this results in a display of meaningless figures

Until figures are available for the goods conveyed outside Section 1(2) of the Act, continued publication of figures should either

cease or be viewed with an appreciation of the facts and the true position - Jack Webster

• This statement has been shortened - Ed

life - bus only

269

Industrial Week

14/12/87

# BOYCOTT VIOLENCE

269 ~~269~~ Sowetan  
Fare hikes spark  
off riot in Durban 5/12/82

TWO DRIVERS were injured, and about 153 buses stoned in several African residential areas this week when commuters boycotted buses following fare increases.

And in Lamontville near Durban crowds went on the rampage, destroying Port Natal Administration Board property which included the superintendents' offices and six cars, one of which was overturned. A bottle-store was broken into and looted.

The boycott of Putco buses at Inanda, Ntuzuma, Mbumbulu and Kwamakhutha follows a

similar action by commuters in several other townships in Durban where municipal buses operate. A Putco spokesman said the two injured drivers were attacked at Inanda where the boycott is strongest.

### Arrests

Violence broke out in Lamontville after police had stopped a meeting

It had called in the community hall to discuss fare increases that have resulted in the boycott of municipal buses. Some arrests were made during the disturbances.

Besides the board's vehicles, four municipal buses were damaged, according to Mr Marshall Cuthbert, chairman of the Durban Transport Management Board.

# Capital bus fare rise (269) expected early next year

15/12/82 Mercury

Pietermaritzburg Bureau  
FARE increases have been approved for Indian, coloured and black bus commuters in Pietermaritzburg but no date has been set for their implementation

The director of the Pietermaritzburg's City Council department of transport, Mr P G Mingard, said the new fare structure would definitely not come into effect

before January

Mr Mingard emphasised that the increase applied only to the cash fares and did not effect the weekly workers' cards

The fares will be increased by 2c which represents a 9,5 percent increase for trips to Sobantu and Edendale and 20 percent to trips to other areas

The attorney who represented the city council at

the Road Transportation Board hearing, Mr Simon Roberts, told the Mercury the increases would not mean the services made a profit but that their losses would be reduced from an expected R1 400 000 to about R608 000.

Mr Roberts said in representations to the hearing that the increases could be exploited by troublemakers and it was important the black com-

munity knew the increases applied only to cash fares and not to the weekly clip card tickets

Meanwhile residents of the Mphophomeni township near Howick are not relenting in their boycott of the Impendhle bus service

Hundreds of workers are walking to work as the buses run empty They are protesting about an increase in fares.

# Reef rail users to pay more next year

## Pretoria Bureau

SUBURBAN commuter fares on the Reef will rise substantially from January 1, according to SA Railways headquarters in Johannesburg

But even then, rail transport will still have to be subsidised by the Government

Third class fares will rise on average by about 15%, and first class fares by between 10% and 12%.

The first class single fare from Soweto to Johannesburg now costs R1,05 and third class 45c. From January 1 these will rise to R1,10 and 50c respectively. A return ticket will cost double.

A first class single from Johannesburg to Pretoria now costs R2,35, and third class R1. These will rise to R2,50 and R1,10 and double for the return journey.

Johannesburg/Krugersdorp first class is now R1,15 and third class 50c. These will rise to R1,30 and 60c and double for the return ticket.

Johannesburg/Springs now costs R1,65 first class and 70c third class. These will go up to R1,80 and 80c and double for a return.

The monthly season ticket from Johannesburg to Pretoria now costs R46,50 first class, and R11,60 third class. From January these fares will rise R53 and R13. Krugersdorp/Johannesburg is now R28,40 and R8,70 but from January 1 will be R33,50 and R10. Johannesburg/Springs, now R38,30 and R10, will rise to R44 and R11,50.

And from Soweto to Johannesburg, a monthly first class season ticket which now costs R25,50, will rise to R29,50. A third class season ticket will increase from R8,20 to R9,40.

City Council moves to oust Gys Muller after all-race buses

# R30 000 Durban bid to axe Nat from transport board

(269) Mercury Reporter

16/12/82

Mercury

DURBAN City Council decided yesterday to spend R30 000 of ratepayers' money to try to remove one of its own members from the Local Road Transportation Board.

The council will spend up to that amount bringing an urgent application before the Supreme Court to contest Councillor Gys Muller's appointment to the board, and pursuing the matter as far as appeal if necessary.

The surprise motion, introduced under a special rule of order, was carried after debate by 12 votes to nine, and came within a week of the board's refusal to allow the city to operate a multiracial bus service.

Mr Muller, a member of the National Party, was not present to learn of the move because, ironically, he was attending a meeting of the Pietermaritzburg Local Road Transportation Board.

But last night he said: 'I'm not at all surprised, because clearly this is a well-planned plot by elements of the Progressive Federal Party in the council to seize control of the board because they want a mixed bus service.'

### Not concerned

He believed he had been appointed because there was no one else on the council as well qualified as himself — and he had been recommended by several townships other than Durban, within the board's area of jurisdiction.

'I'm not too concerned. My family and I will be leaving for the eastern Transvaal on Friday and we plan to enjoy our holiday into the New Year.'

Senior counsel for the council will submit that the Minister of Transport, Mr Hendrick Schoeman, had acted beyond his powers in nominating Mr Muller without consulting the council and without taking cognisance of the council's own preferred choice of candidate.

The case was considered urgent because the Supreme Court had closed for the annual Christmas recess and because Mr Muller was officially due to take up the appointment from January 1.

In September the council decided it would prefer Councillor Charles Wilhamson, or Councillor Pieter Breytenbach, or Councillor Libbie du Toit to serve on the board.

Town Clerk Gordon Haygarth told the meeting that the city's legal advisers thought the council had a 'good case'.

Manco chairman Neil MacLennan said the contention was that Mr Schoeman had acted *ultra vires* in summarily appointing Mr Muller without consulting the council.

'That is what the law lays down and we'd be failing in our duty if we didn't defend our rights,' he said.

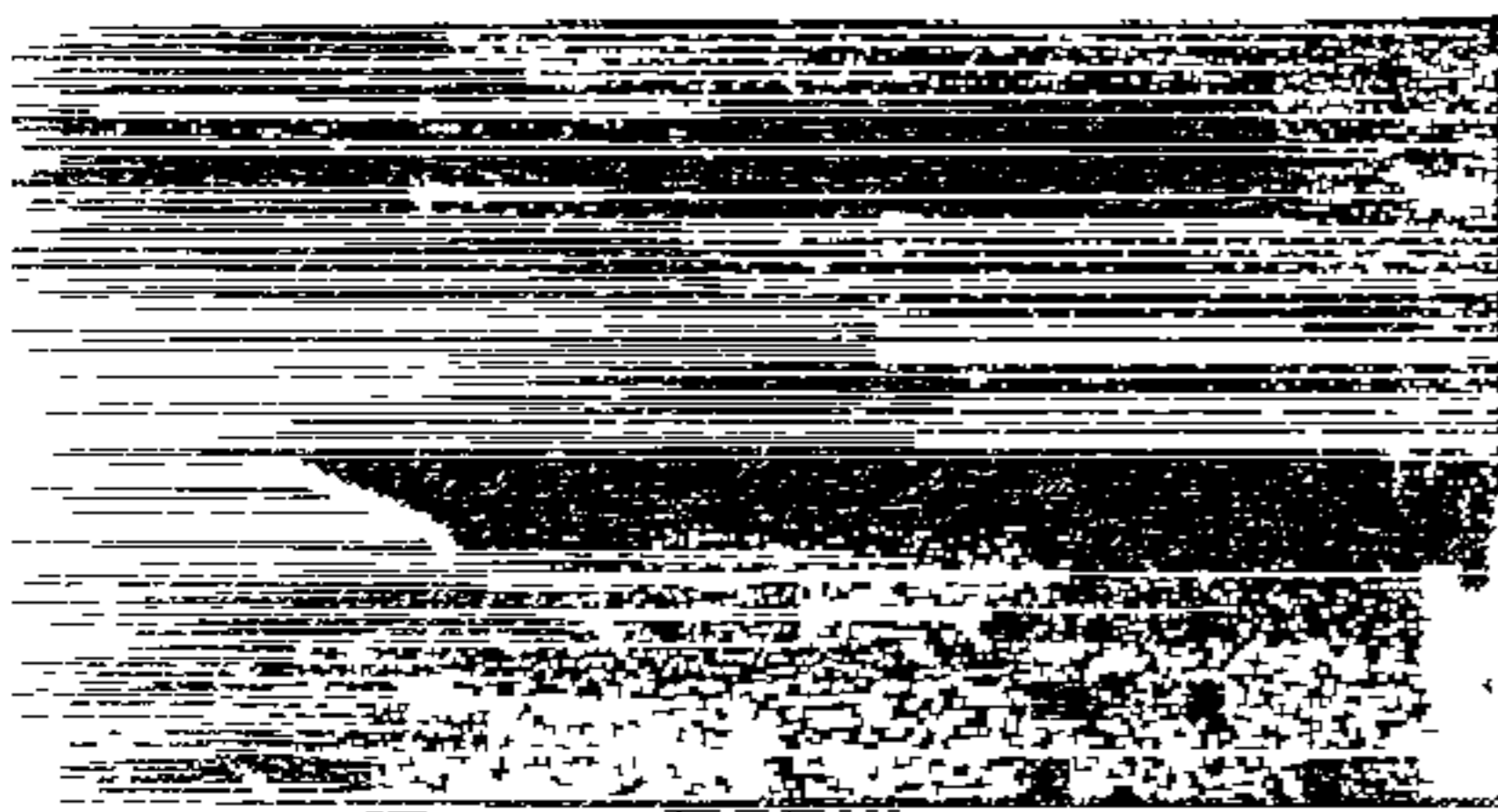
Councillor Peter Corbett disagreed with Councillor Haydn Bradfield that the money would be 'unnecessary and unwise' expenditure to support a 'petty' move.

Mr Corbett said the action was designed to save the city money through the eventual establishment of an integrated bus

■ TURN TO PAGE 2

P.T.O.





ack Ntobela with the recovered wallet

# Granted gle 50 000 diamond

holder in Pinn and Company in terms of an agreement between the two companies, Pinn and Company were to sell the diamond to certain Filipinos buyers, who were to arrive in Cape Town within days

The sale was to be subject to the approval of Gemini who would retain ownership until the sale was concluded. The companies were then to share the selling price — over and above Gemini's cost price of R245 700 — on a 50-50 basis

When Mr Schwartz had received no communication from Mr Pinn by December 13, he telephoned Mr David Pinn, also involved in the running of Pinn and Company

## Manager

He said Mr Pinn informed him the sale had fallen through. When he asked for the return of the diamond, Mr Pinn 'blandly informed me that I would not be able to obtain delivery of the diamond because Pinn and Company had pledged the same to its bank'

Mr Schwartz said the manager of the ABC branch of the Standard Bank, Mr Ron Wells, would not confirm or deny that the stone had been pledged to the bank.

Mr Justice Fagan presided

# Snatcher drops bag after warning

Mercury Reporter  
A BAGSNATCHER in the Durban city centre was forced to drop his prize when an alert policeman on foot patrol gave chase and threatened to shoot unless he gave himself up

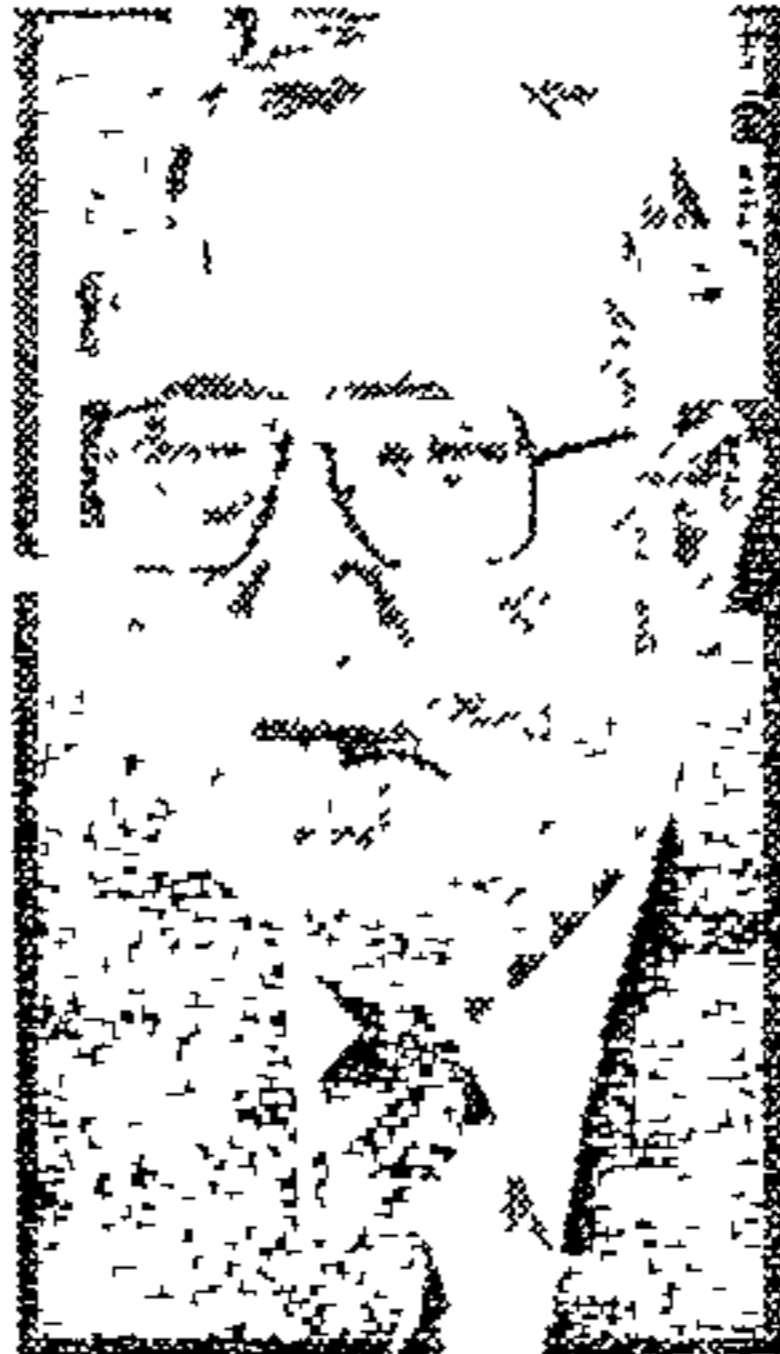
Const Meshack Ntobela said he was on crime prevention duty when he heard a commotion in Devonshire Place, and realised a thief was trying to escape. He ran after the man

The constable said he saw a man running towards the Victoria Embankment with a wallet in his hand. He shouted at him to stop or he would shoot, and the man dropped the wallet and disappeared along Victoria Embankment

The wallet, a brown leather zip-up type, contained money and personal documents

The owner can collect it from police headquarters at C R Swart Square

# Durban to spend R30 000 to axe Nat



GYS Muller  
16/12/82

FROM PAGE 1

service Mercury

Councillor Dick Burgess called the move a 'shabby political ploy' and he believed Mr Muller should have been informed of the council's intention before a vote was called

Those who voted against the recommendation were Deputy Mayor Stan Lange, Mr Eric Bush, Mr Clarence Cheek, Mr Bradfield, Mr Louis de Beer, Mr Ken Varner, Mr Piet Badenhorst, Mr Burgess and Mr Webber

Those who voted for it were Mayor Sybil Hotz, Mr MacLennan, Mr Don Smith, Mr Peter Mansfield, Mrs Lesley Sprague, Mr Crispin Hemson, Mr Corbett, Mr Pat O'Connor, Mrs Ros Sarkin, Mr Dave Bennett, Mr Neville Herrington and Mrs Margaret Cooke

# MICHELLE la Marque 'I won't move from the beachfront'

Mercury Reporter

IN SPITE of the attraction of the sea many holidaymakers apparently are prepared to move away from the beachfront to make use of amusement centres

This week about 30 holidaymakers were adamant that if the proposed idea of moving the beachfront entertainment centre to the Hoy Park area were to be passed, they would be prepared to travel the extra distance for their entertainment

Mr Brian Richardson of Brakpan said 'Sure I'll travel the extra distance — I'll go where the entertainment is'

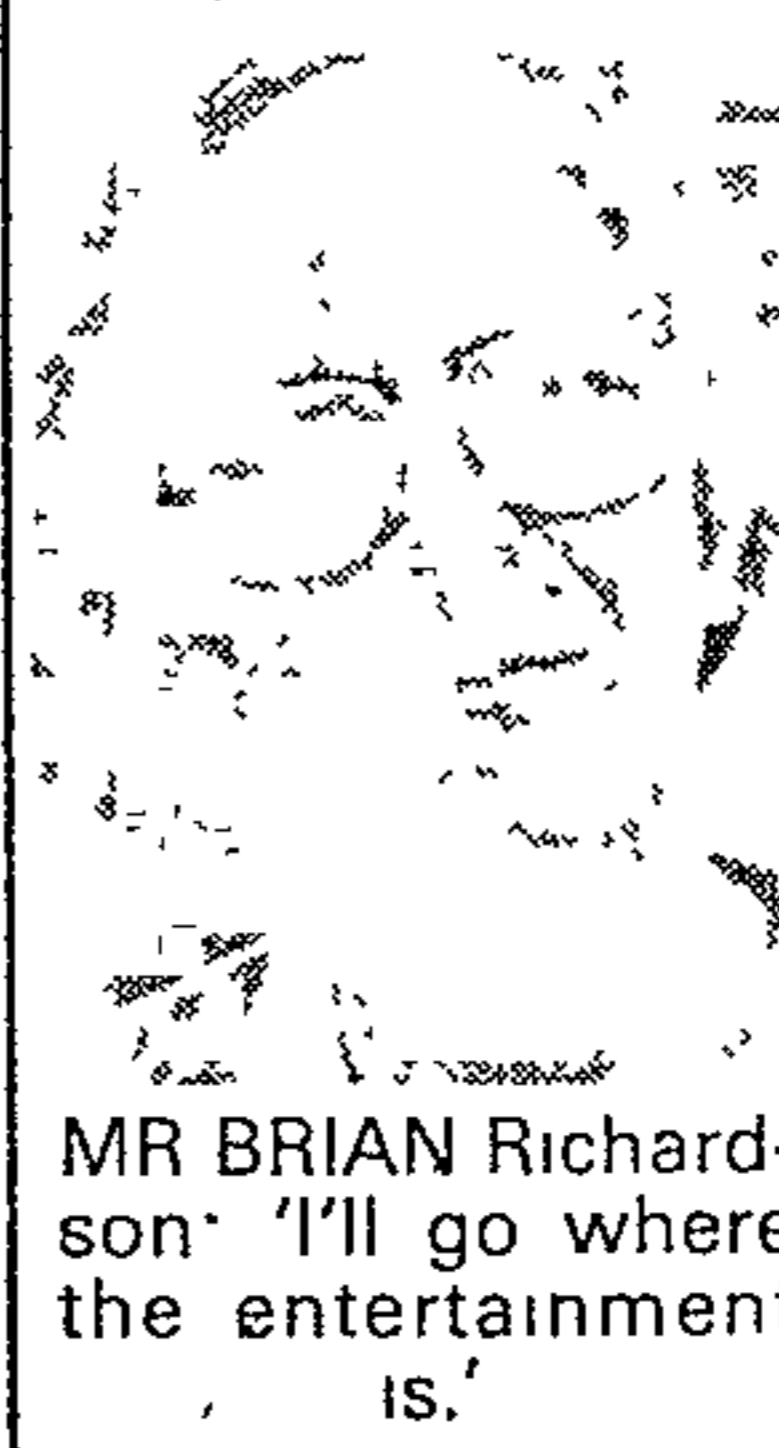
They were reacting to proposals that the beachfront be converted into a 'green belt' and that the present amusements be moved to Hoy Park or Victoria Park

Another holidaymaker from the Transvaal said 'When you go on holiday you expect to have to move around, so it would not really affect the average holidaymaker'

A few said they would not make use of the centre if it were moved

A Pretoria woman said 'I definitely would not go if it moved'

Cape Town architect Revel Fox hopes to do away with the Country Club golfcourse, the South Beach bowling greens, the Mermaid Lido, the XL tea-room and the beachfront amusements



MR BRIAN Richardson 'I'll go where the entertainment is.'

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# SEASP

ASK YOUR DEALER:  
452645

# Boy sucked from plane

Mercury Correspondent

NEW YORK—As his father and grandfather watched in helpless horror, a 23-month-old boy was sucked out of a small private plane after a cargo door had popped open on a short flight from a rural airport at Grandfield, Oklahoma

The child, Levi McDonel, plunged 180 m to his death. The body was found by relatives in a field

Under-sheriff Steve Overstreet who investigated the accident said that the

single-engined plane was climbing after takeoff and banking left when a cargo hatch at the rear popped open

'Apparently all the others were seated,' he said 'The child was standing up in the cargo area when the door opened. He was just sucked out. It was a very freakish deal, a one-in-a-thousand type thing'

The family had flown to Grandfield to give the boy his first look at a parachute jumping competition

# Shift work than retrenchments'

Mercury Reporter  
...not always had pro- industries to make available, even to the done manually rather of KwaZulu, Chief

In KwaZulu at least 150 000 are jobless  
Chief Buthezi appealed to the private sector to consider shorter or staggered shifts rather than to retrench workers

would swell, and might become a burden to the State and a threat to an orderly society

The Department of Agriculture and Forestry was concentrating on planting wood lots for fuel in rural areas, the improvement of springs and dams, vegetable planting and improved agriculture generally

# AUCTION

DOCKS — DURR  
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**DTMB chief slams political elements**

# Anti-bus fare hike pamphlets 'are tosh'

269

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16/12/82

Mercury



MEN who said they were bus drivers talk to a commuter yesterday

**Mercury Reporter**  
THE general manager of the Durban Transport Management Board, Mr Marshall Cuthbert, yesterday slammed township pamphlets, criticising the bus fare increase, as 'absolute tosh'

He claimed that the people in Lamontville and Claremont did not want to boycott the buses but they were being threatened by 'political' elements

The pamphlets issued by the Lamontville Commuters' Committee and the Transport Research Group hit out at the DTMB for the 'unjustified' fare increase

### Covered

They claim that last year the black bus service made more money than was needed for its running costs — while at the same time the white service ran at a loss of R1 700 000'

'There seems little doubt that this loss was covered by the surplus from the black service,' the pamphlets said

At a Press conference yesterday called to discuss the pamphlets, Mr Cuthbert said the DTMB ran two distinct services and there was 'no way' there could be cross-subsidisation

Discussing the DTMB's financial statement, Mr Cuthbert said the black bus service had 'broken even' last year, but this year the deficit could be about R2 000 000

'There is no way there is going to be a surplus, in fact quite the reverse,' he said

### Nothing

Mr Cuthbert said the increase in fuel and GST increases had cost the DTMB an additional R377 500

'There was absolutely nothing we could do about that, so at some stage we had to do something about our fares to meet the costs,' he said

'On the pamphlets' criticism of the DTMB for 'overcrowding us in a very few buses like sardines', the deputy general manager, Mr Alan Bray, said they were aware of the problem of overcrowding

'But no matter how many buses we put on, it doesn't make any difference — people still want to catch the first one. It's human nature,' he said

'However, we are trying to cater for our passengers as best we can because we don't believe in packing people into buses,' he added

# Bombers hit SAA office in New York

By Cheetah Haysom and Lynne Cornfield,  
The Star Bureau

New York

A bomb exploded outside a South African Airways office in Elmont, near New York, yesterday, causing extensive damage but no casualties.

The bomb went off about 3 45 pm. An unidentified caller had telephoned a warning to the SAA that the bomb was in the building and would explode in 30 minutes.

Police said nobody claimed responsibility by late last night.

About 100 people had been hurriedly evacuated from the four-storey building in Queens, a borough of New York, after the 3 15 pm call.

Police said that if there had been no warning there would have been considerable loss of life and injury.

They placed a "bomb blanket" over the bomb, and fled—only minutes before it went off.

The blast blew a hole in the wall of the SAA office, sent shattered glass and brickwork flying and blew in doors far down the corridor.

Police Officer Kenneth Cynar of the Nassau County police department said that a secretary, who would not be identified for her own safety, took the warning call. She called the police, who sent a patrol car.

Sergeant David Zimmerman, of the 115th Precinct, said the officers found a new brown leather briefcase standing in the hallway outside the SAA office.

They did not touch the case, but set about clearing the building. It took about 20 minutes to get everyone out. "The caller said we had only half an hour."

## Fled

The police set up a security cordon 100 m from the building. "Then we threw a bomb blanket over the case and fled."

The bomb went off within minutes. Much of the force was contained by the bomb blanket of 4 cm thick material similar to a bullet-proof vest. It was designed by a local policeman and is carried by all patrol cars in Nassau County.

The SAA office in Elmont deals only with spare parts and engineering supplies. The only South African among the 15 people employed there is the director, Mr Gerald Scott.

Interviewed at the site of the explosion, a shocked Mr Scott said there had been no previous threats.

## Searching

"As far as I can say at this stage, no one saw anyone come to the building with the briefcase."

Police were still searching through the debris for clues late last night.

The Federal Bureau of Investigation said the bombing seemed most likely to be linked to radical left-wing American groups.

Anti-apartheid groups, which have held demonstrations outside the SAA offices on Fifth Avenue in New York often in the past, were unavailable for comment.

A specialist on Southern Africa said the bombing was inconsistent with the policy of militant South African nationalist groups, which is to attack only within South Africa.

# Free bus rides for Daveyton aged

17/12/82

269

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THE aged in Daveyton near Benoni will in future be exempted from paying bus fare on all buses operating in the township.

This was announced by the chairman of the Daveyton Community Council, Mr Tom Boya at a function for the aged held at the Sinaba Stadium at the weekend.

The function started at 10am and was organised by the Benoni Black Council of the Aged, to celebrate the International Year of the Aged. About 300 people, mostly pensioners, attended the function.

Mr Boya told the crowd that the council, which owns the bus service in the township, was still planning a cou-

pon system for all aged in the township which would allow them to use the buses in the township free of charge.

Mr Boya said the Council hoped to implement the system next year.

Grandma and Grandpa of Daveyton 1982 were also crowned at this ceremony. Last Friday Mrs Thetha was judged as Grandma Daveyton 1982 with "princesses" Mrs Norah Jangu taking second place and Mrs Mabel Ngwenya third position. Mr Meshack Sibanyoni was judged Grandpa of Daveyton 1982.

The Council for the Care of the Aged was formed early this year with the purpose of raising funds to build an old age home in the town-

ship

*Sowetan*

The Council, which is affiliated to the Southern Council for the Care of the Aged, has already conducted a survey in Daveyton and Wattville to ascertain the number of elderly people who would like to live in the proposed old age home. So far nearly 400 residents have indicated they require such accommodation.



# Higher productivity is

By Trevor Walker

When Mr Hendrik Schoeman presents the 1983-84 South African Transport Services budget to Parliament on March 2 the new man behind the numbers will be Dr Bart Grove

He takes over as general manager of railways from Dr Kobus Loubser who retires on February 1

Dr Grove told The Star he was not unduly worried at taking over when SATS was likely to have its worst year yet. His main task in the next few years would undoubtedly be to raise productivity

SATS was expected to end the 1982-83 financial year with a R350 million deficit and the service expected to save more than R300 million next year through measures to curb working expenditure.

(269) Star 17/12/82  
**SATS aim**

The R2 500 million wage bill would be cut by three percent and staff was expected to fall to about 250 000 from 259 000. By the end of 1984 SATS expected this to have fallen to 240 000

The biggest saving in costs next year would come from the drop in wage costs, but "we will have to have another increase in traffic to make up for the rest of the expenditure"

The likely overall deficit expected for the next financial year would be available only nearer the time of the budget, "but we will have to come out of the depression before balancing our books again."

He said revenue had fallen 20 to 25 percent this year, while costs continued to rise sharply and there was little the service could do to prevent the further 15 percent tariff increase announced recently

About 27 percent of the budget was for interest and depreciation. The interest on local and foreign borrowings this year totalled R830 million

Capital expenditure for the present year would be slightly higher than the R2 225 million budgeted, but next year this was expected to fall to R2 140 million

He was confident the inflation rate would fall next year and certain export traffic, mainly

Dr E L Grove, new general manager of SATS, joined the SAR in 1955 and was appointed deputy general manager in 1980.

ores and minerals, would increase later in the year.

Uneconomic passenger services lost about R700 million a year, but half of this was subsidised by the Government in interest-free loans.

# TRAIN TICKETS BURNT

## Tshawelo office gutted

### Umgababa holiday special

**START YOUR NEW YEAR AT THE SEA**

From the 2nd to the 5th January 1983, Sunshine Tours are offering another special holiday at Umgababa Seaside Resort for only R93,50 — travelling from Johannesburg by luxury bus.

This price includes transport, accommodation, all meals, sightseeing and cocktail party.

Don't delay — pay your deposit now at: 7th Floor, Saambou Building, 130 Commissioner Street, (cnr. Von Brandis), Johannesburg. Telephone 21-3221.



**SUNSHINE TOURS**  
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S4437

HUNDREDS of rands worth of train tickets were destroyed when a Tshawelo station book-keeping office was gutted by fire yesterday — for the third time in about two years.

And thousands of commuters from Tshawelo, parts of Senaone and Mapeta will be

forced to swell queues at Midway and Klipfontein, the two nearest stations, for their weekly tickets on Monday

### ROBBERS

The fire, which completely destroyed the prefab building, is believed to have been started by disappointed

robbers who broke in looking for money and did not find a cent. However a SA Railways policeman on duty said he believed several bundles of tickets were stolen. He said the fire destroyed evidence which would have helped them determine the value of the tickets stolen.

BY ELLIOT TSHINGWALA

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MRS VESTA SMITH  
Unite

## Stopped from going to pray

MRS VESTA SMITH, the Noordgesigt community spokesman, yesterday lashed out at four men who called themselves security police for stopping her and three other people from attending a prayer service at St Augustine Anglican Church in Mzimhlophe, Soweto.

The service, one of several which were held on the Reef, was in memory of last week's victims of the South African Defence Force attack into Maseru.

Mrs Smith said they were surprised when five white men, not in uniform, whom she presumed to be security policemen, asked them to produce permits to be in Soweto.

I told them I had lived in Noordgesigt since 1941 and had never been asked for a permit to enter Soweto.

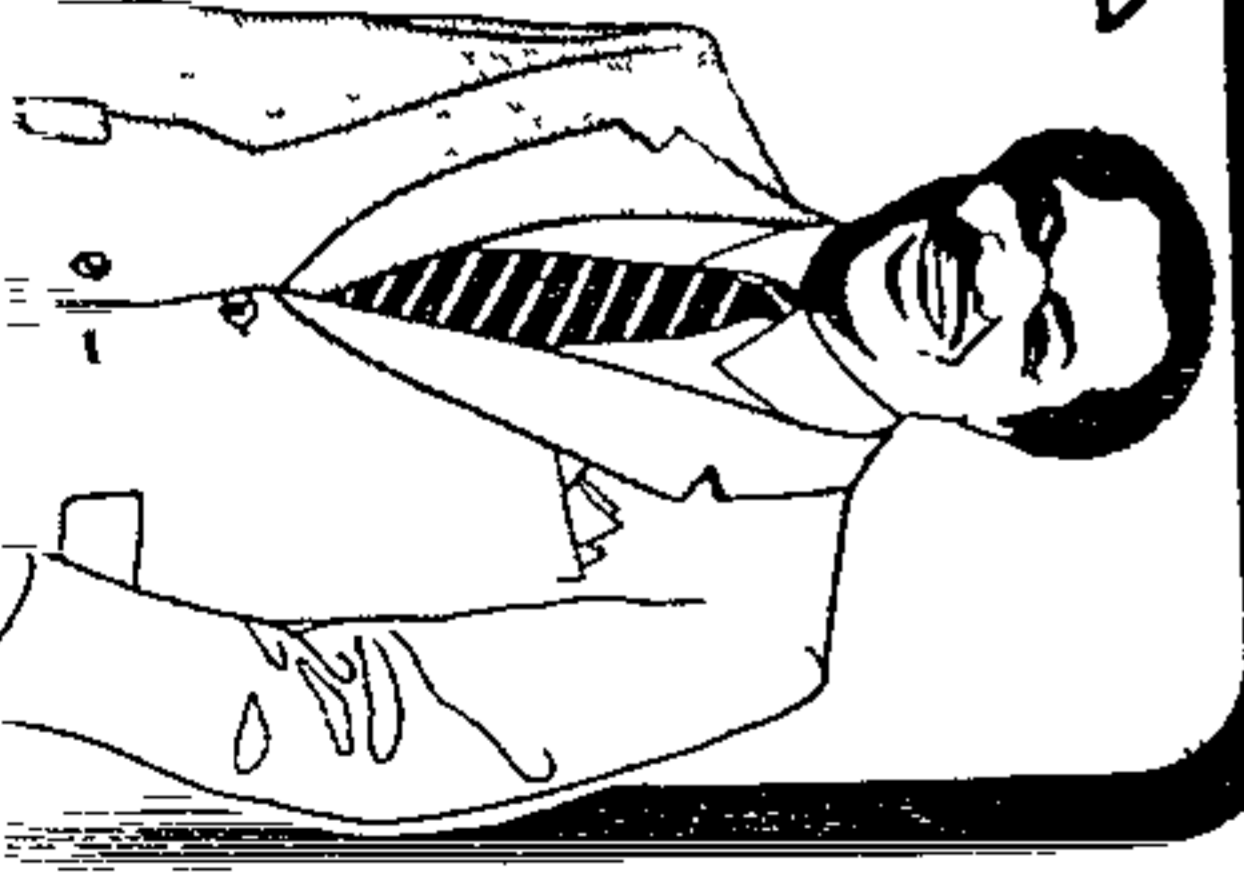
"I was on my way to church to pray, and I do not think anybody had the right to stop me. Why they (whites) prayed yesterday, no-one disturbed them," she said furiously.

She felt disgusted and hurt and described the whole incident as intimidation.

Chester says: "Be casual, but be smart."

Prokeps Festival R16.95

Prokeps Festival



## 'Free from hell'

MBABANE. — An inyanga cleared on a charge of ritual murder ran out of the Swaziland High Court after his acquittal shouting: "The white men have freed me — they have freed me from hell."

Ndileni Hlophe had earlier this year been sentenced to 12 years in prison for the murder,

R10 — Each 5 ml contains Piperazine Citrate 281 mg.

# PROKEPS

# 'Quiet and under control'

17/12/82

269  
Mercury

## Bus service 'back to normal' in Lamontville

Mercury Reporter

LAMONTVILLE was reported 'quiet and under control' yesterday following the violence on Monday and Wednesday nights

Police kept the situation under close scrutiny and constantly patrolled the area

Violence erupted again on Wednesday night

when a crowd of stone-throwing youths surged through the streets and had to be dispersed

Firemen were called to stop a fire from spreading to the Lamontville bottlestore. The blaze caused thousands of rands of damage.

Several stones were hurled at the beerhall and the post office and several windows were broken.

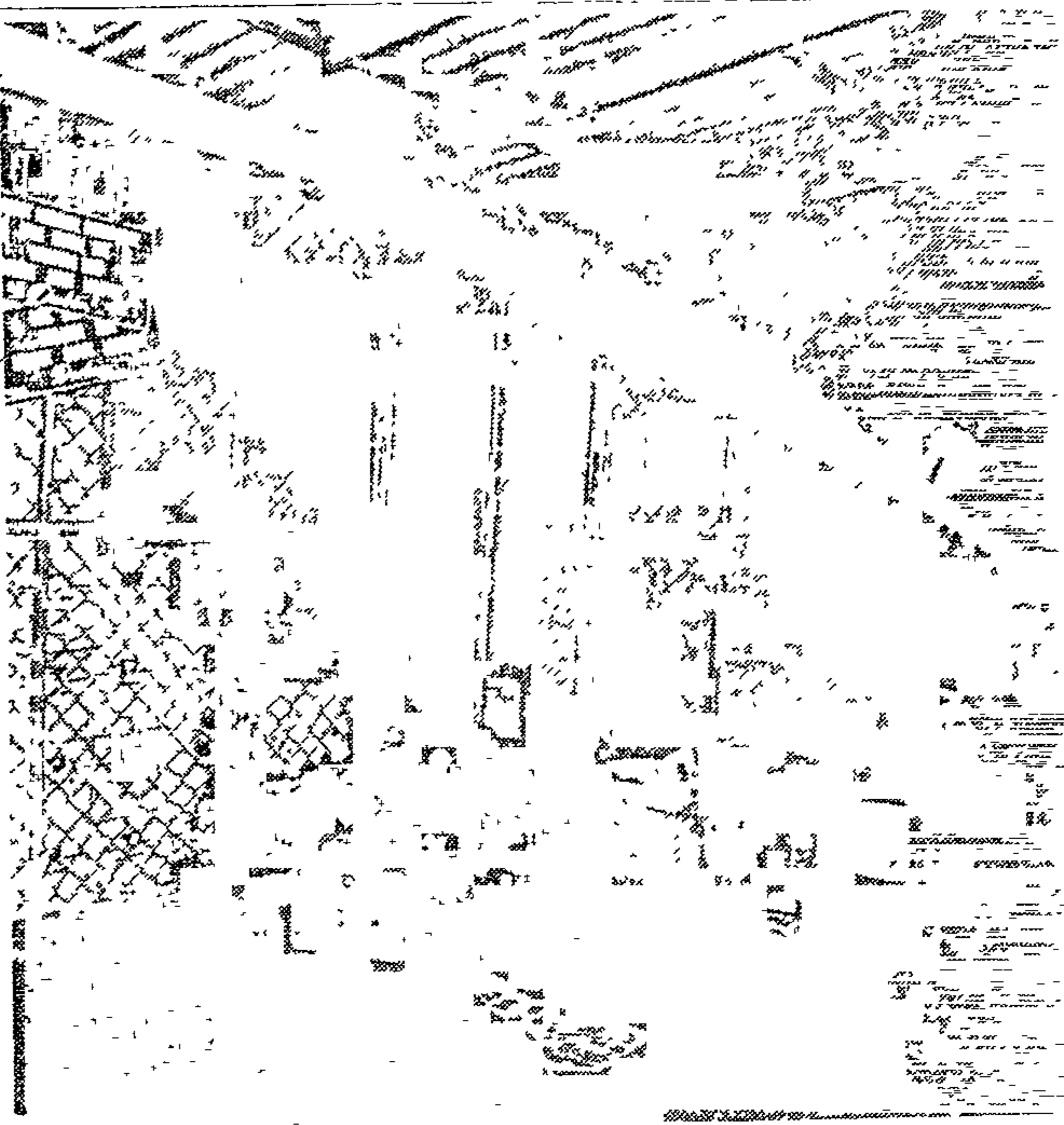
This followed the violence on Monday night when the bottlestore was broken into and looted.

Meanwhile, Mr Pat Adlerley, liaison officer for the community service of the Port Natal Administration Board, said the Ningizimu Community Council had a meeting on Tuesday after the unrest in Lamontville.

### Reason

'The resolution of the council was that they deplored the havoc caused by irresponsible members of the public in Lamontville on Monday evening, when buses and vehicles were damaged,' he said.

Mr Moonlight Gasa, chairman of the council, said the disturbances could not lead to progress and people 'have to learn to reason'.



FIREMEN containing the blaze at the Lamontville bottles

Forty-seven buses on Wednesday — and one yesterday morning — were damaged by stone-throwing incidents since the bus boycott started on Monday.

Mr Colin Bailey, Natal area executive for Putco, said yesterday that buses were again running according to schedule.

All areas, including Inanda, were quiet yesterday and no police action had been called for, a police spokesman said.

# SAA to tighten up

269 Mercury 18/12/82  
**security overseas**

JOHANNESBURG—South African Airways would tighten its security overseas following the explosion last night at its office on Long Island, near New York, an SAA spokesman said here yesterday.

Public Relations Officer, Mr J C van Rooyen, said. 'Security measures are practiced at the company's overseas offices, and are tightened or relaxed according to circumstances.'

'The explosion on Long Island obviously means that we have to be more cautious.'

Mr van Rooyen said the explosion occurred in the airline's buying depart-

ment, which had 12 employees, including one South African.

He confirmed that the occupants of the three-storey building had received a warning of the blast by telephone.

'The callers did not identify themselves, and we have had no indication whether it was a political organisation or not,' said Mr van Rooyen.

He said there was little damage to the building, and that no-one was injured.

'Our information is that a door was blown away and there was some damage to offices of another company down the passage on the same floor,' he added — (Sapa)





# Computer keeps docks on the go

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269 ~~333~~ ~~333~~ Finance Reporter S. Vidura 19/12/82

ONE of the most advanced real-time computer systems in Europe is being used to monitor and control the loading and unloading of containers arriving by road, rail and sea from a terminal in Southampton to South Africa.

Solent Container Services, which handles some of the biggest container ships in service, is using the system on eight container ships to South Africa and 20 on the Far East routes and exchanges 1500 containers over two ships every 24 hours

The system, based on twin ICL ME29 computers, is controlled through 45 visual display units which are located at strategic points throughout the container terminal

These are linked directly to the twin ME29 computer system and form the principal means of communication between Solent's staff and the unmanned computer system

The computer system controls the loading and unloading of containers, provides container information for customs and excise, freight forwarders and shipping lines, and calculates ship stability and other statistics vital to the smooth running of the business

When a container arrives by road at the Solent terminal, its number is entered via a visual display unit. This results in the necessary documentation being produced automatically by the computer which also specifies exactly where the container is to be off-loaded. The vehicle de-

tails are entered via another visual display unit in the dock gatehouse

About 60 percent of all containers handled by Solent Container Services are transported by rail through a nearby freightliner terminal. The ICL computer system controls all movements between railhead and docks to fit in with train schedules, and automatically compiles return loads, depending on the final destination of the imported containers

As details of containers entering the terminal for export are received, a container stacking model is built up in the computer system which is continually referred to and adjusted by those planning the ship loading activities

A full model of each of the 28 different container vessels using Solent Container Services' Southampton terminal is also stored on the ME29 computer system and it is the responsibility of the ship planner to transfer the containers from the stacking model to the ship model as the ship arrival time approaches, taking into account all the rules of ship loading and stability

Once the ship planning has been completed, the information necessary to control the flow of containers onto the ship is produced by the system

and is made available to control room staff

Loading and unloading information for control room staff is provided on visual display units which use a split-screen technique showing the appropriate section of the ship in the upper half, with the stack of containers to be loaded in the lower half.

Each of the two ME29 computers operated by Solent Container Services has 512 KBytes of main store and 180 MBytes of disc backing store. One ME29 is in continuous operation, 24 hours a day, throughout the year, to provide the real-time service. The other is used for programme development and back-up, when necessary, on the real-time system

Programming is carried out on-line using COBOL. The system is tested and refined using ICL MAC editing facilities until it satisfies users

Ease of use and high reliability are advantages of the ME29 computers and, despite considerable business and systems growth, Solent has not found it necessary to employ a large data processing staff. They have three development staff and no operators. The computer room is unmanned and locked most of the time

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...ces of paper or other material to the examination room unless structured. ...t to communicate with other ny person except the invigilator. ...er book is to be torn out ... must be handed to the commis- sioner or to an invigilator before leaving the exam- ination.

Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University



(269) ~~27~~ *s. headline* 19/12/82  
**Export rail rates set to soar**

**Finance Reporter**

SOUTH African Transport Services intends to raise the export rail rates on containers by more than 58 percent and the repositioning costs of containers by no less than 12 1/2 percent from January 1.

The latter would raise the cost of moving an empty container from

City Deep to Durban to R420 and from City Deep to Cape Town to R586

"This is obviously an extremely serious matter for exporters," said Roland Freakes, executive director of the Natal Chamber of Industries this week

"It is receiving the urgent attention of the Private Sector Export Advisory Committee which

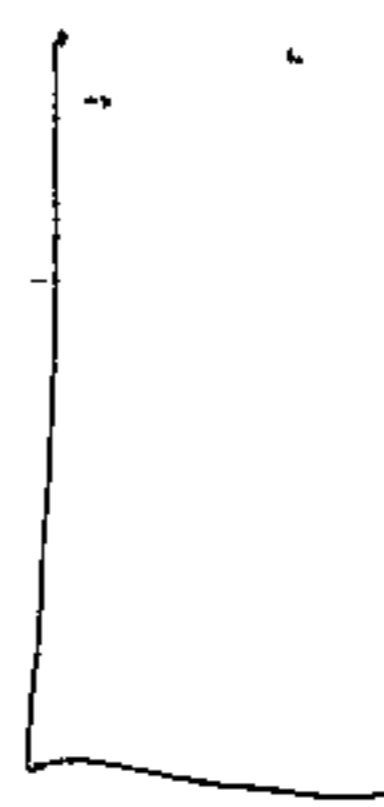
has made representations to the appropriate ministers

"An outcome is awaited and there have been rumblings to the effect that the increases may be set at a lower level — in the case of export rail rates at something slightly in excess of 30 percent.

"Such an increase is, in our view, still too high and would represent a

further impediment to the efforts of South African exporters.

"Meanwhile they are once again placed in a position of uncertainty and must fast be losing faith in the ability of the authorities to lay down a stable and determinable base from which they can, with confidence, conduct their export activities"

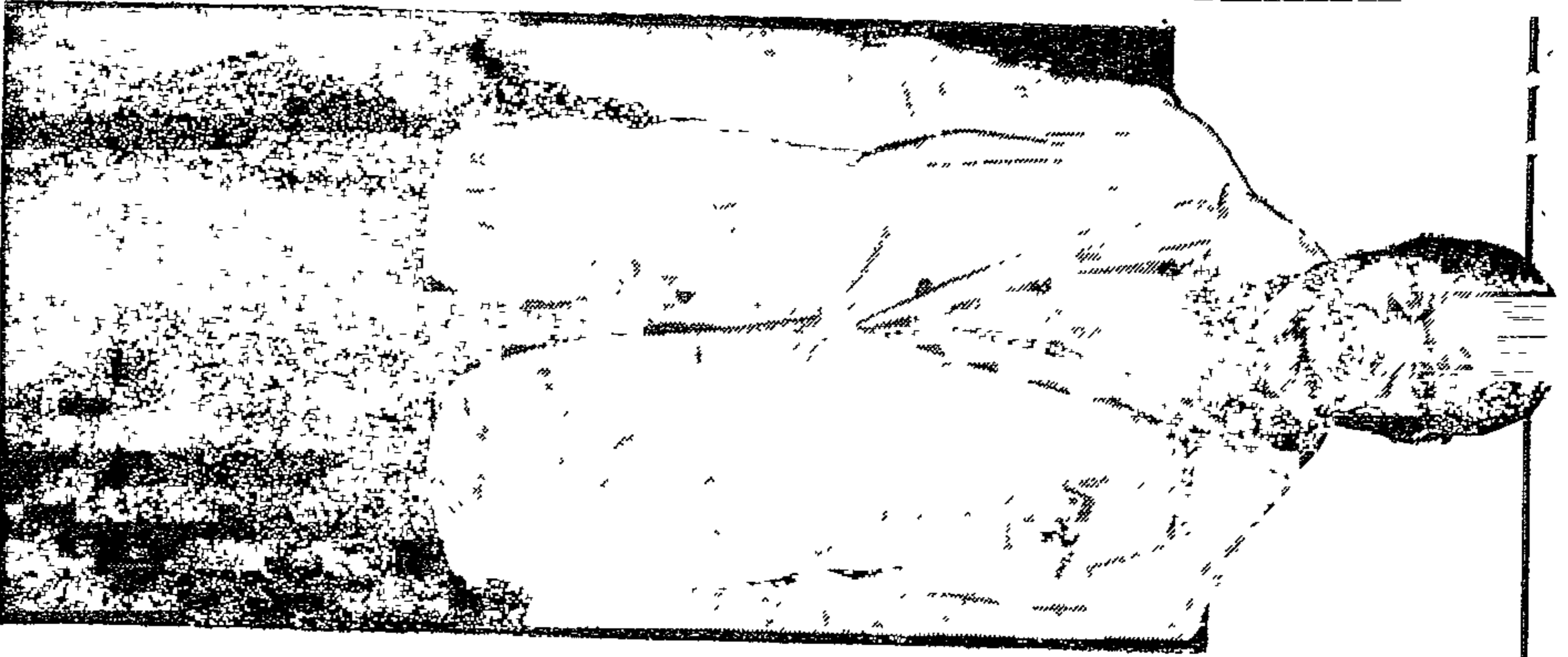


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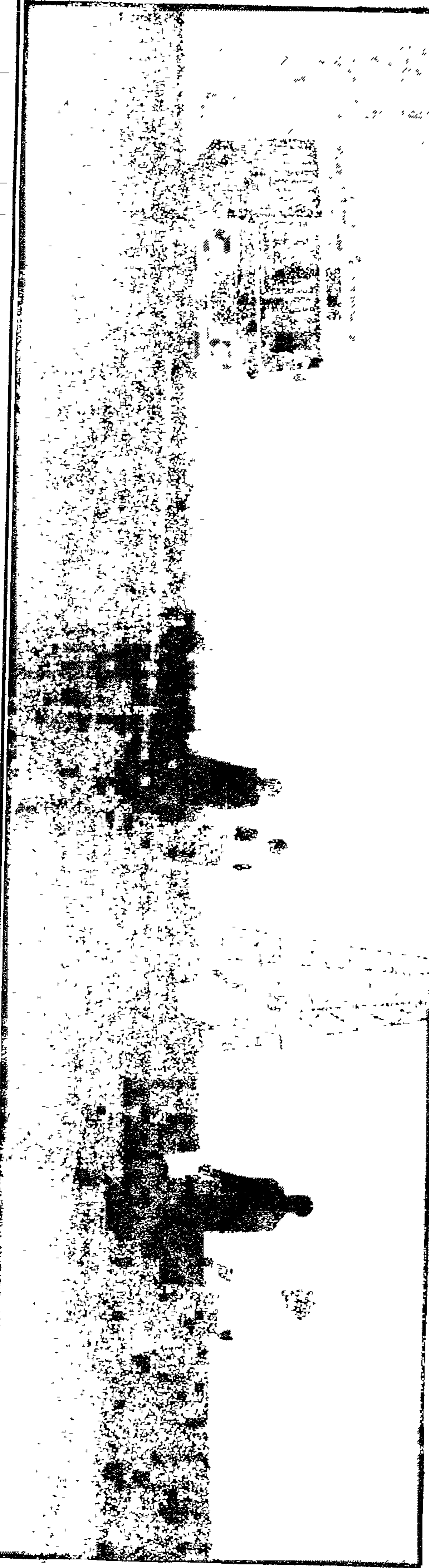
**BUS BOYCOTTS** in African areas of Natal have been making the headlines. The people of Clermont and Lamontville in Durban have been boycotting buses since the beginning of the month when the Durban Transport Management Board, which runs the service, increased fares by 12 percent. Commuters have refused to use the service, calling on the DTMB to drop the increase. And on Monday there was trouble in KwaMashu, Ntuzuma and Inanda after Putco increased its fares by 13 percent. The boycott has been marked by stone-throwing that has damaged more than 50 DTMB buses and more than 100 Putco buses. Putco has estimated damage to its buses at more than R20 000. This week an enraged crowd went on the rampage in Lamontville, setting fire to buildings and looting a bottle store and a beer hall. The SUNDAY TRAVELER today looks at one bus boycott, at Howick, which entered its fifth week this week.

# Old women 'would rather walk and live than pay and starve' ● There'll be no turnings back on this boycott road

269  
S. N. N. N.  
19/12/82



Petros Mwelli... a hell of a difference



By Barney Mithomboti

THE SHADOWY figure comes limping through the dark. It stops, arms akimbo, gives a big sigh, then limps on again.

Other ghostly silhouettes move past more energetically. They loom larger as they approach and a portrait comes into focus.

It is 3.30 in the morning and Norah Khumalo, 69, left her four-roomed house at Mpophomeni Township 30 minutes earlier. She has another hour and a half of walking ahead of her before she completes her journey.

She and the other residents of Mpophomeni are starting the fifth week of their boycott of the Impendhle Bus Service, which runs between their township and Howick, 17km away.

This week the **SUNDAY TRIBUNE** joined the people of Mpophomeni on their long walk on the hilly, winding road to work, talking to them and listening to the small talk and jokes which steady them throughout the long, tortuous journey.

Since the boycott started they have been walking to town and back, a distance of 34 km a day. The boycott entered its second month this week and according to the commuters there is still a long way to go before there can be a truce.

Mrs Khumalo is old and frail, but she says she will walk on.

The people must not stop walking, she says. The bus company must give in.

"I'm almost enjoying it now," she says, with a toothy grin. "But the first day was terrible. I almost died. My feet pained all day and I had to keep resting along the way," and she sighs again.

The boycott of the Impendhle Bus Company by the people of Mpophomeni, a township of about 10 000 residents outside Howick, was sparked off by a fare increase of 6c — from 31c to 37c a trip.

Five-day tickets went up from R1,90 to R2,40. As a washerwoman, Mrs Khumalo does not earn much. She gets R40 a month, pays R14 for rent and what is left is used to buy food and to keep her five grandchildren at school.

"My daughters left the children with me, and they're my blood as well. I have to look after them. I can't afford the bus fare. In fact we don't want the bus company anymore.

"The people here are united. They won't pay. He's getting no cent from us. I'd rather walk and live than pay and die of hunger." Her face contorts into knots as she says it.

Mrs Khumalo has this faith in God. She's a Christian, she admits readily.

"God must have known at some stage there would be a bus boycott here and gave me the strength to keep walking." And she reminds you of the miracle God performed to save the Israelites during their flight from Egypt.

Taxis are doing a roaring trade, charging 50c a head for the trip, but she can't afford it. She quietly counts using her fingers and her face takes on a surprised look.

"That means if I use a taxi every day I'll spend R30 of my salary on these taxis. That leaves me with R10 a month — not even enough to pay my rent."

She's dragging her feet, but she will walk on. She says she will walk until her feet "rot."

"I don't care about the shoes," she chuckles. "I look at all these people walking and I feel strengthened."

She leaves home at 3 o'clock every morning to be at her employer's place at five. That gives her enough time to rest and wash her feet before she starts the day's work.

"I start work earlier so that I can leave for home earlier. It's a good thing this boycott came in summer. Can you imagine the cold in winter. I go to bed earlier than usual also."

Petros Mveli, a 68-year-old father of eight, says an increase of 6c makes a "hell of a difference". He earns R60 a week doing the same job he did when he started with the local rubber company 31 years ago.

There has been no promotion and the wage increases are far between, he says. He is not even certain whether he'll keep his job for very long.

The company has been on a four-day week but they are now back to the normal

five days, albeit with reduced working hours and pay.

"People have lost their jobs here and many are going to be told on Friday not to come back. I may be one of them. So you can see the little money I have I must keep," he says.

He is talking and walking fast and I have to jog to keep pace.

"I have five children at school and I want them to have good education. I don't want them to suffer like me. My eldest son is doing matric next year and if he passes I want him to go to university. He's been good. And if I keep giving my money to this man I won't be able to do all these things."

Since the boycott started, he has spent no time with his family.

"When I come home in the evening I eat, wash and go to bed. And I leave early in the morning when everybody is still in bed.

His employer does not provide his workers with transport or buy them tickets.

"They just tell us to go to the buses. But we can't use them. We won't use them."

The people have been walking for more than a month now and the boycott has obviously taken its toll but their enthusiasm shows no sign of flagging. They walk on determinedly and what the boycott has succeeded in doing is to galvanise their spirit and unify them.

They walk singly and in groups and there are the fortunate ones who ride past on bicycles, some of them so rusty they must have been retrieved from the gutter.

Some, even more fortunate, zoom past in cars travelling at high speed, intent on making a killing before the sun rises. The majority of walkers are old women and as the empty bus rattles past, they wave excitedly, butting in with a joke or two. They're not angry, just determined.

Conversation is laced with humour — biting, bitter and sweet. Some even jive as they walk just to prove they are not broken.

The only subject on everybody's mind during the walk is the boycott. They are walking, they tell one, to show they don't beg anybody's buses, to show the man's buses are not indispensable.

The message is clear. The walkers have an axe to grind with the bus company. The fare increase was only the spark.

"Now he'll know who we are. We want a new operator here," says Mrs Irene Zuma as she prances in front of us.

They complain about drivers who beat up passengers and about being packed like sardines in the buses. They are sick and tired of the whole operation, they say.

A meeting will be held this morning at Mpophomeni to discuss the boycott but many residents say they will vote against resuming the service.

"I don't see how we can go back to the buses," says hostel dweller Wilson Madlala. "Nothing has changed. We have said we can't afford the fare. We still can't afford it."

Mr Benjamin Ndlovu, chairman of the Mpophomeni Town Council, cannot say what the people will decide today.

He blames the bus company for the lack of communication with commuters which, he says, led to the boycott.


"The company is responsible for this. They just went ahead with the fare increase without consulting the people. Now the people have spoken," he says.

The local chamber of commerce convened a meeting this week which was attended by representatives of all parties involved in the dispute, including the KwaZulu Government. It was chaired by Mr Ralph Hardingham, MP for Mooi River. Mr Hardingham said there was a chance the boycott could be "terminated."

Mr Ndlovu said the chamber convened the meeting because it was worried people were no longer buying many goods as they had to spend so much time walking to and from work.

A spokesman for the bus company refused to comment, saying only Mr Hardingham could do so.

**67**



**NEEDS**

**CHARCOAL** 5kg ..... **R1,59**

<b>R7,44</b>	<b>SAXA SALT</b> 20 x 500 g .....	<b>R3,49</b>	
<b>R14,62</b>	<b>BRITE BAR</b> 48 x 500 g .....	<b>R11,99</b>	<b>R4,88</b> 12 x 375 ml .....
<b>R3,95</b>	<b>SUNLIGHT SOAP</b> 72 x 500 g .....	<b>R37,98</b>	<b>R8,75</b> 12 x 750 ml .....

**BASE**

**R5,18**  
12 x 375 ml .....

**R9,28**  
12 x 750 ml .....

**CITRO NAARTJIE**  
BASE

**CRASH**

ALL PRICES IN ROUNDS

CUSTOMER  
RANGE QUARRY  
ROAD

**AMPLE FREE  
PARKING**  
NO HASSLES

# Chamber to press

209 ~~34~~ Mercury  
Govt to build

20/12/82  
**Inanda rail link**

Mercury Reporter

THE Natal Chamber of Industries has resolved to make further representations to the Government to start building the Ntuzuma/Inanda railway line as a 'matter of urgency'

An editorial in their Weekly Bulletin states 'In the chamber's view, the matter is so urgent that the Government should be prevailed upon to make funds available to enable a start to be made on this vital rail link within the next 12 months'

It stated that the building of the rail link had been scheduled for 1986 only if there were no further deterioration in the position of South African Transport Services

It would take a further five years before the line became operational. It was estimated that by 1991 the population of that area would be about 650 000

# Clermont (269) Mercury residents want to form bus company

By Alex Maphalala

A MASS meeting of Clermont residents decided to continue with the boycott of the Durban Transport Management Board's buses and invited private bus companies to operate in the area while they formed their own company to run a bus service.

The local advisory board was instructed by the residents to negotiate with private enterprise to take over the bus service while the committee forms a company

They called on the Department of Co-operation and Development to subsidise the African-owned taxis presently transporting commuters and private bus companies

It was decided that ward committees should discuss the proposals and report to the board. The board will then submit the resolutions to the Road Transportation Board.

Earlier Mr Aubery Nyembezi, chairman of the board, appealed to the resi-

dents to avoid violence but soon after the meeting DTMB buses were stoned. The Mercury saw three buses being stoned, one stone missing the Mercury car by a few metres

Residents angrily objected to DTMB officials flying an aircraft over the townships two weeks ago and dropping pamphlets, encouraging people to use the buses, and attempting to have private talks with people who were not properly representative of the community.

The meeting felt that many people had gone to the homelands for the festive season and until they returned the Clermont community could not take a decision to use the buses. Meanwhile some Kwa Mashu businessmen have applied to the township manager to run their own buses

In Kwa Makhutha Mr J Mshengu told the Mercury last night that his town council had delegated two men to have talks with Putco officials.

*Handwritten note at the bottom of the page: "It was in the hospital on the 20/2/82"*

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# Change in transport levy rules next year

269  
S. Post  
21/12/82

## Post Reporter

THE transport levy regulations are to be changed from next month to exclude employers who provide housing for their employees at the place of employment

This was announced in a statement by the East Cape Administration Board in an attempt to clarify the position regarding the payment of the transport levy by employers

Until October 31, 1982, employers of blacks in Port Elizabeth, Uitenhage, Despatch and East London, who did not provide housing for their employees on the premises where they were employed (with the exception of domestic and agricultural workers), had to pay a R1 transport levy for each worker every month

From November 1, 1982, however, the levy was increased to R3 per worker per month and extended to include employers in agriculture as well as employers of domestic workers who are not housed on the premises where they are employed and who, therefore, have to make use of public transport facilities

From December 1 the levy was extended to include employers in the King William's Town municipal area

"The regulation, as it

stands, implies that certain categories of employers, *inter alia* the agricultural sector and the State, irrespective of the fact that housing might be provided on the premises where a black person is employed, are liable for payment of the transport levy," the statement says

"This was not the intention of the legislator and the board has been informed of the intention to change the regulation during January, 1983, to exclude employers who provide housing for their employees at the place of employment

"The East Cape Administration Board applies the regulation as if such employers are exempted"

The statement says the levy is payable at the offices of the board on the same basis and documentation used for the payment of the monthly contribution fees for black labour

"Employers who provide transport to ferry their workers to and from work may apply to the Director-General, Department of Transport, Pretoria, for exemption from the levy"

The board said it wanted to emphasise that the transport levy collected on behalf of the Department of Transport by the board was not used for the benefit of the board

# Miller challenge could set precedent for local authorities

Mercury Reporter

21/12/82

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Mercury

THE Durban City Council is preparing to make another 'Ingwavuma' in its challenge to the Government over the appointment of one of its members, Councillor Gys Muller, to the Local Road Transportation Board.

If successful, the case will have far-reaching implications for other local authorities — similar moves could be made against the commission of other statutory bodies.

If we win this one it will really start the ball

rolling,' one councillor said

'A precedent needs to be established somewhere along the line and this is the ideal opportunity.'

Yesterday the matter came nearer to being brought before the Supreme Court when preliminary legal preparations were completed for an urgent application for Mr Muller's appointment to be declared invalid.

The basic contention will be that the Minister of Transport, Mr Hendrick Schoeman, acted in contravention of requirements of the Transport Act by appointing Mr Muller without consulting the council. The council's own candidates for the position — councillors Charles Williamson, Pieter Breytenbach or Libby du Toit — were overlooked.

The application is expected to be considered by Mr Justice Broom, who will decide whether there is sufficient cause for a case to be made — in the event of which the minister, as respondent, will be required to show why Mr Muller's appointment should not be declared invalid.

## Holiday

It is being considered as urgent because Mr Muller is officially due to take up the appointment from January 1. It is expected to be placed on the motion roll on Thursday.

Mr Muller is on holiday in the Eastern Transvaal until after the New Year. In an interview he said he had not been consulted by Mr Schoeman, but believed he had been selected because of his wide experience in transport matters.

None of the council's nominees was suitable or sufficiently experienced, he said.

Mr Williamson was 'too old', Mr Breytenbach was 'always too busy to be available for meetings' and Mrs du Toit was 'a newcomer'.

The council's 12 to 9 'anti-Muller vote' is regarded as being of considerable political significance in that the principle at stake — whether to sue the Government — was seen as a way of deciding a pure racial issue. And the issue is whether to integrate the city's bus service.

As one councillor put it, there could hardly have been a clearer means of division 'or of showing exactly who is who among us'.

For years the council's attempts at gaining an all-race permit for its bus service have time and again been thwarted by the Local Road Transportation Board. And for years the service has been losing money because of what authorities describe as the 'uneconomic need' to provide separate buses for whites and non-whites.

'Although the transportation board comprises only three members it is an extremely powerful body,' a councillor said.

'It would make all the difference for us if a more enlightened representative than Mr Muller was appointed to serve on the board.'

Claims by conservative elements within the council that the move was a part of a Left-wing political ploy have been denied by those at whom the allegations have been aimed.



# SAR cuts <sup>269</sup> family rates <sup>slow</sup> by half in <sup>21/12/82</sup> sales drive

By Richard Paris,  
Transport Reporter

South African Railways has announced a new "family plan" on main line trains that could reduce the price of travel by up to 50 percent all year round.

The SAR's assistant director of passenger services, Mr J Marais, said yesterday that under the family plan, a father, mother or two parents travelling together could hire a whole first or second class compartment at a greatly reduced price.

"The family might consist of up to six people in a second class compartment and four in a first class one unless the children are under seven, in which case we do not mind if two children occupy one berth," he said.

To prevent six unrelated people hiring a compartment at the reduced rates, at least one parent must lead the group but relatives outside the immediate family, or even friends may be part of it.

"We have tried to place as few restrictions on the family plan as possible. Consequently, it is valid all year round but only on journeys of 350 km or longer."

It is available to all races all year round from January 1

For a typical family of two parents and two children between 12 and 18 travelling in a first class compartment, the fare would be R555 return instead of the ordinary fare of R880 — a saving of 37,5 percent.

In a second class six berth compartment, two parents and four children of any age will make a saving of up to 50 percent.

A compartment for the return journey from Johannesburg to Durban would normally cost R456 for two parents and two children over 12. Under the family plan it will be R285, a saving of 37,5 percent.

Only one ticket has to be issued for each compartment booked

Mr Marais said he believed 1983 would be a good year for train travel as there had never been more promotional fares on the market.

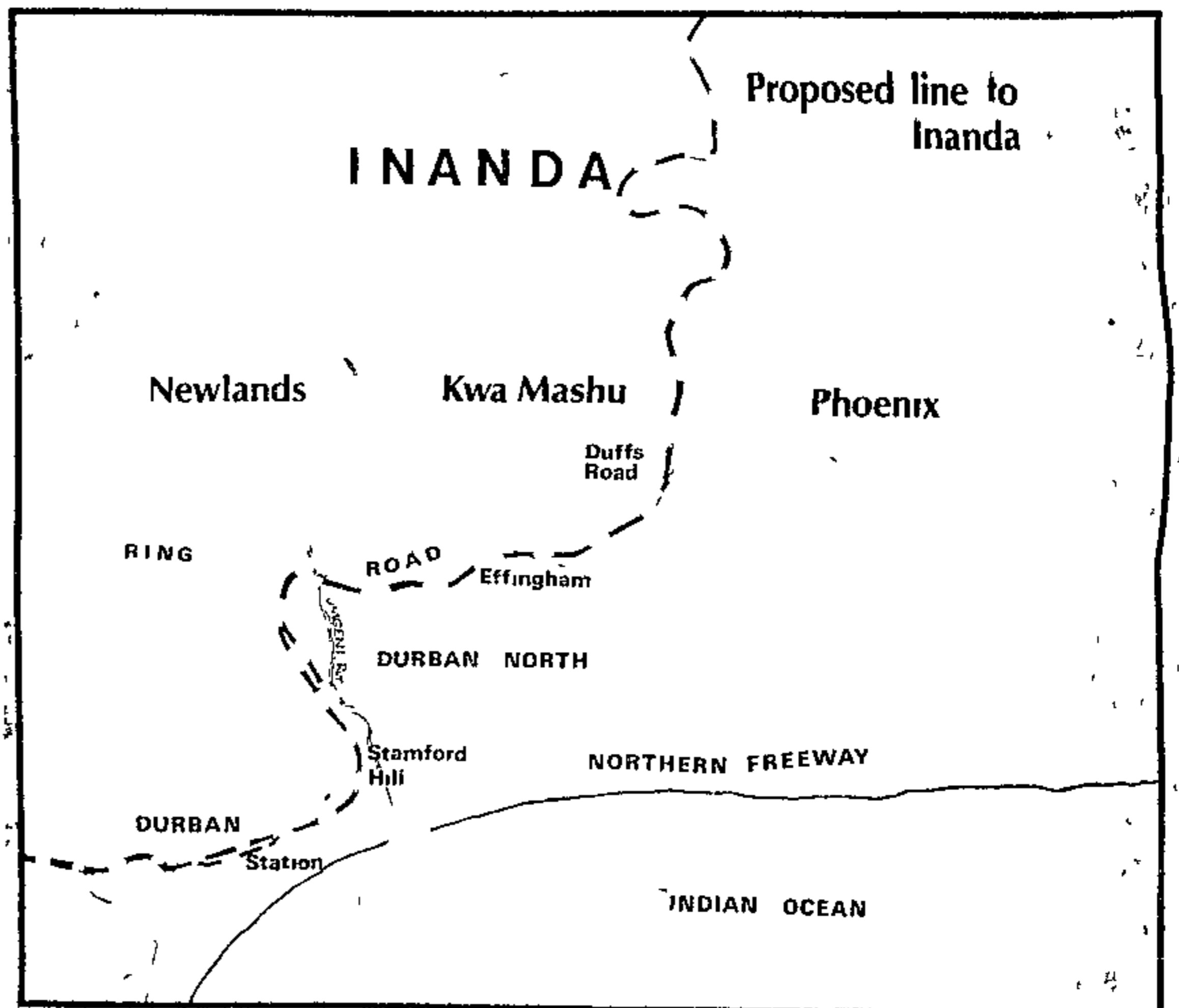
People over 60 would be able to travel for 10 months of the year at a 40 percent discount on ordinary fares and travel on Saturdays for the first time.

They could be sure of the discount for life if they bought the new diamond card for R75. Other cards valid for one year or longer must be bought before bookings will be accepted

SADF members in uniform will continue to get a confirmed berth at 50 percent of the fare providing it is booked not more than two months on journeys longer than 350 km in be entitled to a 15 percent discount on journeys longer than 350 km in off-peak periods.

For groups of 10 or more there is a 25 percent discount on all long-distance non-express trains.

## Move on early start



THE proposed rail link.

# Lack of funds holds up work on Inanda rail link

THE 'vital' Inanda railway line, which it is predicted will cost in excess of R100 million, has been held up due to lack of funds

Although the Natal Chamber of Industries is to make representations to the Government to start building the line as a matter of urgency, the South African Transport Services has said it is unable to consider building the link until 1986

Mr Roy Muller, SATS's deputy resident engineer, told the Mercury yesterday that considering the deficit SATS had suffered on its passenger services, the funds to build the link would have to come from elsewhere

The Natal Chamber of Industries' executive director, Mr Roland Freakes, said the chamber was 'anxious' to bring

forward that date

'We are convinced that there is no way we can meet the employment needs of the Inanda pocket unless it is linked to the metropolitan area

'Until the rail link happens, we have to rely on motor transport which is coming under tremendous

attack at the moment from residents due to the fare increases,' he said.

'The railway would be a better facility for that many people,' he said

By the year 2000 it is estimated that the population for the area will be in the region of 1 000 000 — more than six times the present population of Kwa Mashu

### Forecast

Mr Freakes said representations from the chamber would be going to the ministers concerned 'to see what we can achieve'

The Metropolitan Transport Board, which consists of representatives from the Province and local government, originally mooted plans for the Inanda rail link and proposed that it be built 'as soon as possible'

The board forecasted that at peak periods the proposed line would carry between 26 000 and 39 000 passengers in the year 2000

Mr Muller said the 22 km rail link, which at some later stage could be extended to Amanzimandeni, had been scheduled for 1986 and would only be completed in 1991 — depending on the availability of funds.

The Natal Chamber of Industries is to prevail on the Government to start on this 'vital' rail link

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21/12/82 Mercury



A POLICE road block outside Inanda yesterday.

# Bus boycotters upset by action against 'taxis'

*269* *Mercury* *22/12/82*

**Mercury Reporter**  
NEARLY 100 people from Clermont have been fined R100 each for 'operating illegal taxi services' by the Road Transportation Board in what is seen by Clermont residents as an attack on their only form of transport and an attempt to break their four-week-old boycott of the Durban Transport Management Board's bus service.  
A spokesman for the Road Transportation Board in Pretoria said yesterday that 62 vehicle owners had been fined R100 for operating illegally in road blocks set up around Clermont on Monday. Five buses belonging to private companies had also been fined R300 for operating off their routes, he said.

Figures for yesterday were not yet available, he said, but according to one source at least 20 cars and one bus had been fined in road blocks outside Clermont yesterday morning.  
A road block was also set up at the intersection of the Inanda, Phoenix and Ntuzuma roads last night. Residents of those townships have been boycotting the Putco bus company's service since their recent 13 percent fare increase.  
Meanwhile a statement issued yesterday by the Emergency Transport Committee for Clermont, Kwa Ndengezi and Kranskloof made several allegations of instances of assault and harassment on Clermont residents by DTMB employees.  
The statement included

the names of DTMB employees who were alleged to have forced people to use their company's buses by assaulting them and threatening them with revolvers.  
It also said that police, acting under the instructions of the Road Transportation Board, had off-loaded people from bona fide taxis and had prohibited private cars from giving lifts to people boycotting the bus service.  
Mr Alan Bray, the DTMB's deputy director, denied yesterday that any of his employees had used force to make people use his company's buses.  
'Part of their duty is to encourage people to use the bus service, but this they do verbally — none of our employees has ever used force.'

POM 24/12/82

# Durban transport row goes to court

DURBAN — A special order was granted in the Durban Supreme Court yesterday to allow the Durban City Council's dispute with the Minister of Transport Affairs, Mr Hendrik Schoeman, to be heard on December 30.

Mr Justice J J Broome ruled that court could be held next Thursday, although the local division normally does not sit between December 24 and January 2.

He granted the order after Mr Douglas Shaw, SC, for the council, pointed out that until judgment was given Durban would have to go without a local Road Transportation

Board

The council is challenging the appointment to the board by the Minister of Mr G Muller Mr Muller, a Durban city councillor, was not one of the council's nominations for the position. The council had forwarded the names of the former deputy mayor, Mr Charles Williamson, Mr Pieter Breytenbach and Mrs Libby du Toit.

The council now contends that Mr Schoeman acted in contravention of the requirements of the Transport Act by appointing Mr Muller without consulting the council — Sapa

# Durban boycott grows

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Sonetan 24/12/82

INANDA bus boycotters are defying the authorities by walking into neighbouring Phoenix and taking Indian-owned buses to reach their destinations in Durban.

Indian bus operators interviewed yesterday reported a sudden upswing in the number of blacks using Indian buses into the city.

Mr Basheer Bux, manager of Mayville Bus Operators, which runs a fleet of 32 buses between Phoenix and Durban, said his buses carried an unusually high number of black passengers over the past few days.

"We are not restricted from carrying (African) blacks because our permit clearly states that our service is for 'non-white' passengers," he said. They were, however, restricted from picking up black passengers on the Inanda road.

He said transport inspectors were keeping a close watch on the Indian buses. "But we are not breaking the law by carrying black passengers. Many of these people walk across to the route used by Indian operators for transport into Durban," he added.

Mr Bux said as most factories were closed for the holidays there had been a significant drop in the number of Indian passengers.

Mr Sudesh Ramdas, a spokesman for Springfield Omnibus Service, which also operates in the Phoenix township, said their buses also carried many blacks.

Sapa

PLUNGE: The bus that went the wrong way SEE STORY ON PAGE 1.



32 injured as bus overturns in ditch



That the FM is either psychic or knows Sun City's business better than does Sun City itself? It asked for confirmation early in 1982 that superstar Shirley Bassey had been invited back for Christmas. The story was vehemently denied.

That a Durban Publicity brochure lists among the city's attractions the "largest open air golf course in the world?"

The reply to an inquiry on the whereabouts of a top Escom man this week? "He is in Pretoria discussing the Koeberg explosions but he should be back by midday because I do not think

—did you hear—

the government will be buying him lunch"

Of the trend among British pipe aficionados to send the world's leaders up in a puff of smoke? To do this, they are buying handcrafted £200 pipes which boast the faces of Sir Winston Churchill and Ronald Reagan, to name but two. Proving the most popular is the Margaret Thatcher bowl, even though the caption beneath her face suggests "The lady's not for burning"



"We hope that every consumer will enjoy his holiday in the best possible way as befits worthy national citizens. Here we specifically refer to the abuse of alcohol"

(Christmas newsletter of the SA Coordinating Consumer Council)

maintains it has done all a sports administering body can do to de-racialise the game at all levels. "Open" club membership, merit selection and "mixed" officialdom are examples of multiracialism.

But Sacos will have none of it. Sport, it argues, is an "integral part of society." How "normal" can it therefore be, questions Sacos, when the whole thrust of government policy is to maintain separation through laws like the Group Areas Act and separate schooling and facilities?

Meanwhile, with the blessing of the Minister in charge of sport, Gerrit Viljoen, moves are afoot to establish a central sports controlling body, the SA Sports Council. This follows last month's national sports congress in Johannesburg, where a number of recommendations made by the Human Sciences Research Council (HSRC) were considered. A thorny issue with implications for sporting autonomy was future financing of the R500m/year concern. The HSRC looked at more than 100 sports and put forward 154 proposals to improve matters and streamline organisation. Formal reaction is awaited from the various sports bodies which took part.

#### Umbrella body

Among the proposals are that a single umbrella body be created for school sport to cater for all races, that sport be "de-politicised" by granting local authorities autonomy to provide open or restricted facilities, the establishment of a national sports council and (yet another) investigation into discriminatory legislation designed to rid sport of "unjustifiable discrimination"

These concerns perhaps best reflect the politicised nature of SA sport and confusion over what is legal and what is not. There are, for example, three separate committees currently investigating the effects of the Separate Amenities Act on sport. And following November's national sports congress, local authorities want a special conference to discuss implications of the proposals before responding. Their position is somewhat complicated by Pretoria's mooted "new dispensation" for local government.

FM 24/12/82  
**BUS BOYCOTTS** 269 ~~269~~  
**Symbol of grievance**

The Buthelezi Commission found that blacks in SA are becoming increasingly angry and frustrated. That finding seems to have been vindicated this month when bus fare increases in Natal were met by stonings and boycotts from protesting passengers. Both transport operators involved, the Durban Transport Management Board (DTMB) and Putco, claim that the violence was totally unexpected.

But community leaders countered that they had warned that some resistance to

## SA SPORT

### Sticky wicket

A touring side representing a major sport would normally be expected to generate not only great sporting excitement, but also a healthy profit for the hosts.

Not so the recently ended cricket tour of SA by the unofficial "Arosa XI" from Sri Lanka. Their embarrassingly bad performance over the 14-match R600 000 loss-making series against the Springboks has, however, less to do with the visitors' cricketing ability than with the politicised state of SA sport.

After all, as much national adrenalin seems to be triggered by the spectacle of SA organisers, armed with cheque-books, attempting to crack the wall of their world sporting isolation by stealthily cobbling together teams that enter through the back door. A few months ago, a similarly arranged soccer tour aborted when leading local black teams pulled out of the fixtures. Many now wonder whether these kinds of tours are worth the results.

For their pains (and financial reward), the Arosa men face a lifetime ban on their careers back home and elsewhere because of the UN-observed "blacklist" of sportspersons who "play with apartheid". The Sri Lankan government roundly condemned their nationals for coming out here, while, incidentally, its official team was batting across the border against

#### Zimbabwe.

Some see positive results in that the team was the first-ever black side to face the Boks in SA. This is a remarkable development in a country that brought upon itself international opprobrium and ostracism by refusing to allow coloured cricketer and former South African, Basil D'Oliviera, to play here as a member of the England XI in 1968.

Over the years, though, isolation pushed government towards expediently absolving sport from various laws that prohibit mixed playing. Although clarity is lacking, provisions of various statutes such as the Separate Amenities, Liquor and Group Areas Acts are currently waived where they impinge on multiracial sport.

But, in the meantime, powerful lobbies campaigning against SA's re-entry into world sport have grown up. Locally, the SA Council of Sports (Sacos) and its sister organisation abroad, the SA Non-Racial Olympic Committee (Sanroc) remain unmoved by the "multiracial" claims of the various sports-controlling bodies. Sacos's line is that there can be "no normal sport in an abnormal society." "Multiracial" sport is dismissed by it as "window-dressing" — in reality intended to secure SA admission to world arenas.

The SA Cricket Union (Sacu), organiser of the Sri Lankan tour, holds that since the mid-Seventies, it has met the International Cricket Council's conditions for re-admission to world-class competition. Sacu

## ZIMBABWE

# The pumps run dry

Whatever the extent of South African involvement in the Zimbabwe fuel crisis, both blacks and whites there see the events of early December as of major significance for southern Africa

The blacks are blaming SA, claiming that it was the allegedly SA-backed Mozambique Resistance Movement, if not the South Africans themselves, who seriously damaged the oil depot at Beira, forcing the closure of the Beira-Tomatere pipeline. The whites are arguing that the fuel crisis has, yet again, underlined the extent of Zimbabwean economic dependence on SA.

The Zimbabwe Minister of Energy, Simba Makoni, said at the weekend that Harare would not turn to SA for emergency fuel supplies. But before the ink was dry on this assertion, the National Railways of Zimbabwe (NRZ) said they were mounting a rescue operation to import vitally needed fuel by rail via Maputo and Komatipoort in SA. This, the railways said, would necessitate South African assistance and co-operation.

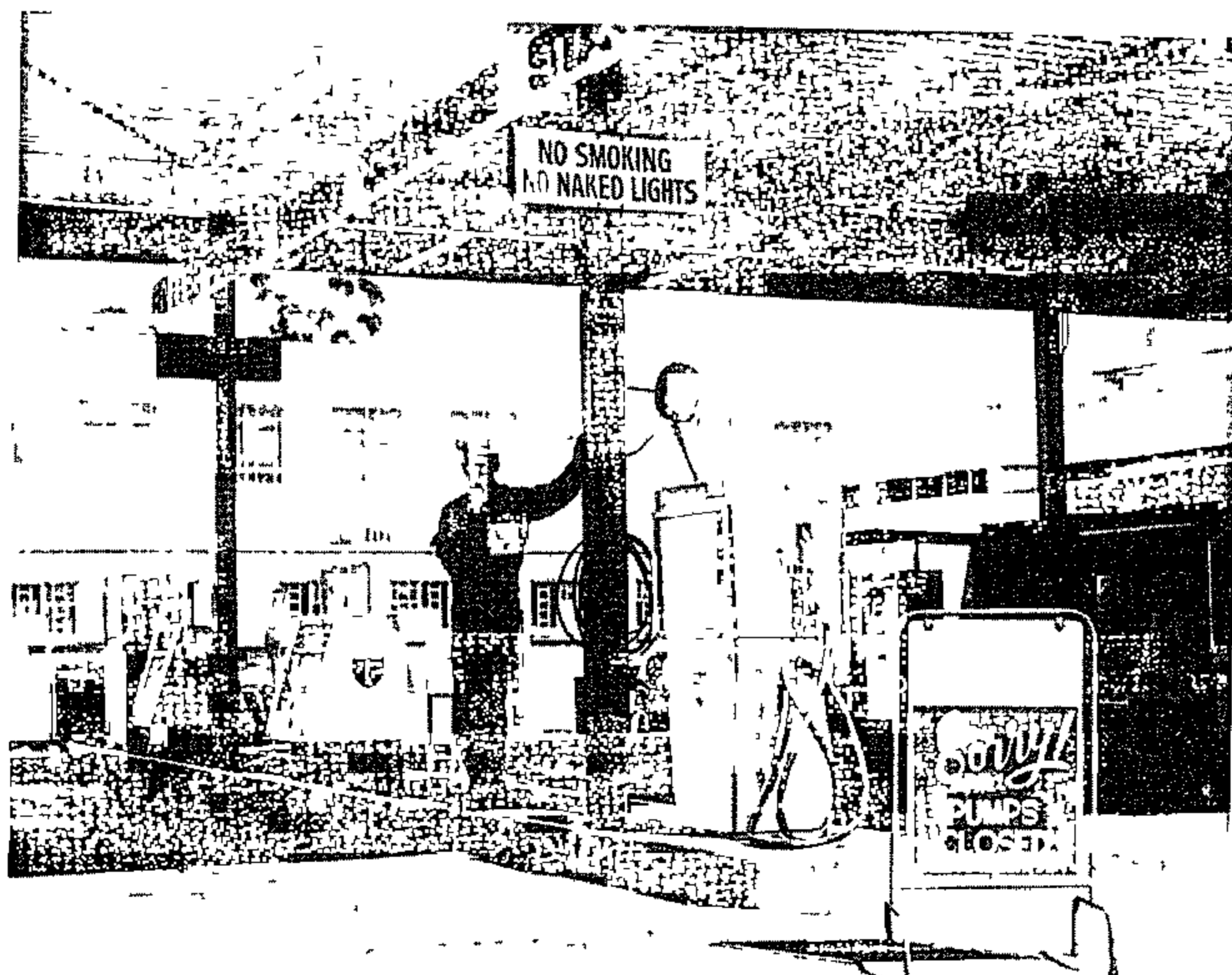
Just how serious the fuel supply position had become this week was impossible to assess. In an abysmal display of public relations, the Zimbabwe government refused to give a detailed assessment while oil industry sources warned that reserves were down to a maximum of 10 days. The enorm-

ous queues at petrol stations suggested that the position was desperate.

How long it will take to bring the situation back to normal was also unclear. Harare was thick with rumours that the government was considering reimposing fuel rations, which it lifted with great publicity 18 months ago, and even Makoni admitted that methods of "rationalising" the situation were under consideration. Whether the reimposition of rationing would help is a moot point, given the cost and complexity of such an operation.

Reports as to the seriousness of the damage to the Beira depot were also very confused. Initially it was suggested that the feeder pipes would be sufficiently repaired for the pipeline proper to resume pumping by the first week of the new year, but later reports suggested it would take at least until January 20 before pumping could start. If this is so, then the NRZ, in co-operation with South African and Mozambique railways, is going to have to continue to bring in petrol, diesel and aviation spirit by rail from Maputo at considerable cost and at the expense of other traffic movements.

The whole affair is just one more blow to the Robert Mugabe government at a time when it is anxious to demonstrate that it is getting the upper hand in managing the economy. The militants in Harare who be-



Zimbabwe filling station . a grim new year outlook

## AGGETT FINDING

The lengthy inquest into the death of trade unionist Neil Aggett, who died in Security Police (SP) custody earlier this year, came to an end this week. The verdict was suicide by hanging, with the police exonerated from blame. As the *FM* went to press, there was widespread reaction, and dismay about the verdict was expressed by lawyers, civil rights groups and trade unionists.

Aggett was found hanged in his cell at John Vorster Square on February 5 this year after having been detained by the SP since November 27 last year.

The magistrate, Pieter Kotze, delivered a lengthy summary of the evidence of 52 witnesses, including members of the SP, former detainees, and medical experts. He read out a statement made by Aggett before he died alleging that he was assaulted, this was supported by the evidence of other detainees, but denied by members of the SP.

The magistrate also found that Aggett was not deprived of sleep or ill treated "in any unlawful manner," and that the police were unaware of any deterioration in his condition or that he was suicidal.

George Bizos, counsel for the Aggett family, told the inquest that policemen Major Arthur Cronwright and Lieutenant Stephen Whitehead were responsible for Aggett's death and should be charged with culpable homicide.

However, Pieter Schabert, counsel for the police, submitted that Aggett may have hung himself after allegedly betraying his friends.

The mounting controversy over the finding echoed that over the outcome of the 1977 inquest into the death in detention of black consciousness leader Steve Biko. Questions over the manner of Biko's death have lingered on for years.

lieve that SA is not crucial to Zimbabwe's economic well-being have suffered a partial setback, but only a partial one since they are arguing that the whole crisis has been orchestrated by Pretoria.

If the crisis continues well into January then it could have serious economic repercussions, particularly in the farming industry, already down in morale because of the late and patchy start to the rains. The crisis has struck yet another blow against the hard-pressed tourist industry already hit by the decline in foreign tourism.

FM 24/12/82

(269)

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the proposed fare increases could be expected Predictably, agitators and intimidators were said to be behind the protests — an accusation that could have some merit considering that the trouble was largely confined to certain routes like Clermont, Lamontville, Malakazi and Inanda Colin Bailey, Putco's Natal area manager, points out that a similar increase earlier this month in Pretoria and Johannesburg went without a hitch

If the sudden outburst of violence came as a surprise to the bus operators, it was not totally unexpected in other quarters Professor Laurie Schlemmer, head of the Department of Applied Social Sciences at the University of Natal, says the reaction is the logical consequence of the recession and the deteriorating economic position of

blacks He notes that family budgets are most strained at Christmas time Wage increases have virtually stopped and there is widespread unemployment — particularly among the youth

"During a period of reduced real incomes, increases tend to create the impression that people are being squeezed," he says The fact that most of the violence took place in the "squatter" areas, where there is a particularly high percentage of unemployment, reinforces his conclusions However, both the DTMB and Putco expect the boycott to be short-lived At the weekend, there were already signs that commuters were beginning to return to the buses and stonings had virtually ceased

Although the buses were still carrying at under capacity, the companies maintain

that this is due more to a seasonal drop-off than the boycott Head of the DTMB, Marshall Cuthbert, says he expects all services to be back to normal by the time workers return to their jobs in the new year "At 12%, the level of increase was reasonable and our service has a good reputation Let's hope sense prevails," he says

There are signs, however, that bus boycotts, like other boycotts, could become a new means of articulating black political frustration The boycott of the Department of Transport's bus service from Impendle to Howick, for example, is now into its second month and shows no sign of abating This implies that if boycotts are a symptom of deeper political ills, it will take more than the good cheer of the festive season to cure them

face to face

## ARCHBISHOP DENNIS HURLEY

# Christians and war



The South African Defence Force raid on ANC terrorist hideouts in Maseru has provoked diverse reactions. In some quarters the strike is being seen as a justified blow to nip in the bud ANC plans to escalate urban terror over the festive season Others have condemned the raid. The Most Reverend Dennis Hurley, Archbishop of Durban, is among those who believe it can only lead to an escalation of violence. This week he spoke to the *FM*

**FM:** You have condemned the raid by the SA forces into Lesotho Does this mean that you condone acts of terror perpetrated in SA by the ANC?

**Hurley:** I don't condone them I am opposed to any form of violence But I think I do understand them The ANC represents a militaristic dimension of the reaction of blacks in SA to the oppression they experience The oppression is very real, it affects every aspect of their lives It is inevitable that men should react against this kind of oppression as they have done all over the world since time immemorial That reaction is now taking a more aggressive form in the direction taken by the ANC

The SADF has claimed that its intrusion into Lesotho was designed to curtail acts of terror over the Christmas season. Does this justify what they did?

We have not had the full facts Obviously one can't make a definitive judgment without the facts Unfortunately, I suspect all facts offered by the SADF

ever since the Angola debacle Such a stupendous lie perpetrated at that time makes you lose confidence in their ability to give the facts

The SADF believes in a policy of "hot pursuit" even if that means following its enemies over international borders How far should the Defence Force go in protecting the security interests of the State?

This brings us to the question of military strategy versus political strategy If you accept that the policies of white SA are justifiable, then obviously you justify the military strategy to defend and promote them The question for me is "Is the political strategy of SA defensible?" I don't think it is I can't accept it because it's too blatant and obvious an example of the oppression of one people by another There's always going to be a reaction to it and a reaction against that reaction and so we are into a spiral of violence that has its source in the injustice of the SA system

There is a well-known biblical maxim that says "an eye for an eye and a tooth for a tooth" Do you regard the SA raid into Lesotho as unchristian?

The question of Christian attitudes to violence is a matter that has been debated for 1 500 years and it's very hard to give a definite opinion about it There are the theories of the "just war" which justifies Christians taking up arms for a just cause There are other attitudes which hold that the gospel of Jesus Christ takes up a position against all violence The debate has escalated as a result of the nuclear situation It is a very complex question

The Church seems to place great store in the "just war" theory Do you regard

SA's war against urban terrorism as just?

It depends on what has caused the war If the war is the result of a reaction of people who are being unjustly oppressed, then I think the real blame lies with those who are guilty of the oppression This is what is known as structural violence — that is, violence built into the political structures of a country by which those in authority oppress their subjects and subordinates In assessing what is just or unjust, one would have to look at the total picture and the reasons why the fighting breaks out

In the Zimbabwean war the Catholic Church was seen to be somewhat supportive of terrorist movements. Do you foresee a similar situation developing in the SA context?

I don't think the Catholic Church was supportive of the rebels In a civil war the church has to try and deal humanely and justly with the participants on both sides The Church found itself caught in a struggle between two forces I don't think it really approved of what was going on on either side, but it did recognise that the rebels under Robert Mugabe had fairly good reasons for wanting to change the government And this same situation could happen in SA

What is the Church's view of its members playing an active role in the affairs of the SADF?

The Church has made no clear statement on this But it was hinted very strongly in our report on Namibia that we could not see how the present occupation of Namibia by SA is justified Obviously, there are conclusions to be drawn from that



# Council's bid on

# Muller settled

# out of court

269

~~264~~ Mercury

25/12/82

## Mercury Reporter

DURBAN City Council's application to the Supreme Court challenging Councillor Gys Muller's appointment to the Local Road Transportation Board was settled out of court yesterday.

Sitting in court yesterday morning, Mr Justice Broome was told by legal representatives for the City Council and for the Minister of Transport that the matter had been settled.

'The minister has given the council certain undertakings which are satisfactory from the council's point of view', said Mr D J Shaw, QC, appearing for the council.

Mr Justice Broome adjourned the matter indefinitely by consent of both parties.

The terms of the settlement have not been made public.

Councillor Peter Mansfield, who initiated the council's court action, said last night he was very pleased at the outcome.

## Optimistic

'Although I do not know the details of the court settlement at this stage, I am certain that the council's legal team would not have accepted anything less than an agreement to appoint one of the council's official nominees.'

'I am optimistic that this will result in future Local

Road Transportation Board decisions being far more in keeping with the needs and wishes of the people of Durban.'

Durban's Mayor, Mrs Sybil Hotz, said last night that she was pleased that the matter had been settled so soon and that there had not therefore been the need for a long, drawn-out and acrimonious debate.

The dispute between the council and the Minister of Transport followed Mr Muller's appointment to the LRTB for a two-year period starting on January 1.

Mr Muller was not one of the council's nominees for the appointment.

# Schoeman backs down in Muller row

Mercury Reporter

DURBAN city councillors were told yesterday that the Minister of Transport Services had withdrawn Councillor Gys Muller's contentious appointment to the Local Road Transportation Board

A council application to the Supreme Court challenging Mr Muller's appointment was settled out of court on Friday.

According to a highly confidential circular sent by the Town Clerk, Mr Gordon Haygarth, to all councillors yesterday, the Minister, Mr Hendrik Schoeman, and the board have agreed to tell Mr Muller that his appointment from January 1 has

been withdrawn

The council's costs of fighting the appointment, including that of two senior counsel, will be met by the Department of Transport Services

The department indicated that one of the council's nominees would be appointed instead.

They are, in order of preference, Mr Charles Williamson, Mr Pieter Breytenbach and Mrs Libby du Toit

The council had objected to the appointment of Mr Muller because the minister had appointed him without consulting the council.



GYS Muller . . . appointment withdrawn

(269)

Mercury

28/12/82

# Shippers in dark over rises in SATS tariffs

269 E. Post 30/12/82

By GEORGE YOUNG  
SOUTH AFRICAN shipping operators have over the past three months warned their clients of a hike in tariffs next month, but because of the tardiness of the SA Transport Services in declaring their intentions, shippers and their clients have not been told of the extent of the increase.

From the outset of the warnings by SATS after formidable losses, most private enterprise assumed the increases would be around 18%.

However, since the tariffs as far as harbour working are concerned have been progressively increased in the past few years, the terminals have lost their world-wide reputation for being among the lowest-priced.

It now costs a shipowner thousands of rands even before his ship begins working in a South African port. Even before the 1983 rates increase, a tug to convey a pilot to a ship stopped outside Port Elizabeth harbour costs that ship R190, and as soon as a larger tug

leaves its wharf to give attention, the debit is increased by R520 an hour.

If the ship occupies its wharf for less than a day it must pay 276c for every 100m<sup>3</sup> gross capacity or part thereof. But a ship in distress seeking medical aid, or remaining anchored in the open roadstead, is allowed 50% rebate.

There is also a further charge, known as light dues, and this is connected with the provision of aids along the coast. Each ship on arrival is debited with 204c for each 100m<sup>3</sup> capacity or part thereof.

The berthing attendants who handle the ship's ropes when berthing or undocking cost R130. The launch which runs under the bows of a ship and carries its head rope to the shore costs R62.

But with modern tugs in attendance, and ships having their own bow thrusters, this relic from the age of sailing ships is regarded as an entirely unnecessary operation.

In the light of the existence of a tariff for all dock

services, any increase must represent a substantial sum of money for the shipowner. To this must be added the impact of the same increases on hire of cranes, internal rail and road transport, and the other services rendered by SATS.

It is not surprising that the established shipowners must warn their customers of a pending increase in cargo tariffs, because an overall increase in SATS charges will have a major impact on the whole spectrum of cargo working.

Exports will be affected not only by the higher cost of conveying them to the sea terminals, but also by the higher tariffs imposed there on the ships which use the facilities.

The lines of empty wharves in South African sea terminals are not likely again to see much business in an age when shippers will endeavour to contain everything for economic reasons. But if some of the disused wharves could be turned over to other services, the SATS could secure some revenue.

To finance practically 2 courses Jan + Feb  
 Domestic loans from Banking set 91 day 1/8  
 Non Bank set  
 Short/ten Marketable Stock  
 Long in Public loans  
 Short + Med ten credits re foreign banks

Res 1/2 - Current exp  
 Cap 1/2 - Capital exp  
 Bond 1/2 - (1) + (2) + SWA + Bank + Educ

# Broken power cable delays train service

269

By NKOPANE MAKOBANE

THOUSANDS of passengers on the West Rand suburban and Soweto trains were affected yesterday morning after a power cable snapped and fell on a train between Croesus and Langlaagte stations.

A spokesman of the South African Railways Transport Services also said trains on the East Rand had also been delayed because they fitted into the West Rand schedule.

He said the cable snapped at 5 pm and an hour later there was a power failure between Langlaagte and Braamfontein. However, at 6:30 am the power had been restored and an

hour later the cable repaired. He added that the cause of the mishap had not yet been established.

Meanwhile, a number of commuters were yesterday angered by a Putco bus driver and an inspector who both allegedly insulted them after packing them like "sardines" into a bus at the Noord Street terminus.

One of the commuters, Mr Isaac Mahada, said. "These people have no respect for passengers. They packed us in the bus and also insulted us, telling some people that they should get off the bus if they did not want to be packed in."

(269) Stan 30/12/82  
**Fewer taking the train**

Fifteen million fewer passengers took a train between April and October this year, the South African Railways announced today

This represents a decrease of 3,4 percent compared with the same period last year

Of this figure, 1 million were mainline passengers and 14,2 million were passengers using suburban trains

A spokesman said the fall could be attributed to the "poor economic situation" He added that 180 special trains had been cancelled this month

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31/12/82  
SA buys  
50 new  
locos

269  
M.M.  
Mail Reporter

SOUTH African Transport Services has ordered 50 new electric locomotives at a cost of R47 500 000 for the transport of coal in South Africa

The locomotives — which cost an estimated R950 000 each — have been ordered to replace those currently in use which are not strong enough to pull the required loads

They are expected to be in use by mid-1986

The locomotives, to be assembled in South Africa, will have a 48% local content

The mechanical parts will be supplied by the South African Union Carriage and Wagon Company

The electrical components will come from Japan

They will be required to tow 100 coal trucks between Witbank and Ermelo

An SATS spokesman said the new locomotives would be part of a planned coal export expansion programme

# Big rise in rail fares for City

Staff Reporter

**COMMUTER rail tariffs from various stations in the Peninsula will rise by almost twice the average 15 percent announced by S A Transport Services (Sats) from tomorrow.**

Confirming that rises of 26 percent would be applicable at some stations, a Sats spokesman said the move was made necessary by a cost-efficient streamlining of the tariff structure

Irate rail commuters yesterday complained to the Cape Times that they

had been left in the dark until yesterday on the new fare structure, which they did not believe was reasonable

A Mowbray woman complained. "Why should I have to pay the same to get to town as somebody travelling all the way from Claremont?"

A St James caller said the Sats move was a total restructuring of fares, which had been sprung on travellers without warning

A Sats spokesman said fares had previously been worked out on a kilometre basis, but from January 1 the structure would be based on 5km intervals, which meant a commuter travelling 11km would pay the same as one going 15km

A third-class monthly ticket covering a distance of 11km, for example, would now cost R6,30, against R5,00 previously — an increase of 26 percent on the old price — the ticket for 12km would also cost R6,30, up from R5,30 — an increase of 18,9 percent — the 13km ticket goes up by 14,5 percent from R5,55, the 14km ticket by 8,6 percent from R5,80, and the 15km ticket by 5 percent from R6

Reacting to complaints that the new fare structure penalized longer-distance commuters, the spokesman said this was obviously not the case, as within the 5km zones the percentage rise was in fact smallest for those travelling the longer distance

## 'More efficient'

The new system, which allowed one ticket to serve each distance group, would be easier, more efficient, and cheaper to operate, he said

● Tomorrow's Sats rail tariff increases will further narrow the gap between what the passenger pays and what it costs to carry him, and in some cases make it cheaper to travel by bus

According to the City Tramways' journal Tollgate, the two rail increases in the past 10 months — amounting to about twice the annual inflation rate — have had the effect of bringing at least first-class train fares very much more in line with the fully-eco-

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To page 2

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CAPE TIMES 31/12/82  
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A From page 1

nomical cash bus fares. It is now cheaper for the first-class passenger to travel on the subsidized weekly clipcard, which allows 10 bus rides

## Clipcards cost more

The cost of a weekly clipcard ticket is, however, still far above the third-class weekly rail ticket

On a single basis, it will cost 65c to travel by bus from the City to Wynberg, 60c by first-class rail and 50c third-class. On a weekly basis, the bus would cost R3,50, first-class rail R4,50, and third-class rail R1,50

Tollgate points out that Sats passengers are being subsidized by both cross-subsidies from other Sats services and allocations from the Treasury, and that the estimated loss on rail passenger services this year was R690-million

# Public SECTOR - TRANSPORT

GENERAL

2 JANUARY 1982 - 30 JULY 1982



# Maize freight SAR slightly ahead of schedule

269  
Star 2/1/82

I would like to draw your attention to a report in The Star of December 14 1981 under the heading "Maize set for bumper season" by Hannes Ferguson, Farming Correspondent.

In the penultimate paragraph Mr Ferguson states that three-million tons of maize could not be loaded during the present season because of a shortage of trucks

This statement is devoid of any truth and also disappointing when one considers that the South African Railways has delivered an average of 430 000 tons of maize per month to the dockside since May 1, 1981, the beginning of the export contract period

Up until December 6, 1981 a total of 2,4-m tons has been railed, which, in fact, places the railways slightly ahead of schedule

The article also states that we have only moved half of the export crop. This is quite correct but should be seen in perspective as we have done this in less than half of the allotted time. The export target figure is 5,3-m tons

and the contract period expires on June 30 1982.

In view of the significant measure of success which the railways has achieved in moving the export maize crop it would be appreciated if you could see your way clear to publishing a corrective article

SAR Director  
Public Relations

Johannesburg

HANNES FERGUSON replies

The SAR seem only to confirm the statement by maize co-ops that the railways had moved only half the export crop. But the SAR rightly add that only half of the marketing season had passed. In the remaining half of the season the remainder of the schedule would follow.

However the schedule provided for three million tons of export maize to be left over for transport to the coast sometime next season. This was causing the maize farmer about R30-m storage costs which was a heavy burden in a year when the maize export loss already reached R300-m.

The SAR explained that they could not commit themselves to heavy capi-

tal outlay for serving the needs of what they regarded as an abnormally heavy crop. This was a peak season, they claimed

The real trouble would start if next season should produce an equally large or even larger crop. This could create an emergency situation. We'll cross that bridge when we come to it

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A delight to the eye

## Swaziland to have rail link with Transvaal

MBABANE—The Swaziland Government said yesterday it would build a railway link between Swaziland and the Transvaal at an estimated cost of between R50 and R60 million.

According to the Swaziland Railways Chief Engineer, Mr Harold Moffat, the construction of the line was likely to be completed by the end of 1984.

The project, he said, would enable Swaziland Railways to handle traffic through the Transvaal at Komatipoort.

The new line would provide the basic requirement necessary for the export of coal from Swaziland, and also agricultural produce.

In recent months Swaziland had had continuous problems through its Mozambican export exits and the South African rail link was expected to create a new Swazi export industry.

The new link would give Swaziland a record of 1 000 jobs for its labour force, while revenue accrued would put Swaziland Railways back on its feet after the difficult times experienced at the iron ore mine in Northern Swaziland following production cuts.

Mr Moffat said the revenue would also help to repay debts incurred from the construction and greatly reduce the current operational deficit — (Sapa)

council, elected in March, will realise the director of the Johannesburg Publicity Association

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Star 6/1/82  
**Swazis plan R50-m rail link to SA**

269  
312

The Star's Africa News Service  
MBABANE — Swaziland will spend R50-million to R60-million on a new railway line to Komatipoort in South Africa, according to Swaziland Railways' chief engineer, Mr Harold Moffat

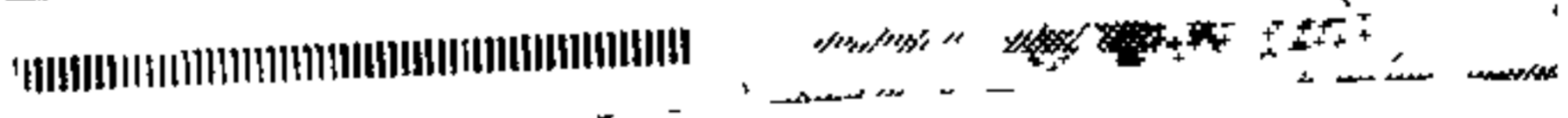
He said the line would carry coal from the Mpaka mine (presumably for export) and open opportunities for exporting agricultu-

ral products to South Africa. It should be operating by the end of 1984.

At present Swaziland has a rail link to Maputo and another to the line to Richards Bay.

Swaziland is a member of the nine-nation Southern African Development Co-ordinating Conference which aims at joint economic co-operation to reduce dependence on South Africa

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# City urged <sup>Mercury</sup> to boost buses

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~~267~~  
6/1/82

## Municipal Reporter

DURBAN'S City Engineer, Mr Don Macleod, has called on the Durban Transport Management Board to start thinking like bus operators' and provide a white bus service suitable for a major city and port.

Speaking to the Mercury yesterday, he also warned that the City Council's policy of running a cost effective service to ease the ratepayers' burden was shortsighted and would cost the ratepayers more in the long run.

He said: While the Government recognises that local authorities providing a metropolitan bus service need financial assistance and the Browne Commission even went so far as to state that funds for transport were no longer a problem, the Government has urban transport on the bottom of its priority list when it comes to actually handing out funds.

Last year we got less than the year before - R750 000 instead of the R11 million we needed. And the Minister of Transport has warned us that there is no hope of

an increase this year.'

He said if the council continued to adopt the attitude that it would only match the Government contribution towards transport costs, it was going to cost the council a lot more to build roads to accommodate the cars that would flow into the city.

## Option

Mr Macleod said he had prepared a report on the bus service to present to the City Management Committee shortly. In it he warned that while the council was concerned with burdening the ratepayers with the cost of a decent bus service, it was faced with the more expensive option of providing an infrastructure of roads for the increasing vehicle traffic or allowing the CBD to face serious financial consequences.

He said the DTMB had adopted the policy that if the council gave it more money it would improve the system, but they should start thinking like bus operators and become thought for whether they should run

a service or just accept what the council tells them to do.'

Mr Marshall Cuthbert, general manager of the DTMB, commented: 'The DTMB runs two bus services, a viable black service and a non-viable white service. As far as the white service is concerned we went to the council for a policy and we operate it in terms of that policy. We can run as good a service as anybody, providing we have the funds to pay for it and the DTMB looks to the council for funds - which Mr Macleod knows.'

General manager of the Chamber of Commerce, Milton Hobson, said the chamber supported the council's cost effective policy because the ratepayers, especially those in the CBD, were already severely overburdened.

He said if the State was unable to subsidise the service it was unfair to expect Durban's ratepayers to bear the brunt of a service which was in fact sectional. A metropolitan council should be formed to finance it.

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# Durban bus service 'appalling mess'

Municipal Reporter

DURBAN City Council should sell the white municipal bus service to private enterprise or form an independent utility company to run it on a viable basis, according to Mr Derrick Watterson, NRP MP for Umhlo.

Backing City Engineer Don Macleod's call for a bus service in keeping with a major city and port, Mr Watterson said: 'It is essential that an adequate service is available, and allowing the present service to get into this appalling mess doesn't say much for the council and the Durban

Transport Management Board

The DTMB seems to suffer from the same problem as the Post Office, which effectively reduces custom by raising prices. If the business sector kept raising prices at the rate the fares have gone up in recent years, they would soon have to close shop. It's the principle of small profit and quick turnover that encourages patronage.'

Mr Watterson said also he was not impressed with the Minister of Transport's move to get Indian bus operators to form companies. They were at least operating reasonably well and providing employment.

If the purchaser were required to operate on any other basis, he obviously would expect the council to subsidise him, which also would be no different from the current situation.'

He said the findings of the Van Zyl Commission had reflected criticism of private operators because they were operating on a cost-effective basis with full buses not running to published timetables.

DTMB manager Marshall Cuthbert said it would need a major capital outlay to restore the city's white service to the

1979 level. There were 190 buses running then, whereas there were only 140 buses in the present fleet.

Meanwhile, a Montclair father, Mr Mike Bloxham, has complained that young surfers who have boards with them are not allowed on the buses at peak hours and are being forced to hitch-hike home.

'This is not fair,' he said. 'Mothers with prams and women with huge shopping parcels are allowed to travel at any time. And anyone who knows how expensive a surfboard is and how fragile it is will know that the kids are hardly going to swing them round in the bus.'

It was well known that the bigger the organisation, the fewer productive people it employed, and the number of its administrative personnel increased. The private operator who drove his own bus and used his brother as a bus conductor was obviously able to run a cheaper service.

Mr Gordon Heygarth, Durban's Town Clerk, commented: 'In so far as the council's white bus service is concerned, if we were able to find a purchaser, he would run it on a cost-effective basis with the buses only running when there was adequate custom. This is no different to the council's policy.'

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CAMPBELL & COUBROUGH'S

BOUCHES

1982

MSBERG RESORTS  
February to 1st  
March  
Mrs Sami Pass  
Mrs Royal Nabbenasi  
Hotels

CAPE TOWN  
14th March  
Mrs Grant Reunet  
Mrs Rosemary  
Mrs J  
Eastern  
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FRM TRAVEL  
14th March and  
13th May  
areas and Kruger

LOCAL AND BATTLE  
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WEST AFRICA  
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# Striding of positions for white to

Municipal Reporter  
DURBAN'S Indian and coloured civic leaders have come out strongly against an increased subsidy to improve the city's white bus service.

Mr V Pillay, chairman of the Southern Durban Local Affairs Committee, said the City Engineers call for an improved service could only come about through desegregation of an increase in the subsidy and this would be grossly unfair to non-white ratepayers.

A City Council appeal to the National Transport Commission for permission to desegregate the bus services was turned down in December. The council intends taking the matter to the Minister of Transport within the next few weeks.

Mr Pillay warned that any increase in the subsidy also would effectively kill all hopes of the service ever being desegregated. It would only serve to camouflage the problems of running the service on a viable basis and the authorities would be able to maintain their 'dog in the manger' attitude.

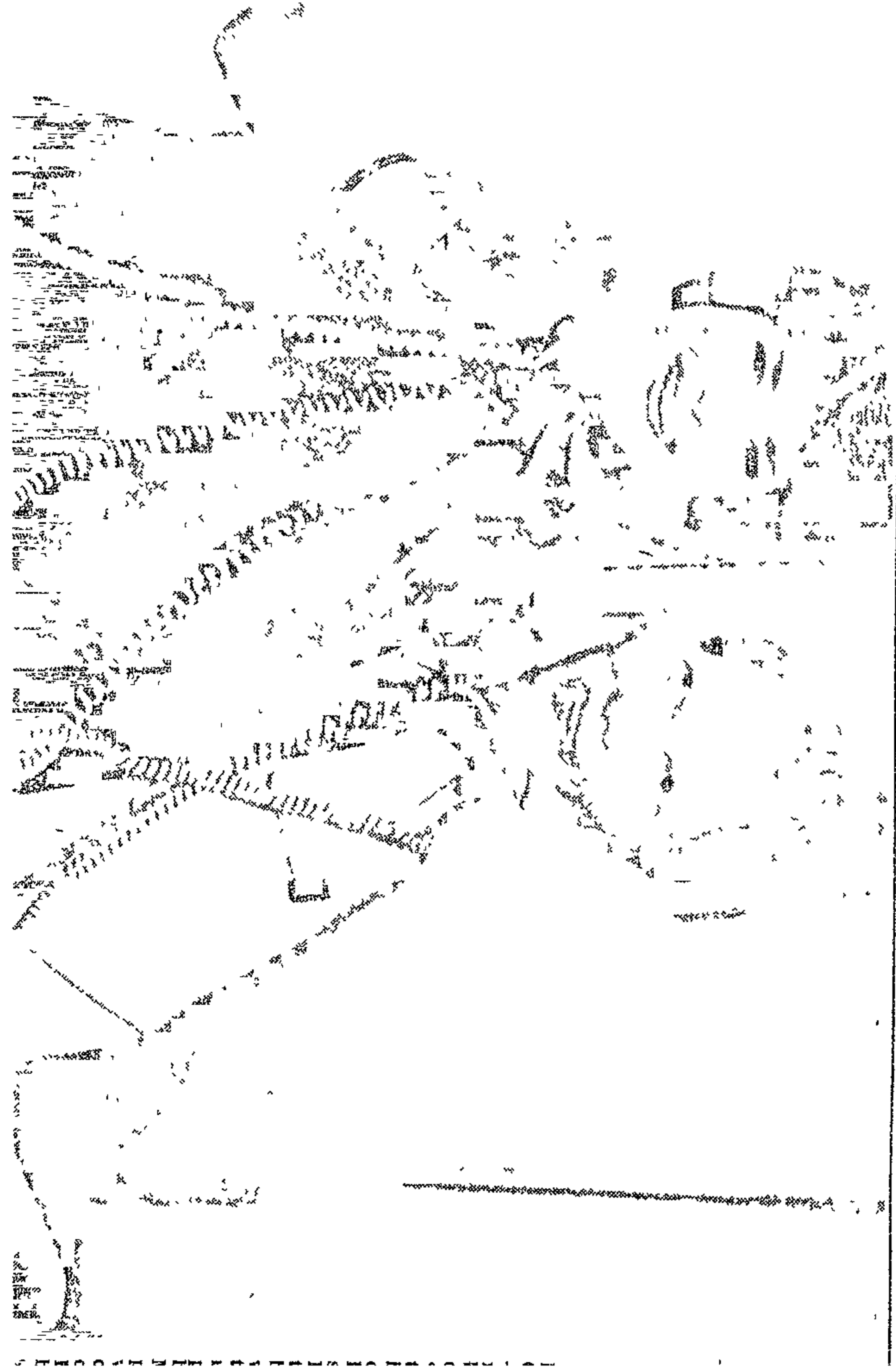
The decision not to permit an integrated service obviously had been based on evidence and he suspected that the main opposition had come from Durban's white ratepayers.

After all, said Mr Pillay, there are already many types of entertainment in the city where all races mix without friction. And all races are travelling in the bus to the Wild Coast Casino quite happily, so why should there be any problems with the municipal service?

Mr A W Stowman, chairman of the coloured LAC, said any increase in the subsidy would give the whites an unfair advantage. Already they have the privilege of not being forced to travel with every Tom, Dick and Harry as we are forced to do.

'If there has to be desegregation it should be on a fare basis', said the chairman of the Northern Durban LAC Mr C Panday, said the only solution to the white bus service problem was for the council to desegregate it immediately.

Mr Mohammed Rajab, chairman of the Grey Street LAC, said he would not oppose a short-term increase in the subsidy until the service could be integrated but he would feel differently about a long-term increase.




CANDY CAR UNWRAPPED ... the wrappings were pulled off the red, white and blue candy-coloured Toleman TG181 when it was unloaded at Jan Smuts yesterday,

Picture RAYMOND PRESTON

# Pay bill could rise by 15%

By GERALD REILLY

THE April pay increases for the country's more than 900 000 public sector workers in the State departments, Railways and Post Office will amount on average to 15 percent, it was reliably learned in Pretoria yesterday

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 RM 9/1/82

... pits at Kyalami  
 The technical staff and mechanics are due to arrive at the weekend  
 Toleman has been in motor racing for a decade now, progressing steadily to faster cars  
 In 1980 Toleman TG280s took first and second place in the European Formula 2 series winning convincingly and this gave them the impetus to get into F1

## Experience

The team began F1 racing only in the second half of last year and with a new chassis design, new tyres, a new 1.5l turbo-charged engine, and drivers with little F1 experience, they only managed to qualify for two Grands Prix  
 The team is expected to do better in this year's series  
 Byrne 37 graduated with a BSc from the University of the Witwatersrand and joined Toleman in 1978  
 The TG181 features a Brian Hart developed 1.5l turbo-charged engine, and second generation Pirelli P7 radial tyres  
 Derek Warwick will drive one of the Candy-sponsored TG181s  
 The other driver has not yet been announced, but Frenchman Patrick Tambay, who has F1 experience is likely to take the wheel

## as a thin or Fund



In loving memory of Mona	R 10 00
Anonymous	50 00
C M Pinkney	30 00
G E Bridge	10 00
S A Whyle	10 00
Town Council of Sandton	300 00
<b>FINAL TOTAL</b>	<b>53 411,51</b>

## Fraud pair went on spree

By JOHN MILLER

TWO former health shop employees who went on an illegal shopping spree over a month-long period were found guilty yesterday on 41 counts of fraud totalling R1 350

Wendy Hendley, 25, pleaded guilty in the Hillbrow Magistrate's Court to 25 counts of fraud and Marion Fourie, 40, also known as Jackie pleaded guilty to 16 counts of fraud. They both live at Protea Mansions, Joubert Park.

They told the court that, while working at a Turkish bath establishment, they obtained the credit card which belonged to a client, from the manageress.

They had been shopping together on 16 occasions. Hendley had used the card on a further nine occasions.

The magistrate, Mr G P Button found both guilty and adjourned the case to February 12.

This is expected to compensate for the inflation rate for the 12 months to the end of April, but is much less than demanded by the Public Services Association and some of the railway staff associations.

Increases of 15 percent, it was pointed out, would fail to quieten the growing clamour among State department workers for 'realistic' increases.

One result of the salary increases will be big increases in railway fares and tariffs. They will be announced in the Minister of Transport's budget in March.

The railways administration is expected to end the financial year in March with a big deficit.

The Minister of Transport, Mr Hendrik Schoeman, will have to find nearly R400-million to give railway workers 15 percent rises. This will send the railway's annual

## Railways set to up its fares

payout soaring to about R2 000-million

Meanwhile, the Minister of State Administration, Dr Andries Treurnicht, had discussions earlier this week with the Commission for Administration.

## Concern

The meeting is a clear reflection of the Cabinet's growing concern at the potentially explosive dissatisfaction among State department workers.

It is seen as part of an effort to avert a head-on clash between the Government and its 70 000 workers on the pay issue.

Just how far the pay crisis in the public service has gone will be clear from the outcome of a meeting in Pretoria on Monday of the executive of the Public Servants Association.

The meeting is expected to call for a more satisfactory system of bargaining — a system which will give Government workers a more direct say in determining their salary levels.

It is also expected to call for increases of at least 25 percent, especially in the entry grades where the need is greatest.

## Three in court for protest

By RAMOKOENA MATLALA

THE State had failed to prove that three people charged with holding an illegal Anti-Republic Day gathering in Mamelodi last year were part of the demonstration a magistrate was told yesterday.

Mr Selbourne Nkosi, 32, Mr Joseph Phatsoane, 21, and a 15-year-old youth, who may not be named, pleaded not guilty before Mr B J O van Schalkwyk in the Pretoria Regional Court yesterday.

Mr M N Mavundla, for the accused, said the State had failed to prove that the accused were demonstrators.

The prosecutor, Mr J Stroh, argued that it was impossible for about seven policemen to fail to arrest any member of the crowd.

Judgment will be heard on February 2.

## Fourth Council member quits

Mail Reporter

PROFESSOR Charles Nieuwoudt has resigned from the President's Council.

Prof Nieuwoudt, head of the political science department at the University of Pretoria said last night he was no longer able to do two jobs and had chosen to 'stick with the university'.

He is the fourth member of the President's Council to resign since it was formed late in 1980.

Prof Nieuwoudt was originally seconded from the university to the Council for a year and had been 'very happy' working on the constitutional committee.

But his two jobs had created a tremendous amount of work and he could not cope with it all. He had to choose one or the other, he said.

## Faith

He still had faith in the

- 2 There may well be demand for change in very difficult ROLE/RULE
- 4 Belonging to it ITS
- 5 It's no surprise if often has particular attraction for the young REBEL/REVEL
- 7 Mine shaft PIT
- 9 Lost explorer may eventually emerge from dense jungle looking decidedly BATTERED/TATTERED
- 11 Failure of can come as a serious blow BAT/BET
- 12 Undue may be the reason why firm fails to market promising new product successfully HASTE/WASTE
- 13 Athlete's tremendous could well bring burst of applause from speculators SPRING/SPRINT
- 15 Inquiry into a serious might lead to sweeping reforms in an

# R2 200 CAN BE WON

There was no correct solution received for Jackpot No 632 — so up it goes to R2 200 NOTE Post your entry on a postcard to Mail' Saturday Jackpot No 633 PO Box 1486 Johannesburg 2000 Unstamped entries may be left in the Jackpot box in the foyer of the Rand Daily Mail Building 171 Main Street, Johannesburg, or at the city office of the Rand Daily Mail corner Rissik and Jeppe streets All entries must be in by midnight on Thursday January 14 1982 For rules to Jackpot No 633 see Page 11

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CAPE TOWN 13/1/82

# MPs investigate harbour facilities

Staff Reporter

THIRTY-ONE members of Parliament, headed by the Minister of Transport Affairs, Mr Hendrik Schoeman, toured Table Bay Harbour yesterday as part of a three-day fact-finding mission on harbour facilities

"We're all getting along very well. I've told everyone this is an educational affair and not political," Mr Schoeman said of the mission, which comprised MPs from the National Party as well as both opposition parties

Mr Ray Swart, chief Progressive Federal Party spokesman on transport affairs, agreed

"It's been a very interesting and enlightening trip," he said "It's really to brief MPs on conditions and developments. Now when transport affairs are debated in Parliament, we will be able to make use of the knowledge we've gained"

The group visited Walvis Bay on Monday and will tour Saldanha Bay today

"It's been a very bad

year for Walvis Bay," Mr Schoeman commented. He said the pilchard fishing industry had declined by 40 percent in the past year as a result of over-fishing

After lunch at the Blue Room Restaurant at the Cape Town station, the group toured the harbour aboard the tug W H Andrag. The Port Captain, Captain P J Cox, also pointed out the site in Granger Bay for the proposed new small-craft harbour.

Afterwards the party visited the control tower and the cold-holding stores for fruit, including the new cold-holding store on Ben Schoeman Dock.

● Ironically, although Walvis Bay has been fished out of pilchards, when the party of MPs tried their hand at surf angling there on Monday, each pulled out at least one kob.

"When it came to kob, it was a different kettle of fish," quipped Mr G J la Grange, Director (Public Relations) of the South African Railways. "The kob averaged about 5kg"



# Let whites (269) Mercury vote on bus 19/1/89 service says Mansfield

## Municipal Reporter

DURBAN City Councillor Peter Mansfield wants a 'whites only' referendum on the white bus service.

He has proposed to the Town Clerk that white ratepayers only be asked how much more they are prepared to pay to subsidise the service.

He says, 'As the general manager of the Durban Transport Management Board has so often pointed out, he can provide any quality of service, provided the public is willing to pay.

'Potentially massive sums are involved. The bus service is there to serve the public, but it is also the public who must pay.

'Surely then, considering the amounts involved — the City Engineer has mentioned a sum of R25 million — it is the public who should make the critical decision.'

Mr Mansfield believes the referendum should be restricted to white ratepayers — who could be levied a bus rate because it would be 'totally immoral to ask Indian and coloured ratepayers to shoulder additional rates to create a first-class white service.'

### Choices

The referendum should be preceded by public hearings and full public debate so the public can be suitably informed before casting votes.

The public should be offered a series of choices, for example no subsidy, R5 000 000, R10 million, R15 million, and so on.

It would be necessary to make it clear also that the subsidy would have to apply for a fixed period such as five or 10 years, during which it would have to increase annually to keep pace with inflation.

Mr Mansfield also feels the referendum should cover the question of segregation.

'Does the public want to pay for an exclusive white service or would it prefer to improve the service at a lesser cost by means of desegregation?' he asks.

# Ports <sup>(269)</sup> income still <sup>Sunday</sup> <sup>Times</sup> <sup>24/1/82</sup> bubbling

By Elizabeth Rouse

ALTHOUGH South Africa's imports of capital equipment were showing a significant decline towards the end of 1981, increased ore exports kept harbour income buoyant in November

Total harbour income for the month amounted to almost R32-million — on a par with previous months — compared with R22 273 932 in November 1980

This brought the ports' total income to just over R249-million for the eight months from April to November last year against R201,8-million in the previous comparable accounting period

Total tonnage handled (including coastwise traffic) at SA Transport Services' harbours in November 1981 reflected an increase of more than 11% at 7 782 373 tons on October's 6 991 567 tons, mainly due to a sharp rise in ore exports from Richards Bay

Bulk ore exports at this port climbed to more than 3-million tons from around 2,2-million tons in October. Ore shipments were slightly down at Saldanha Bay at just over R1-million tons

Exports were also up at Durban, East London and Cape Town mainly due to seasonal agricultural exports, bringing the total tonnage shipped to nearly 6-million tons, up almost 18% on October's 5-million tons

Landed imports declined by 11,4% to 1 309 222 tons from October's 1 476 607 tons. Most significant drops were shown in imports of machinery and mechanical appliances — down more than 13% — and imports of vehicle components — down 16% on October

These falls were clearly reflected in a 12,2% decline in the number of deep-sea containers landed to 22 177 TEUs (six-metre equivalent units) from October's 25 257 TEUs

The downtrend in import container traffic partly accounts for the fluid handling of containers at City Deep over the holiday period (Business Times October 17)

There was a marginal increase in the number of containers shipped to just over 25 000

The total number of containers handled in November amounted to 60 662 against October's 63 662, including coastwise containers

# Apartheid goes at rail ticket box

ARBUS 3/2/82

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THE last bastion of ticket-box apartheid in the Western Cape at the main concourse at Cape Town central station has been removed.

Apartheid at the main ticket box in the concourse had been removed some time ago, but it was felt that 'no harm would be done by not announcing it,' said the director of public relations, of transport services, Mr G le Grange.

'Why announce it?' he asked. 'It's quite a natural thing.'

It was in line with Government policy that where possible apartheid at stations should be removed.

However, the toilets, waiting-rooms and restaurants would still remain segregated.

When it was announced in 1980 that apartheid would be scrapped at ticket boxes in the Western Cape, Cape Town station was excluded.

Black first-class ticket holders were previously officially allowed to use

the concourse exits and entrances only.

'The ticket box was a source of embarrassment for black passengers, who were told to use the box on the other side of the station.'

THE first of a series of columns by top rally driver Sarel van der Merwe appears on Page 15 today.

# Maize: EL ready to fight

EAST LONDON — The Mayor, Mr Errol Spring, says East London will not lightly allow its port to lose its status as South Africa's major maize exporting harbour

He said "I am prepared to fight this one with every means at my disposal on the basis of the Government's policy of decentralisation"

Mr Spring was commenting on a reported statement by the general manager of the National Maize Producers' Organisation, Dr P J Gous, that plans to develop Richards Bay as the main maize port were going well, that the maize industry was prepared to meet the cost as an economic proposition but was not prepared to contribute to development at East London as a growth point on other than economic grounds

First reaction came from Mr George Orsmond, vice-president of the East London Chamber of Com-

## says mayor

BY TOM LOUW  
Business Editor

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4/2/82  
D. Bishop

merce and a member of the Harbour Advisory Board. He noted that Dr Gous had implied that because East London has been designated a growth point, the maize industry was not interested in assisting in the preservation of the port

Mr Orsmond commented "We are constantly advised by the Prime Minister of his constellation of states concept and if this is to be developed it is necessary to have co-operation and employment for all. Here in East London employment is vital as we have many thousands of people on our left and right seeking

jobs. To take away work from the many hundreds of people who have obtained employment through the handling of maize at East London would be criminal"

Mr Orsmond pointed out that R1 500 million is to be spent on Richards Bay

"The Minister of Transport has promised that R30 million would be spent here. Surely there should be no objection"

The Mayor commented that it would be possible to put up a very convincing case on economic merit only for East London to retain its status "but I believe the Government cannot make a decision like

this purely on economic considerations

If the Government is sincere in its efforts to decentralise industry and create job opportunities at its designated growth points — and I have no reason to doubt its sincerity — there can be no argument but that East London's grain export facility must be retained and expanded"

Mr Spring recalled that a meeting was held recently with the Minister of Transport, Mr Hendrik Schoeman. At his request they were waiting for the report of a study of the whole question. He went on

"The Minister assured us that East London's status would not lightly be tampered with and said that he could not see the Cabinet doing anything at this stage that might undermine efforts to stimulate economic development in East London

"I am confident that good sense will prevail"

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Staw 4/2/82

# Torture claims denied

(25)  
(35)  
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## Railway workers tell of shocks and beatings

Three railway workers told a Johannesburg magistrate yesterday that Railway Police assaulted them to try to make them admit that they had stolen beer from a truck at Kazerne.

Appearing before the magistrate, Mr P B Luyt, charged with assault were Sergeant Pieter Joshua Aucamp (20), of St Albans Street Mayfair, Constable Frederick Wilhelmus Craucamp (20), of Raypon Place, South Hills, and Constable Gert Hendrik van Rooyen, of Clarence Place, Clarence Street, Troyville.

They all pleaded not guilty.

Mr Johannes Makol

were told the court that he was taken by Sergeant Aucamp, with fellow workers Mr Abel Modima and Mr Justice Mzafu, to the Kazerne charge office on December 16 1981. There each was taken in turn into a room and questioned.

The three witnesses said they were handcuffed to a chain, given electric shocks, and beaten by the accused.

The men also testi-

fied that they were treated by a Railway doctor on the following day for injuries and electric shock burns and were bowed off work for two weeks.

Sergeant Marius Smit said he was in charge at Kazerne charge office on December 16 when the three men were brought in by Sergeant Aucamp.

Sergeant Aucamp brought the men to the charge office and took

them away to the Jeppe police cells afterwards and was never alone with them,' Sergeant Smit said.

'A Sergeant Botha and I questioned the men and they were not assaulted in my presence.'

'Constable Craucamp did duty that day three kilometers from the charge office and could not have been present when the men were questioned.'

'Constable van Rooyen was off duty and in Port Elizabeth on December 16,' Sergeant Smit told the court.

The case was postponed to February 25 when further State witnesses will be called.

# Hauliers blame permits for loss of business

Mercury 4/2/82

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**By Denyse Armour**  
**THE ILLEGAL** transport of goods on South African roads is totally out of control and local transport companies claim it is a direct result of the country's notoriously bureaucratic permit system.

Private hauliers say that they are losing business to pirates because of the difficulties in getting permits. They are accusing the Road Transportation Boards and the South African Transport Services (SATS) of collaborating to limit the number granted.

Several companies told of cases where, while they were trying to get temporary permits, illegal operators stepped in and transported the goods.

'Honest applications are more often than not refused, so people are driven to desperate measures and employ fly-by-night operators who transport goods without permits. The whole system is self-destructive,' a manager said.

The board is authorised to refuse a permit application if 'reasonable facilities already exist'. This means if the destination is served by rail or if the route is run by a company with permanent authority.

## Complaint

But transporters complain that even reasonable requests for temporary permits are turned down by the board.

However, Mr Corrie Burger, director of C D Nel and Associates, said 'Those companies who complain that their applications are always refused simply lack knowledge of the act, and are unaware of the implications. We have a fair rate of success for applications, because we only apply for those which have a reasonable chance.'

He thought that the board was fairly impartial and a genuine case would succeed, despite an objection from the Railways.

The haulier and the Railways lost business. The company concerned proved that cotton was fruit, and thus an exempted food.

One operator said 'If you worked to the rules you'd go broke. Some companies have to be dishonest to make a living. A system which encourages people to be dishonest must be wrong.'

'Yet you learn from experience that in some cases, if you tell the board a pack of lies, you're more likely to get a permit than if you tell them the truth.'

Private companies have come to realise that they cannot simply apply for a permit themselves. They must employ someone who has been trained in the intricacies of the law.

'The transport system is a mini-industry all on its own,' said one manager. 'If it was simplified it would cost the consumer less. As it is, it only fuels inflation.'

## Hearings

'The Government is always going on about free enterprise so why can't businesses choose their means of transportation. In most cases road transport costs a lot more than rail. But some people obviously feel that service, speed and efficiency are more important than cost.'

Transporters complain that the transportation boards system of hearings is costly, and no reasons are given for refusals of permits.

Hauliers say the board members are Government officials who are biased in favour of the SATS, and are not qualified enough to pass opinions on road transportation.

'We can appeal but appeals take a long time to get heard — by which time we've lost the contract anyway,' a haulier said.

Transport companies say that the difficulty in getting permits has restricted their growth.

## Limited

Where businesses have been able to adapt to the change in demand for different commodities, transport companies are restricted to the commodity for which they have permanent authority.

They say that a 25 percent opposition to applications cannot be seen as a Railways monopolisation.

SATS oppositions are frequently supported by private hauliers who already have permits for that route. They say they frequently oppose permits which are vaguely worded, so the whole application is not opposed.

But transporters carrying exports to the north say that South Africa is losing exports markets because of SATS opposition.

## Messina

They say that the SATS insists that everything destined for the north goes by rail to Messina.

They point out that it takes five days by road to Lusaka and 40 days by rail. 'The SATS says it only guarantees efficiency to the border. But the exporter needs efficiency and service all the way to the destination, and most prefer road service,' said one manager.

He told of transporters with Zimbabwean licences who have to travel from Durban to Messina with empty trucks and then load their cargo.

Hauliers are becoming increasingly worried that if shipping and port facilities are improved in the north they will lose out on exports to be transported by road.

To prevent this, many feel that the present permit system should be changed. 'It is obvious that there's a problem in the industry. We support the Department of Transport's attempts to institute control,' said Mr John Lipawski, of Moe, Vermaas, Lombard and Associates.

## System

But not everyone feels this way.

Some suggested the Transport Commission should employ more qualified men on the boards to be able to deal with the transport situation of the 1980s and beyond.

Others felt that the whole system needed to be changed. South Africa is about 15 years behind the times, say transport-

There are two factors to take into consideration when applying for a permit. The onus is on the applicant to prove necessity and the decision is the personal decision of the board members — their opinion.

### Refusal

Conjecture has it that the local board has been told to refuse a certain percentage of cases every day. 'We can't prove this and may be jumping to conclusions — but that's what it seems like. An application can be refused one day and granted the next. How can a situation change overnight?' said one transport manager.

But Mr Burger said the problem with the system is not the board or the law, but the enforcement of the law, due partly to the lack of staff, which has led to a shortage of road traffic inspectors.

'The board's not all bad, but if they really want to do their job they should look at those people running without permits, rather than those with permits,' said one transport company manager.

'No-one knows the extent of road transportation, but if the board were to give permits to reputable companies they'd know how much cargo was going by road,' said another.

### Loophole

The industry rebounds with stories of those who found yet another loophole in the law and took advantage of it. Some feel that these tales illustrate the absurdity of the system, while others undergo training so they too can trade on the technical inconsistencies of the law.

A well-told story among transporters is the case of the truck, laden with Coca-Cola, that was stopped in the dead of night half way to Johannesburg.

'Coke' — as in coal — is on the exempted goods list, and in the case that followed the transporter's lawyer proved that permits are interpreted as they are worded and not as they are intended. He got away with it.

Mr Burger tells of another case. In spite of an objection from the Railways, a haulier got a permit to transport cotton from the mills in Pongolo to the stations. All went well, until suddenly a Cape firm moved in and started transporting cotton long distance, without permits.

The SATS is also severely criticised by private companies. At board hearings the SATS competitions officer opposes permit applications that will be detrimental to the Railways.

Some operators say this officer is ill-informed. 'I've known him tell the board that there are trucks and facilities to move the cargo, when we've already found out that there are not,' said one.

Hauliers feel they stand little chance of getting their applications approved if the SATS opposes them. 'We can understand that the Railways is a State corporation and needs to be protected. But not to the extent that it is,' they said.

But to offset the massive losses it sustains in passenger services the Railways has to keep the more profitable trade.

### Exports

It also subsidises export trade and has to carry all goods, low and high tariff, whereas hauliers try to carry only high-tariff goods.

Others noted that the SATS has to bear its own overheads whereas road transport is to a certain extent 'subsidised' by motorists, who pay for the damage caused to roads by heavy vehicles.

Several companies said the SATS is moving goods that should have been transported by private companies by road at rail tariffs. And they maintain that the new aggressive marketing policy of the SATS is a direct threat to private companies' business.

Some told of applications for permits which were consistently refused, owing to objections by the SATS that adequate rail facilities existed. Then the SATS soon started offering their own road service, without having the necessary permits.

### Report

'The SATS don't need to display permits on their vehicles, and seeing as permits are inspected by government officials and Railways Police, who is going to report a SATS truck anyway?' asked one.

Those who feel that there is no 'conspiracy' between the SATS and the boards point out that in December 1981 there were 133 permit applications in Durban, 31 of which were opposed by the SATS.

ers with experience in other countries. Britain left such a permit system in 1970.

'It would be a good thing if de-regulation were introduced here,' said one company. 'Admittedly it would be a tough time for the industry, there will be more competition — which would mean that rates will be slashed, but the more efficient operators would survive.'

De-regulation is a controversial subject. Some say that it will lead to the smaller companies being eliminated and monopolies being formed. Others say that the established operators will be subjected to unfair competition by new companies entering the market.

They say the present system at least provides some security and protection for those with long-term investments. But high standards of efficiency should provide their own protection.

One manager said 'The more efficient a system is, the cheaper it will be. At the moment it is the consumer who is suffering. The present system works, but only just. It's bogged down by the boards and all that red tape.'

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# No plan to 'take over' bus services

Mercury 6/2/82 269

Municipal Reporter

**T**HE Durban Transport Management Board has no intention of embarking on a wholesale take-over of Indian and coloured bus services, according to general manager Marshall Cuthbert.

The board has asked council to budget R3 000 000 over the next three years so that it can acquire services in the

Indian and coloured areas — in keeping with the Van Zyl Commission's rationalisation policy to improve trans-

port control

Mr Cuthbert has reacted to a strong letter of objection by Councillor Cornelius Koekemoer who joined ranks with Indian operators opposing any take-over

Mr Koekemoer had said he found it ironical that the DTMB claimed a responsibility to provide Indian and coloured commuters with a sound bus service while white commuters were having to make do with a service 'rapidly becoming extinct'

Replying to these and other criticisms, Mr Cuthbert wrote to the Town Clerk saying it should be made absolutely clear that the board had no powers of expropriation. Any take-over would be on a basis of mutual consent

With regard to the efficiency of bus services in the greater Durban area, had the Minister of Transport been satisfied with the level of service for blacks, he would not have instituted a commission of inquiry, he said

## Break even

Mr Koekemoer also had asked why the ratepayers should be responsible for commuters who lived outside the city's boundaries and why they should have to invest in a service that operated on a break-even basis

Mr Cuthbert replied that virtually all the black labour employed in the city lived beyond the boundary and the DTMB had provided the bulk of the transport to and from the western areas for more than 20 years

It was council policy which stipulated that the service should be operated on a break-even basis



(269) Star 5/2/82  
**Peak-hour buses cancelled**

A critical shortage of bus drivers is forcing the Johannesburg Transport Department to cancel as many as 158 peak-period runs a week.

The department is recruiting women bus drivers to fill the gap left by men and has just enrolled its first woman trainee.

Chairman of the city council's transportation committee, Mr Gerrit Bornman, said the department needed 45 drivers and was experiencing difficulty in operating an adequate bus service.

"The position regarding male bus drivers is becoming steadily worse and we are trying to recruit female bus drivers to relieve the shortage," he said.

The Star has received a number of complaints about the lack of

buses. Commuters have said they have had to stand for long periods at bus stops while full buses have driven past. The problem appears to be particularly bad on routes from Clarendon Circle and Hillbrow to the city centre.

Reacting to the complaints, the Johannesburg Transport Department's operations manager, Mr Tom Maisey, said: "A maximum of two peak hour buses are cancelled on any one route and commuters should not have to wait longer than 20 minutes."

He added: "Many drivers resign just before Christmas and we do not receive applications for jobs during the festive season. But the department is currently training 32 drivers."

# Row brews over the 'we fly our way' VIP plane

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7/2/80 S. Express

By ARLENE GETZ.

A NEW row has broken out over the South African Airways Boeing 737 dubbed "The Flying Cabinet Room".

The Boeing was set aside last year for the use of top-ranking civil servants.

Last June, chief Opposition spokesman Mr Ray Swart condemned the move as extremely extravagant.

At the time the Minister of Transport, Mr Hendrik Schoeman, defended the plans, saying that:

● South African Airways was getting more aircraft and that some Boeing 737s were not fuel-economic.

● There had been "problems" in transporting the State President, who did not fly on regular scheduled flights.

● A Boeing 737 similar to the one which has been refurbished and now serves as a 'flying Cabinet room'

● In emergencies the plane could be returned to normal service

This week a flying expert told the Sunday Express that 737s, which could each take 111 passengers in unmodified form, were the backbone of SAA's local fleet and were replacing the larger and less fuel-economic 727s

It also seems unlikely that the plane will be re-

turned to passenger services at peak periods. An SAA public relations officer, Mr J C van Rooyen, says the plane no longer has anything to do with the airline.

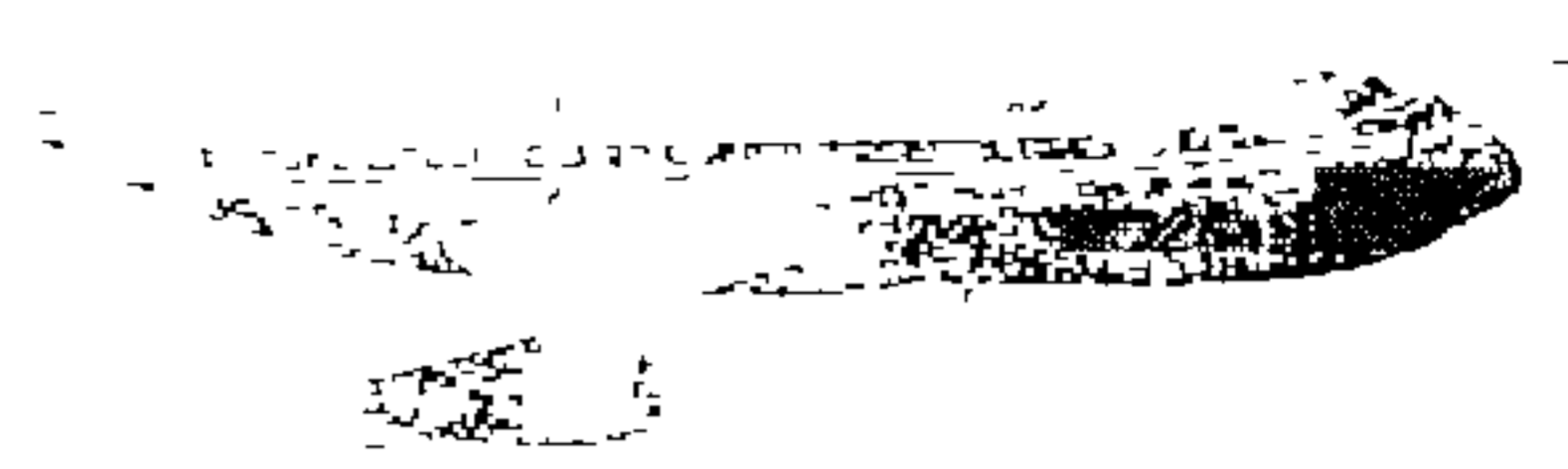
It is, however, being flown by SAA pilots and has been painted in the new SAA colours — an exercise costing thousands of rand.

A South African Air Force spokesman said

there was an SAAF squadron, consisting of three types of aircraft, which was used to transport VIPs, Government officials and as a military ambulance service

It is understood all the aircraft operate at a fraction of the cost of the Boeing

A spokesman for Mr Schoeman said the Minister found it impossible to comment at this stage



GENERAL NEWS

# killed

ed by three men, who stole their watches and then ransacked their house, taking goods worth R3 000

Colonel Martin Saunders, head of the West Rand CID said today the assault victims were Mr Lesley Archibald Hauser (65) and his wife, Pauline (45), of Groot Kloof Street, Glenharvie. No arrests have been made

# no

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Sarel van and Franz reigning took a st another Soi championsh they won t Rally which Blydepoort weekend

Van der I ing for a dented sev and Boshof comfortable minute win appaent H ler and Mik the dealer

Mrs Euphr

# Bekk

Mr Bekker gave sidental address at 403 Marshall Street, Johannesburg But the

# Reporter gets hearing

Railway police are investigating a complaint by a reporter of The Star about treatment he received when he went to report an incident in which six people were thrown off a train by muggers

The public relations division of the Railways has apologised to the reporter for the difficulties he encountered in attempting to report the matter

The reporter witnessed the incident on January 16 on a train near Elandsfontein on the run from Johannesburg to Pretoria

SAR public relations officer Mr D J Beukes said the alleged offence and the treatment received by the reporter at the hands of the police had been brought to the attention of the Officer Commanding the Western Transvaal Division of the Railways Police

Mr Beukes also thanked the reporter for his public-mindedness in reporting the incident. The reporter, Mr

## More cholera

Own Correspondent

DURBAN — Seventeen patients suffering from cholera have been admitted to Maritzburg's Edendale Hospital in the past few days. All come from the Nagle Dam area

# 'Horrible' mugging is probed

Themba Khumalo, said "I saw one of the most horrible incidents in my life when a gang of about 20 men invaded the Pretoria - bound train on January 16 and went from coach to coach mugging passengers

"Those who resisted were pushed out of the moving train

"It was slowing down for Elandsfontein station but it was still travelling about 25 km/h

"Six people were pushed out and at least one fell heavily on his face

"Later I went to the Johannesburg Railways Police to report the incident

"They referred me to the Germiston charge office because the incident had occurred in that area

"Next day I went to Germiston at my own expense and unknowingly walked into the 'white' charge office

"A Railways official said 'Wat is jou probleem? Ken jy nie waar

ly moet loop, k—?"

"I explained my case in English and he told me to use the 'non-white' entrance and to learn to speak Afrikaans to the 'baas'.

"At the right charge office a polite police officer, who was sympathetic to my plight, told me the Germiston police could not investigate the report

"He referred me to Elandsfontein police and offered me the use of his phone

"The man on the phone in Elandsfontein told me to come the next day to make a statement

"Next day I was able to get a company car to drive me to Elandsfontein, almost an hour's drive

"There a police officer did nothing more than take down my name and phone number

"He promised to contact me as soon as anyone was arrested in connection with the muggings I have not heard anything since"

WIDE AWAKE BEDDING  
VALUE FROM...

312 269 9/2/82

# Swaziland, SA in rail link-up

**By Lynn Carlisle**  
IT LOOKS like "all systems go" for two new rail links worth about R107-million which will chop 250 km off the distance between the eastern Lowveld/Swaziland and Richards Bay.

Approval has been given for a 61 km railway from Komatiport to a point 4 km west of Border Gate — a project which will cost an estimated R47-million, according to an SA Transport Services public rela-

tions spokesman. "This will mean a saving of about 250 km as trains will no longer have to travel inland to Ermelo but can go straight down to the Richards Bay line," he says

A senior Swaziland Railways spokesman tells Industrial Week that "agreement in principle" has been given to a north-to-south 58 km link, from Tshaneni to Mpaka, which will join up with the new Lowveld line. "It is for through traffic and whatever

other traffic emanating from Swaziland, such as may arise from new coal findings, later makes use of the line will be a bonus," he says

The Swaziland spokesman says in the meantime the administrative machinery is rolling into action to "raise about R60-million in loans and to expropriate the necessary land."

"We are planning to begin construction of the railway before the end of this year," he adds

## Toy industry going like clockwork

BUOYED up by record sales over the 1981 festive season, the South African toy industry can expect even bigger sales in future, writes Fred Rofey

A survey shows that the market for Blacks offers the biggest growth potential for the toy industry, as at present only about 10% of the Black population follow White

toy-buying habits

The survey of the toy industry was undertaken by the business information services unit of Barclays National Bank

The survey reports that SA produces a wide variety of toys of a generally excellent standard, but it is confronted by several problems

They include short production runs, population

distribution, rail tariffs, protective tariffs and lack of export markets

There are no meaningful statistics for the industry but market size can be estimated as follows — local toys - R18-million at cost and R24-million at retail level, R20-million free-on-board, R40-million landed, and R60-million at retail level

## Business as usual

DRURY Wickman is moving into new R2,5 m premises in Germiston in December

When complete the premises will comprise a warehouse, showroom, and four-storey office block as well as a workshop and garage

At the signing of the contract (above) were, from left: David Wilter,

MD of Drury Wickman, Leo Roemer, project manager and Mike Fusedale, director of Matrix Projects

The new building will provide for the company's expansion needs and will offer adequate bulk storage, a large display area, to show machines in operation and ample parking facilities

Wilter says the move will increase customer efficiency for "The building is only 15 minutes from the centre of Johannesburg, is well served by motorways and is close to Jan Smuts"

A 15 ton crane to handle containers will enable the company to do its own handling and unloading

# Better buses service

269

Museum 9/2/82

The

## Council

## plan

## to test

## public

## reaction

### Municipal Reporter

DURBAN City Council is planning an experiment to test reaction to an improved bus service

City Engineer Don Macleod and a University of Natal bus survey by Prof Gavin Maasdorp have recommended the experiment, which would involve exclusive bus lanes from the southern freeway into the centre of town

But yesterday Town Clerk Gordon Haygarth warned that its success would rest, not only with municipal departments, but also the co-oper-

ation of all the media and bus commuters

He said: 'The experiment would have to be constantly monitored and the public will need to be kept informed of the results so they know what is being achieved.'

Among the proposals was the speeding up of routes. About 35-minute trips would be cut by as much as 10 minutes, he said

Mr Macleod says in a report that, before the council takes a firm decision regarding the level of service it is prepared to subsidise, a bus dem-

onstrator project should be undertaken. The experiment should run for a year

Prof Maasdorp says. 'Although a survey can give some indication of general probabilities, what people say they will do and the way they will actually behave may not be the same.

It would seem sensible to experiment with various alternatives with respect to frequency of bus service, fares and number of stops for a limited period on one or two carefully selected routes

The majority of those who had re-

sponded to the survey did not catch buses but more than half of them said they would make use of a good service.

Reactions had differed in various areas

People in Durban North emphasised the need for more bus stops, routes, buses and the introduction of express routes.

People on the Bluff, however, were keener on a cheaper service and wanted more buses during the peak periods

What had become clear was that there were white groups among the very young, the very old and lower income bracket totally dependent on public transport

Meanwhile, DTMB general manager Marshall Cuthbert has reported that the city's ratepayers will have to subsidise the existing service by R1 500 000 this year.

If the service were improved during the off-peak periods without additional buses, the subsidy would increase by another R30 000.

And it would cost another R120 000 to provide an evening and weekend service

But if the service were upgraded to the 1977-78 level, the annual subsidy would shoot up to R5 300 000 and another R5 300 000 would have to be spent on new buses

Tomorrow all the councillors and the Local Affairs Committee members have been invited by the DTMB to attend a talk by a City Engineer's study team on public transport policy

On February 24 a special meeting of the Management Committee has been convened to consider a change in the policy governing the city's bus services

Again all councillors, LAC members and the DTMB have been invited to attend

1. The first part of the document discusses the importance of maintaining accurate records.

2. It also highlights the need for regular audits to ensure compliance with regulations.

3. Furthermore, the document emphasizes the role of technology in streamlining processes.

4. Finally, it concludes by stating that a proactive approach is essential for long-term success.

Conclusion

In summary, the document provides a comprehensive overview of the key factors for success.

By following these guidelines, organizations can effectively manage their operations and achieve their goals.

Thank you for your attention.

11.2 The Cash Register Story

A business had just a man appeared and cash register. The scooped up, and the force was notified

Statements about the

1. A man appeared at his store lights
2. The robber was a
3. The man who appeared
4. The man who opened owner.
5. The store owner cash register and
6. Someone opened a
7. After the man walked up the contents away.
8. While the cash register contained story does not state how much.
9. The robber demanded money of the
10. A business had just turned off when a man appeared in the store
11. It was broad daylight when the
12. The man who appeared opened the
13. No one demanded money.
14. The story concerns a series of events only three persons are referred of the store, a man who demanded member of the police force.
15. The following events occurred: money; a cash register was opened contents were scooped up; and a man of the store.

DURBAN'S proposed bus experiment — in which a route would be upgraded for a year — probably would cause public outcry and have to be stopped long before it had run its course.

This warning was issued by Mr Richard Moore of the City Engineer's study team, who presented a report at a Durban Transport Management Board meeting yesterday.

However, he said, it probably would be necessary for the City Council to run the experiment if only to prove to its critics that an improved, cheaper service would not encourage a significant passenger increase

The proposed experiment would increase the number of bus trips to the Bluff from 150 to 186. There would be a bus every 10 minutes at peak periods and every 20 minutes in valley periods. Trips would be speeded up by exclusive bus lanes on the southern freeway

Ideally, the fare would be reduced from 50 c to 30 c but unless one in four people living on the Bluff used the service both ways every weekday, the experiment would cost the city R500 000

The Bluff route had been selected because Prof Gavin Maasdorp, of the University of Natal, had pinpointed it as the area with the greatest passenger growth potential in his survey.

The public outcry probably would arise when other traffic on the southern freeway was congested because of the bus lanes. Organised commerce and industry would be the first to complain

Mr Moore said the only effective means of encouraging people to use bus transport was to combine 'the carrot approach with the big stick approach'

An improved service was not enough. Motorists had to be actively discouraged from using their cars. A daily R10 levy on long-term parkers in the city centre was an example of the 'big stick approach'.

Two surveys had been conducted among bus users and non-users

Dr Chris Roebuck, who analysed the survey results, said a service which 85 percent of the people indicated they would use would provide:

● A stop within five minutes' walk of their homes;

● A bus every 10 minutes at peak periods and every 20 minutes in quieter periods; and

● Fares cut by at least half

There was only a small demand for an evening and weekend service.

Dr Roebuck said the existing subsidy for the white bus service was R1 700 000. If the council adopted a policy which provided for the service that had been called for, the subsidy would have to be increased to R20 million for the week-day service, between R1 000 000 and R3 000 000 for the evening service and between R1 000 000 and R4 000 000 for a weekend service

Even then patronage of the service probably would increase only between 11 and 20 percent.

Mr Rod Draper, DTMB chairman, said the solution obviously lay somewhere between the high subsidy and the present one.

769  
Municipal Reporter

Mercury 11/2/82

# DURBAN'S bus experiment... even before it starts running

That's Durban's bus experiment

(19) Jan 12/2/82  
Musical chairs on trains

The Railways will if necessary, move passengers from one train coach to another in an effort to beat overcrowding and friction between passengers of different colour.

A Railways spokesman said today the new system will allow a more equal distribution of coaches between blacks and whites.

This move by the Railways — the spokesman was not certain

when it will be introduced — follows complaints from black and coloured commuters that they have often had to travel in overcrowded and uncomfortable white coaches on the same train have been virtually empty.

Train controllers will monitor the new system under which all first class coaches on suburban lines will have a detachable notice on the doors

signalling the race of passengers allowed in, the spokesman said.

The controller will decide on the spot whether to change notices and move passengers to other coaches to allow a more even distribution of commuters.

This system had been in operation in Natal and Western Cape for some time and had produced no problems, he said.

Since the feed is continuous there is no rapid change in furnace resistance so there is no need for the fast electrode-position control. However, during the process the metal layer will rise in between tapping and the electrodes will slowly burn away so there must be some means of moving the electrode. This is accomplished by means of hydraulic jacks, but movement is very slow due to the massive size of the carbon rods. The electrodes cannot be premanufactured and so are made continuously as the operation proceeds (Soderburg electrodes). At the top of the electrode (above the holding clamps and power contacts) the electrode has a thin metallic sheath. As it moves down new sections are welded on and filled with graphite and pitch. The closer to the reaction zone this gets the hotter the electrode becomes (due to heat conduction and current flow) until the basic materials melt and start to bake. By the time the section reaches the slag area the metal sheath has been melted away and all that remains is solid carbon.

The electrodes used in these furnaces are much larger than the open arc electrodes and are actually submerged a few feet into the burden. The top layers of the charge are still granular material and very little of the total current flows through it. This small current and rising gases serve to preheat the mixture. The majority of the reaction and power dissipation occurs in a small area around the electrode tip. The actual mechanism of the transport of current in the furnace is not entirely clear and depends to a fair amount on the product being refined. Loe ... claims it takes place from particle to particle by means of small electric arcs, while Otani, Saito, Usui and Chino ... observed by means of a peep-pipe fairly large arcs from the electrode tip to the slag. In the furnace modelled on this thesis ... the current flow appears to be entirely by conduction. The physical composition of the furnace contents is also very complex, but can, for analytical purposes, be broken up into several distinct regions ...

The burden in this case consists of a mixture of ore, coke and flux which is heated up by the arcing and current flow and in the process is reduced to a semi-refined metal alloy. This settles out as a layer on the floor of the bath and is tapped off at various levels. The remainder of the material forms a slag which is withdrawn from a higher tap-hole and recycled.



Star 1/7/1972 (274) (209) (405)

## SAA ban will affect 1300

About 1300 passengers will be stranded by next week's Australian trade union ban on services, South African Airways flights.

In protest at the death in detention of trade union leader Dr Neil Asgett, Australian round-trip will not service SAA aircraft from February 22 to 28.

As a result all flights have been postponed.

SAA is the only airline to use the route.

Flights to Sydney via Mauritius and Perth leave via Smiths on Mondays and Fridays.

Return flights are on Tuesdays and Saturdays.

The aircraft are usually full. SAA Super 674s carry about 1700 passengers a week.

The decision to temporarily ban services SAA aircraft was taken by the Australian Council of Trade Unions.

A spokesman for SAA said the airline had been given permission to operate four flights in both directions during the week of March 1 instead of two to accommodate passengers who had been delayed.

# RAIL FARES, TARIFFS MAY GO UP

AR645  
17/2/82

269

## Political Staff

THE prospect of substantial increases in railway fares and tariffs loomed large today when the Minister of Transport, Mr Hendrik Schoeman, introduced his additional railways appropriation in Parliament.

Mr Schoeman blamed escalating costs and lower economic activity for shortfalls on the amount budgeted for the current financial year.

He asked that an extra R240-million be added to the railways budget for 1981-82.

## SALARIES

The Minister made no mention of salary increases for railway staff or of tariff and fare increases, but announcements on these subjects are expected when he introduces his main budget on March 3.

He told Parliament the present financial year has been marked by a levelling in economic activity while cost pressures, remained high. Running expenses, and especially the cost of materials and aviation fuel, have escalated faster than originally expected.

An amount of R114,9-million was required to cover additional expenses funded from the revenue account.

would be obtained on the foreign capital market.

Mr Schoeman said the expected overspending was due mainly to escalating costs and to faster progress with work than originally expected.

The amount included R28,4-million more for

new work on open lines, R50,2-million for the Airways and R15,1-million for working capital, the latter being mainly for material purchased for future new works and provision for higher prices.

CPNRZEDCNP  
H5/H4/H5/H6

## ESTIMATE

Operating revenue would, however, exceed the original estimate by R39-million, and with a R4-million surplus provided for under the main budget it meant the year would end with a shortfall of R72-million.

An additional R46-million had to be allocated to the railways vote and R28,5-million to transport services. These costs have been necessitated mainly by increased costs of materials, electricity and labour.

## CAPITAL

The railways suffered most from cost increases and required an additional R68,9-million to cover expenses.

The railways needed R125-million more to finance its capital programme for the current year. The entire amount

PROBLEM TITLE . . . . . DETERMINANTS OF MCB VLS  
 NUMBER OF VARIABLES . . . . . 5300  
 TOTAL NUMBER OF CASES . . . . . 100000  
 NUMBER OF CASES WITH MISSING VALUES . . . . . 0  
 NUMBER OF CASES WITH ZEROES . . . . . 5  
 NUMBER OF CASES WITH INPUT UNIT PRIOR TO PEADING . . . . . NO

INPUT-FORMAT

# Extra SAA flights to cope with Aussie ban

Own correspondent  
**JOHANNESBURG**  
 South African Airways have laid on four extra flights to and from Australia in the next few weeks to cope with the 1,000 passengers who are expected to be stranded by the Australian ban on South African flights.

ist Dr Noel Appert  
 ACTU has decided its member unions will not service South African Airways aircraft during the week of 22nd to 28th of this month.

Let four extra flights had been introduced to cope with the ban.  
 A Boeing 747 would leave Johannesburg on Tuesday, March 2 and return on March 3 while another Boeing 747 would leave Johannesburg on Wednesday, March 3 and return on March 4.

After two days in Cape Town they fly to Port Elizabeth where they will have to be met by the same couriers with the same cars and carry on to Durban, the Kruger Park and then Johannesburg. This means that we'll have to send the cars ahead the night before and what are we going to use to take these people to the airport in to catch the flight to PE?

**Johnson:** We can subcontract some Mercedes. Anyway, what we must know is the alternatives and if you don't think Johannesburg is doing this right, formulate your plan, we'll discuss it, and I'll phone the Tours Manager, Allan Batt, in Johannesburg and tell him our problems.

Johnson walked into Erasmus's office, where he excitedly:

id to me this is how it's going to be done and I m Johannesburg don't know how we operate, t with their suggestions and we have to sweat of playing it safe and giving good service, head r on every cent, have such a complicated opera- breaks down it costs us far more to sort out the n if we had done it in a safe, logical way. With break operations, it's a wonder we're still in

it's cut out the recriminations and analyse the rough the facts?

hen if you know so damned much about it! I more to do with it!

med out of the office.

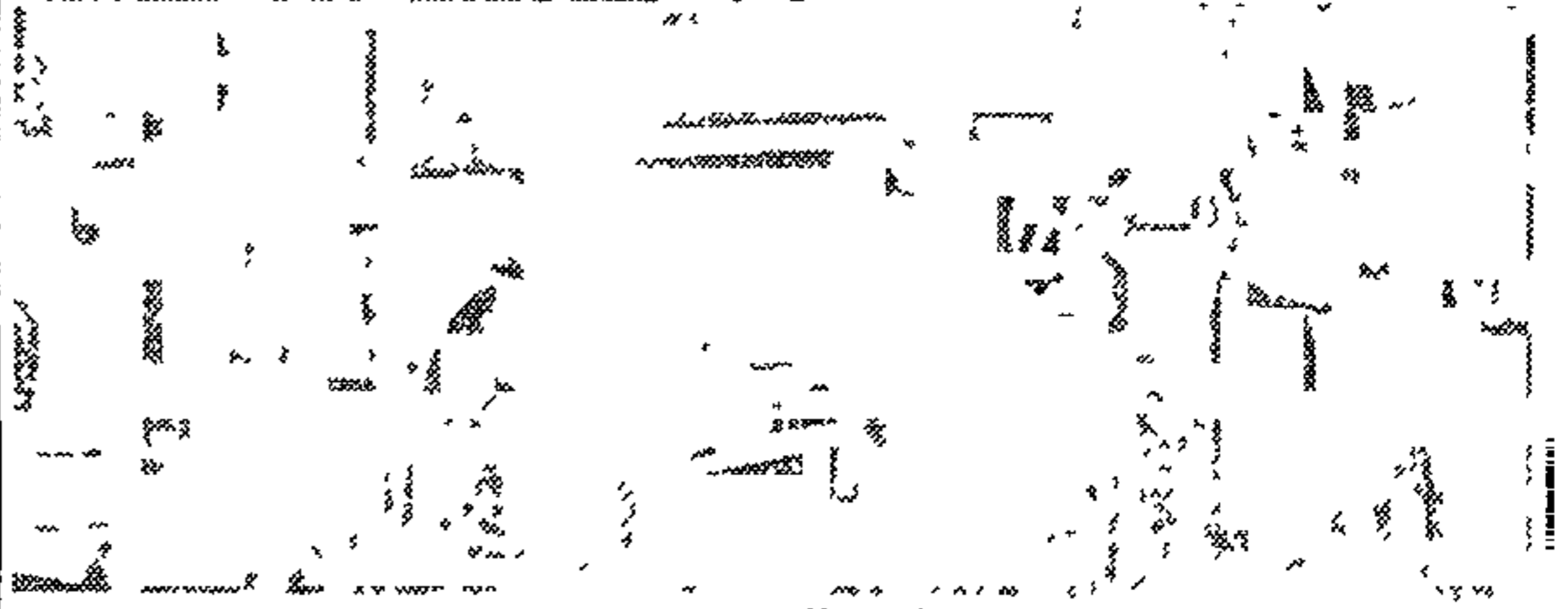
ough the problem with Erasmus and found Allan Batt had come up with a plan which at have some reason for doing it this way, but work it out?

, Nick?

e always make it work one way or another?

away to a business lunch appointment On

# Scrap city buses



A city bus R1 million loss ahead

## Scrap East London's municipal bus service.

That is the suggestion of a ratepayers' association chairman who is alarmed at the growing losses sustained by the service

Mr A Roberts, chairman of the Ward Two Ratepayers' Association (it covers the city, beach, Esplanade and Quigney areas) said in a statement

"For some years the association has been battling with the city council over the ever-increasing cost of running the transport department

"At a meeting in October 1981, the councillor in charge of the financial portfolio said he could promise no improvement in the financial loss which the bus service was facing each year if anything, the position was worsening because fewer people were using the buses

"He also said Kimberley had stopped its bus service completely

"Drastic as this action must seem, it would appear to be possibly the only alternative facing the council

"Taken from the 1982 estimate, the following figures should bring the alarming situation to the ratepayers' notice

Actual loss on running the transport department 1980 — R672 192  
Estimated loss for 1981

New plea  
*D. Rispurth*  
as losses  
*20/2/82*  
mount **(269)**

— R704 083  
Estimated loss for 1982  
— R844 062

Based on these figures, it seems not unreasonable to estimate a loss for 1983 of over one million rands

"Surely these figures must cause alarm and despondency among city ratepayers?"

"Another set of figures from the 1982 estimates for this department shows

Staff expenses of R823 281 and Revenue of R614 200

"This means bus fares don't cover salaries. A loss is being made even before costs of running, such as fuel, repairs and insurance, etc are considered

"A meeting was held by our association on November 15, 1979, which was attended by several senior members of the transport department and suggestions were put forward and debated but little, if any, action appears to have been taken

"The number of vehicles in the fleet at that time was given as 52 and

the justification for that figure was explained away by the need to provide buses — all at the same time of day — to transport school children. A suggestion to stagger school hours to reduce the number of buses received little if any response

"It would seem that the only answer is to follow Kimberley's example and close little if any response

"This, I know, will provoke a lot of controversy but think what the council could do if it found itself with nearly a million rands saved in its coffers! We may even have a reduction in the rates!

"The alternative to closing the department would be to increase passenger fares to balance out the cost of running the buses. In other words, those using the buses must meet the cost of running them

"There is little doubt that were the transport department to be closed, private enterprise would step in and run those routes that are economically viable, provided they received the support from the council in obtaining the necessary licences

"Whatever the answer, from the ratepayers' point of view, the present state of affairs with increasing losses year after year, cannot be allowed to continue"

## They did it in Kimberley

Kimberley's white bus service ceased operations in 1977 after four years of negotiations between the municipality and local, privately-owned company

In an effort to keep a service in the white areas, the council had been paying a small annual subsidy to the company with the proviso that they would then operate on routes prescribed by the council

The bus company said it could not maintain services on these routes because buses were sometimes running empty, or with only two or three passengers

The council tried increasing the subsidy every year but the company said this would still not cover their losses on the white routes

Other efforts included an application by the company for a government subsidy on the white routes, but they were told subsidies were available only for black bus services

The council also offered the company an interest-free loan to buy new buses, but this was not enough to satisfy the company

Eventually the council decided to terminate its agreement with the company, withdraw the subsidy and allow the company to halt its white services. A comment by a councillor at the meeting where the decision was taken was that Kimberley was "now really becoming a dorp"

At present there is one mixed bus service to a

suburb in Kimberley, with a high proportion of elderly people. All races use the service but the way it generally works is that black commuters use the bus to get to work and whites use it on its return journey to town.

Service clubs have provided mini-bus services from old age homes once or twice a week, but for the rest pensioners, and others have to make their own arrangements. The municipality still receives sporadic complaints, five years later, about the lack of a service

Kimberley's white population is 35 000 compared to an estimated 57 723 in the East London municipal area. The respective areas are 8 570 hectares Kimberley and 16 852 East London

ADM 23/2/82

## 900 SAA passengers hit by protest boycott

A SPOKESMAN for South African Airways has disclosed that about 900 of its passengers will be affected by the boycott of SAA flights by Australian trade unions

The Australian Congress of Trade Unions is refusing to handle SAA flights for a week, starting yesterday, in protest against the death in detention of trade union leader Dr Neil Aggett

The airline announced earlier that it had made arrangements for extra flights to Australia on March 2 and 3 and extra flights back to South Africa from that country on the March 3 and 4 to compensate for the cancellation of its flights this week

SOLUTION TO: GL5

(1) Premiums Tre.

<u>01, Jan 1:</u>	Ir Bank being payment of premium	300			300
<hr/>					
<u>Dec 31:</u>	Income Statement Insurance Expense being closing entry	300			300
<hr/>					
Years 02 and 03 - same as 01					
<hr/>					
<u>04, Jan 1:</u>	Insurance Expense Bank	300			300
<hr/>					
<u>Jan 2:</u>	Debtor (Insurance Company) Income from Life Policy being accrual of proceeds receivable	24 000			24 000
<hr/>					
<u>Jan 2:</u>	Income from Life Policy Income Statement being closing entry	24 000			24 000
<hr/>					
<u>Jan 2:</u>	Income Statement Insurance Expense being closing entry	300			300
<hr/>					
<u>Jan 31:</u>	Bank Debtor (Insurance Company) being receipt of proceeds	24 000			24 000

(2) Premiums Treated, as an Asset

<u>01, Jan 1:</u>	Life Policy Bank	300			300
<hr/>					
<u>Dec 31:</u>	Income Statement Life Policy (Surrender value of policy is zero - therefore no amount can be capitalised)	300			300

# Packing them in: the great train squash

Star 23/2/82 (269)

On my first day I intended to have an easy start and travelled in a first class coach I ended up desperately clinging to a roof strap

But, of course, I was unaware then that the train between Boksburg and Johannesburg had been dubbed the "Black Hole of Calcutta" by one commuter

Recently black passengers travelling on that route held up the train for half an hour when they refused to leave a white coach because the coach reserved for blacks was overcrowded.

This made me wonder whether overcrowding on black coaches was as bad as commuters had often insisted. My trip, from Boksburg to Johannesburg convinced me it was worse.

"It's not so bad today," a regular commuter tried to comfort me. "At least there's still standing space."

Fortunately a friend recognised me and ceded me over. For the rest of the journey I balanced precariously on the edge of his seat.

"I have been travelling on this train since 1979," a fellow sufferer, George du Plessis, told me. "Only after numerous letters and representations to the Railways was another coach added."

"And it is still overcrowded. To add to our already deep frustration and bitterness, railway fares are pushed up every now and then

A Reef train was delayed recently when black commuters refused to leave a coach for whites because the black coach was overcrowded. Reporter TYRONE AUGUST travelled on several inter-city trains to investigate overcrowding.

This is unfair "

In the five first-class coaches for white passengers everyone looked relaxed and comfortable, a startling contrast to the three first-class black coaches where commuters were standing from end to end.

The two third-class coaches for blacks were even worse. Bodies were crammed together all the way from Boksburg to Johannesburg.

The next day I decided to experience third-class travelling first-hand. I caught the 7:20 am train from Pretoria to Johannesburg. It wasn't as bad as the previous day.

At least one could stand comfortably. This was complicated, somewhat, though, by broken roof straps — only five of the 16 straps in the coach were undamaged.

Once again I had to hang on for dear life as the train surged ahead. Only a painful 20 minutes later, when the train reached Irene, did some seats become available. But

this relief was short-lived. Twenty minutes later we arrived at Oakmoor Station and I ended up squashed between two women.

The train — which had four third-class coaches for black commuters — arrived in Johannesburg an agonising hour later at 9 am.

The next morning I again travelled in a third class coach, this time from Vereeniging to Johannesburg in the 8:20 am train.

I had a seat (admittedly a hard, plastic one). The train became full at Residentia, at Lawley there was standing room only, and at Tshiawelo it became quite packed.

I returned to Boksburg Station on the fourth day of my travels. I stood on the platform from 6:45 am to 7:20 am — and not once did I see a single passenger standing in the white coaches. But the four third class coaches were extremely overcrowded in the 7:20 am train from Boksburg to Johannesburg.

This month South African Railways announced that first class commuters in black coaches would be moved to white coaches to alleviate overcrowding.

A spokesman for SAR, Mr G. J. C. Visser, confirmed that this ruling applied only to first class passengers. "Third class passengers pay only about a third of first class tariffs, so we are not moving them as well," he said.

# SA faces long wait for faster trains (269)

Star 23/2/82

By Richard Paris

**Transport Reporter**  
With a deficit for the current financial year of R628 million, still climbing, the South African Railways cannot be expected to introduce high-speed luxury trains in the near future

This was disclosed by Dr Anton Moolman, assistant general manager (passenger services and road transport) for SA Transport Services, in an interview. He said he wanted to make it clear that the revolution in train travel that had swept Europe would be significantly slower in coming to South Africa.

"The SAR has to find ways to try at least to contain these huge losses. Even with R280 million of compensation from the Government, we must still find more than R300 million to balance our budget, and it is getting worse each year," explained Dr Moolman.

## DEFICIT

"Just to keep the deficit at its present level, and accepting an annual inflation rate of about 15 percent, we would have to put up passenger fares 35 percent every year, which we cannot do," he added.

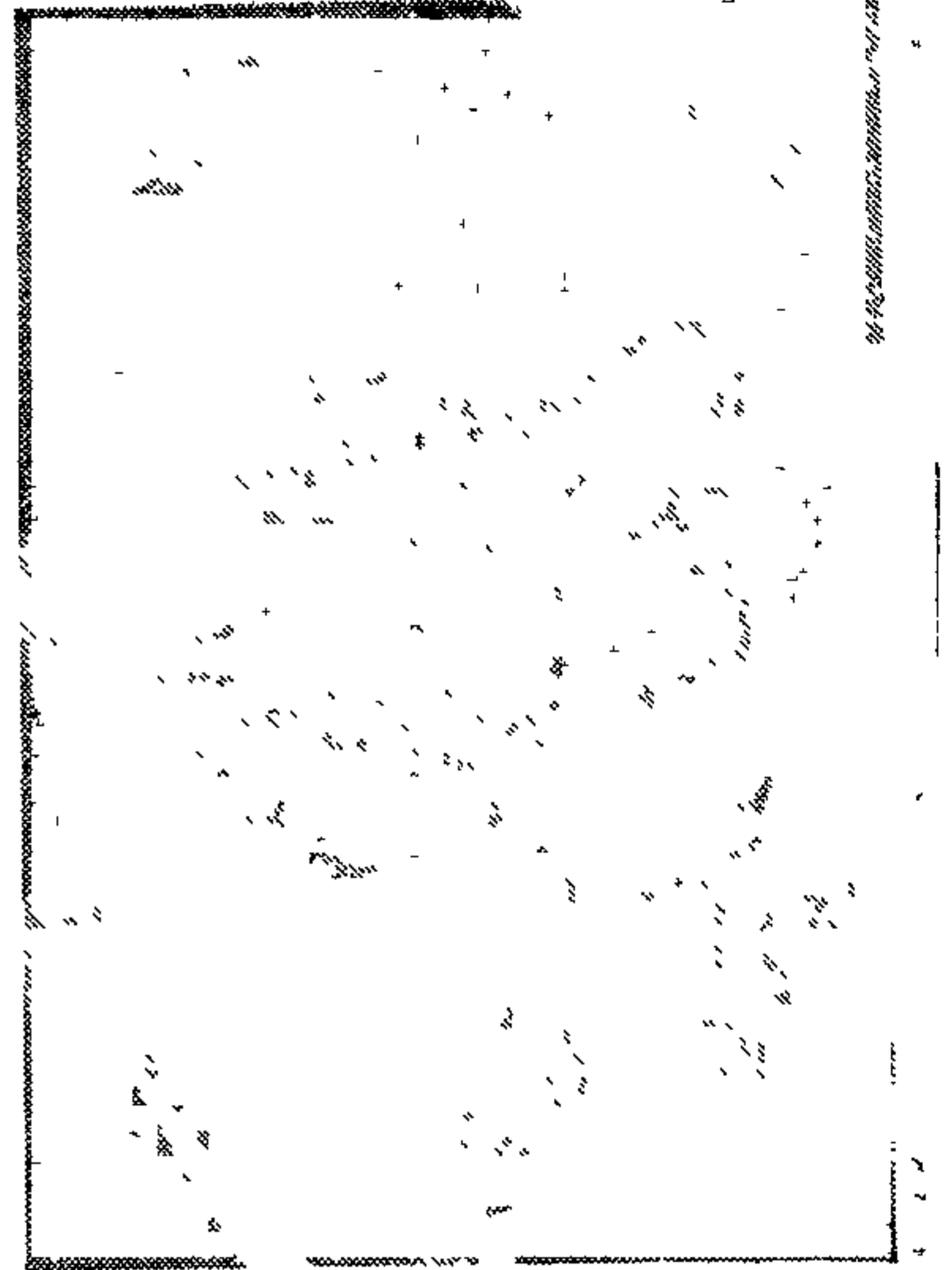
With monumental financial problems of this nature, introducing high-speed trains all over South Africa was out of the question.

Transport Services will continue to make funds available to check and improve the technical feasibility of faster trains, but their implementation into regular service would be entirely dependent on their economic viability.

In January 1983, two new sets of trains would be put on the Johannesburg-Pretoria service in the early mornings and late afternoons, he said.

## CONGESTED

"But while we hope to reduce the travelling time to less than an hour, this cannot be a high-speed service as we do not have a direct rail link with Pretoria all



Dr Anton Moolman (43), assistant general manager (passenger services and road transport), SA Transport Services.

rail traffic goes by way of Germiston on congested tracks. But modern aircraft-type seating will be used to gauge customer response to a new coach lay-out," said Dr Moolman.

The second stage will be the introduction of a 120 km/h train between Johannesburg and Durban in 1986, increasing the average speed on the line by 30 km/h.

For this service, modifications would be made to rolling stock and to sections of the track, and if the journey time could be cut from 14 hours down to 10 to 12 hours, a day train would be considered.

"A day train would mean I could double the capacity of the train by putting in aircraft-type seats and removing the compartments," Dr Moolman said.

Trains moving at speeds up to 200 km/h would come into existence only if the business traveller was certain to use them, and not before the railways had gone through a 150 km/h train period, possibly towards the end of the 80s.

## FUEL PRICE

Even by reducing the travelling time between the Reef and Durban to 4½ or five hours Dr Moolman doubted air travellers would use trains — unless fuel doubled in price.

"Electric high-speed trains are by far the most energy-efficient means of transport, but they are ideal

for medium distances between large population centres here, this means only the route between Johannesburg and Durban. We may still find that with the faster trains we will not be able to increase our passenger loads, in which instance the enormous investment is not worthwhile," he said.

The transport chief did not foresee fast trains between the Reef and Cape Town for many years; rail travel could not compete with flying, as the distance was too great.

The importance of appealing to the business traveller could not be underestimated, because holiday traffic was seasonal and many trains were operating at only 10 percent capacity, he said.

## SCHEMES

"Of course, this means we will have to curtail and ration some railway services in the near future."

On main line routes, the railways was to step up its marketing strategy, and would soon be following the successful 40 percent discount scheme for pensioners, introduced last year, with similar schemes for other sections of the population. Dr Moolman said the Minister of Transport would announce new promotional schemes in the Transport Budget on March 3.

269

Hansard Q. Col. 179-180  
Transport Services for Coloured Persons and  
Indians Act/Black Transport Services Act

28/2/82  
151 Mr G S BARTLETT asked the  
Minister of Transport Affairs

What were the costs in respect of the  
administration of the collections made and  
the disbursements granted under the (a)  
Transport Services for Coloured Persons  
and Indians Act, No 27 of 1972, and (b)  
Black Transport Services Act, No 53 of  
1957, in each of the latest specified five  
years for which figures are available?

The MINISTER OF TRANSPORT AF-  
FAIRS.

(a) The administration costs in respect of  
Act 27 of 1972 for the last five years  
were as follows



## Off-road bus terminus in Kwazakele opened

*E. Post 24/2/87* Post Reporter

THE new R185 000 Daku Road bus terminus in Kwazakele was officially opened today. It is the first off-road bus terminus in Port Elizabeth's black townships.

An East Cape Administration Board spokesman said it was the first such project to be subsidised by the Department of Transport.

Among those who attended the opening were the chairman of the Port Elizabeth Community Council, Mr Wilkinson Maku, and the general manager of PE Tramways, Mr Carl Coetzer.

Residents believe the terminus will relieve the congestion at the old terminus and help to prevent traffic jams.

SAR (269)  
**promises  
more buses** *Sowetan*  
*24/2/82*

THE South African Railways has promised to "do something" about the acute shortage of daily buses travelling between Nigel and Germiston.

Residents in Rathanda, near Heidelberg, who work in Germiston, Alberton and Johannesburg have complained that they are only supplied with two buses daily to transport them from Nigel to Germiston and that on Fridays they get only one bus or none at all

(269)

*Hansard Q. Col. 200*  
Rail commuter services  
*24/2/82*

148 Mr. A SAVAGE asked the Minister of Transport Affairs

- (1) Whether the South African Transport Services sustained a loss on rail commuter services in the 1980-'81 financial year, if so, what was the amount of such loss;
- (2) whether a loss was sustained on such services in the PWV area in that financial year, if so, (a) what was the amount of such loss and (b) what proportion of such loss was in respect of third class transport?

The MINISTER OF TRANSPORT AFFAIRS.

- (1) Yes. R301 million.
- (2) Yes.
  - (a) and (b) Particulars for the PWV area are not readily available.

**Dagga plantations: helicopter patrols**

159. Mr. B W B. PAGE asked the Minister of Police:

Whether helicopter patrols were used in 1981 to locate dagga plantations in the Republic, if so, (a) in which (i) areas of the Republic other than Black states and (ii) Black states and (b) what was the estimated value and the quantity of the dagga destroyed in each category?

*269* *Star* *26/2/82*  
**Step to shorten the SAR ticket queues**

The overcrowding crisis at ticket offices during weekends and month-ends has prompted the South African Railways to introduce a new system which will enable commuters to renew their tickets in advance.

Addressing a Press conference in Johannesburg yesterday, Mr G. J. C. Visser, senior superintendent for passenger services, said

the pressure was exceptional at the end of January during a rush for monthly coupons. "We had insufficient staff which had to cope with hundreds of commuters. This caused long queues at various stations."

Explaining the new system, Mr Visser said: "Workers' weekly season tickets can be renewed from Thursdays and the monthlies can be renewed during the last three days of the month and four days later if the month ends on a Sunday or public holiday."

"As the validity of a weekly ticket is identified by a week number, the new ticket will be accepted at the barriers and trains until the next Monday morning. The current tickets must be retained to enable the passenger to travel for the rest of the week," said Mr Visser.

He emphasised that the new procedure of buying tickets started yesterday and that commuters should start buying tickets immediately. Additional stations would be posted at these stations to cope of tickets would be sent to bigger stations in Soweto. These included Orlando, Dube and Naledi, Miamlan-kunzi, Nancefield, Midway and Lenz stations.

Additional sellers would be posted at these stations to cope with long queues. "Although the system is country-wide, we are presently concentrating it in the Johannesburg areas, particularly Soweto. "To obviate a chaotic situation next Monday morning, commuters are requested to make use of this facility by renewing their season tickets earlier," he said.

er automatically dissolves the partnership as legal and For this reason a partnership income statement would have the period up to the date of death of the partner so as to balance on his capital account. The proceeds from the life insurance as income in this income statement and NOT credited direct to the partner's personal accounts.

3, the life policy would be reflected on the partnership on-current asset at its surrender value of R240.

Director	24 000	23 460	23 460	24 000	300	60	300
Receipt of proceeds							
Income Statement							
Income from Life Policy	23 460						
Income from Life Policy		23 460					
Income from Life Policy			540				
Income from Life Policy				24 000			
Policy					300		
Policy						60	
Policy							300

as year 01

ed as an Asset - Cont'd:

5 (Cont'd)

269 Hansard Q 61.  
Mabopane—Pretoria rail link  
225 26/2/82

\*22 Mr W V RAW asked the Minister of Transport Affairs

- (1) (a) What was the date originally envisaged for the completion of the Mabopane—Pretoria rail link and (b) what is the anticipated date of completion at present,
- (2) whether there has been a delay in completing the said rail link, if so, why?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) December 1980  
(b) June 1983
- (2) Yes Due to the change in layout and design of the Mabopane station building This was done at the request of the Bophuthatswana Government

(269) *Hansard Q 61.*  
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(269) *Hansard* ~~8077~~ Q 61.225/6  
Railway work in isolated areas/locations  
26/2/82

\*23 Mr W V RAW asked the Minister of Transport Affairs

Whether protection is afforded to South African Transport Services officials per-

FEBRUARY 1982

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forming railway work in (a) isolated areas and (b) locations, if so, what is the nature of the protection afforded?

†The MINISTER OF TRANSPORT AFFAIRS

Yes, where necessary For security reasons particulars thereof cannot be divulged.

269) (84A) Hemsond Q 61.2-6  
Franklin: officials attacked Q6/2/82

\*24 Mr W V RAW asked the Minister of Transport Affairs

- (1) Whether any South African Transport Services officials were attacked while performing railway work near Franklin in January 1982, if so, (a) how many officials were involved and (b) what was the nature of the attack,
- (2) whether any protection was afforded to such officials, if so, what protection?

†The MINISTER OF TRANSPORT AFFAIRS

- (1) The South African Transport Services have no knowledge of its officials having been attacked while working near Franklin during January 1982  
(a) and (b) and
- (2) Fall away

Griqua people: discussions

\*25 Mr R W HARDINGHAM asked the Minister of Internal Affairs

- (1) Whether any discussions have taken place between the Government and the Griqua people in regard to their constitutional future, if not, why not, if so, when,

# Town hit by fare hike

2/3/82

269 Sowetan  
By MZIKAYISE EDOM

BUS fares have been increased by 5c in Thokoza, Alberton and the Alberton industrial area. The increase was announced by the Alberton Town Council through notices distributed to passengers last week.

The new fares, which were supposed to be introduced yesterday, come into effect today.

The local community council has rejected the increases and has called on the Town Council not

to go ahead on the increases. Residents have also called the Alberton Town Council not to go ahead with the increases, for at least this year.

One resident, Mr C Khanyile, said yesterday, "Not long ago the general sales tax was increased and now the town council is increasing bus fares by 5c. Our salaries are not increased and I do not know where the authorities think they will get the money from."

Mr G Mamabolo, chairman of the Thokoza Community Council,

said they had written to the town council rejecting the new increases, claiming residents were not informed in time. He said his council will meet the town council as soon as possible to discuss this issue.

Mr J van Staden, the Alberton Transport manager, said the town council had made its decision and the fares had to go up.

"Things like tyres and spare parts have gone up and to avoid working at a loss we have to increase the fares."

300

300

24 000

300

24 000

24 000

300

300

300

300	Income Statement	Jan 2:	Insurance Expense	being closing entry
24 000	Income Statement	Jan 2:	Income from Life Policy	being closing entry
24 000	Debtor (Insurance Company)	Jan 2:	Income from Life Policy	being accrual of proceeds receivable
300	Bank	04, Jan 1:	Insurance Expense	
Years 02 and 03 - same as 01				
300	Income Statement	Dec 31:	Insurance Expense	being closing entry
300	Bank	01, Jan 1:	Insurance Expense	being payment of premium

(2)

(1) Premiums Treated as Business Expense

SOLUTION TO: GL5



# New SAR ticket system?

Soweto

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SOWETAN REPORTER 2/3/82

A COUPON system may be introduced on the railways, instead of return tickets. If SAR officials take up one of a number of recommendations of its transport committee next week

Among other sugges-

tions to be put forward by the committee are

- Tickets from Soweto to Doornfontein and beyond should also apply to Faraday and Westgate stations
- Hawkers at stations should be provided with stalls and pay the rent to the SAR
- Additional waiting

rooms should be built at Lenz station and the commuters bridge there should be cleaned up

- The 11-coach train set between Tembisa and Germiston should be increased to 14
- Means should be taken to stop the drinking of liquor in trains, and
- Whites-only bridges at Kempton Park, Orlando and Flandston

tem should be made open to black first class ticket holders especially at peak hours

Meanwhile the SAR has begun a plan to alleviate congestion at ticket offices at week and month's end

The acting senior superintendent of passenger services, Mr J G Visser, said the implementation of this scheme started at the week-end

(2)

300	300	01, Jan 1: Insurance Expense	Bank	being payment of premium
300	300	Dec 31: Income Statement	Insurance Expense	being closing entry
Years 02 and 03 - same as 01				
300	300	04, Jan 1: Insurance Expense	Bank	
24 000	24 000	Jan 2: Debtor (Insurance Company)	Income from Life Policy	being accrual of proceeds receivable
24 000	24 000	Jan 2: Income Statement	Income from Life Policy	being closing entry
300	300	Jan 2: Income Statement	Insurance Expense	being closing entry
24 000	24 000	Jan 31: Bank	Debtor (Insurance Company)	being receipt of proceeds

(1) Premiums Treated as Business Expense

SOLUTION TO: GL5

(249) Sowetan  
**12 new buses  
may help** 3/3/82

THE acute shortage of buses in Tsakane, near Brakpan, may be solved within the next two weeks when 12 new buses will be introduced in the area.

The past few months have been a nightmare for Tsakane commuters, especially during peak hours and over the weekends, because of the shortage of buses.

A spokesman for the Brakpan Town Council said yesterday the council has bought 12 new buses and delivery is expected within the next two weeks.

# Outcry over increased fares

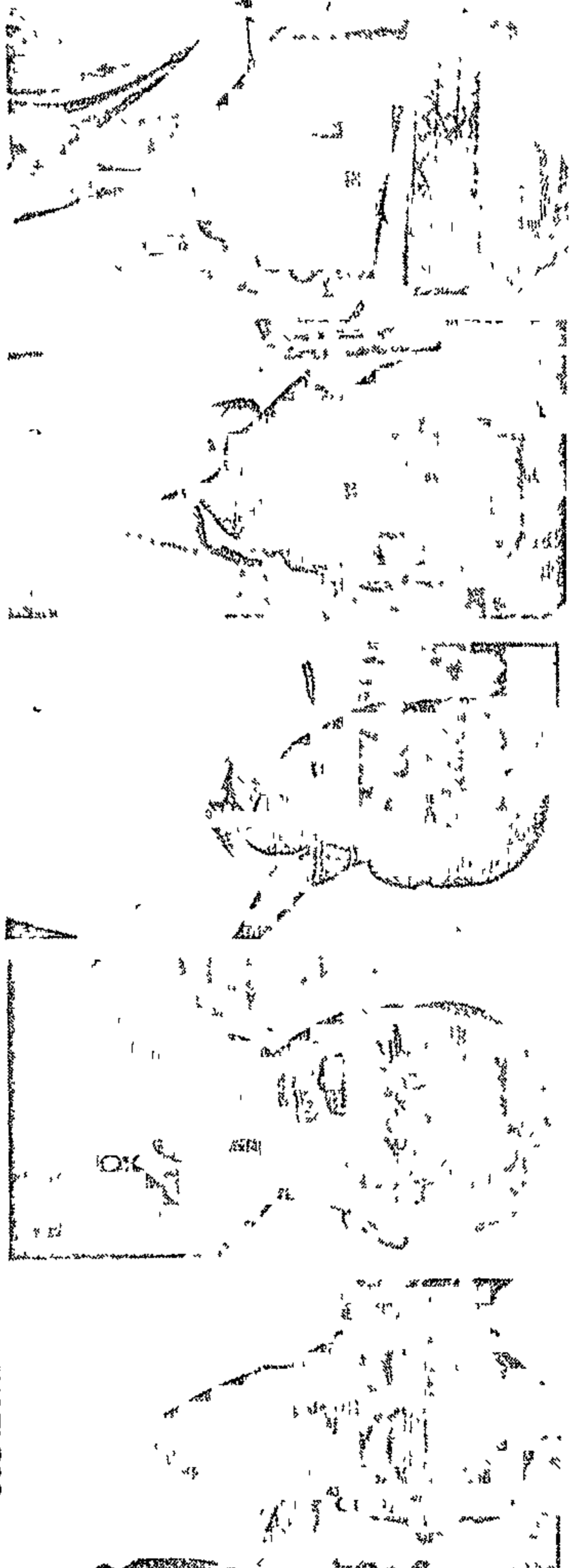
By CHARLES MOGALE

TRAIN commuters yesterday accused the Government of "insensitivity" for introducing a third fare increase in 12 months.

All commuters interviewed said the Government had ignored the plight of blacks in the country.

Mr Robert Moretsele a hawker from Naledi said it was strange that the deteriorating standards of operation offered by the Railways had been highlighted even on the eve of the rises.

Recently he said there has been an outcry from commuters who complained about lack of security in the trains. The authorities said they did not have enough personnel to deal with the situation. They said they could not have police checking on every train. But the Railways have a special squad of men who ha-



**DETERIORATING:**  
Mr Moretsele

**PROBLEMS**  
Mr Khumalo

**TOO MUCH:**  
Ms Mabe.

**DIFFICULT**  
Mr Mkhize.

**SENSELESS:**  
Ms Sehicho.

ss hawkers operating on their grounds. The dust has hardly settled and now they are increasing the fares.

Miss Dorcas Mabe of Meadowlands said it was clear that someone was out to fleece blacks.

Ignore our problems just when are they increasing our salaries? Miss Mabe asked.

Miss Paula Sehicho of Dube said the Government seemed to rejoice in introducing increases every day.

Just the other day they increased them now they are doing it hardest hit.

Some of us have been out of work for quite a while and such senseless increases are a blow to our budget — which is already crippled enough, said Miss Sehicho.

Mr Billy Khumalo of Alexandra said the unemployed would be hardest hit.

## General

MIS Johanna Mhlongo, grand-daughter of the first editor of The World newspaper, Mr R V Selope-Thema, died last week after being stabbed by unknown men.

# LOAFER TELLS GOUBTS OF PUPILS TRATS

ONE of the accused in the Khotso Seatholo Terror-

five Council, Mr Sydney Khotso Seatholo, are appearing

She was detained during that year and spent 18 to 19 months in

dent, but nothing was done. She said after the

and science Khotso also asked her about the SSRC

# Strikes hit five firms

By MZIKAVISE EDONI

ANOTHER company in Wadeville, Germiston, has been hit by a strike, bringing to five the number of firms to be hit by strikes, in the area since the beginning of the week.

An undisclosed number of workers at the Transvaal Malleable Foundries downed tools yesterday afternoon demanding higher wages. A spokesman for the union representing the workers said he got a report yesterday afternoon that workers at the firm were on strike demanding more money. He also said that his union will hold talks with management to try and end the dispute at the firm.

On Monday more than 1 000 employees at McKeechne Brothers downed tools demanding a R1 00 per hour raise. According to the workers representative the demand was increased to R2 00 per hour on Tuesday morning. At another company

Base on 6/14/82  
12/24/82

# Train delays caused by fire

CAPE TOWN TIMES  
4/3/82  
269

Staff Reporters  
TRAINS throughout the Peninsula were delayed for three hours yesterday afternoon, when one of the main line signal cables was damaged by fire.

A pile of litter next to the line between Woodstock and Salt River stations, caught alight and set fire to the signal cable, which automatically switched signals on all lines to red.

All services were brought to an immediate standstill. Some trams were re-routed through Esplanade. The Railways also tried to hire buses from City Tramways to carry stranded passengers, but buses running during peak-hour could not be spared.

By 6:30pm yesterday the services were back to normal, a Railway spokesman said.

The disruption of the tram service was bad news for city commuters battling to get home. A south-easter threatened to sweep them off their feet as they worried about the increase in train fares announced yesterday.

Among masses of people who caught buses home because of delayed trains was Mr Anthony Joubert of Goodwood.

"You can't beat the system," said Mr Joubert of the price hike in commuter tickets, as he stepped off again because he didn't have change for a R5 note. Another commuter who caught the bus after a windswept dash from the station was Mrs A Gamaldine of Salt River.

"I've got a weekly train ticket, but I have to pay an extra 40c to catch the bus home," she said. Mrs D Kock of Kensington was not amused by the hike in train fares. "Would it help if I said what I felt? They get away with murder," Mrs R Whireley of Fish Hoek took the increase in her stride. "Our train service is a good one — in Europe it is three times as much as we pay here."

John Green of Glencairn was undaunted by the delay and the ticket increases. "Travelling by train is still cheaper than driving and the railway workers don't serve a raise," he said. "They have to face inflation like the rest of us."

15 percent shock for commuters

# TRAIN

# FARES UP

COMMUTERS: Flocking for tickets at Park Station yesterday.



stions for blacks employed by the Railways are to be increased by 15 percent. However, annuities for whites, depending on the time of retirement, will go up by between 13 percent and 18 percent.

**Salaries**

Also announced is an increase in salaries for employees of the South African Railways (SAR) Blacks "who already enjoy parity" in salaries will receive a 15 percent increase, while other blacks will receive a 17.5 percent rise.

Announcing the budget yesterday, the Minister of Transport Mr Hendrik Schoeman said he did not believe in cutting the capital investment programme because of the economic downturn. He outlined several projects budgeted for, which are to cost at least R458-million.

Mr Schoeman told a Press conference: "We

TRAIN fares are going up again on April 1.

The increase — a whopping 15 percent — was included in the mini-budget announced in the House of Assembly yesterday. Mainline fares will go up by 10 percent, and the percentage increase in weekly and monthly season tickets has not been announced.

The increase, which should come as a shock to commuters throughout the country, is the third in 12 months and the second in six months. Last October the fares went up by an overall 10 percent, and 100 percent for single journey commuters who made return trips creating a wave of protest from black leaders and commuters.

The "good news" in the mini-budget was the announcement that pen-

**BY CHARLES MOGALE**

will have an upturn again soon and we must be ready for it."

In 1975, he said, there had been complete dependency and capital projects were halted.

"When the boom came we were caught with our pants down. We will not allow that to happen again," he said.

Some of the examples released by the Railways yesterday are (first class): Jhb to Pretoria was R2,05, now R2,35, Springs was R1,45, now R1,65; Germiston was R0,55, now R0,60, Boksburg was R0,30, Randfontein was R1,35, now R1,55, Krugersdorp was R1,00, now R1,15, Roodepoort was R0,65, now R0,75, Boksburg was R0,75, now R0,85, Benoni was R0,95, now R1,10.

**3RD CLASS:**  
Jhb to Pretoria was R0,85, now R1,00, Springs was R0,60, now R0,70; Germiston was R0,25, now R0,25, Randfontein was R0,55, now R0,65, Krugersdorp was R0,45, now R0,50, Roodepoort was R0,30, now R0,35, Boksburg was R0,30,

now R0,35, Benoni was R0,40, now R0,45

● Weekly first class season tickets from Johannesburg to Pretoria R10,90 to R12,50, Springs R9,00 to R10,40, Germiston R3,60 to R4,10, Randfontein R8,60 to R9,90, Krugersdorp R6,70 to R7,70; Roodepoort R4,40 to R5,10; Boksburg R5,00 to R5,70; Benoni R6,30 to R7,30

● Monthly first class season tickets from Johannesburg to Pretoria R40,40 to R46,50, Springs R33,30 to R38,30, Germiston R13,30 to R15,30, Randfontein R31,90 to R36,70, Krugersdorp R24,70 to R28,40, Roodepoort R16,50 to R18,90, Boksburg R18,40 to R21,10, Benoni R23,50 to R27,00

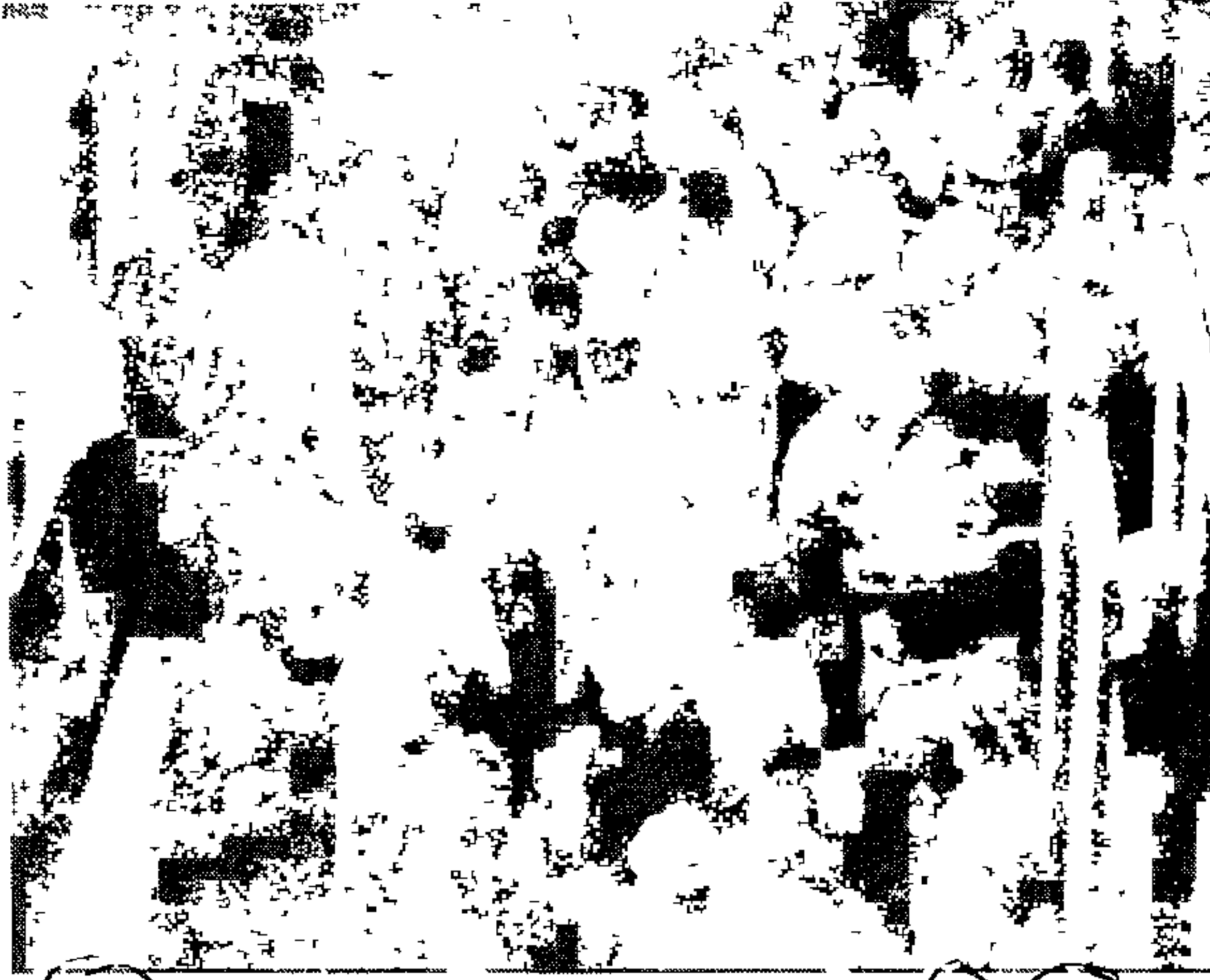
● Weekly third class season tickets from Johannesburg to Pretoria R2,30 to R2,60, Springs R2,00 to R2,30, Germiston R1,10 to R1,30, Randfontein R1,90 to R2,20, Krugersdorp R1,70 to R2,00, Roodepoort R1,40 to R1,60, Boksburg R1,50 to R1,70, Benoni R1,70 to R1,90

● Monthly third class season tickets from Johannesburg to Pretoria R10,10 to R11,60,

Springs R8,70 to R10,00, Germiston R5,00 to R5,80, Randfontein R8,40 to R9,70, Krugersdorp R7,50 to R8,70, Roodepoort R6,00 to R6,80, Boksburg R6,40 to R7,40, Benoni R7,30 to R8,40 (See Page 2)

UOB

# Police sit in comfort while people robbed



269 SOWETAN A Railway station scene during peak hours 29 251

SIR — Allow me, through the medium of your newspaper, **The SOWETAN**, to voice my disgust, shock and disappointment concerning the story of an incident which happened between Katlehong and Germiston on Saturday, February 20

Three men were reported dead and one seriously injured after thugs terrorised passengers in the 2 pm, Katlehong bound train. I am confident that no one in the township of Katlehong can say he/she does not know about this train, on which thugs have been terrorising people for as long as I care to remember

The train is well known for this and it is rather surprising to learn that the authorities have not done anything to stamp out this hooliganism

Ask anybody about the 2 pm train that leaves Simpan for Kwesine on Saturday, and you will soon know what's going on. Our police, however, seem to have turned a blind eye to this train. During the days of the Hazel and X14 gangs, which were based in the Ncala and Hlongwana sections respectively, the gangsters used to play with the siren brakes on Saturdays

Remember, the Katlehong police did a fine job in stamping the gangs out. But that did not make any

4/3/82 difference as far as crime in the train was concerned

The Katlehong police have no authority to do anything about it, so the railway police are duty-bound to handle this thugery as it falls under their department. But are they doing a fine job? Not on your life. They are thus partly to blame

The reason why I say they must be blamed, is because they are to be found sitting comfortably in the first class coaches, while people are being robbed. To substantiate my accusation I wish to pose the following questions

Why are they nowhere to be found when thugs are terrorising passengers, and suddenly appear when the thugs are gone? Why do they prefer to start searching for whatever they want when the thugs are no longer on the train?

How many times have they heard people talking about the 2 pm train from Simpan? What steps have they taken to investigate what people are saying even if they think it's hot air? Is it not their duty to follow these reports up?

At Germiston station, there is a group of thugs which is busy pick-pocketing passengers day in and day out. People who come to the station twice or thrice a week know about the group but the police, who are at the station al-

most daily, don't seem to share this knowledge

The group tends to move to and from the platform, putting their long fingers into passengers' handbags, pockets or whatever they are carrying. The group has been there for as long as I can remember

It is a pity that a man's good work is only appreciated long after his death. The late Mr Herbert "Tough Cop" Maseko was a non-nonsense policeman during his days. If he was alive today, I have no doubt that, stationed at Simpan, and anywhere where crime is rife, he would have made some difference. That is why thugs from Katlehong used to call him "Tough Cop"

Let the policemen stop searching innocent passengers for dangerous weapons when the real thugs are always in front of their very noses. Let them stop harassing passengers for trivial matters like being without a ticket when the real thugs are busy throwing people out of a fast moving train. Let them stop worrying about poor students selling apples, when thugs are robbing and raping innocent passengers. It is disgusting to see them doing nothing while passengers are exposed to real danger

**MOZIWAKHE**

**MQUBAZANA**  
Katlehong.

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THOUSANDS of passengers throng the platform at Salt River station after a fire damaged the signal cables between Salt River and Woodstock yesterday bringing the Peninsula suburban rail service to a halt (Picture by Doug Pithey)

369 4/3/80 ARGUS

# The dawn the city went off the rails

ARGUS 4/3/82 (269)

## Staff Reporters

THOUSANDS of passengers were left stranded and shivering for more than 3½ hours in the rush hour yesterday when the entire Cape Town suburban train service was brought to a halt.

A Railways spokesman it as the biggest disruption of suburban trains in the city's history

Waste paper and refuse lodged under signal wires near Woodstock station caught alight and burned the cables, paralysing the southern suburbs, northern areas and Cape Flats lines at 3 10 pm

There was confusion before temporary repairs were made and the first train was able to leave the station

Some passengers were already seated in the coaches when they were

told that the trains would not be leaving

Long queues developed at the station telephone booths and at telephones in shops in the Golden Acre concourse

## Thumbing

Hundreds of people lined Strand Street thumbing lifts. Many were successful as obliging motorists, realising there was some sort of

emergency, generously filled their cars

Others ran to catch buses and the service was soon hard pressed.

When the first trains were ready to leave after the breakdown, ticket barriers went by the board as passengers made a concerted rush on to the platforms

At suburban stations the platforms were crowded with confused and angry commuters, speculating why no trains were arriving from Cape Town

Passengers said chaos was averted and all commuters were given a fair chance to get home from Salt River when about 40 railway policemen arrived to keep order and ensure that trains were not overloaded

'They were quite fantastic,' commuters said.

A railway spokesman said last night that as soon as the fault was discovered temporary repairs began on the signal's

The first trains left at about 5 30 but had to travel at a 'snail's pace' for safety reasons. The northern areas trains were rerouted along the Esplanade line to bypass Salt River

## Extra trains

At Salt River extra trains were provided to take Salt River passengers in a shuttle service to destinations in the southern suburbs because by the time Cape Town trains reached Salt River they were already full

'By 7 37 pm we had the system back to normal but of course we still had a tremendous backlog to catch up,' the spokesman said.



# Rises in transport tariffs slammed

Cape Times

4/3/82

269

By GORDON KLING  
**RAILWAYS Budget increases in transport tariffs exceeding even the expected rate of inflation this year are being criticized from all sectors of the economy including organized commerce, industry, and agriculture.**

Describing the across-the-board hikes as "a very grim package", the official Opposition spokesman on finance, Mr Ray

Swart, noted that the new rises announced by the Minister of Transport Services, Mr Hendrik Schoeman, in Parliament yesterday meant an effective doubling of air and rail fares in the past two years

The NRP's chief transportation spokesman, Mr George Bartlett, said it was obvious from the budget that there had been no meaningful attempt to curb inflation

## 'Doubly hit'

"The man in the street will now be doubly hit, not only by the increased cost of living flowing from this budget, but also by increased personal transportation costs"

The heads of the Federated Chamber of Industries, the SA Agricultural Union and Assocom, all issued statements, hitting at

oldest pensioners

Increases in the cost of weekly and monthly season tickets were not quantified by the Minister, but he gave notice that they too would go up.

Higher pipeline charges between Durban and the Rand mean inland areas can expect to pay up to 0,75c a litre more for petrol and 0 5c for diesel

The Minister painted an ominous picture of the country's economic outlook in the year ahead, forecasting a continuation of the tendency to rising interest rates, high inflation, poor demand for the country's exports, a large deficit in the balance of payments and lower growth

The working estimates for the Railways Budget were based on an expected inflation rate of 13 percent and real growth in

● Harbour tariffs up 17,5 percent.

## Reduction

Mr Schoeman also announced pay and pension rises for railway workers and some fare concessions, also effective from April 1st National servicemen are to benefit from a 50 percent discount rail-fare scheme and a 30 percent fare reduction on certain flights

Workers on parity salaries are to gain an additional 15 percent while others will get 17,5 percent more. Pensions are up between 15 and 20 percent with the biggest improvements going to the

sory Board, said "This is the second increase recently. The last was an indirect increase when they stopped selling return tickets on the trains

"It perturbs me considerably because Cape Town is in a situation where a very large proportion of its poorer sector have been moved from the centre of the city to the outskirts and therefore, by force, have to commute

"The cost of travel represents a very high proportion of their income. I believe it's the government's moral duty because of this to subsidize travel"

the inflationary implications of the package and its erosion of the country's ability to compete on world markets

Among tariff increases effective from the beginning of next month are

● Domestic air fares up 12,5 percent

● Commuter fares up 15 percent

● Main line railway fares up 10 percent

● Goods tariffs up 15 percent

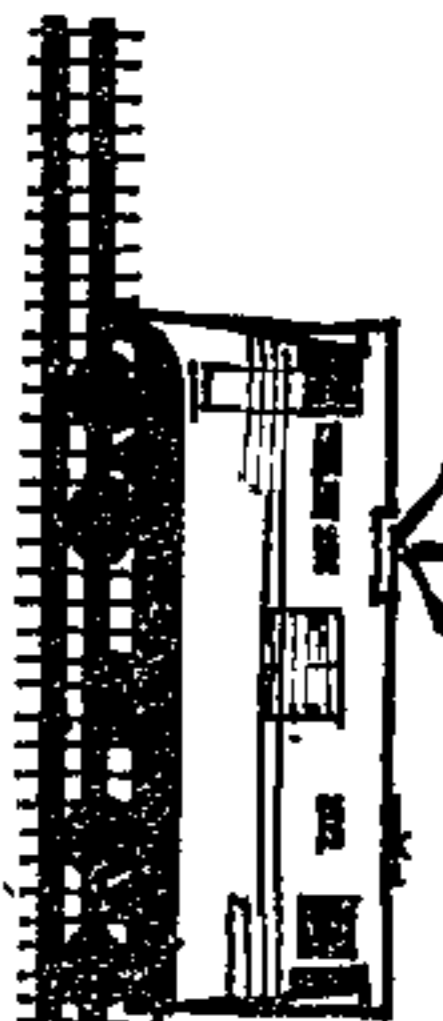
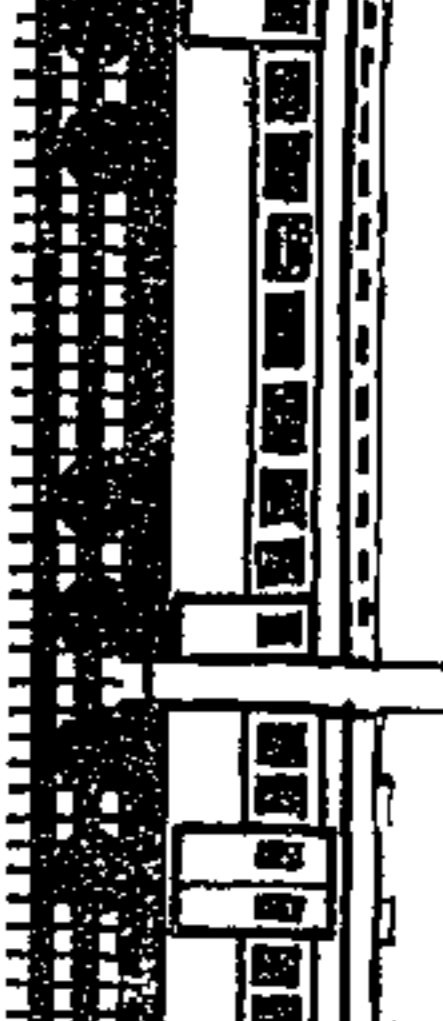
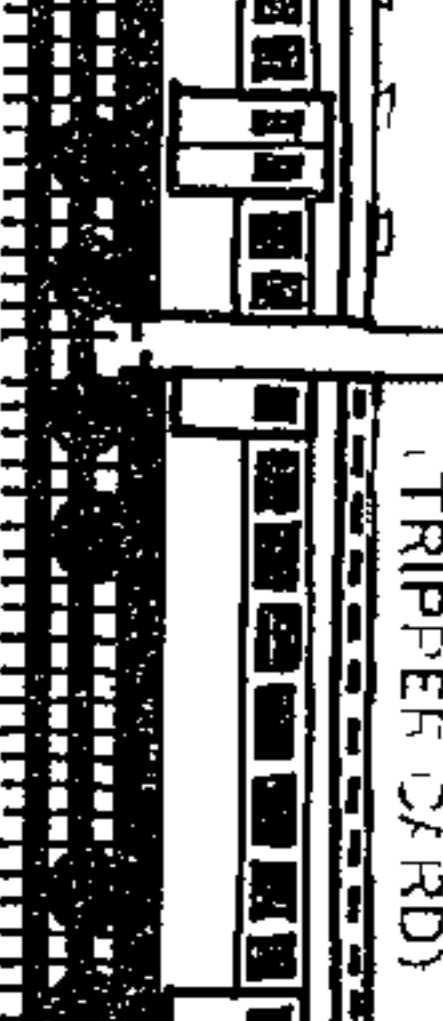


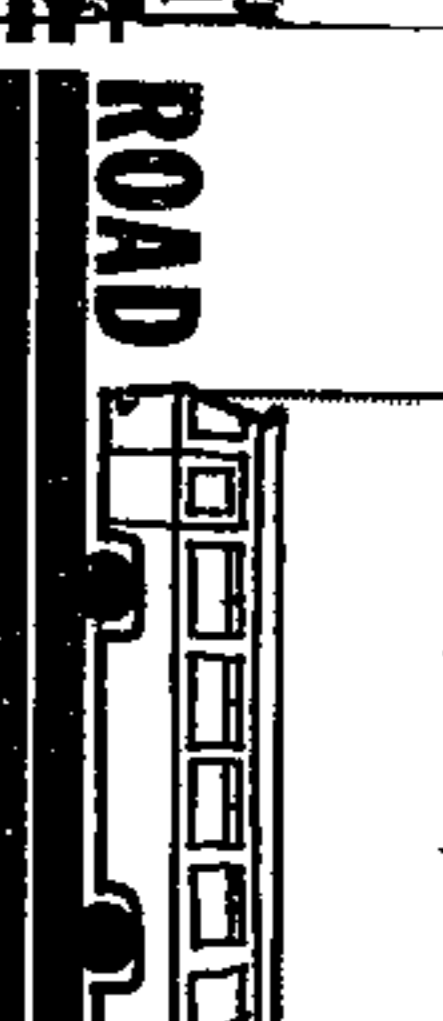
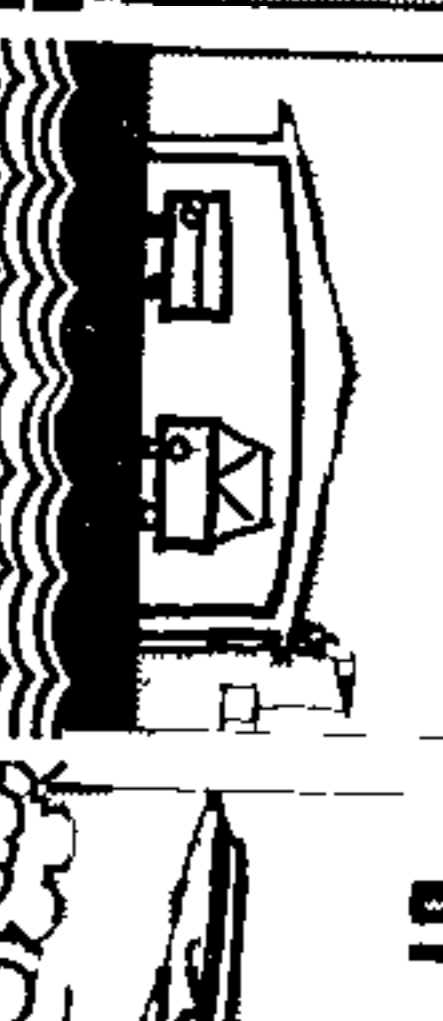

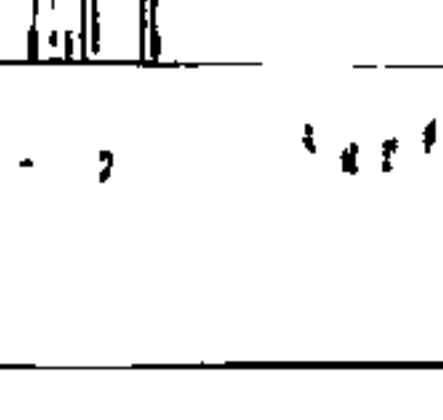
the gross domestic product of two percent

Losses on rail passenger services were estimated at R690-million for the new financial year and "drastic changes" would have to be made in the "foreseeable future"

● Asked to comment on the increases, Mr Frank van der Velde, City Councillor, PFP whip in the Provincial Council and a member of the Cape Metropolitan Transport Advi-

● Details of transport budget and reaction, page 6

● Travel concessions for soldiers, page 3

	<b>MAIN LINE FARES</b> UP 10%
	<b>COMPUTER FARES</b> UP 15%
	<b>NATIONAL SERVICEMEN</b> 50% CUT (TRIPPER OF RD)
	<b>Weekly/monthly SEASON TICKETS</b> UP % NOT ANNOUNCED
	<b>LIVESTOCK</b> UP 15%
	<b>BASIC EXPORT MAIZE</b> UP 15%
	<b>PASSENGER FARES</b> UP 9,1-13,9%
	<b>HARBOUR DUES</b> UP 17,5%
	<b>DOMESTIC AIR FARES</b> UP 12,5%
	<b>PIPE LINE PETROL UP</b> 0,75 c per litre <b>DIESEL UP</b> 0,5 c per litre

# Delay in Hex River tunnel 'Grim package' PRRP dubs Budget

## Political Staff

### Scheme

THE completion of work on the Hex River Tunnel project had been delayed by two years, because of problems encountered with the tunneling. Work, the Minister of Transport Affairs, Mr Hendrik Schoeman said yesterday.

He said the tunnel would now be completed in 1986 instead of 1984.

Work on Durban Station, at a cost of R126-million, and Berea Road Station, at a cost of R28-million, should be completed in December 1983 and December 1982, respectively, while the sextupling of the line between Durban and Umgren, at a cost of R67-million, would be completed by the end of 1983.

Mr Schoeman said the container depot at Bellville should be taken into service during May 1982, while the goods depot would be ready by April 1984. The cost of these depots amounted to R24-million and R51-million, respectively.

The suburban connecting line between George Goch and Kaesene, on the Rand would be opened to traffic in December this year. The project cost would amount to R45-million.

The facilities for the container depot at City Deep

# 'Rises will cause prices surge'

By GERALD REILLY

Pretoria Bureau

in the main Budget later this year," said Mr Swart.

He pointed out that in two years air fares had increased by 50%, mainline fares by about 50% and commuter fares by nearly 50%.

Mr Schoeman needed a new "crystal ball" because his predictions were all wrong.

He had predicted a 4,5% growth in the economy but it had turned out to be only 2%.

In September he had expected goods traffic to increase by 4% but it had gone up by only 0,9%.

Mr Bartlett said it appeared that transport services had "drifted along with the inflation rate".

It was a great disappointment that the Minister had failed to adjust his capital budget sufficiently.

The result of this is that increases which will force up the cost of living even further," said Mr Bartlett.

"The man in the street will now be doubly hit, not only by the increased cost of living but also by increased personal transportation costs."

Mr Schoeman said that the main reason for the massive increases were an extra burden of R315-million in interest repayments and huge losses on the transport

search for extra money. Mr Schoeman had delivered a series of "body blows" to the public, who would also have to suffer price increases in all commodities including

ECONOMISTS warned yesterday that South Africa faced another powerful inflation wave because of the Railway tariff hikes, and other recent inflationary influences — including the rise in general sales tax and the 10% surcharge on imports.

Barclays Bank's chief economist, Dr Johan Cloete, said the higher tariffs would raise the general level of costs and prices and give another twist to the inflation spiral.

The tariff hikes together with the higher GST and the import surcharge would mean any hope that the inflation rate could be reduced could virtually be ruled out.

The Government's monetary policy, including a higher interest rate structure, had been aimed at depressing the growth rate and getting at the root problem of inflation.

"Now we have both — a depressed growth rate and more inflation," Dr Cloete said.

The chief economist of the Economic Research Bureau at the University of

# What the rail hikes mean to you

## Soweto/Tembisa

BLACK commuters will be affected by the mainline fare increase of 10% and the commuter fare increases of 15%.

Daily rail journeys from Johannesburg to

Fare Class	Old			New		
	1st	3rd	Ret	1st	3rd	Ret
Dube	R0,65	R0,30	R1,30	R0,75	R0,30	R1,50
Naledi	R0,90	R0,40	R1,80	R1,05	R0,45	R2,10
Daveyton	R1,35	R0,60	R2,70	R1,55	R0,65	R3,10
Oakmore	R1,25	R0,55	R2,50	R1,45	R0,60	R2,90
Lerella	R1,40	R0,60	R2,80	R1,60	R0,70	R3,20

Weekly and monthly rail journeys from Johannesburg to

Fare Class	Old			New		
	7-day	31-day	Ret	7-day	31-day	Ret
Naledi	R6,00	R22,20	R7,10	R6,90	R25,50	R8,20
Dube	R4,30	R15,80	R5,80	R4,90	R18,20	R6,60
Daveyton	R8,70	R32,30	R9,50	R10,80	R37,10	R9,80
Oakmore	R8,20	R30,30	R8,20	R9,40	R34,90	R9,60
Lerella	R8,90	R33,00	R9,60	R10,20	R37,30	R9,90

The new Railway bus fares are

Fare Class	Old			New		
	1st	3rd	Ret	1st	3rd	Ret
Jhb/Rustenburg	R3,60	R3,80	R3,80	R4,10	R4,30	R4,30
Jhb/Matielook	R3,80	R4,00	R4,00	R4,30	R4,50	R4,50
Jhb/Acornhoek	R4,30	R4,50	R4,50	R4,80	R5,00	R5,00
Jhb/Maseru	R4,50	R4,70	R4,70	R5,00	R5,20	R5,20
Jhb/Witsieshoek	R4,70	R4,90	R4,90	R5,00	R5,20	R5,20
Jhb/Umtata	R5,00	R5,20	R5,20	R5,50	R5,70	R5,70

## Air Fares

Mail Reporter

DOMESTIC airfares have increased by 12,5%, the Minister of Transport Affairs, Mr Hendrik Schoeman said yesterday.

Economy class flights from Johannesburg to main centres around South Africa will cost, from April 1, 1982

City	Old			New		
	1st	3rd	Ret	1st	3rd	Ret
Jhb-Cape Town	R125	R141	R141	R141	R157	R157
Jhb-Durban	R99	R115	R115	R115	R131	R131
Jhb-Port Elizabeth	R107	R123	R123	R123	R139	R139
Jhb-East London	R106	R122	R122	R122	R138	R138
Jhb-Bloemfontein	R106	R122	R122	R122	R138	R138
Jhb-Windhoek	R117	R133	R133	R133	R149	R149

● First class fares to all the centres will cost 30% more

## Suburban/Reef

COMMUTER fares are being increased by 15% from April 1, 1982

Suburban traffic on the Reef from Johannesburg

City	Old			New		
	1st	3rd	Ret	1st	3rd	Ret
Class	R2,05	R0,85	R2,35	R2,35	R0,85	R2,75
Pretoria	R1,45	R0,60	R1,65	R1,65	R0,70	R1,95
Springs	R0,55	R0,25	R0,60	R0,60	R0,25	R0,75
Germiston	R1,35	R0,55	R1,55	R1,55	R0,65	R1,85
Randfontein	R1	R0,45	R1,15	R1,15	R0,50	R1,45
Krugersdorp	R0,65	R0,30	R0,75	R0,75	R0,35	R0,95
Roadpoort	R0,75	R0,30	R0,85	R0,85	R0,35	R1,05
Boksburg	R0,95	R0,40	R1,10	R1,10	R0,45	R1,35
Benoni						

Return ticket from Johannesburg to

Class	Old			New		
	1st	3rd	Ret	1st	3rd	Ret
Single	R4,10	R1,70	R4,70	R4,70	R1,70	R5,40
Pretoria	R2,90	R1,20	R3,30	R3,30	R1,40	R4,00
Springs	R1,10	R0,50	R1,20	R1,20	R0,50	R1,40
Germiston	R2,70	R1,10	R3,10	R3,10	R1,30	R3,80
Randfontein	R2	R0,90	R2,50	R2,50	R1,10	R3,10
Krugersdorp	R1,30	R0,60	R1,50	R1,50	R0,70	R1,90
Roadpoort						
Benoni						

## Discount trips for troops

A NEW rail discount plan which will cut rail fares for national servicemen by 50% was announced by the Minister of Transport Affairs, Mr Hendrik Schoeman, yesterday.

He said the "Tripper Card" scheme would be introduced on April 1.

It would enable national servicemen to receive, free of charge, a special identity card to be known as the "Tripper Card" with which they could undertake a first or second class journey by main-line train (excluding the Drakensberg and the

Bine (Train) as well as suburban trains, at any time at a discount of 50% on the normal fare.

The only limitation was that reservations may not be made earlier than two months before the proposed journey.

Mr Schoeman also said it had been decided to grant national servicemen a 30% discount on normal flights.

Details of the scheme were still being worked out in consultation with the Minister of Defence —

August this year at a cost of R38-million

Four major projects which were being undertaken at a total cost of R145-million in the Pretoria area, namely a connecting line and combined rail/bus station for blacks at Belle Ombre, a combined rail/bus channel station for blacks at Mabopane, an electric locomotive shed at Wolmerton, and improvements to the Hercules-Wintemest section, were nearing completion and should be taken into service progressively between July and December next year.

Satisfactory progress was being made with the work on the central marshalling yard, Sentraram, at Bapsfontein. Mr. Schoeman said as a result of the stringent economic conditions coupled with the non-availability of capital, a number of large capital projects had had to be delayed.

— Sapa

## Budget is inflationary

THE Transport Services Budget was inflationary but the increases should have a minimal effect if not exploited by the unscrupulous, the Minister of Transport Affairs, Mr. Hendrik Schoeman, said yesterday.

"The important thing, however, is to look at the actual effect the increases will have. For instance it will increase the price of meat by a quarter cent per kilo. That is not a substantial increase with meat prices of around R3,50/kg" — Sapa

are very bad news for the travelling public," said Mr Swart

The year was expected to end with a loss of R71 900 000 Mr Swart said that in his

# Business warns of blow to trade

By GERALD REILLY  
Pretoria Bureau

ORGANISED commerce and industry warned yesterday that inflation would be an unavoidable consequence of the higher railway tariffs.

Spokesmen warned too, of South Africa's competitiveness on world markets being undermined by an inflation rate much higher than that of the country's major trading partners.

The chief executive of the Association of Chambers of Commerce, Mr Raymond Parsons, said the increases reflected the cost-inflation being experienced by all business organisations in South Africa.

None the less he said the ripple effects on the economy of sharp rises in key transport costs were extensive and could only make the task

of reducing the unacceptable high rate of inflation more difficult.

Apart from this, Mr Parsons said, the competitive position of South Africa on world markets was being eroded by a rate of inflation much higher than that of the country's major trading partners.

Assocom was also concerned at the vicious circle that seemed to be developing of wage increases followed almost immediately by tariff and price increases — leaving no one any better off.

A determined effort must be made to evolve a policy on administered prices which will reduce rather than aggravate the inflation rate.

"In the long term the best answer to the wage and price spiral is substantially higher production."

The executive director of

"He has given us a foretaste of what we can expect

to ease the relative plight of the pre-December 1983 pensioners," he said

the Federated Chamber of Industries, Dr Johan van Zyl said it was unfortunate that in the current phase of the economic downturn substantial increases in railway tariffs had to be introduced.

"This will have an inevitable price increasing effect while adversely affecting traffic growth."

On the positive side, however, SA Transport Services were taking welcome steps to raise operational efficiency by capital expansion on goods and passenger routes.

Now that SATS intended competing more actively with private enterprise in road transport services as a primary rather than a supplementary activity, he said, the need for a national transport advisory council to ensure that the privileged position enjoyed by the railways

was justified must be stressed.

The FCI argued that the State must relieve the railways of the burden of uneconomic passenger services needed for socio-political reasons.

The proposals of the Fransen Committee which apparently indicated how this was to be done must be made public and subject to open debate as soon as possible.

The President of the Afrikaanse Handelsinstituut, Mr I. J. Steyn, said the average 15% hike in tariffs would cause directly a rise of 0,5% in the inflation rate.

Unavoidably, living costs would rise. He stressed that the business world would be unable to absorb the increases

Stellenbosch, Dr O. D. J. Stuart, agreed with Dr Cloete.

The higher GST, the import surcharge, the tariff hikes and the expected fuel price increase at the end of the month, would have a "multiplier" effect on prices.

"We seem to have blown any chance of reducing the inflation rate. In fact we can expect the rate to escalate during the next few months," Dr Stuart said.

Perhaps the most painful consequence of the higher tariffs would be their depressing effect on the already low living standards of the lower income groups, Dr Stuart said.

## SAA lost R43m

SOUTH African Airways lost R43 700 000 on its services during the last financial year against an estimated deficit of R8 600 000, the Minister of Transport, Mr Hendrik Schoeman, said yesterday.

He said the operating results of SAA remained unsatisfactory — Sapa

# Passenger service deficit may hit R628m

DESPITE an increase in traffic and a double fare increase during 1981, the passenger services deficit was estimated at R628-million for 1981/82, the Minister of Transport Affairs, Mr Hendrik Schoeman, said yesterday.

He said main-line and suburban passenger journeys increased by 2,5% and 4,7% respectively.

"The transport services will receive external compensation to the value of R285-million for the financial year under review, leaving a

balance of R343-million which will still have to be made good by cross-subsidisation.

"It is, therefore, imperative that finality in connection with the long-term recommendations of the Fransen Committee be reached as soon as possible," he said.

Everything possible was being done to keep the losses on passenger services as low as possible. "Savings have been effected on the expenditure side, and the marketing of our services to obtain

better patronage of trains is receiving constant attention."

The losses on rail passenger services were estimated at R690-million for 1982/83. It was expected the state would contribute a total of R314-million — not nearly enough.

"The balance of the deficit — R376-million — will therefore have to be made good by cross-subsidisation from other profitable services. Unfortunately the service which has to bear the brunt of this burden is the rail goods service."

This service's share of the market was already declining and it would not be possible to continue with cross-subsidisation at this level indefinitely.

"Drastic changes will, therefore, have to be made to the passenger services in the foreseeable future and three courses of action have been decided upon, namely curtailment of uneconomic services, increased revenue and intensified marketing," Mr Schoeman said — Sapa

269 RDM 4/3/82

# Agricultural union 'shocked' by hikes

THE increase in rail tariffs was a "tremendous shock" to agriculture as it was "heavily dependent" on transport services, the President of the SA Agricultural Union, Mr Jaap Wilkens, said in Pretoria yesterday.

Commenting on the Railways Budget announced in Parliament yesterday by the Minister of Transport Affairs, Mr Hendrik Schoeman, he said agriculture had been affected "in more than one respect".

- Production inputs were transported from factories and harbours to rural areas,
- Finished products were transported to markets, and,
- A large quantity of products were exported

Transport costs also had a "general rippling effect" on the prices of production means and agricultural products.

Mr Wilkens said the hikes were inflationary. The agricultural sector would not be able to recover the higher costs in the short term —

individual producers would have to absorb most of these costs.

He said prices were determined by supply and demand — the consumer would not have to pay more simply because farmers' costs had increased. The meat and fresh produce markets would be most seriously affected by the transport hikes, he said.

Agricultural conditions were "fairly critical", he said. Expected crops were "much smaller" than normal. This would lower farmers' income, although his costs would be higher.

Low prices, and high transport and marketing costs on the export market was a problem made worse by the recession in the economies of the Republic's most important trading partners, Mr Wilkens said.

A fertiliser price hike, together with doubled interest rates, had made farmers' debt burden assume "serious" proportions — and carry-over debts were still escalating.

He said the SAAU would institute a "thorough inquiry" — Sapa

# Inland petrol price hike 'iniquitous,' says AA

THE increase in the price of petrol inland, a result of the annual railway oil pipeline tariff hike, remained an iniquitous imposition on the motorist, an Automobile Association statement said in yesterday.

The association was reacting to the announcement that the price of petrol would increase 0,75c a litre because of the higher pipeline

charges.

According to the AA pipeline profits exceeded R100 million a year.

An AA spokesman said "The increase in GST added 0,6c a litre to the petrol price on March 1, which means the price per litre inland will have increased by about 1,34c by April 1" — Sapa

Benoni R1,90 R0,80 R2,20 R0,90

## Season tickets

THE cost of weekly and monthly season tickets is also to be increased.

A weekly ticket from Johannesburg to

Fares Class	Old		New	
	1st	3rd	1st	3rd
Pretoria	R10,90	R2,30	R12,50	R2,60
Springs	R9	R2	R10,40	R2,30
Germiston	R3,60	R1,10	R4,10	R1,30
Randfontein	R8,60	R1,90	R9,90	R2,20
Krugersdorp	R6,70	R1,70	R7,70	R2
Roodepoort	R4,40	R1,40	R5,10	R1,60
Boksburg	R5	R1,50	R5,70	R1,70
Benoni	R6,30	R1,70	R7,30	R1,90

A monthly ticket from Johannesburg to

Fares Class	Old		New	
	1st	3rd	1st	3rd
Pretoria	R40,40	R10,10	R46,50	R11,60
Springs	R33,30	R8,70	R38,30	R10
Germiston	R13,30	R5	R15,30	R5,80
Randfontein	R31,90	R8,40	R36,70	R9,70
Krugersdorp	R24,70	R7,50	R28,40	R8,70
Roodepoort	R16,50	R6	R18,90	R6,80
Boksburg	R18,40	R6,40	R21,10	R7,40
Benoni	R23,50	R7,30	R27	R8,40

BAD news for tourists is that rail fares on the Blue and Drakensberg trains are also being increased from April 1.

## Special VIP trains

The Blue Train

Single from Johannesburg to Cape Town  
Return fares are double single fares

Fare	Old	New
Standard	R180	R225
Semi-deluxe	R240	R300
Luxury	R275	R340
Super-deluxe	R340	R425

The Drakensberg Train

Single from Johannesburg — Durban

R74 R81

569 RDM 4/3/82

# 'Give buses free reign' plea

269 5/3/82

### Municipal Reporter

IF DURBAN'S white bus service were to improve, the Durban Transport Management Board must be given financial control

This is what Mr G Milner Palmer, who served on the Municipal Traffic Advisory Board as a Chamber of Industries representative for 15 years, believes

He said the advisory board had recommended the setting up of the DTMB, but it had proved a

failure because the City Council had retained control over the purse strings

Mr Milner Palmer, who is vice-chairman of the Durban Central Ratepayers' Association and a former Kloof mayor, said 'It has to be accepted that it takes money to run a service, Johannesburg has accepted this and has an excellent service, but the Durban council and ratepayers don't seem to understand this'

The city needed a fast, frequent, reasonably

priced and comfortable service But to provide a fast service the buses would have to be given full traffic priority Cars should not be allowed to park along congested routes

Buses could be linked, as they were in Europe, for level routes to cut down on costs, and the trip could be speeded up by having people entering at one end and leaving at the other

He said Durban should use the millions it would

get in rates from State-owned property to improve the service

And, by introducing really tough litter laws, the council could save as much as R2 000 000 in cleaning expenses and put that into the service as well

Mr Milner Palmer also had been told that the city's overtime bill amounted to R2 500 000 An increase in productivity and a decrease in overtime would yield yet more money for the service

UJET

# Mitchells Plain by bus or train costs the same

CAPE TIMES 5/3/82 (61) (269) (277)

Staff Reporter

WITH the South African Railways still finalising its new tariff structure following the increases announced in Wednesday's transport budget, the known new fares appear to compare favourably with corresponding bus fares on routes carrying a high passenger volume

Figures made available

by the SAR's commercial section yesterday indicate that it will now cost bus and train commuters the same to travel from Mitchell's Plain to Cape Town

The cost of a single first-class train ticket on the route will increase from R1 to R1,15. The existing cash bus fare is also R1,15 for a single ride from Mitchell's Plain

to Cape Town via Hanover Park. The clip-card fare is R5 a week (10 rides)

## Third class

The cost of a single third-class train ticket from Mitchell's Plain to Cape Town will rise from 45c to 50c

A first-class single train ticket from Wynberg to Cape Town will increase from 50c to 60c and the third-class fare from 20c to 25c. The total bus fare from Wynberg to Cape Town via Claremont is 80c and the clip-card fare R4,50

The train fare from Bellville to Cape Town is up from 65c to 75c (first-class single) and from 30c to 35c (third-class single). A single bus ticket on the same route costs 65c and a clip card R3,50

Other routes with a high passenger volume (eg Mitchell's Plain to Epping, Nyanga to Claremont and Nyanga to Mutual) could not be compared yesterday as the SAR had no corresponding statistics available. A spokesman for the SAR commercial section said the new railway tariff structure was expected to be completed by Monday

CAPE TOWN — The South African Transport Services are to spend more than R6 million on capital projects in the Border area during 1982/83

And the Transport Services have made the first provision for the construction of a gas producer plant in East London which will eventually cost R28 million

Details of the capital projects have been tabled in Parliament

Among the projects are R1 529 000 to be spent on new works on open lines and lengthening of loops a road over

rail bridge at Bedford (R109 000), new station buildings at Alice (R452 500), a depot for a works inspector at Cambridge (R183 400) a telecommunications depot at Cambridge (R256 000) a

workshop at the mechanical maintenance depot at Cambridge (R348 000) improvements to parcel facilities and cafeteria at King William's Town (R92 000) and a siding with goods facilities at

Dumbaza (R127 000). Also included are a project to replace station buildings at Gamata (R95 000) a telecommunications depot at Queenstown (R243 000) waiting room and toilet facilities for blacks at

Sterkstroom (R211 000) the final R77 000 on the R54 million workshops at East London plans to improve the power supply at East London harbour (R828 000) facilities for container traffic at the harbour (R115 000) a central fire protection depot in East London (R222 000) and improved security measures at the harbour (R296 000) — PC

*619* D. Davis *5/3/82*  
**R2,8m gas plant for Border**

**Looking good secrets**

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# BUS GETS DOWN AS GOOD SITTING AGAIN

## Runaway bus: Leap saves day

EAST LONDON — Gordon Holloway was literally stopped in his tracks when a speeding bus started heading towards him — or rather his slips were

The 38-year-old prison warden kicked off his sandals and leapt aboard a runaway bus late yesterday afternoon to prevent it plunging into a stream of oncoming cars — averting what traffic chief Mr Brian Evans later described as "a nasty situation"

started pulling but he wouldn't come said Mr Holloway. "So I just pulled and pulled until he came out

As he wrenched the driver from his seat, he heard a snapping sound — "I think I might have broken his leg

I knew that if I didn't get him out a lot of people could have been injured so I kept tugging

When the driver was finally pulled out far enough for Mr Holloway to get behind the wheel

JOHANNESBURG — The economy was rocked by a series of further shocks yesterday

Gold tumbled below \$350 in London prime overdraft rates were raised by some banks to 20 per cent and hundreds of millions of rands were again wiped off the value of share prices on the Johannesburg Stock Exchange

It now seems certain that the Minister of Finance Mr Owen Horwood will be forced to introduce more tough measures including some tax increases in his budget on March 24. These will be on top of the rise in Geneva 11

## RAILWAY BUDGET

### Trying hard

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FM 5/3/82

To cover current costs in 1982/83 Hendrik Schoeman has had to raise current revenue R850m in his SA Transport Services budget by hoisting tariffs and fares by an average of 15%

Even so, he expects to end 1982/83 with a deficit of about R11m. The white wage bill goes up 15%, and non-whites 17,5%. But a gap of R460m remains between rates of pay for blacks and whites doing the same job. Schoeman says that will be a thing of the past in two to three years. At the same time, he has increased pension pay-outs by about 18%. Other adverse cost items which have forced up rates are an anticipated increase of R153m in the interest burden and a R112m rise in the fuel bill.

Schoeman says he has trimmed the capex programme by "hundreds of millions" to R2,2 billion, including part of a R600m commitment to increase the capacity of Richards Bay. Capex will be financed by domestic loans (R700m), foreign loans (R450m) and own funds R1,1 billion.

Estimated operating results of the current year show a deficit of R71,9m — R75,5m worse than expected, due to "general cost pressures" and adverse exchange rate movements which raised the aviation fuel bill more than R30m.

On April 1 a host of rate increases come into effect. Domestic air fares will rise 12,5% and — subject to IATA confirmation — 6,5% on external fares. Mainline passenger fares will go up 10% and commuter fares 15%. But the shortfall between fares and costs on all passenger services will nevertheless be a staggering R690m in 1982/83. The Treasury will cough up R314m.

Passenger services losses remain the biggest thorn in Schoeman's side and he insists that finality should be reached on implementation of the recommendations of the Franzsen Committee. A couple of years ago the committee made a study of the burden to SAR&H of performing essential

socio-economic services at a loss. One of its major suggestions was that passenger transport costs should be borne in equal parts by the user, by employers and by government.

Goods tariffs, which help to make good the losses on passenger transport services, will rise 15% seemingly across the board. Heartening in this respect is that tariffs now cover some 86% of direct costs in the conveyance of some low-rated goods. Good news for Reef users is that the increased cost of petrol (0,75c/litre) and diesel (0,5c/litre) arising from the higher charges will be borne by the Equalisation Fund for the time being.

But there can be little doubt that it will be worked back into the cost equation when Mines Minister F W de Klerk works out the quantum of the next pump price increases.

The full range of harbour charges is being increased by an average of 17,5%, although some uneconomic services will rise 25%. Wharfage rates go up 17,5% and container handling charges 10%.

Schoeman has done well to limit average tariff and fare increases to roughly the current rate of inflation, suggesting that he has been able to compensate for high interest and aviation fuel costs from rising railway tariffs. With imports having been at record levels, this latter source of income must have been substantial. An element of self-financing of capex is advisable, especially when long-term interest rates are firm. But some may view the amount budgeted by Schoeman as on the high side.



## ROAD FINANCE

### Taking a toll

FM 5/3/82

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Road tolls have long been mooted as a possible answer to SA's major road financing problems. Now government is moving.

Transport Minister Hendrik Schoeman has given Natal authority to investigate the possibility of a tollgate on the lower South Coast near Port Edward. If the planned pay-and-ride system is successful, other tolls are bound to follow.

Improvements are urgently needed to the main South Coast road, mainly to cater for the new Holiday Inns casino just south of the border in Transkei. Since the casino opened in December, up to 14 000 cars/day have been travelling the narrow and hazardous section of road between Port Shepstone and the border.

Natal's MEC in charge of roads, Dering Stainbank, tells the FM that the province had planned to upgrade the road anyway, but planning has had to be brought forward since the coming of the casino. He estimates that the proposed new double-lane highway will cost R11m.

According to Stainbank, the province approached the Minister for financial assistance. It was turned down flat. But the Minister supported the idea that Natal should be allowed to put up a tollgate to collect money from motorists to finance the road. Stainbank says he would like to see the toll operating before the end of the year.

But there are problems. For example, Transkei might object to having its citizens penalised every time they cross the Umtanvuna River. Negotiations with Transkei are currently under way. The way Stainbank sees it the problem could be easily overcome. He says special discs or tickets could be issued to bona fide Transkei citizens who could be exempt from the toll.

"There are additional routes they could take," he adds. Legal problems might also arise. The central government recently introduced legislation allowing local government more leeway in the collection of funds through additional levies, fees and taxes. Presumably this could be extended to cover road tolls. If not, Stainbank says new legislation will have to be introduced.

Says Stainbank "One has to face facts. The government just does not have the funds to finance the country's current road building programme. Natal alone needs R350m this year for roads. Other provinces also have heavy demands. There is no way we will get what we are asking for."

He holds that it is only fair for the people who want the road to help finance it "Five rand out of their pockets before they go and spend the other thousands they have at the casino is not much to ask. In Europe motorists pass through tolls all the time."

# POLITICS

## Govt appoints inquiry into port maize facilities

269  
~~Stamps~~  
D. Hofstede  
9/3/82

From **BARRY STREEK**  
CAPE TOWN — The call for additional maize export facilities at Richards Bay is to be investigated by a government committee of inquiry

At present, East London is the only maize export harbour in South Africa but the Maize Board has made representations for the construction of a new grain elevator at Richards Bay

This move has led to protests from the East London City Council and industry who fear that the move will have a detrimental effect on both the harbour there and confidence in the area

Yesterday, the Minister of Agriculture, Mr P. T. C. du Plessis, announced the appointment of a committee of inquiry under the chairmanship of Professor Reinecke, Director of the Institute for Industrial Engineering at the University of Stellenbosch.

The committee, Mr Du Plessis said, had been appointed to conduct a comprehensive inquiry into the existing struc-

ture and future extension of grain silo facilities both inland and at export harbours.

In a statement, issued with Mr Du Plessis's announcement, the Department of Agriculture said that as a result of the sharp escalation of costs, the need for sufficient bulk handling facilities and limited funds, an urgent investigation was considered imperative

The committee would investigate:

- The present structure of the grain silo industry
- The long-term requirements for bulk handling facilities
- The location of silos.
- The nature and extent of the transport requirements.
- Financial implications

The department pointed out that the present available grain silo capacity at agents of the Maize Board, the Wheat Board and the Oilseeds Control Board was almost 12 million tons.

Silo capacity of two million tons was in the process of erection and a further three million tons of silo capacity was re-

quired for the period until 1985

The existing silos had cost R321 million, but the cost per ton of silo capacity had increased sharply from R31 per ton in 1979 to R68 per ton in 1982

"It is expected that this cost will, according to a conservative estimate, be in the region of R90 per ton in 1983," the department said

The committee will inquire into "the location and capacity of existing silos and associated transport services, as well as the extent to which the system is adequate" as well as the anticipated short-medium- and long-term needs for grain silo capacity.

Among the issues the committee will have to investigate will be export outlets

It will have to decide whether East London's grain elevator should be extended or a new one constructed at Richards Bay or any other harbour in South Africa

In his statement, Mr Du Plessis said the committee's report and recommendations were expected before the end of 1982.

11/3/81 (269)  
Mercury  
**Direct bus  
service stopped**

**Municipal Reporter**

AS FROM Monday there will be no direct bus service between Clermont and Springfield and at least 600 commuters will be affected

There has been shocked reaction to the news which was confirmed by the general manager of the Durban Transport Management Board, Mr Marshall Cuthbert, yesterday.

The DTMB service is the only one serving the area and the Local Road Transportation Board actually instructed the DTMB to stop the service on March 6 but granted an extension to yesterday.

Mr Cuthbert conceded that he would be running the service 'illegally' for the last few days

He said 'We have no option We sold people weekly tickets which only expire on Sunday and we want to give the commuters a chance to make other arrangements'

The DTMB has run a Clermont/Springfield service since February 1981 The route is via Reservoir Hills and it is apparently private bus operators in that area who lodged a successful objection to the corporation service

Mr C B Makatini, chairman of the Clermont Advisory Board, reacted angrily to the termination of the service

He said 'I am shocked and dismayed The people who objected have no feelings for my people They are only out to exploit the African The Durban Corporation are the only ones who are prepared to consult and communicate with us about our needs and they run a far safer service'

'The workers are very frustrated and I do not think they will tolerate this I don't know what is going to happen — if ever there was a provocation this is one'

Mr Makatini said people would probably have to walk to New Germany to catch a bus to Springfield or have to catch a bus into the city and then out to Springfield

# Wiley's Cabin plea for stripes

## free seats

E.M.P.T.Y. SAA aircraft seats should be made available free to national servicemen, Mr John Wiley (NP Simonstown), said yesterday.

He said during the committee stage of the Transport Services Appropriation Bill that servicemen often queued for seats at D.F. Malan airport because they could not book in advance.

These otherwise empty seats should be made available to them free of charge even if they were on the last flight out.

I ask the Minister (Mr Hendrik Schoeman) to see if the servicemen could not be accommodated where these seats are not required by normal paying passengers, he said.

It was common practice in countries such as Israel for servicemen to travel free and he wondered whether the serviceman's pass could be reintroduced on the railways.

Mr Wiley also asked the Minister to consider the introduction of a special air fare for school-children who had to travel to distant boarding schools.—Sapa.

Apex fares on internal flights  
11/3/82  
269

## Rebels' plea: Protect railway

Parliamentary Staff

A PLEA to the Government for protection against terrorist attacks was made in the Assembly yesterday by one of Dr Andries Treurnicht's rebel Nationalists.

Dr F.A.T. van Staden, MP for Koedoespoort, called for maximum security measures to safeguard the railway work-yards in his constituency against any attacks.

Speaking in the committee-stage debate on the transport services budget, he said that in recent times there had been several terrorist attacks in the Pretoria area.

This was an indication that Pretoria and its environs had become a terrorist target.

The workyards at Koedoespoort were important for the transport services and should be given maximum protection.

Dr Van Staden also called on the Minister of Transport Affairs to reconsider the question of free liquor on SAA flights.

Parliamentary Staff  
CABIN crews on SAA international flights were dissatisfied and discontented because of poor working conditions, an unsatisfactory 'roster' system and bureaucratic alienation, Major R. Sive (PTP Bezuidenhout) told the Assembly yesterday.

Major Sive highlighted what he considered the sorry plight of these cabin crews during the committee stage debate on the transport services budget.

He said cabin crews on international flights worked on a roster system which meant they never knew their future schedules.

They complained of insufficient rest periods at home between flights, which did not allow them time to see loved ones or recover from jetlag.

Roster clerks complained they could not arrange the rosters any other way because of shortage of staff.

The result is a downward spiral — the more they have to fly, the more they resign, thus the more those who remain have to fly, he said.

Major Sive said equipment on board the planes was seen as archaic with the removal of sex discri-

mination in job allocation air hostesses were now forced to push heavy and clumsy trolleys with great difficulty. There was also slackness in the repair of damaged equipment.

Cabin crews were also dissatisfied with merit measurement. With the roster system, it was impossible for an aircrew ever to consist of the same people and it was therefore difficult to find suitable criteria for measuring merit.

An insidious system of 'guaging merit' is the 'please explain' letters from passengers. These are placed on the personal file of the aircrew and too often used for quality assessment, said Major Sive.

Many air hostesses were bored and 'demotivated' because they had university degrees, and some came from teaching profession. Little was done for their intellectual stimulation — they had to leave the service, or rot mentally.

As far as the recent introduction of black air hostesses was concerned, Major Sive said insufficient psychological research seemed to have been done to prepare white cabin crew to accept them.

ms the new Rover 2000  
ms the new Rover 2000

## Business and Shipping

# SA has best ports — but a bit pricey

269 E. Post 12/5/82

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EVER since uhuru came to African countries, South Africa has enjoyed the reputation for having the best and most efficient seaports south of the Equator

And recent impositions of sharply increased costs in inefficiently-run Angolan ports, where ships wait three months for a discharge berth, have only served to emphasise the virtue of South Africa's facilities

Last month the oil companies shipping oil out of Angola to the United States were told of enormous tariff increases for use of the oil pipeline, and a vessel carrying 100 000 tons had to find an additional R16 000 to meet the increased bill

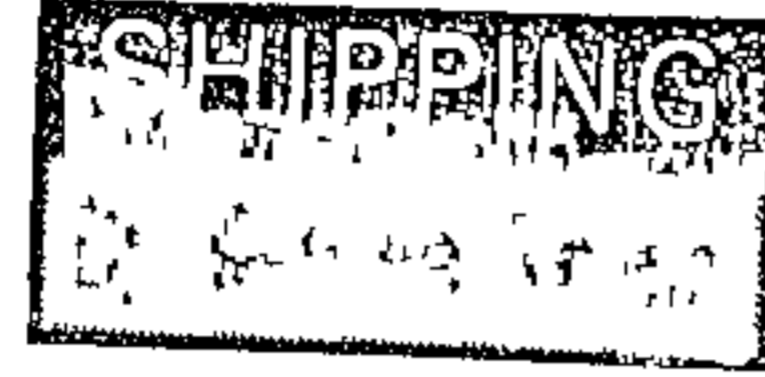
The rule is retroactive for about four years, and the Americans responsible for operating the crude oil business from the Cabinda area are up in arms at the new rule

But Angola is desperately in need of money

Its ports are in a dreadfully run-down state, and even the Russian technicians brought in to reactivate cranes, forklifts, lorries and other mobile plant have been unable to improve the situation

There are no spare parts, and the drivers wreck the gear again soon after

When similar problems with forklifts occurred at Maputo, the plant was shipped down to Durban in



ro-ro ships for servicing, and then sent back up the coast with the next ship

This ensured a reasonable turnaround for the regular liners

In Angola the situation is worse

Seafarers of many countries have complained to their employers about problems associated with switching crews when staffs of ships, stranded in Luanda for three months, reach the end of their contracts

A party of Japanese seamen were searched so thoroughly at Luanda airport that they lost all their electric razors, cameras, cassettes and other goods to the customs officers

Then they were stopped by Cuban sentries demanding liquor, but they were satisfied with watches and other possessions of the Japanese

Since there was only one small car to serve all the port's ships through the single State-run agent, staffs had to walk ten kilometres with their baggage to reach their ship

They were stopped again by Cubans, also in search of liquor

The Japanese complained that in one night in the hotel there was no run-

ning water, and they all adjourned to the foyer before midnight because of bedbugs

Crews of the rig tenders off Cabinda keep away from Angolan ports and are relieved from a port in the River Zaire every 28 days

The changes are made frequently because there are no shore amenities for the staffs

Their essential foodstuffs, composed often of South African supplies, are brought by helicopter from Zaire River ports to the oilmen

Unfortunately, in terminals further north delays also occur, and piracy remains a problem for ships required to anchor off, awaiting service

In Nigerian ports it is the practice for ships to heave up anchor at night and proceed to sea till dawn, to escape bandits

The Nigerians, as the most populated country on the continent, are determined to beef up their national commercial fleet and are planning to carry 40% of their imports in ships flying the national flag

As much as they dislike South Africa, the Nigerians declare that South Africa has already achieved this quota

But West Africans have not been conspicuously successful in running ships, and if it becomes law for more freighters to wear the Nigerian flag and employ

crews from that country, established European companies allege it will lead to serious inefficiency

It proves essential for the uhuru countries to employ British crews in their vessels, and even at a time of serious unemployment in Britain there is no rush of applicants

Ports of both West and East Africa are not noted for efficiency, and the corruption is formidable

In the circumstances, it is not surprising that seafarers of all nations prefer to serve South African ports

The tug, pilotage and wharf services are good although the periodic tariff hikes could make them a little pricey

South African harbours have always been the best source of revenue for the national transport system, and understandably some shipowners dislike the idea of paying high dues in order to subsidise some other transport department running at a loss

When a State-appointed commission a few years ago recommended divorcing the ports from the control of the Railway management, it was summarily dismissed as unacceptable

Even now when the port appears often to be empty the revenue continues at a high level - with the pipeline from Durban to the Reef the biggest moneyspinner of the entire transport administration

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269

# Apex plan welcomed

Staff Reporter

CAPTOUR yesterday welcomed the government's decision to introduce cut-rate Apex fares on internal flights as a major boost for the Cape tourist industry

According to an announcement by the Minister of Transport Affairs, Mr Hendrik Schoeman, the scheme, which will come into effect on April 1, will mean a 15-percent fare reduction

It will apply to a limited number of seats with the intention of filling those not used on flights operating at inconvenient times

## Reduction in fares

The new fare will replace the existing seven to 28-day and 10 to 21-day excursion fares, meaning a reduction in the Cape Town/Johannesburg economy class return ticket from R282 to R240

Mr Schoeman also announced that some internal freight increases would be exempted from increases announced in the Railways Budget last week.

These were container costs between Johannesburg, Cape Town and Durban, city jetfreight rates between SAA's internal points and the three cities, and express airfreight tariffs on internal routes

## Most affected

Captour's publicity manager, Miss Liza Thynne, said the association had long been urging concessions on tourist air fares between the main market in the Witwatersrand and Cape Town

She said the Cape was most affected by air fare increases because it was furthest from the main marketing areas, and it could be expected that it would benefit considerably from the new Apex scheme, particularly if it was applied in conjunction with package tours being operated by South African Railways

Mr Schoeman said in Parliament last year that on the Johannesburg/Cape Town run there were about 1 000 spare seats a day

# SAA's fleet gets R49-m facelift

By Richard Paris  
Air Correspondent

Star 269  
13/3/82

South African Airways is modifying its largest jets—the Boeing 747Bs—to enable them to fly non-stop to Europe, and the alterations to the first of the five 10-year-old aircraft were completed yesterday

This means that the life of the aircraft as fuel efficient machines will be extended well into the 1990s

Mr J C van Rooyen, SAA's public relations officer, said that the modifications to all five aircraft would be completed by June 1983, and then one would be flown to Boeing's plant in Seattle in the US for the fitting of new Pratt and Whitney engines.

"After that we will put the new engines on the other four aircraft here at Jan Smuts where it can be done in a matter of hours," Mr van Rooyen said

The new engines will be the same as these used for the Boeing 747 stretched upper deck (SUD) jets which SAA has ordered for delivery early next year. These can carry up to 600 passengers

## PAYLOAD

Mr van Rooyen said that, unlike unmodified Boeings, the altered jets would be able to operate with a higher payload of passengers and cargo from Jan Smuts Airport—known as a "hot and high" landing field which greatly restricts an aircraft's performance

It would be possible for the airline to operate non-stop flights northbound to anywhere in Europe for the first time "although we have no plans to do this at present," he added

The other long-range aircraft in SAA's fleet—the 747 SP and the 747 combi which carry passengers and freight in the main section of the fuselage—are already equipped with the latest engines

Mr van Rooyen estimated that the modifications would cost R49 million, including the new engines

"On fuel alone we expect to save at least R8.5 million a year without taking into consideration the additional revenue to be earned from more passengers and cargo. This means we will recover the expense of the programme within four years," he explained





# Teens' massive Railways claim

269

Sunday Express Reporter S. S. M. 14/3/82

TWO black school children who were injured after they were allegedly pushed from a moving train last year have brought actions for damages totalling almost R800 000 against the South African Railways and Harbours

The two teenagers, Khanyisile Ziqubu, 13, and Mredi Ndlovu, 15, of Mooi River, Natal, were seriously injured when they fell from a moving train in February last year

They claim they were pushed by a Railways official. The incident happened when they were returning home from school in Nottingham Road

Khanyisile broke his back and is paralysed from the neck down. She is claiming R486 120 for damages. A summons was sent to SAR two weeks ago and they have not yet indicated whether they will defend the action

Khanyisile's mother, Mrs Juliet Themben Ziqubu, is acting for her as the claimant

SAR is defending the action brought against them by Mredi Ndlovu. His summons issued against SAR last August claims R300 000

Mredi suffered brain damage and cannot open his right eye as a result of the concussion he received during the violent fall

The teenagers claim they had no tickets when they boarded the train on the day of the incident because the ticket office was closed

When they tried to buy tickets from the ticket examiner, he asked for 15c more, which they did not have. The examiner then allegedly slapped their faces before pushing them from the moving train

SAR has denied the allegations

# Richards Bay ... a big loser

S. Wilson  
Finance Reporter (269)

14/3/82

RICHARDS Bay harbour, a technological marvel and one of South Africa's main foreign currency arteries, lost R26-million in fiscal 1981 and close on R16-million to the end of December in the current financial year.

With a massive investment of R365-million in harbour

facilities, the Richards Bay harbour earned R18,8-million in fiscal 1981. Operating costs were R44,8-million, leaving a deficit of R26-million.

This is in sharp contrast to the much older, but much busier Durban harbour which in fiscal 1981 showed a profit of R106-million — with operating costs of R50-million (not much more than

Richards Bay's operating costs) and an income of R156-million.

Richards Bay's operating costs were also less than the Cape Town harbour's income of R50,8 million by about the same margin, which, after subtracting its operating costs of R36,6 million, enabled it to show a profit of R13,4 million.

The Port Elizabeth harbour showed a profit of R12,6 million.

P. H. de Bruin, SA Transport Services' Chief Superintendent (harbours), said the high operating costs of Richards Bay was because it was still being developed.

The accounting system used by the SATS apparently allows capital expenditure and genuine

operating costs such as salaries and the cost of operating tugs and dredgers, to come under the same heading — operating costs.

This explained why Durban's expenses were comparatively modest. "It is a harbour built mainly in the old days at comparatively low prices and relatively little capital has to be spent on it," said de Bruin.

# Threat, say agents:

BLACKMAIL or incentive? That is what many travel agents want to know

SA Airways recently sent out a letter to certain agents urging increased business

Many felt that its wording constituted a threat

Not so, argued SAA, it was merely an incentive, asking for co-operation to lend a helping hand to an ailing airline

Business Times now brings you a section of the contentious letter  
**EXTRACT**

To date your international support for the year has been This is of great concern to me and, to say the least, highly unsatisfactory

You will agree that South African Airways have been very lenient up to now, and from our side we have tried to improve our services in order to facilitate the selling of our airline through our agents

You will equally agree that at this stage we have no alternative but to view this matter in a more serious light, and in this respect we have decided that if your percentage support by the end of March 1982 is not increased to an acceptable level of at least 40%, we will have to withdraw the services normally extended to a travel agency such as SAAFARI visual display units, rebated travel, educational tours, etc

I trust, however, that the latter steps will not be necessary in your case and look forward to a much better relationship with your agency in the immediate future, coupled with the necessary support that is required  
(Extract ends)

SAA vehemently denies that the letter was a threat or blackmail, but that it was

# incentive, says SAA

(269)  
S. Times  
14/3/82

By Vera Beljakova

sent out to improve support for the national carrier

It was signed by Tieme (M G) Willemse, now marketing director, on behalf of Frans Swarts, now chief executive  
The letter should have

been interpreted, says SAA, as an encouragement to participate more actively in the airline's marketing to increase turnover

Recent results bear out the

fact that SAA is not exactly enjoying a winning streak

Fares are to be increased by 12,5% to ameliorate SAA's current losses of R43,7-million incurred through airline revenue rising by only 0,5% while expenditure increased by 6% to reach R682-million  
Domestic traffic increased

by only 0,2%, while SAA's most important passenger markets (the UK and Europe) grew by only 1,1%, and international expansion plans had to be ditched

No wonder SAA was feeling jittery a state of mind that filtered through to THAT letter

Q.C. 383 Hansard

269

Port Elizabeth area: expenditure by S.A. Transport Services

15/3/82

250 Mr. T ARONSON asked the Minister of Transport Affairs

- (a) What is the anticipated expenditure by the South African Transport Services in the Port Elizabeth area in the next five years, (b) in respect of what projects is the expenditure to be

made and (c) what are the anticipated dates of commencement and completion of each project?

The MINISTER OF TRANSPORT AFFAIRS

(a) R6 058 000

(b) and (c)

<i>Projects</i>	<i>Anticipated date of commencement</i>	<i>Anticipated date of completion</i>
(1) Port Elizabeth Harbour Facilities for container traffic (Railway portion) (R419 000)	Work in progress	March 1982
(2) Port Elizabeth Harbour Facilities for container traffic (Harbour portion) (R10 000)	Work in progress	March 1982
(3) New Brighton Hostel for non-Whites (R1 371 000)	Work in progress	June 1983
(4) New Brighton Replace Pax telephone system (R33 000)	April 1982	June 1982
(5) Port Elizabeth Extend automatic exchange (R470 000)	June 1983	April 1984
(6) North End. Workshop complex for signals and telecommunication (R159 000)	May 1982	December 1983
(7) Deal Party Office Accommodation for S A R Police (R258 000)	July 1982	March 1983
(8) Port Elizabeth Extend Platforms 2 to 5 and relocate signalling (R8 000)	Work in progress	June 1982
(9) Port Elizabeth Extend footbridge (R99 000)	March 1982	June 1982
(10) Sydenham Improvements to Bennie Pienaar Staff Residence (R898 000)	September 1982	December 1983
(11) Port Elizabeth Alterations to station complex (R928 000)	October 1982	December 1983
(12) Port Elizabeth Erect 4 houses (R278 000)	July 1982	April 1983

(269) (2011) 2011 15/3/82

## Children to sue SAR for R80 000

By LIZ MCGREGOR

THE South African Railways is being sued for almost R800 000 by two schoolchildren who claim they were pushed out of a moving train by a Railways official

An SAR spokesman last night said the case was still being investigated and refused to comment further

A report in a Sunday newspaper said Khanyisile Ziqubu, 13, of Mooi River, Natal, broke her back when she fell and is paralysed from the neck down Mred Ndlovu, 15, also of Mooi Riv-

er, suffered brain damage and cannot open his right eye

The report said the incident took place in February last year as the two children were returning home from school

They said they had no tickets when they boarded the train because the ticket office was closed

They tried to buy tickets from the ticket examiner but he asked for 15c more than they had with them They claim he then slapped their faces and pushed them out of the train the report said

*Mercury*  
16/3/82  
**Luxury  
tours  
for all**

**Mercury Reporter**

THE National Transport Commission has given the green light for the Durban Transport Management Board (DTMB) to carry blacks in its previously all-white luxury tour coaches

This was confirmed yesterday by Mr Terry Whitfield, the DTMB's tours manager, who said: 'We are pleased we are now allowed to cater for all races on our daily and weekly tours. We have been trying for some time to get the necessary permission'

Seats in the coaches now would be available to all groups and it would be a question of first come, first served on the more than 20 luxury tours which the board operated, he said

It is understood that the board was forced to alter the itinerary of at least one tour because a tearoom had refused to serve black tourists

Travel agents in Durban yesterday welcomed the move, saying it was long overdue

Also welcoming desegregation in the coaches, Mr Muthusamy (George) Thaver, a member of the Southern Durban Local Affairs Committee, said the NTC decision to allow desegregation was a step in the right direction

56%

*S. Post*  
 16/3/82

# R60m to be spent in PE on railways and harbour

**Political Correspondent**  
 CAPE TOWN — The South African Transport Services is to undertake — or plan to undertake — development costing nearly R60 million to railways and harbours in the Port Elizabeth area over the next five years

The massive real and proposed outlay was spotlighted in reply to a question tabled yesterday by Mr Theo Aronson, nominated National Party MP

Mr Hendrik Schoeman, Minister of Transport Affairs, disclosed that the largest proposals in the draft programme for the Transport Services Planning Council for the years 1983 to 1988 included R15 million for a container depot at Swartkops, R19 million to replace the tanker berth in the harbour and R14 million for extensions to two and three quays.

Major projects at present under construction include R1,3 million for a New Brighton hostel for black workers, R419 000 for facilities for container traffic in the harbour, and sev-

eral smaller amounts for platform extensions.

Big projects due to be started soon are R470 000 for the extension of the automatic telephone exchange in Port Elizabeth (due to start in June 1983, and to be completed in April 1984), improvements to the Bennie Pienaar staff residence (starting in September and due for completion in December next year) and R928 000 for alterations to the Port Elizabeth station complex (commencing in October and to be completed by December next year)

Other large items are a fire-protection depot for Port Elizabeth harbour (R292 000), improved security lighting at the harbour (R194 000) and the strengthening of tracks between Swartkops and Port Elizabeth (R103 000)

Other projects under consideration include R117 000 for a bus terminal at the station, R60 000 for 40 garages at shop 17 and a security wall at New Brighton for R10 000

CAPE TOWN  
 ANSWER BOOK

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EVERY CANDIDATE MUST enter in column (1) the number of each question answered (in the order in which it has been answered), leave columns (2) and (3) blank

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Exami- ners' Initials		

- 1 Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering
- 2 Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used
- 3 Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used
- 4 Do not write in the left hand margin

### WARNING

- 1 No books, notes, pieces of paper or other material may be brought into the examination room unless candidates are so instructed
- 2 Candidates are not to communicate with other candidates or with any person except the invigilator
- 3 No part of an answer book is to be torn out
- 4 All answer books must be handed to the commissioner or to an invigilator before leaving the examination

**Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University**

# Riot Police Over Buses Service Protest

269

24

Mercury Reporter

Murray

Riot police were called to Clermont yesterday to disperse a large crowd of angry bus commuters who were protesting against the introduction of a new bus service to Durban and the withdrawal at the weekend of the old service.

More than 150 angry black women commuters gathered in New Germany early yesterday but were dispersed without incident by riot police.

Earlier the commuters allegedly stoned at least one of the buses belonging to an Indian operator while the Durban Corporation's green minibuses were allowed to pass freely.

Several commuters were also pulled from the bus and stick-welding men attacked the bus. Police yesterday reported no injuries and said they had not received any reports of damage to any buses.

The disturbances arose from the withdrawal of the direct bus service, operated by the Durban Transport Management Board, between Clermont and Springfield. The direct service had been in operation since February 1981.

The DTMB service is the only one operating in the area and the Local Road Transportation Board instructed the DTMB to terminate the service on March 6, but they were granted an extension until yesterday.

The route used by the DTMB passed via Reservoir Hills and local operators in the area lodged a successful objection with the Local Road Transportation Board to the Corporation service.

Mr C B Makhatini, the chairman of the Clermont Advisory Board, reacted strongly to the termination of the service.

'We will kick the Indian operators out of Clermont. We don't want them here and they know it,' he said.

'My people will rather walk than catch their buses.'

The chairman of the Springfield Bus Owners' Association, Mr M Bux, said yesterday that although they did not have authority to run a service in and out of Clermont, they would attempt to obtain a temporary permit that would allow them to do so.

'We are capable of operating a service for them but we cannot do this without the necessary authority,' he said.

Mr Makhatini said they did not want the new service because the operators had no feelings for the people of Clermont.

'The Durban Corporation is the only body which is prepared to consult with us about our needs,' he said.

A police spokesman said yesterday that the commuters were upset because they had to walk up to 5 km to the bus terminal now because the old service had been discontinued.

He said police would be on alert for any more disturbances today.



and denied himself the opportunity to put his... of Bryanston also would have supported it... the Government... port of the Group Areas... Mr Dalling also recalled

# Springfield bus service back in operation

269

Mercury 17/3/82

## Mercury Reporter

THE Clermont to Springfield bus service was back on line this morning — thanks to Durban's mayor, Mrs Sybil Hotz

Last night Mrs Hotz said it had taken several 'hotline' calls to Cape Town to get the Department of Transport to grant the Durban Transport Management Board a temporary certificate to bring the service back

The service which had been provided by the DTMB since February 1981 ended on Sunday following successful objections to the Local Road Transportation Board by Indian bus operators in Reser. on Hills

On Monday more than 150 black domestic work-

ers gathered at the terminus leading out of Clermont at the corner of Blau Atholl Road and Shepstone Road. The angry mob allowed the Durban Corporation's green mambas to pass through freely but at least one Indian owned bus was attacked with stones and other missiles before police arrived and dispersed the crowd

## Not good

The workers did not want to use the Indian operated services because they did not enter Clermont on their routes and their relationship with them had not been as good as that with the Durban Corporation

Early yesterday a large crowd of angry black

women again converged on the terminus but a large contingent of police were at the scene and there were no incidents of violence although several words of abuse were thrown at one Indian bus driver when he stopped

The bus left without picking up passengers

## Dispersed

The deputy general manager of the DTMB, Mr Alan Bray who was at the scene yesterday then went to collect Mr C B S Makatini the chairman of the Clermont Advisory Board who arrived soon after 7.30 a.m. yesterday and explained to the commuters what was being done to rectify the situation

The crowd then dis-

persed without incident and returned to the township

Late yesterday afternoon, Mr Bray received news that the DTMB had been granted a temporary certificate for 14 days to operate the service from Clermont again

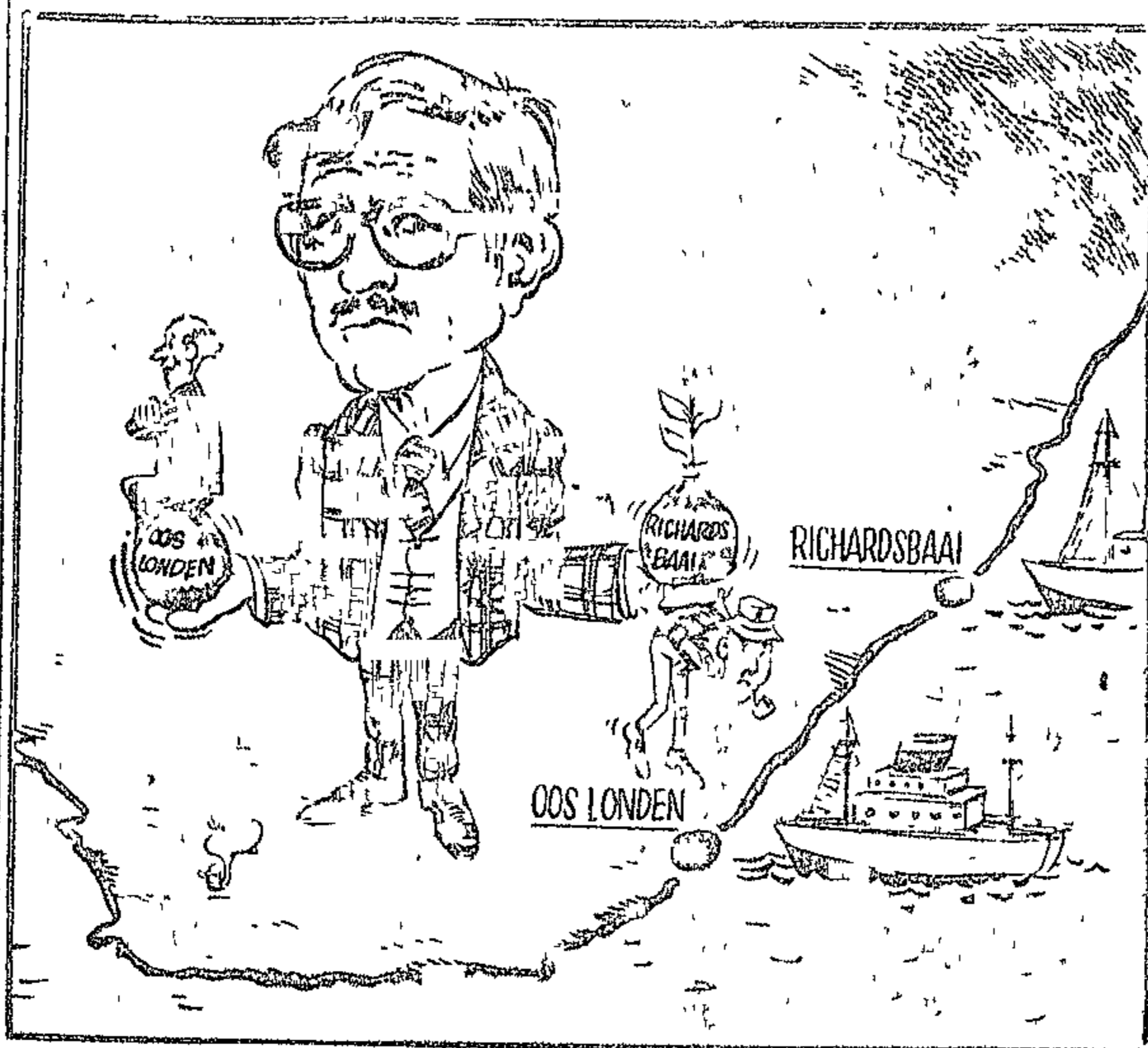
Representations were made to the Department of Transport in Pretoria and a temporary certificate was granted allowing the service to be reinstated, Mr Bray said

The National Transport Commission will meet in Durban on March 30 to discuss the ultimate outcome of the dispute, he added

Mr Makatini said yesterday his people would be very pleased the service was being reinstated

## Province athlete gets police post in Natal

BY RODNEY



How the National Maize Producers' Organisation's official mouthpiece, *Wielies-Maize*, sees the debate over East London's harbour for maize exports. This editorial cartoon, published above the magazine's comment on today's Nampo congress, reads: "The maize industry wants Richards Bay as export harbour for maize. The government wants to develop East London for that purpose. But it is the maize industry's funds that would be used."

## Ports: maize men to hear finding

*D. Desfontain 18/3/82*

**EAST LONDON** — The future of the city as the country's main maize export harbour will come under the spotlight today at the congress of South Africa's maize producers.

The results of the preliminary study into the feasibility of Richards Bay as the main maize export harbour by the South African Transport Services (SATS) will be presented at the National Maize Producers' Organisation (Nampo) congress in Klerksdorp.

They will be made public by the general manager of SATS, Dr Kobus Loubser.

Spokesmen for Nampo said yesterday that the issue of Richards Bay taking over from East London as the country's major export harbour would "very definitely" feature at the congress.

Nampo are pushing strongly for the development of maize facilities at Richards Bay, and have worked with SATS and the Maize Board in producing the feasibility study that will be unveiled today.

The moves to downgrade East London's status as a maize export harbour have been strongly resisted by local community leaders.

Yesterday the mayor, Mr Errol Spring, the chairman of the East London Chamber of Commerce and a member of the harbour advisory committee, Mr George Orsmond, and the MP for East London City, Mr Peet de Pontes, met the Minister of Transport, Mr Hendrik Schoeman, in Cape Town to discuss the issue.

Although the meeting was arranged some time in advance, it has come on the eve of Nampo's congress, which is expected to adopt a resolution calling on the government to develop Richards Bay for maize exports.

The head of Nampo's development foundation, and as such the main spear heading Nampo's motivations for Richards Bay, Dr Kit Le Clus, said yesterday that he could not anticipate the outcome of congress resolutions.

However, he said the issue would be "very much" under discussion.

The chairman of Nampo, Mr Crawford von Abo, said on November 19 last year, when announcing the feasibility study by SATS, ampo and the Maize Board

that Nampo wanted Richards Bay developed for maize exports and that maize producers were not prepared to contribute towards the payment of extensions to East London harbour.

On August 19 last year, Mr Schoeman announced in Parliament that East London harbour would be extended and that the capacity of the grain elevator here would be more than doubled from 75 300 tons to 194 000 tons, at a cost of about R30 million, by 1987.

At the beginning of this month the Minister of Agriculture, Mr P T C du Plessis, announced the formation of a committee of inquiry under the chairmanship of Professor Reinecke, director of the Institute for Industrial Engineering at Stellenbosch University, to look into additional maize export facilities.

The Reinecke committee report is expected to be completed by the end of the year.

Today's Nampo congress will be officially opened by the Prime Minister, Mr P W Botha, and will end this evening.

# Trolley bus may be trundled back into service

Mail Reporter

JOHANNESBURG could see the return of the trolley bus.

That is if the results of a trolley bus demonstration project, commissioned by the Department of Transport, shows that an electric bus service is economical.

Two trolley buses involved in the project have been in use on and off for a month transporting passengers along the Forest Hill-Hillbrow bus route, which had existing power lines.

Eventually seven trolley buses, each produced by a different contractor, will be in use along the route.

Mr Ed Curtis, technical manager of the Johannesburg Transport Department, said the project was commissioned by the Department of Transport.

Trolley buses cause no pollution, are quiet and run on electricity.

But powerlines are unsightly and cost a lot to set up and maintain.

The two 100-seat double-decker proto-

types in use at present sport distinctive orange, white and blue livery together with the National Transport Department emblem.

The buses would have diesel or petrol engines to move in and out of depots, thus eliminating the need for complicated, cross-feeding powerlines, and enabling them to continue operating in the event of a power cut.

They would also be able to generate power on downhill, and thus would go back into the powerlines for other trolley buses.

Additional capabilities of the prototypes include remote-operated trolley pole retrievers comprising spring-loaded cables which will enable the drivers to lower the power-receiving poles.

The prototype route starts from the Hillbrow terminus and runs down Edith Cavell Street, through the Joubert Park busway into Plein Street, left into Eloff Street, along Eloff Street Extension to Turfontein Road, and along Hay and Gabriel streets to the Forest Hill terminus.

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~~232~~

# Another blow for commuters

By MZIKAYISE EDOM

ALBERTON TOWN Council has dealt another blow to Thokoza residents - in fact, a double blow. Not only has it withdrawn a Putco service, but it has doubled the fares on a former Putco route.

Putco was asked to withdraw its service on the Natalspruit Hostel-Alberton route by the Town Council on Monday morning because it was claimed the company had too many buses operating on its route. The route has now been taken over by the town council, but fares on the route have been increased 100 percent

Before Putco was ordered out of the area, passengers paid 20c a trip from the Natalspruit Hospital to Alberton. Now they will have to pay 40c for the same trip.

Mr Pat Rogers, Putco's public relations officer, said they were "pressurised" by the Town Council to cut their fleet to 20 percent - from 23 buses to seven daily - and told not to go through Alberton any more.

"The Town Council had complained that we had too many buses and we had to withdraw our bus service from this particular route. We were eventually allocated another route by the Transportation Board, the Vereeniging highway which does not allow us to stop in Alberton any more on our way from Natalspruit Hospital to Faraday Station or when we return.

"At the present moment there is a great shortage of buses operating between Thokoza, Alberton and Alberton industrial areas.

"The bus service operating in this area is owned by the Town Council. By stopping Putco from operating between Natalspruit Hospital and Alberton, transport problems will increase because there are only 41 taxis operating in the township."

Mr Benjamin Tshabalala, secretary of the Thokoza Progressive Association, said Putco should be brought back or the Town Council should add more buses and stick to the old bus fare charged by Putco.

Mr C Khanyile, chairman of the Residents' Committee, said the Town Council will not cope with the hundreds of passengers travelling between Natalspruit and Thokoza. He said he suspected the aim behind Putco's removal was for the Town Council to "exploit" the people.

Mr L T Mamabolo, chairman of the local community council, said his council was going to press for an urgent meeting with the Town Council because they were not informed about this move. He also said the Town Council was not capable of running the present bus service in the township and that Putco should be brought back.

Mr J van Staden, the Council's Transport manager, was not available for comment yesterday. He was reported to have said that Putco was not forced to withdraw from Alberton and that Putco withdrew on its own after it could not cope up with the route congestion.

He was also reported to have said the council had taken precautionary measures to ensure that the commuters would have an adequate service.

# ITS Maize men agree unanimously to R200m-R300m development

# RICHARDS BAY

*Henry*  
269  
*D. Anspach* 19/2/82

The Maize Board explained on the government to support the development of Richards Bay

Mr Von Abo said it would cost the government R23 million to improve facilities at the East London harbour adding farmers did not wish to support this development project

He also called on the government to support the erection of a 0.5 million ton silo at Richards Bay

He said R60 million was lost annually because of insufficient export facilities

Turning to the marketing of maize, Mr Von Abo said new marketing dimensions, negotiated to the benefit of the maize farmer, would be developed to sell South African maize abroad

He said the government had consented to a transaction negotiated between this country and a "well-known Western country".

Farmers would receive R335 a ton for maize, instead of the net producers' price of R115 a ton, Mr Von Abo said — DDC PM at congress, page 15

# Surfer dies at Nahoon Reef

## Friends pull him from sea and try resuscitation in vain

EAST LONDON — A man died while surfing with a friend at the Nahoon Reef here yesterday afternoon

He was Mr Steve Theron, 29, of Greenan Street, Berea, who was placed fifth in the Masters division of the sixth Border trial contest at the Nahoon Reef 10 days ago

Mr Andy Austin, of Beacon Bay, said he was out practising with Steve at Nahoon Reef and was on his way out of the water when a big wave came up

He took no notice of it and continued walking to his car where he intended putting his board away

Mr Austin said

"I cannot say what happened and am not prepared to speculate," he said

Another surfer, Mr Shaun Carcary, said while he was on his way to the Reef he saw

another surfer, Mr Shaun Kurten, also tried "just then a doctor arrived, but after examining Steve, he said there was nothing that could be done for him and asked that an ambulance be called"

Mr Carcary said he knew Steve as a strong surfer and swimmer

Last night Mr J J Theron said from his Umtata home that his son was the youngest of five children

He attended Selborne Primary after which he completed his Junior Certificate at the Umtata High School before going to the army

BY  
BENNYO  
PHILLIPS

Austin trying to pull Steve onto his board

"I then also rushed in to help because I realised something was wrong from the way the board was lying

"We eventually man-

This was agreed unanimously by delegates attending the annual meeting of Nam-po here

The chairman of the Maize Board, Mr Crawford von Abo, told the meeting that the development of Richards Bay would cut costs and bring greater profits to the maize farmers.

Richards Bay, which was closer to the maize producing area, could handle vessels of up to 100 000 tons, he said, while the East London, Cape Town and Durban harbours could not accommodate vessels

Mr Anton Heyns (left) and Mr Da dressed as they appeared in court

ATTEMPT  
ON THE  
PRETORIA — Four n

a. Post  
19/3/82 ~~269~~ (269)

# Scepticism in EL over plan for Richards Bay as maize port

Post Reporter

EAST LONDON — A decision to spend nearly R300 million on developing Richards Bay as a maize-exporting harbour was greeted with scepticism in East London today

The decision was taken unanimously in Klerksdorp yesterday by the annual meeting of the National Maize Producers' Organisation

The chairman of the Maize Board, Mr Crafford von Abo, told the meeting that the development at Richards Bay would cut costs and mean greater profits for farmers

He said Richards Bay was close to the maize-producing areas and could handle ships of up to 100 000 tons while East London and Cape Town harbours could not take vessels of more than 35 000 tons

It would cost the Government R23 million to improve facilities at East London and farmers did not want to support this development

At present, East London is the country's major maize-exporting harbour

The Mayor, Mr Errol Spring, said today he was not sure

the Government would support the development of Richards Bay

He said he had discussions with the Minister of Agriculture Mr Hendrik Schoeman, on Wednesday and was 'convinced that the economics would have to be very much in favour of Richards Bay before we lose our status'

He said it was hoped the Government would make a statement on the issue soon

Mr Spring was sceptical about the farmers' ability to finance the proposed developments

'The railway line to Richards Bay cannot handle the maize. It is totally committed to coal export

'This means that the railways will have to almost double the capacity of the line and I cannot see that being done in less than five years. Who knows what the position will be then,' he said

The city councillor with the industrial portfolio, Mr Donald Card, said he could not see the Government turning its back on East London and wasting all the money already spent on establishing major maize port facilities, he said

to the wall. A truck and trailer, for example, cost R100 000 today.

One haulier says: "Cash flow problems mean small and medium-sized firms are unable to make the sort of investment necessary to equip a modern fleet. To keep in business and compete with larger and more efficient firms, they have to quote uneconomic rates. They can't survive."

A worrying aspect of the situation is that the Road Transportation Board is apparently more inclined than ever to refuse applications for temporary transport permits. Says a member of the newly formed Public Carriers Association: "Railways objects to every application to move containers long distance. The only time it's easy to get a permit is when there's container congestion and a log jam down at Durban port or at City Deep container terminal."

At the moment there is no container congestion. Hauliers say traffic is down 20% on last year. At the moment several big fleet operators claim at least 10% idle capacity and this is expected to get even worse over the next 18 months.

One firm claims that recently six applications to carry general cargo on domestic routes was refused. This is being taken on appeal. "It will cost us at least R20 000 to get the best legal advice and we may still lose the appeal."

If the applications are again refused and the matter is taken further, it could cost as much as R100 000.

When it comes to movement of small loads (1 t or less) SATS is proving a formidable competitor claim haulage firms. "Railways is a protected industry. We could easily double our work if we were given every permit we apply for but we find two out of every three applications are refused," complains one firm. In the short term it anticipates 30% reduction in its high rated small load traffic.

Not all hauliers condemn SATS. "Our biggest problem," says one, "is that people are not ordering stock. Reduced volumes rather than SATS is our problem."

● A spokesman for SATS says: "SATS cannot block applications for road transport permits. The Road Transportation Boards act autonomously when granting permits."

Road hauliers are not obliged to provide social services at a loss. They also do not have to bear infrastructural costs. SATS does both.

For this reason SATS depends on high-rated rail traffic which is normally the business road hauliers go for.

"In his last budget speech Transport Minister Hendrik Schoeman explained that in the past the road transport service was used only as an ancillary to the rail service."

"He said that as the result of the relentless swing of high-rated traffic from rail to road, SATS will in future have to enter the competitive transport market in this field to a greater extent."

HAULIERS

Railroader

FM 19/3/82

269

SA Transport Services (SATS) is increasing its road transport operations at the expense of private road hauliers. So say the hauliers who also face the added burden of reduced cartage volumes due to reduced imports and lower domestic traffic.

"Where rail services have proved inadequate, SATS is increasing its road transport services," says one. "It is making a creeping attack on private enterprise, which it can do by opposing all our permit applications."

These factors, combined with rocketing truck prices stemming largely from the Atlantis Diesel Engine project, could send a lot of small and medium-sized contractors

Wrong  
Commissioner

## Transport

crisis: ~~200~~

Firms 269

## step in

THOUSANDS of bus commuters are being transported from Mitchells Plain by their employers to offset the 'tremendous problems commuters have in getting to work' from the area.

Ironically, the bus company hired to do this contract is the same company which runs the public service on the same routes.

Nine city factories have contracted buses to pick their workers up at specific points in the area and bring them to work on time. The workers are also taken home in the afternoon.

### LONG WAITS

In the past, workers have complained of buses running late, insufficient buses and long waits at change-over points.

In addition to the contracted service 83 other firms are buying clip cards in bulk from City Tramways.

A Tramways spokesman said they knew of firms who gave the cards to their workers, while other firms sold them to the workers at a reduced price or for the full fare.

These cards can be used for the full journey to Mitchells Plain from the city.



# out of years

## ight struck back ing South Africa or a minimum of

surprise and added "I shouldn't imagine it comes as a shock to all those players currently playing in South Africa"

Sapa reports from Cape Town that although there has been no comment from the cricketers affected by the ban, Mr Peter Cooke, manager of the touring English XI said "It is a very sad day for cricket when politicians get involved"

"No player will say anything tonight or is likely to say anything before the end of the tour"

"Personally I am very surprised at the severity of the decision. The reports we have been getting through this week suggested that the TCCB's decision would not be as severe as it is. It is different from what we expected"

He could not comment on whether the players intended taking legal action against the TCCB's decision

"I cannot speak on behalf of the players and it is up to them as individuals to decide whether they want to take legal action"

The president of the South African Cricket Union, Mr Joe Pamensky, expressed his regret at the decision — DDC

# Elevator extensions shelved

20/3/82

From BARRY STREEK

CAPE TOWN — The R30 million extensions to the grain elevator at East London harbour have been shelved pending the inquiry into the export of maize and other grain from South Africa

The extensions, which would have more than doubled the capacity of the elevator, were announced in August last year by the Minister of Transport, Mr Hendrik Schoeman

He said then that the capacity would be increased from 75 300 tons to 194 000 tons at a cost of R30 million

But yesterday, the director of public relations in the South African Transport Services, Mr G Le Grange, said the proposed extensions had not been included in this year's capital budget

Mr Le Grange said a drastic cutback in capital projects had been ordered by the government when the capital budget was drafted in December last year and even then the proposed extensions to the grain elevator had been delayed

Since then the committee of inquiry into the export of maize and other grain products from South Africa had been appointed and this investigation would examine the issue from all aspects

Mr Le Grange pointed out that at present some

maize was exported through Cape Town which for many areas was the logical harbour

"The whole thing has to be investigated properly," he said

The Transport Services would not undertake any capital projects until the report of the inquiry had been received and studied

This included the possible construction of new export facilities in either East London or Richards Bay, Mr Le Grange said

There was, however, nothing to stop the National Maize Producers Organisation constructing grain elevators at its own expense at Richards Bay, but this alone would not ensure that maize was exported through the harbour because other factors such as rail capacity had to be considered

Mr Le Grange said there had been little problem with the export of maize this year and next year the export would be much lower

"The only problem which might arise in the future will be during the good years," he said

Finance for maize port, page 7

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R200 m (269) *MA*  
 for Richards  
 Bay <sup>Mercury</sup> harbour  
 development <sub>20/3/80</sub>

Mercury Reporter

JOHANNESBURG—Maize farmers have agreed to pay more than R200 million for the development of Richards Bay as a major export harbour

At the annual congress of the National Maize Producers Organisation (Naapoi) in Klerksdorp this week more than 600 maize farmers called on the Government to support a development project for the harbour

The farmers were prepared to contribute between R200 million and R300 million to increase the harbour facilities for maize exports

The harbour which was used for non ore exports was closer to the Maize Triangle

The harbour could easily accommodate vessels up to 100 000 tons whereas the present maize export harbours — East London Cape Town and Durban — did not have facilities to harbour vessels larger than 35 000 tons

At the meeting, Mr Crawford von Abo the chairman of the Maize Board said maize producers would benefit from the development of the harbour

He said R60 million was lost annually because of insufficient export facilities

Mr von Abo called on the Government also to support a project aimed at extending silo facilities in the maize triangle, and also the erection of a 500 000 ton silo at Richards Bay

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# Richards Bay lost R26m in one year

S. Express 2/3/82  
BY DAVID FINCUS

269

THE Richards Bay harbour in which R365-million has been invested, showed a loss of R26-million in fiscal 1981. In the current financial year it has shown a loss of R16-million to the end of December.

This makes it the least profitable harbour in South Africa despite millions of rands in foreign currency being earned by the coal shipped from it.

The operating cost of Richards Bay in 1981 was R44,8-million, not much less than the R50-million operating cost of the Durban harbour (which showed a profit of R106-million) or the R50,8-million revenue of the Cape Town harbour.

Richards Bay's earnings in fiscal 1981 were R18,8-million. Of the major harbours only East London earned less (R14,4-million), but it showed a R3,1-million profit.

According to P H de Brun, chief superintendent (harbours) of the South African Transport Services, the reason for Richards Bay's low earnings is that "coal is a relatively low-priced commodity and we cannot charge a lot to handle it".

# Long platforms will reduce overcrowding

22/3/82  
Sowetan

RAILWAY officials hope to ease overcrowding in suburban trains; a problem which seems to have shifted from the Soweto lines to trains between Randfontein and Springs.

A spokesman for the Railways has admitted that Randfontein is the problem line, with short trains and lots of commuters, both black and white, who have to be transported to work daily.

Speaking to **The SOWETAN**, assistant chief superintendent operator Mr W P van Staden, said trains between Randfontein and Springs were restricted to a maximum of 11 coaches due to short platforms. They were hoping to extend the trains to 14 coaches to create more room for passengers as soon as they have lengthened the platforms.

"We are busy lengthening platforms along the Randfontein track," he said. "We started this in 1980 and hope to

complete the project towards the end of this year."

Mr van Staden said the lengthening of platforms is a huge undertaking and added that they were having problems at the Krugersdorp and Randfontein stations.

Commuters on the West Rand line have been complaining about overcrowding for sometime now, particularly notorious are the number 126 and 128 trains which head for Randfontein in the peak afternoon hours.

Black passengers in these trains are only allocated three coaches, one first class and two third class the rest of the train — five coaches in all — is allocated to white passengers.

Mr van Staden said it was not possible to extend the length of the trains by adding more coaches. He said they hoped to do this as soon as the project of lengthening platforms was completed in the area.

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**STAATSKOERANT**  
**VAN DIE REPUBLIEK VAN SUID-AFRIKA**  
**REPUBLIC OF SOUTH AFRICA**  
**GOVERNMENT GAZETTE**

REGULASIEKOERANT No 3397

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**GOEWERMENSKENNISGEWING**

**GOVERNMENT NOTICE**

**SUID-AFRIKAANSE VERVOERDIENSTE**

**SOUTH AFRICAN TRANSPORT SERVICES**

No R 562

26 Maart 1982

No R. 562

26 March 1982

REGULASIES VIR DIE HAWENS VAN DIE REPUBLIEK VAN SUID-AFRIKA EN VAN SUIDWES-AFRIKA

REGULATIONS FOR THE HARBOURS OF THE REPUBLIC OF SOUTH AFRICA AND OF SOUTH WEST AFRICA

Die Staatspresident het goedkeuring verleen aan die intrekking van die Regulasies vir die Hawens van die Republiek van Suid-Afrika en van Suidwes-Afrika, afgekondig by Goewermentskennisgewing R 290 van 2 Maart 1962, soos van tyd tot tyd gewysig

The State President has approved of the repeal of the Regulations for the Harbours of the Republic of South Africa and of South West Africa published under Government Notice R 290 of 2 March 1962, as amended from time to time.

Die Minister van Vervoerwese het, kragtens die bevoegdheid hom verleen by artikel 73 (1) van die Suid-Afrikaanse Vervoerdienstewet, 1981 (Wet 65 van 1981), goedkeuring verleen aan die uitvaardiging van die volgende Regulasies vir die Hawens van die Republiek van Suid-Afrika en van Suidwes-Afrika

The Minister of Transport Affairs has, under the powers vested in him by section 73 (1) of The South African Transport Services Act, 1981 (Act 65 of 1981), approved of the promulgation of the following Regulations for the Harbours of the Republic of South Africa and of South West Africa.

REGULASIES VIR DIE HAWENS VAN DIE REPUBLIEK VAN SUID-AFRIKA EN VAN SUIDWES-AFRIKA

REGULATIONS FOR THE HARBOURS OF THE REPUBLIC OF SOUTH AFRICA AND OF SOUTH WEST AFRICA

**1. Vertolking van terme.**

**1. Interpretation of terms.**

(1) In hierdie regulasies beteken die uitdrukking "die Wet" die Suid-Afrikaanse Vervoerdienstewet, 1981, en tensy dit uit die samehang anders blyk, het 'n uitdrukking wat in hierdie regulasies gebruik word die betekenis wat in die Wet daaraan gegee is

(1) In these regulations the expression "the Act" means the South African Transport Services Act, 1981, and unless the context indicates otherwise any expression used in these regulations shall bear the meaning assigned in the Act

(2) Die beheer oor en bestuur van die hawens berus geheel en al by die Hoofbestuurder van die Vervoerdienste, maar vir die doel van hierdie regulasies word sodanige magte gedelegeer aan die—

(2) The control over and management of the harbours rest entirely with the General Manager of the Transport Services, but for the purpose of these regulations, the said authority is delegated to the—

(i) "hawebestuurder" of die amptenaar wat deur die Suid-Afrikaanse Vervoerdienste aangestel is om sodanige funksies aan die landkant van 'n hawe uit te oefen, of die amptenaar wat tydelik as sodanig optree, en

(i) "port manager" or the officer appointed by the South African Transport Services to effect such functions on the shore side of a harbour, or the officer acting as such for the time being, and

(ii) "hawekaptein" of die amptenaar wat deur die Suid-Afrikaanse Vervoerdienste aangestel is om sodanige funksies aan die marinekant van 'n hawe uit te oefen, of die amptenaar wat tydelik as sodanig optree

(ii) "port captain" or the officer appointed by the South African Transport Services to effect such functions on the marine side of a harbour, or the officer acting as such for the time being

## Obie puts spoke in all-race bus plan

269 23/3/82 Staw  
Municipal Reporter

Management committee chairman Mr Francois Oberholzer denied today that the city council would introduce an integrated bus service in Johannesburg in the near future.

"There is no such thing as buses being integrated. That is our policy and that is how it will remain," he said.

He was reacting to a paper delivered by a senior city council official at a metropolitan planning conference in Johannesburg yesterday.

Mr Sol Horwitz, senior assistant director of the forward planning division, told delegates that Johannesburg's Transport Department could soon introduce a bus service which was segregated by price and function and not by race.

"I repudiate him most strongly for that statement. This is a city council policy matter and Mr Horwitz should not expound on policy issues," said Mr Oberholzer.

### FAR AWAY

Mr Horwitz told the conference that a coordinating authority could be established to deal with overall planning but that the Johannesburg Transport Department was expected to begin operating services for all races in the near future.

He said the new public transport plan would precede the possible introduction of a rapid rail system in the mid-1990s.

Mr Oberholzer said: "A rapid rail system is as far away as the moon. The city council cannot even contemplate such a project until we obtain substantial subsidies from the Government."

By SEAN O'CONNOR  
City Editor

**A MIXED bus service may be introduced in Johannesburg in the "near future" — and will probably operate on a differential fare system, a senior member of Johannesburg's forward planning branch disclosed yesterday.**

This new public transport plan for the city would precede the introduction of a rapid rail system under the Johannesburg city centre, said Mr S N Horwitz, senior assistant director of the municipality's forward planning division.

He told a metropolitan planning conference in Johannesburg that because a rapid rail system would not be introduced before the mid-1990s, the city was likely to see a bus system soon "which will be divided on lines of price and function rather than on race lines".

Other key points to emerge from yesterday's conference — organised by the Central Business District Association — to consider "Johannesburg in its metropolitan context" — were.

- Plans to make improvements worth at least R374-million to Johannesburg's metropolitan railway network.

- A scheme to equip all suburban trains and signals on the Reef with an "automatic train stop device" to bring trains to a halt in the event of a driver-error

- The first phase of an underground rapid rail system could be completed by the mid-1990s if necessary, subsidies or alternative financing become available

Dealing with the mixed bus plan for Johannesburg, Mr Horwitz told the conference "This may possibly be a two-tier system of economy fares, on one hand, and a more luxurious service for those who are prepared to pay, on the other"

The general manager of the Johannesburg transport department, Mr Les Peitay, and the deputy manager (operations), Mr Tom Maisey, declined to comment on Mr Horwitz's statements

Last night Mr Horwitz said that at present there was a white, coloured and Asian service, and a black, coloured and Asian service — which to a certain extent was already integrated

"I can't say that this new plan is firm, but it is likely we will have such a bus service in the near future, and that it would precede a rapid rail system. Obviously, the new bus service would have to have Government approval," he said

Dealing with the rapid rail concept, Mr Horwitz said it had been concluded that a "high-level attractive rail facility" was required for the year 2000

"Such a rail rapid, as we called it, would be underground in the most congested areas, but would be on the surface otherwise"

He said the first phase of the rail scheme could be introduced in the mid-1990s

Johannesburg's city engineer, Mr John Stewart, stressed in an interview last night that an underground rapid rail system was not imminent

# Johannesburg may get mixed buses soon

23/3/82  
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"It is certainly desirable and we will have it — we must have it in the end, but not until we get heavy subsidies or some alternative finance," Mr Stewart said

Mr John Wahl, leader of the suburban planning team in the planning department of the South African Transport Services (SA Railways), disclosed at the conference that a "very large number" of additional train commuters on the Reef was forecast for the year 1990

This necessitated certain improvements and expansions to the existing rail network

One of the major improvements includes the adding of two additional lines from Langlaagte to George Gogh, the re-location of existing lines at Braamfontein station, major track alterations at Johannesburg Station, and a "rail-over-rail" bridge east of Johannesburg Station

Completion of this project is scheduled for 1990, and the cost will be about R220-million

Mr Wahl said the SA Transport Services had until now omitted to equip trains with any form of automatic stop devices, but added that the intention was to "equip all signals and suburban trains on the Reef with this type of equipment" This project will be completed by 1990 at a cost of R24-million

# All-race city bus plan <sup>(269)</sup> on the drawing board <sup>23/3/82</sup> <sup>stan</sup>

Johannesburg Transport Department may soon introduce a bus service segregated by price and function — not by race.

Speaking on the future of commuting in Johannesburg at the Central Business District Association conference yesterday, Mr Sol Horwitz said it was also urgent to stamp out violence on the trains.

He said a co-ordinating authority was planned which will deal with overall public transport planning, such as routes, fares,

budgeting and stops

It was also expected that the transport department would shortly begin services for all races.

Several extensions were planned by the South African Transport Services in the Johannesburg area, according to Mr John Wahl, the leader of the SAR Suburban Planning Team, who also spoke at the conference.

Two additional lines would connect George Goch station with Langlaagte Together with a new control centre and relocation of existing track, this project would cost

R220 million, and be completed by 1990.

A double connecting line would also be laid down to join George Goch station with Kaserne West. This scheme would cost R40-million.

Emergency automatic braking equipment was to be introduced by the Railways on the Reef for the first time in South Africa.

The purpose of this equipment was to bring the train to a stop in the event of driver error. The cost would be R40 million and the completion date was 1990.



# All-race city bus plan <sup>269</sup> on the drawing board

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*Party (Diy) watch 23/3/87*

# Mda: fear behind maize move

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UMTATA — The development of Richards Bay as a maize port in preference to East London was the result of white fears of the Border city being incorporated into Ciskei

This was said here yesterday by the leader of the opposition, Mr Sizakele Mda, in his no-confidence speech in the National Assembly

His assertion drew backing from the government benches

The Deputy Minister of Defence, Mr David Tezapi, told Mr Mda by

way of an interjection "You are dead right First it was wool Now it is maize"

Mr Mda rejected the South African Government's Border-Ciskei-Transkei regional development plan as "another underhand method by the ruling National Party to be boss over blacks

During his lengthy speech, in which he also attacked South Africa Mr Mda criticised the government for not taking Transkeians into their confidence about

agreements with South Africa, not screening people who purportedly come to the country to help Transkei monopolistic tendencies in granting ownership of properties and licences to party supporters as bonuses, and not seeing to the bad state of the roads

Mr Mda praised the present head of the army, Major-General Ron Reid-Daly and urged him to act in the interests of Transkei "irrespective of South African feelings"

(269) Shaw 24/3/82

BUSES AND TRUCKS

# Jo'burg to push bus travel

Bus patronage in Johannesburg has increased for the second successive year mainly because of sound marketing according to Mr L W Petey, general manager of Transport, in the Johannesburg Transport Department.

He said in a statement that never before has marketing of public transport been so important.

Great stress is placed on public relations during driver training as this sets the basis for a better service to the public. The Johannesburg community knows the bus



drivers and they are proud of them. The public's favourable assessment of drivers is justified as they are diligent and cheerful in spite of the congested traffic conditions, they dis-

play a high standard of driving competency and do not allow the traffic to upset them.

"They know in the back of their minds that today's motorists could be tomorrow's bus passengers. Furthermore, the driver also realises that the passengers in the bus feel safer and happier if they have confidence in the driver's ability," Mr Petey said.

There is no doubt that the most important factor in effecting a transfer of passengers from the car to the bus is the speed of the bus and minimising the duration of the journey to a point where it is competitive with the car.

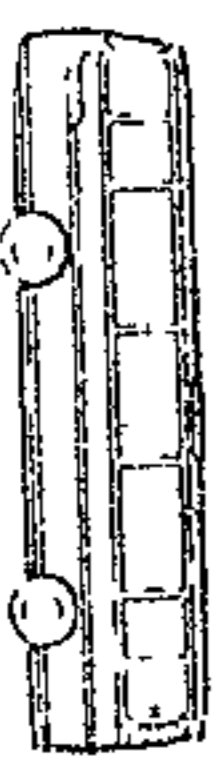
Johannesburg has made progress over many years in the face of difficulties to pioneer the introduction of bus lanes, and the positive results achieved

prove by eliminating the delays at bus stops near schools where numerous scholars alight from buses. This would decrease the loading time and the overall journey time.

During August 1980 a survey was conducted at six high schools in Johannesburg to establish the extent to which a programme of staggered school times could be implemented, and what the consequences of such programmes would be.

A pilot scheme was introduced at Vorentoe school in order to gauge the effects of an earlier school starting time. The school agreed to alter its starting time to 7.15 which made three additional buses available for workers and saved the Department about R52 000 annually.

Surveys and studies were carried out during 1976 to 1978 which resulted in the introduction of the new zonal ticketing system.



the Cross City bus service and the Eloff Street transit mall, and it was decided that after studies

respondents said that they used the bus before the Cross City service was introduced, while 30,2 percent were new users.

As far as reason for journey by bus is concerned, 41,8 percent preferred the bus, 13 percent said that there was no parking and 11,8 percent owned no car, and,

As far as origin - destination movements are concerned, these are centred mainly around Van der Bijl Square, dropping off quite swiftly towards the periphery of the central area.

The report is being studied by a working committee which is chaired by the Johannesburg Transport Department's manager.

A consultant was engaged during June 1981 to carry out an "in-depth" study of the marketing of bus services with a view to developing and improving the marketing techniques of the Johannesburg Transport Department.

The consultant's proposed marketing strategy will form part of the final report on the Johannesburg Central Area Bus Study. However, it



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ing, he said  
In the Johannes-  
burg area scholar  
travel to schools oc-  
curs at the same  
time as workers  
travel to their  
places of em-  
ployment. When  
scholars travel by  
public transport at  
concessional rates  
it means that not  
only are full-fare  
paying adult passen-  
gers deprived of  
seats but also that  
revenue is lost to  
the operators. Of  
equal importance is  
the fact that the  
trip to school by  
private transport  
tends to be part of  
the parents' work  
trip.  
It is evident that  
if school starting  
times could be stag-  
gered, the following  
benefits would be  
felt:  
● It would  
enable those parents  
whose employers  
operate or wish to  
operate under  
variable working  
hours and who drop  
off their children at  
school on the way  
to work, to alter  
their time of travel  
to work accordingly.  
● For public  
transport operators  
it would mean that  
more seats would be  
available for adult  
passengers, thereby  
increasing their  
revenue and making  
the service more at-  
tractive for existing  
and potential adult  
passengers, and,  
● For operators  
and passengers the  
situation would im-

should be conduc-  
ted and that it  
should also examine  
current problems  
being experienced  
in the central area.  
The study  
showed  
● As far as bus  
trips were concer-  
ned, for the average  
weekday, a decrease  
of 6.1 percent was  
found, while for the  
Saturday morning, a  
decrease of 33.0  
percent was found.  
The link services ex-  
hibited a decrease of  
35.6 percent.  
● As far as pas-  
senger loads cross-  
ing the six check-  
points are concer-  
ned there has been  
an increase of 14.5  
percent for the  
morning peak in-  
bound and the  
afternoon peak out-  
bound, while when  
the valley period is  
included, the  
increase only drops  
to 11 percent.  
● As a result of  
the decrease in bus  
trips there has been  
a corresponding  
decrease in service  
frequencies.  
● As a result of  
the introduction of  
the Cross City ser-  
vice, coverage in  
the central area has  
increased signifi-  
cantly.  
● A verage  
speeds of buses  
travelling in the cen-  
tral area have  
increased by some 6  
percent while for  
the morning peak  
inbound, the  
increase is some 13  
percent.  
● 69.8 percent of

duce some of the  
proposals in the  
meantime  
In order to  
increase the availa-  
bility of tickets and  
publicity material in  
general, it is  
planned that wide-  
spread distribution  
be encouraged  
through educational  
institutions and or-  
ganisations with a  
large number of  
workers. In addi-  
tion, the bus service  
could be actively  
promoted at these  
points and for this  
purpose a mobile  
marketing office  
may be purchased,  
which could also be  
used as a coupon  
sales office during  
rush periods at the  
end of each month.  
The new system  
of providing sheets  
timetables / maps  
free of charge is  
considered to be an  
extremely valuable  
marketing tool and  
it is felt that this  
should be expanded  
to two main areas,  
namely the display  
of these sheet time-  
tables/maps at ter-  
mini and the distri-  
bution of these in  
residential areas  
within reasonable  
walking distance of  
bus routes, Mr Pet-  
they said.  
The latter distri-  
bution exercise  
could well be whol-  
ly financed by ad-  
vertisers who would  
be allowed adver-  
sing space on the  
sheet timetables-  
map, he said.  
Through streets  
are already congest-  
ed and the slight  
test disturbance to



duce congestion  
during the 7.30 to  
8.15 peak period is  
to spread the traffic  
load more evenly.  
Minor changes to  
starting hours for  
business and educa-  
tional institutions  
could get people to  
work or school far  
more quickly and  
more cheaply.  
Employers should  
consider varying  
working hours and  
the distinction be-  
tween "staggered  
working hours" and  
"flexible working  
hours" must be  
clearly understood.  
"Staggered work-  
ing hours" is a sys-  
tem of working  
hours where the dif-  
ferent sectors of the  
economy or certain  
departments of an  
organisation or spec-  
ific branches of a  
department start and  
finish work at stag-  
gered or pre-deter-  
mined times of the  
day.  
"Flexible working  
hours" is a system  
of working hours  
which allows indivi-  
dual workers to  
start and finish  
work during a cer-  
tain time period  
daily, for example 7  
am to 9 am and 3  
pm to 6 pm, on  
condition that they  
be on duty during a  
"core" time period  
daily and they work  
a minimum number

"Flexible working  
hours" allows em-  
ployees the latitude  
to arrange conve-  
nient car pools and  
bus trips. A survey  
conducted in the fi-  
nancial sector  
revealed that one  
out of every five  
companies is on  
flexible working  
hours.  
Varied working  
hours could cause  
problems in dealing  
with other firms or  
with the public, but  
careful planning  
should overcome  
these difficulties  
and any internal  
workflow problems.  
Mr Petthey said.  
"Employees, on  
the other hand, can  
in their own  
interests adjust  
their travelling  
times, in the event  
of their employers  
not being able to  
change normal  
working hours. This  
will enable them to  
make use of the  
cheaper off-peak  
season tickets avail-  
able in Johannes-  
burg, which have  
the added advan-  
tage of unlimited  
rides within zonal  
validity. Off-peak  
buses are clearly in-  
duced in time-  
tables," Mr Petthey  
said.  
The off-peak tariff  
is an incentive for  
commuters to adjust  
their travel times  
and 3.168 monthly  
off-peak tickets  
were used during  
June 1981, com-  
pared to 1.394  
during September  
1977.  
It is estimated

the working day by  
20 percent. Not only  
does this time spent  
travelling not pro-  
duce any economic  
gain but it reduces  
the amount of time  
that could be spent  
on leisure or rec-  
reation.  
The flattening of  
the peak period also  
enhances the effi-  
ciency of transport  
operators since  
more passengers can  
then be conveyed  
using fewer vehicles  
and drivers, which  
in turn could result  
in reduced fares.  
Planning for stag-  
gered hours on a  
large-scale requires  
detailed analysis, as  
care must be taken  
that peak periods  
are not merely shif-  
ted to an earlier or  
later time.  
However, a flex-  
ible working hour  
system is self-  
regulating, with in-  
dividuals doing  
their own planning.  
Flexible working  
hours together with  
staggered hours  
here and there can  
go a long way  
towards eliminating  
some of the peak  
congestion.  
A committee  
made up of repre-  
sentatives from a  
wide cross-section of  
organisations is at  
present investigat-  
ing ways and means  
of staggering work-  
ing hours and trans-  
port users are in-  
vited to submit  
comments or ideas  
to JOMET, PO Box  
1049, Johannesburg,  
2000, Mr Petthey  
said.

# Jomag backs open buses in city row

269  
Star  
25/3/82

### Municipal Reporter

Johannesburg's management committee chairman, Mr Francois Oberholzer, is fighting history by opposing innovations to integrate the city's bus service

This is the opinion of both the Johannesburg Metropolitan Action Group and a city councillor, Mr Les Dishy, who suggested some years back that the bus service be integrated

speaking out of turn and emphasised that council policy did not support an integrated service

In a statement the secretary of Jomag, Mr Conrad Berge, applauded Mr Horwitz's "courageous stand" because it would stimulate public debate and involvement.

He said Jomag was shocked that certain politicians could muzzle the innovation and serious study given to problems by senior council officials

"We wish more officials would be as courageous as Mr Horwitz and by-pass restrictions imposed by niggardly politicians," said Mr Berge

Mr Dishy, who was outvoted when he suggested that the city council integrate its bus service a few years ago, said such a move would improve the service to the public and also curtail the city transport department's heavy losses

He said he had conducted a survey among a cross-section of the community and had come across very little opposition to integrated bus services

"Mr Oberholzer's dictatorial attitude in muzzling department heads and officials will cause great harm to the city and could lead to dissatisfaction among personnel we cannot afford to lose," said Mr Dishy.

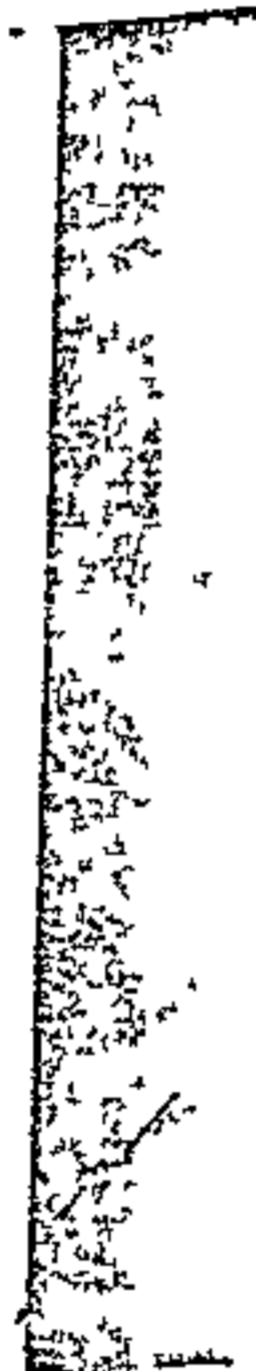
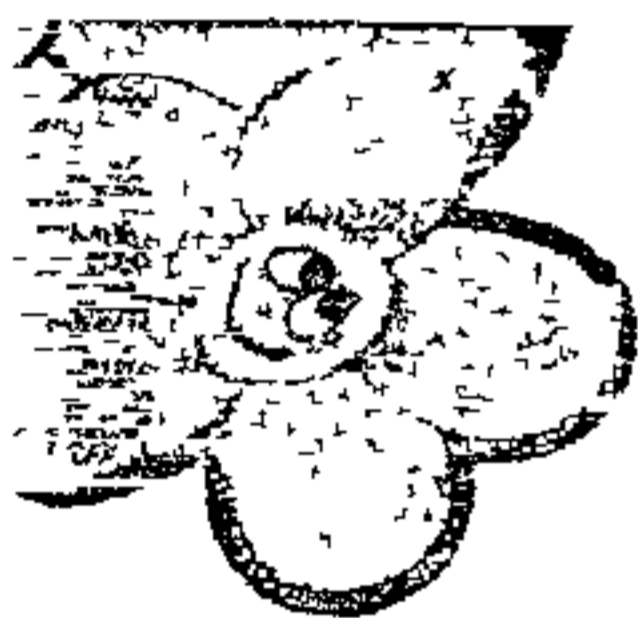
### PROBLEMS

A controversy developed earlier this week when Johannesburg's senior assistant director of forward planning, Mr Nat Horwitz, told delegates at a conference that the Transport Department could soon introduce a bus service which was segregated by price and function and not by race

Mr Oberholzer accused Mr Horwitz of

### SURVEY

"Studies on public transport are being done in terms of the Urban Transport Act and cover the whole of the metropolitan area. Because of this, we are doubly shocked that politicians with narrow parochial views should be allowed to impose their shortsighted policies in this fashion



## ALBERTON BEEP FOR

South African Breweries' production plant in Alrode, Alberton, was hit by a work stoppage yesterday.

About 450 workers were involved in the dispute—the second to hit the industrial suburb in recent weeks.

An SA were trying son for th to meet t mittee.

The Allied W members!

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Star 25/3/82

# Chemical union threatens boycott

Star  
25/3/82

The trade union involved in last year's bitter Colgate-Palmolive dispute — the Fosatu-affiliated Chemical Workers' Industrial Union — is on the verge of launching a consumer boycott of another major chemical

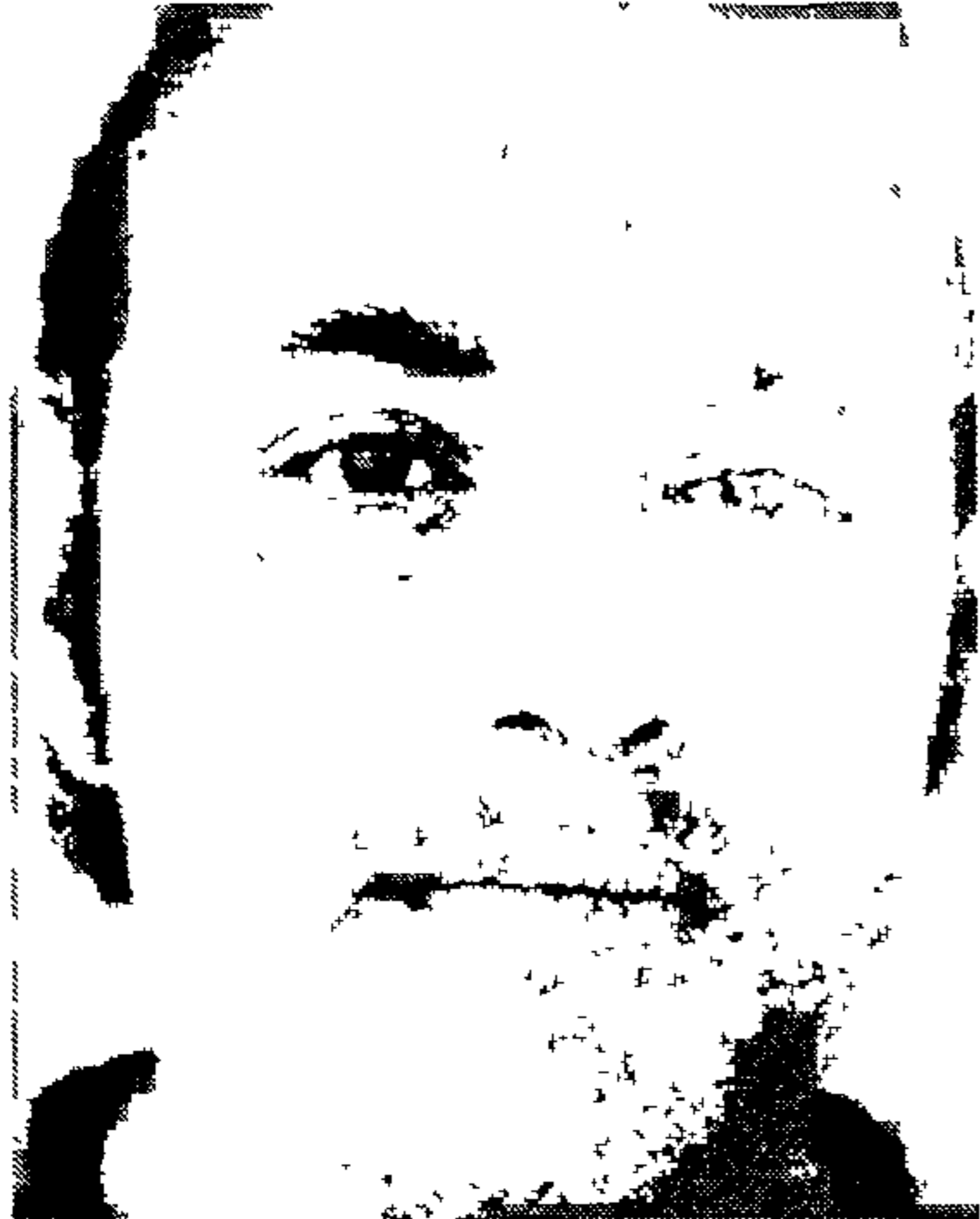
tional Chemical and Energy Workers Federation (ICEF) had already pledged its support for an international boycott of Henkel products.

The boycott threat stems from the recent

# Whites support mixe

IF INTEGRATED buses were introduced in and around Johannesburg, the idea would be welcomed by the public, from both black and white quarters, a SOWETAN survey has established.

By LEN KALANE



MR HENDRICK SWANEPOEL: "It would be marvellous."



MR J L VAN RENSBURG: "Yes, but keep the 'tsotsis' out."



MS RANDELIEA STEYN: "This will benefit the people."

The idea was mooted by a senior assistant director of the municipality forward planning branch in the Johannesburg City Council, Mr S N Horwitz, who told a metropolitan conference this week that a mixed bus service in Johannesburg might be introduced in the near future

But then the same idea was knocked down by Mr Francois Oberholzer, Johannesburg's management boss, who denied that integrated buses in the city were imminent. He said the statement by Mr Horwitz concerned council policy and should not have been made at all

However, a cross-section of people, among them hardline Nationalists, expressed a wish to end apartheid in all means of transport, including the South African Railways. This, they argued, was a move long overdue and would promote race relations if implemented

Mr Hendrick Johannes Swanepoel (27), who stays in the city centre, confessed that while he supported the National Party, he believed that apartheid was being applied unnecessarily in some areas

"Take for an example the idea of integrated buses," he said, "it will be marvellous. We are all human-beings and let us all get into the buses. I don't think there will be any racial friction as other people tend to think"

His friend, Mr J L van Rensburg, who

had been eavesdropping, chirped in "That's right, we want blacks in our buses as well"

He too is a supporter of the Nationalist Party. But he said blacks should stop their "tsotsi" behaviour once allowed in the "white" buses

"The integration on buses is a step in the right direction against the polarisation of races in the country. Time is ripe now that the Government should remove petty apartheid in bottlestores and places like that. The SAR should do it as well"

Ms Gail Howes, a white woman from

Hillbrow commented "This is something long overdue. Once in practice, the move will also help ease overcrowding in buses (like in most black buses) and one will get a bus more frequently"

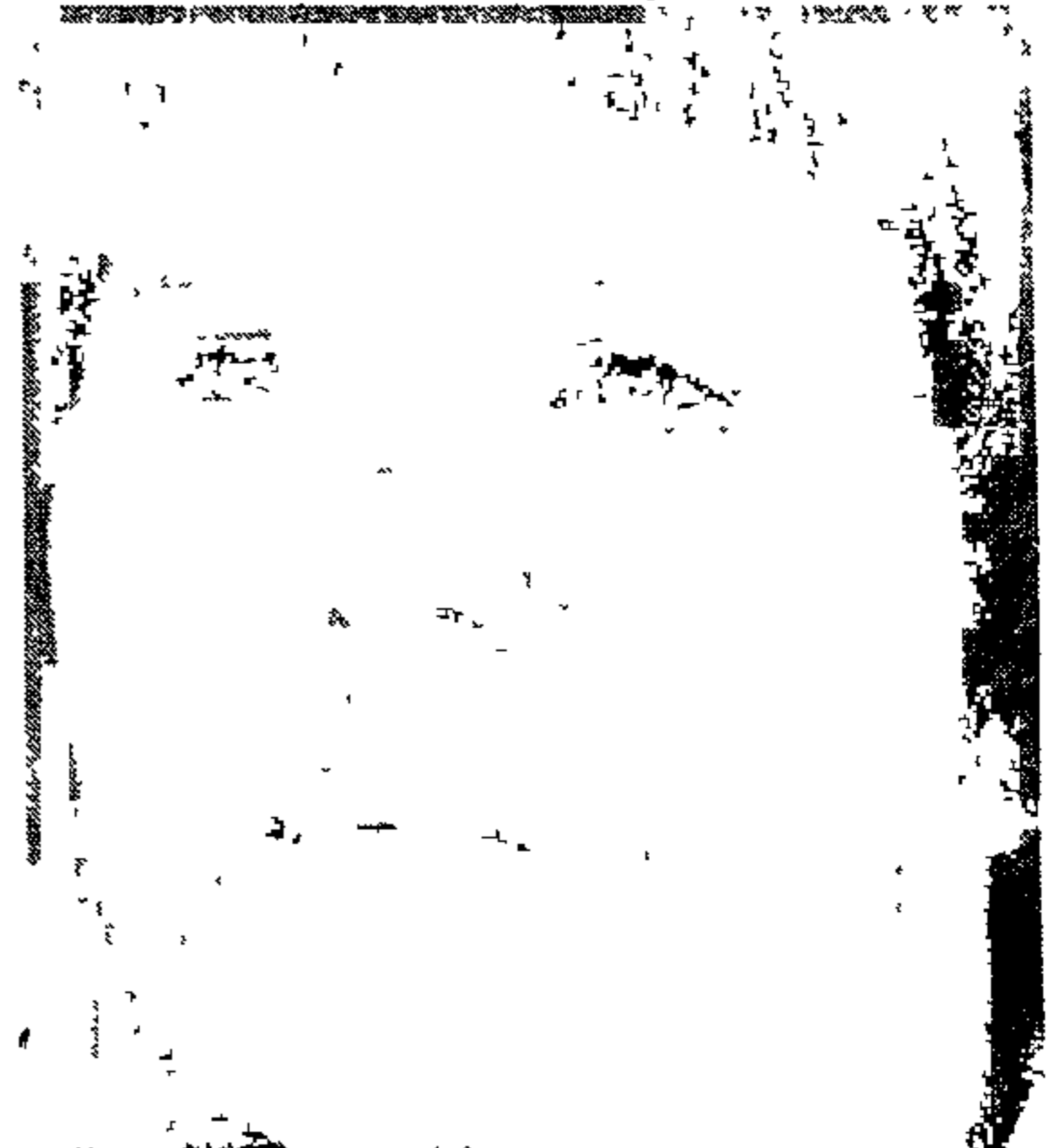
Mrs Randeliea Steyn, from Bosmont Coloured township, said "It's a very good idea. It will definitely benefit the people."

Both Mr Richard Tshabalala and Ms Florence Tshabalala (not related), agreed that integrated buses would promote the easy flow of commuters who travel daily into the city. They welcomed the idea

Mrs Margaret Mofat, from Scotland and now staying in



MS NTOMBI NGWENYA: "This will promote racial harmony"



MRS WILLEMINGAH MARAIS: For the idea.

269

# d buses

Berea said. "In fact I was surprised when I came into this country to realise that there were separated facilities for racial groups. Every other country in the world doesn't have such separate facilities. Why can't this be done in South Africa?"

She quipped at the end of the interview: "I hope they don't deport me for saying that."

Mr. Sy. Ndebele, a reporter with the SABC. "This move will bring a close relationship between black and white. The country is just too hostile and different racial groups don't know each other well."

Ms Ntombi Ngwenya of Diepkloof said the move might promote racial harmony and at the end bring apartheid to its knees

# Mixed bus service for Johannesburg?

CAPE TIMES

25/3/82

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## Own Correspondent

**JOHANNESBURG** — A mixed bus service may be introduced in Johannesburg in the "near future" — and will probably operate on a differential fare system, a senior member of Johannesburg's forward planning branch disclosed this week.

This new public transport plan for the city would precede the introduction of a rapid rail system under the Johannesburg city centre, said Mr S N Horwitz, senior assistant director of the municipality's forward planning division.

He told a metropolitan planning conference in Johannesburg that because a rapid rail system would not be introduced before the mid-1990s, the city was likely to see a bus system soon "which will be divided on lines of price and function rather than on race lines".

Other key points to emerge from yesterday's

conference — organized by the Central Business District Association to consider "Johannesburg in its metropolitan context" — were

- Plans to make improvements worth at least R374-million to Johannesburg's metropolitan railway network

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The general manager of the Johannesburg transport department, Mr Les

Petty, and the deputy manager (operations), Mr Tom Maisey, declined to comment on Mr Horwitz's statements.

Mr Horwitz said that at present there was a white, coloured and Asian service, and a black, coloured and Asian service — which to a certain extent was already integrated.

"I can't say that this new plan is firm, but it is likely we will have such a bus service in the near future, and that it would precede a rapid rail system. Obviously, the new bus service would have to have government approval," he said.

Dealing with the rapid rail concept, Mr Horwitz said it had been concluded that a "high-level attractive rail facility" was required for the year 2000.

"Such a rail rapid, as we called it, would be underground in the most congested areas, but would be on the surface otherwise".

He said the first phase

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Johannesburg's city engineer, Mr John Stewart, emphasized in an interview that an underground rapid rail system was not imminent.

"It is certainly desirable and we will have it — we must have it in the end, but not until we get heavy subsidies or some alternative finance," Mr Stewart said.

Mr John Wahl, leader of the suburban planning team in the planning department of the South African Transport Services (SA Railways), disclosed at the conference that a "very large number" of additional train commuters on the Reef was forecast for the year 1990.

This necessitated certain improvements and expansions to the existing rail network.

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Completion of this project is scheduled for 1990, and the cost will be about R220-million.

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# Cosas slams rail hike

By STAN MULONGO  
THE VAAL branch of the Congress of South African Students (Cosa) at the weekend called on the South African Railways (SAR) to reconsider raising train fares on April, "because another train fare increase will mean the SAR has raised its fares by one hundred percent between October last year and April, this year."

Cosas maintains that "the increase is a move to cripple the commuters who use the trains daily to reach their destina-

tions.

"The SAR is making astronomical profits out of the oppressed masses, while it offers inadequate trains. These are unsafe as people are molested now and then."

The spokesman hinted that blacks would not find any comfort from the budget which was announced by the Minister of Finance Senator Owen Horwood.

Bishop Desmond Tutu, the secretary of the South African Council of Churches, felt that blacks were unjustly made to pay more in

order to subsidize apartheid.

"It is unacceptable for our people to do this, while it is the Government who must subsidize the status quo as the Government created it.

"If we look at the problem more directly, you will find that unjust laws like the Group Areas Act make people live far from their working places," said Bishop Tutu.

The former deputy secretary of the Evaton Ratepayers' Association, Mr Tom Nhlapho, shared the same senti-

ments as the Bishop.

"Not even a blind idiot can condone the fare increase envisaged by the SAR. Sebokeng residents are still looking for an alternative in fighting the R10 increase in rent, and now SAR drop another bombshell — how are the people expected to cope?" asked Mr Nhlapho.

The new fares for the Vaal Triangle are as follows: From Residensia to Johannesburg a third class ticket which cost R1,10c, will now cost R2,40c. Singles will cost 80c — a 10c increase on

the old price. Monthly tickets will cost R10,60 an increased price of R1,40. First class tickets to the same place will cost, R11,20c a weekly ticket. A monthly ticket, which cost R35,90, has jumped up to R41,30c. Singles will cost R1,90c an increase of 25c on the old price.

From Residensia to Lenz singles will cost 40c; weekly R1,80c and a third class monthly, R8,00. From Residensia to Vereeniging singles will cost 95c; weeklies R1,60, and monthlies R7,20c.

# Railways fight off R2000-m loss fear

269

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By Richard Paris  
Transport Reporter

The closure of many passenger rail services, a levy on employers to subsidise commuter services, and twice-yearly tariff increases are parts of the SAR's new campaign to contain a deficit that could hit R2 000 million by 1990.

In an interview in Johannesburg the SAR's assistant general manager (passenger services and road transport), Dr Anton Moolman, elaborated on the Minister of Transport's recently announced three-pronged plan to try to arrest what transport leaders regard as the perilous financial state of the Railways

Dr Moolman said "We have to take drastic action now as our cost coverage is a third of our total operating budget."

One of the major reasons was the commuter train network

run in each metropolitan area, Dr Moolman said.

The long-term objective of the SAR was to introduce a third party, the employer, to play a role by paying into a separate fund a levy for the transport of each employee.

**SALARIES**

Fares for all services, recently raised on a twice-yearly basis instead of an annual one, would probably continue increasing 10 percent every six months to remain at least five percent ahead of inflation

To crack down on fare evasion now costing the taxpayer up to R30 million a year, more barriers were being erected at stations and in 1983 automatic ticketing machines would be introduced with colours for season tickets changed every week

Other losses resulting

from the Railways policy of setting aside funds for equipment required in the future, as replacement costs, were exceptionally high

Harbour and pipeline profits would no longer cover passenger service losses, due to the expense of building containerisation facilities at all ports and the development capital needed for Richards Bay and Saldanha Bay. New energy projects such as Sasol 3 meant less demand for moving fuel inland from the coast.

The Railways would soon tell local advisory boards which rail services would be terminated, giving the public 12 months' notice.

Local trains and mixed passenger and goods trains operating out of every major city in South Africa would disappear.

CANDIDATE MUST enter in the number of each question in the order in which it has to be answered; leave columns (2) and (3) blank.

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pieces of paper or other material to the examination room unless instructed.

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- Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering.
- Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
- Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
- Candidates are not to communicate with other candidates or with any person except the invigilator.
- No part of an answer book is to be torn out.
- All answer books must be handed to the commissioner or to an invigilator before leaving the examination

Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University

# Petrol levy to get Natal on the road

269

30/3/82

Mercury

Political Reporter

PHE brakes can be taken off development in Natal with the news that money will be available next year through a levy on petroleum products to unfreeze the construction of two vital national highways costing about R120 million.

The shortage of money in the National Roads Fund had resulted in the shelving of plans to complete the highway from Richards Bay to New Guelderland on the North Coast and from Frere to Van Reenen's Pass.

Natal allocates top priority to the Richards Bay roads because the Prime Minister asked specifically that services keep pace with development at the burgeoning harbour town. A total of R1 500 million will be spent there in development in the next five years.

The Department of Transport assigns top priority to the N3 because the highway carries traffic between South Africa's busiest harbour and the highly industrialised Reef.

Although money from the levy will become available on April 1 next year, the Department of Transport is going ahead with designing the roads.

A spokesman said yesterday the upgrading of the North Coast highway would cost probably between R50 million and R60 million.

Costs

The building of the four-lane highway westwards from Frere would start probably early next year.

The surface would be either tarmac or concrete, depending on costs, and the project would be worth about R60 million.

Both a major road project would be scheduled for completion in mid-1986.

Mr Dering Stainbank, MEC in charge of roads, welcomed the news that money would be available for the two roads.

The Province had been trying for several years to have funds allocated to the roads, particularly the busy Richards Bay route.

He warned that motorists could expect further traffic jams in the Ladysmith area on the N3 if they did not stagger their return times on Easter Monday.

Last year vehicles queued for several kilometres waiting to buy petrol at Ladysmith before the 6 p.m. deadline.

Madams

Stop ~~to pay~~  
3/3/82 (269)  
fare levy

Political Staff

THE ASSEMBLY —  
Employers of domestics  
will have to pay a levy  
to help subsidise their  
transport in terms of  
two Bills published  
today

The Bills will bring  
employers of domestic  
workers in line with  
employers of other  
black coloured and In-  
dian workers

They are the Black  
Transport Services  
Amendment Bill and  
the Transport Services  
for Coloured Persons  
and Indians Amend-  
ment Bill

The present R1  
monthly levy for black  
labour is being  
scrapped and the Mi-  
nister of Transport af-  
fairs will decide how  
much to levy.

Employers who pro-  
vide approved accom-  
modation such as mine  
compounds will contri-  
bute to special trans-  
port accounts set up by  
local authorities

Administration boards  
already collect  
levies from employers  
of commercial and in-  
dustrial labour, and a  
department spokesman  
said today they were  
thus in a position to  
collect from employers  
of black domestic  
labour too

The Director-General  
of Transport will estab-  
lish a transport account  
for coloured and In-  
dian workers

# Train deaths: 7 men, 3 youths in court

Mail Reporter

SEVEN men and three youths appeared this week in the Katlehong Magistrate's Court on four charges of murder

Mr Isaac Ndaba, 19, Mr Johannes Mngomezulu, 18, and a 15-year-old youth, appeared yesterday and were not asked to plead

Mr Stephen Msipa, 20, Mr Joseph Madau, 18, Mr Israel Seemela, 21, Mr David Molo, 20, Mr Moses Jabulani Monye, 18, a 13-year-old and a 17-year-old appeared on Monday

They were also not asked to plead

The magistrate remanded all the accused in custody until April 5 pending further police investigations

Their appearance is a sequel to the death of four middle-aged men who were flung from a moving train between Katlehong and Germiston on February 20

All four the dead men came from Transkei

Mr J S van Wyk was on the bench and Mr J G Beelders appeared for the State.

None of the accused was represented in court

# 'In US interests' to train SA Coast Guard

ARGUS  
31/3/82  
269  
Argus Bureau

WASHINGTON. — The United States is helping to train South Africa's Coast Guard because it is in American interests to do so an official of the Reagan Administration has told Congress

Under close questioning by the house of Representatives Africa sub-committee he emphasised that such training did not break the UN or US arms embargo

Mr Dan Simpson, director of the Southern Africa office of the State Department, told the sub-committee 'The coast guard in general of course sees to the security of the shores but its role is certainly not primarily military

'Ships carrying American goods and ships carrying American people go around the Cape of Good Hope I think we have an interest in seeing that if some problem were to befall them, the South African Coast Guard would be capable of responding to their needs'

He added that the South African Government planned to create a purely civilian coast guard within the Ministry of Transport

A CALL for an end to game trophy-hunting in the Cape Province was made today by the Administrator of the Cape, Mr Gene Louw, when he officially opened the Cape Show at Goodwood

Announcing the creation of a special unit of skilled and technical personnel in the Department of Nature and Environment Conservation to aid and advise farmers in all branches of game conservation and farming, Mr Louw said that game trophy-hunting should not be practised in the Cape as it was in other provinces

## EXPORTS

He said that in the past two years about 625 000 kg of game meat had been exported from the Cape Province, making game farming an important foreign currency earner

Since the last count in 1970, springbok is the major game farming stock in the Cape, and the number had risen from 200 000 to 500 000

Emphasising that he would not like to see game trophy-hunting develop in the Cape into a R4,3-million industry as it had done in SWA/Namibia, Mr Louw said effective regulations controlling trophy-hunting were being drawn up

## FARMERS PRAISED

He praised the Cape farmers for their conservation awareness of the famed Cape plant heritage, especially in the fynbos areas, but said they now needed to develop an awareness of game conservation

Speaking of farming in the role of supplier of the nation's food, Mr Louw said that by the year 2000 about 50 million people would be living in the Republic, all dependent upon agricultural production

# Do

JOHANNESBURG Veteran South African filmmaker Jan Scholtz became a rare winner when the Tonight TV award announced at a gala cheon at the Zoo restaurant this noon

Scholtz was best producer of a drama for his production Jopie Fourie winner of the best script for the teleplay He received a total of four nominations

Jopie Fourie also an award for R van den Bergh who named best actor single drama

Van den Bergh also nominated category best actor drama series which won by Richard for his role in W-

## CLING TO RULE

SAN SALVADOR - Salvador's centrist Christian Democrats say will not surrender complete power to the in spite of failing to an overall majority in Sunday's elections

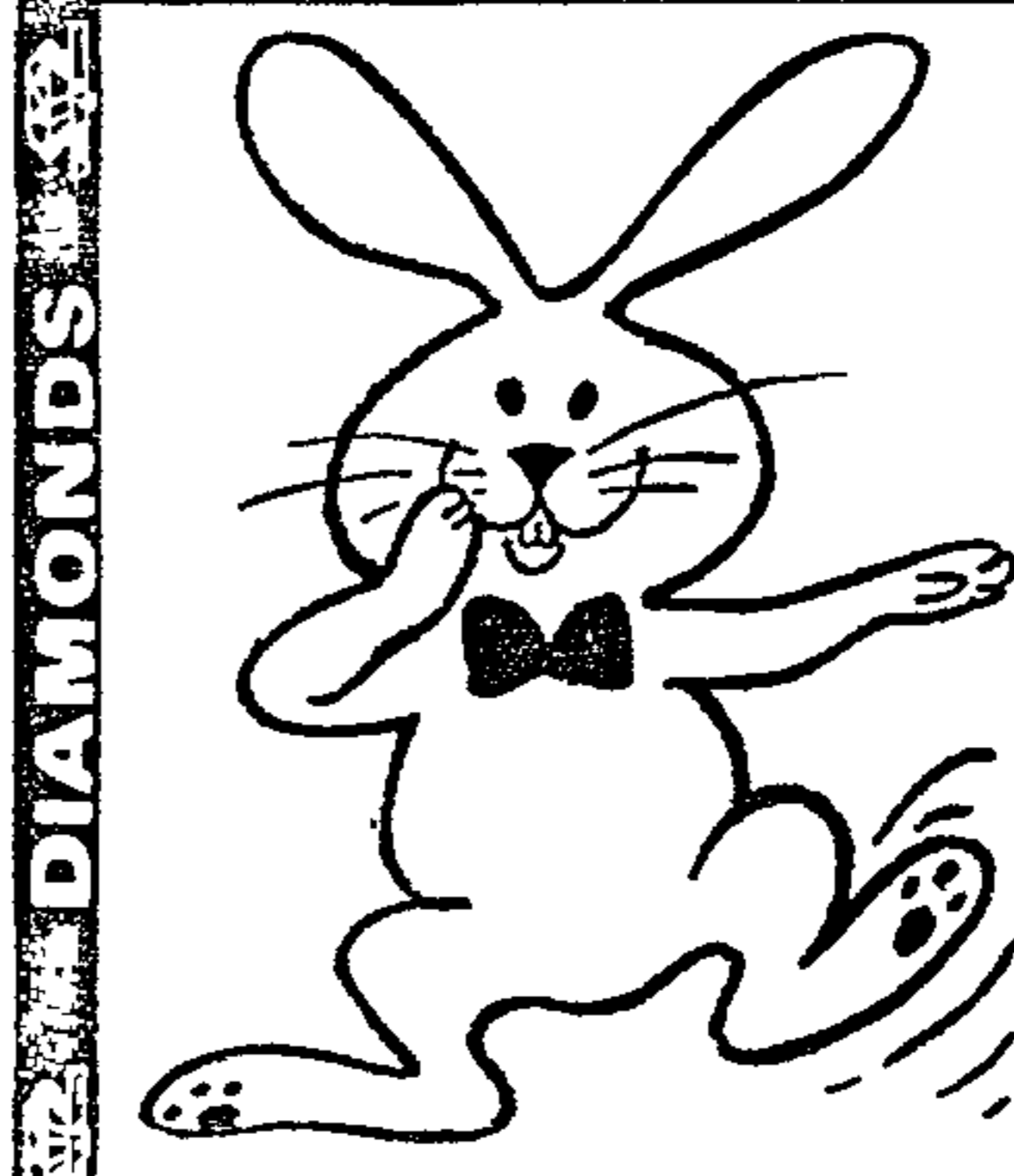
The Christian Democrats who have jointly with the for the past two look likely to take 40 percent of the vote the Constituent Assembly elections, held amid lent attempts by left-guerrillas to disrupt them — Sapa-Reuter

## HEATHROW HALT

Argus Bureau

LONDON — A Trades and General Workers Union call for an all strike at Heathrow today bring the airport a standstill

DIAMONDS DIAMONDS



Come in!

# Commuters pack transport offices



269 CLERMONT commuters listen to the evidence.  
3/13/82  
Mercury Reporter Mercury

ABOUT 150 Clermont commuters crammed into the Durban offices of the Local Road Transportation Board yesterday.

They came to hear evidence before the National Transport Commission which would decide whether the direct bus service from Clermont to Springfield would continue.

Until the commission announces its decision, the board has granted the Durban Transport Management Board a second temporary certificate for eight days to continue operating the service.

The DTMB was instructed by the LRTB

to terminate its service on March 6 because local operators in the area, the Springfield Bus Owners' Association, had lodged a successful objection.

The service continued operating on a temporary certificate which expired yesterday.

The DTMB said their direct bus service was to the benefit of the public while the alternative service necessitated the catching of two or three buses.

Last Monday riot police were called in to disperse a large crowd of angry bus commuters who were protesting against the withdrawal of the DTMB service and the introduction of a new one.

27 Mr J W E WILEY asked the Minister of Agriculture and Fisheries  
Kalk Bay harbour gate  
Q Col. 530 31/3/82  
Hansard (269)

- (1) Whether the (a) harbour master and (b) fisheries inspector at Kalk Bay has keys to the gate leading to the harbour, if so, who authorized the issue of keys to such (i) harbour master and (ii) fisheries inspector,
- (2) whether the (a) harbour master and (b) fisheries inspector was asked to open the Kalk Bay harbour gate after hours at any time during February 1982, if so, (i) on how many occasions, (ii) by whom and (iii) for what purposes?

†The DEPUTY MINISTER OF AGRICULTURE AND FISHERIES

- (1) (a) Yes  
(b) No.
  - (i) Assistant Superintendent Operating of the South African Transport Services
  - (ii) Falls away
- (2) (a) and (b) No  
(i), (ii) and (iii) Fall away

LATE

ENTRY

There is really no substitute for milk, maybe powdered milk but it is not widely used. Thus a substitute would have no real effect.

Milk has a few complements and if these complements (use cream, baby foods) and their prices were increased, there would be an increase in the price of milk.

See Demand Book



269

Walvis Bay/Windhoek: passenger train <sup>31/3/82</sup>  
service

~~269~~ *Hausand* Q.61.535-536  
448 Mr S S VAN DER MERWE asked  
the Minister of Transport Affairs †

What was the average percentage of  
seats taken on the passenger tram service  
between Walvis Bay and Windhoek dur-

, 31 MARCH 1982

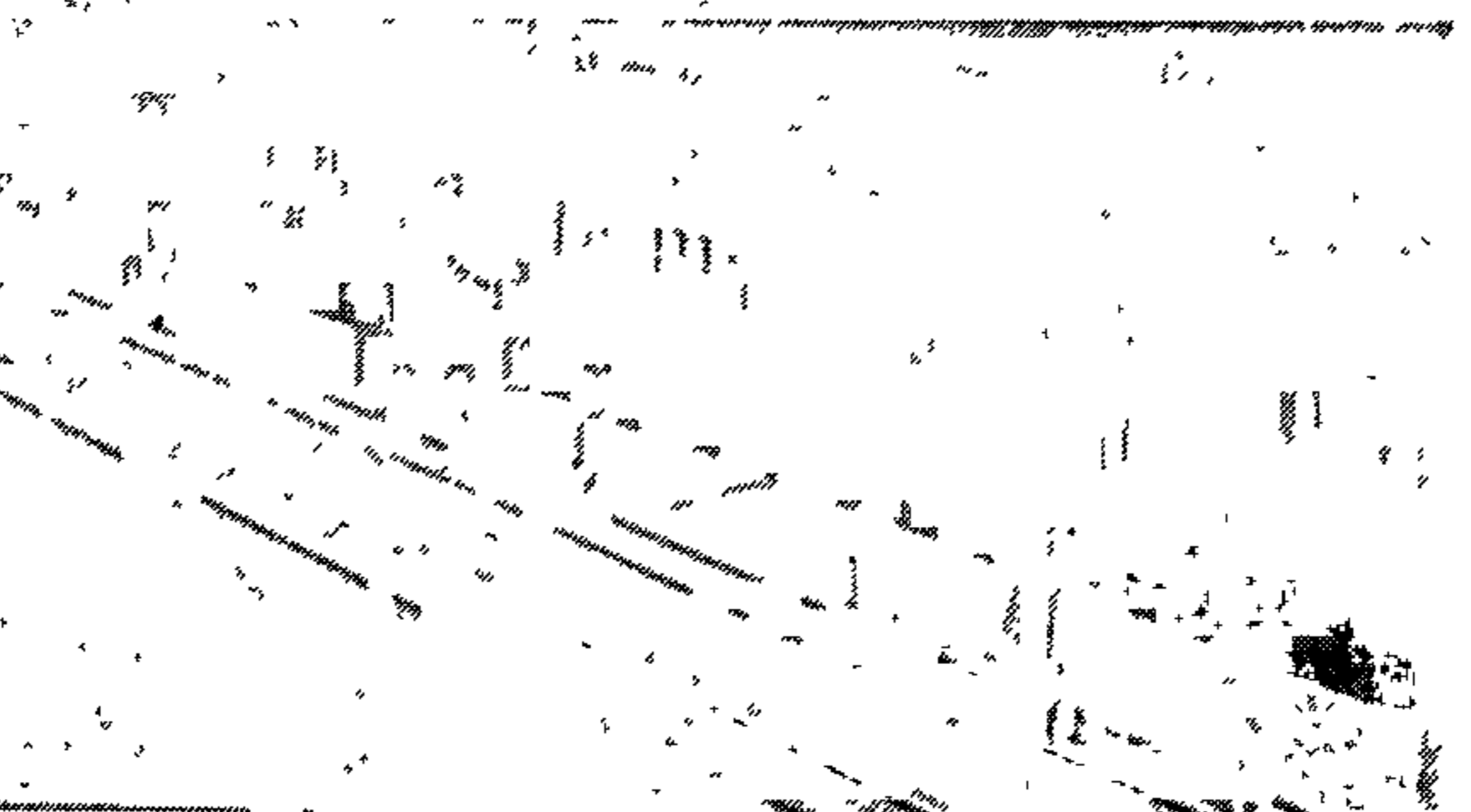
536

ing the period 1 July to 31 December  
1981?

The MINISTER OF TRANSPORT AF-  
FAIRS

23%

# Electronic gates to help curb rail commuter piracy



## LOSSES: One out of nine travellers don't pay

By NORMAN NGALE  
**ONE** out of every nine train commuters rode trains without paying for their tickets and this caused the Railways a loss of R13-million, according to Mr Barry Lessing, Director (Passenger Service) for the South African Railways.

Mr Lessing was addressing a public meeting called by the Moretele Transport Commit-

tee at Temba township near Hammanskraal this week to explain why the Railways had to increase train fares

In a move to curb this commuter piracy Mr Lessing said the SAR was installing on an experimental basis electronic gate control systems at certain stations near Germiston which he hoped will be in operation by the end of 1984

People will be issued with a magnetic card which will be read by the gates. The gates will determine whether the ticket is valid or not. If the ticket is not valid the gate will remain closed and the passenger will not be able to go through to the train, Mr Lessing said.

Mr Lessing said the Railways intended to

purchase electronic ticket selling machines as well as automatic vending machines to enable passengers to buy their tickets directly from machines instead of at ticket offices

Reacting to complaints about fare hikes to be implemented today Mr Lessing said the SAR lost more money than they earned on suburban trains and that, while the service cost R401-million the income derived from ticket selling only yielded R100-million.

"Naturally we are doing our best to cut costs as far as possible but the way I see the future we will have to have regular tariff increases on the SAR in future. It will be suicide not to do so," Mr Lessing said.

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FOOTLOOSE INDUSTRY

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drug-abuse: — Sapa

(269) RDM 2/4/82  
**Ficksburg's  
new airfield**

**FICKSBURG** — The town of Ficksburg, near the Lesotho border, is to get a new airfield at a cost of R700 000.

The airfield will be equipped with a hard runway and will be situated just outside the town on the Ficksburg-Fouriesburg road.

Work on the project is expected to begin next week.

The airfield will be built on the farm "Tatanhem Corner" and initially will be equipped with one hangar — Sapa.

Completed

1

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# HARBOURS GET BIGGER SLICE OF THE CAKE

269  
S. Tribune  
4/4/82

Finance Reporter

THE harbours, or "H" part of the SAR and H, is now fully responsible for, and can profit from, all activities within the outer fences of harbours. The "SAR" part can now only profit or lose from whatever it does on the other side of those fences.

Although most would have believed that always to be the case, it only became official and was brought into practice on Thursday when the SAR and H's new financial year started.

Before that, the "H" part was responsible for only what happened on the seaward side of the first rail under the cranes, nearest to the edge of the wharf or quay, and the "SAR" part for everything that happened on the landward side of that rail.

This created many problems.

The seaward wheels of all harbour cranes were well within H territory and their landward wheels well within SAR territory. And rail trucks that passed under them, either to be loaded with goods that had arrived by sea or have their contents unloaded into ships' holds, clearly had a set of wheels in each camp.

The way the cranes operated and, in fact, still operate, did

nothing to ease the problem, because what they did was to take goods out of the holds of ships, which were clearly in H territory and carry them across the seaward rail and dump them onto the ground or into the bellies of trucks which were clearly on SAR ground, or vice-versa.

The problems didn't end there. The bulk of the H part's income comes from wharfage. It needs that income to pay for the operation of tugs, dredging harbours and salaries.

But until Thursday, the SAR part latched on to a third of all wharfage which is not all that unreasonable, considering that all cargo has to be either loaded or unloaded with its cranes and either into or from its trucks and on to or from ground clearly in SAR territory.

In a harbour such as Durban, the H part was able to show a profit despite the SAR part having a third of the wharfage. But at Richards Bay, which is a new harbour car-

rying a high interest rate and still in the throes of construction, the old system created problems.

As was stated in Tribune Finance a few weeks ago, Richards Bay harbour showed a loss in fiscal '81 of nearly R26 million. It will, no doubt, have shown another, but smaller loss in fiscal '82 which ended on Wednesday, despite shipping about 28 million tons of coal during this year.

The wharfage on that coal, at 27 cents a ton, amounted to about R7,56 million, of which about R2,5 million was retained by the SAR part, no doubt for services rendered.

Admittedly R2,5 million is chicken-feed in the finances of South African Transport Services — which is what the SAR and H has changed its name to — but it would have refuelled a tug or two, or paid the yearly interest on a R25 million loan at 10 per cent and still left something over.

This situation developed in 1912 when the architect of the fusion of the railways and harbours of the various provinces saw fit to award custody of all of the first rail on the

seaward side to harbours and the rest to the SAR.

In 1979, when matters were really becoming complicated, an interdepartmental "task force" under Marius Joubert, Assistant Chief Superintendent (Harbours) was formed to separate railways and harbours — logically.

What it recommended was that all harbour functions within harbour areas will, from April 1, 1982, be regarded as harbour functions and that any income or debits arising from those functions be credited or debited to the harbours.

This should push harbour revenue during the 1983 financial year up to close to R800 million, compared with the estimated revenue of R403-million for fiscal 1982, which ended on Wednesday.

"Harbours were regarded as step children until now," Joubert said with feeling.

"It wasn't until 1969 that harbours got its first manager — before that they were managed by the commercial department. How can something that generates R800 million-a-year be regarded as a step-child? It's big business."

Johannesburg City Council is watching helplessly as the cost of providing a bus service marches steadily deeper into the red

Five years ago the bus service was running at a loss of R6,6 million. Today the burden is more than R11 million.

The blame has been placed at the door of the Government which has fallen far short of its financial commitment to South African municipalities.

The State subsidy to the Urban Transport Fund is hopelessly inadequate and the assistance given by the National Transport Commission is a far cry from what was originally envisaged by the Driessen Report.

This is the opinion of Johannesburg's management committee chairman, Mr Francois Oberholzer. He adds "Meagre State subsidies are forcing local authorities to find considerable capital funds of their own if any progress is to be made as far as urban transportation is concerned."

But progress has nevertheless been retarded. Jomet, as the metropolitan planning authority with Johannesburg as the core city, has been forced to

# Why buses are driven at a loss

*sfaw*  
 269  
 7/4/82

**After more than three decades Johannesburg Transport Department has managed to stem the tide of declining bus patronage. But despite this achievement the cost of providing the service has almost doubled in the past five years. Municipal Reporter Lucille McNamara looks at the problems facing local authorities which have to foot the bill for this public utility.**

curtail projects because of financial restraints

Despite the restrictions and the crippling costs which are becoming more onerous with each passing year, Johannesburg embarked on an ambitious project to attract more people on to its buses — and it worked.

It managed to push up patronage by nearly three million people, reversing a continuous decrease of between two and three percent a year for the past

three decades

Attributing to this success was a fuel price increase which encouraged people to leave their cars at home, an increase in the working population in the CBD, an attractive fare tariff, comfortable buses, a sound marketing policy and a number of improvements to the service.

The achievement becomes more admirable when considering that 134 million people used Johannesburg's public

transport service in 1946, with patronage steadily dwindling to a frightening 51,6 million by 1979.

Transportation manager Mr Les Pettey says directing the bus service to passenger needs and a sound marketing policy have been the main reasons for the success of the project.

"The successful development of public transport does not depend entirely on the level of service provided, but also on

public acceptance and an attractive image"

Mr Pettey says Johannesburg actively "sells" its bus service and encourages its drivers to become public relations ambassadors.

But the recent increase in the fuel price, restructuring of pay scales and rising administrative and maintenance costs will doubtless push the Transport Department's deficit for the coming financial year further into the red.

On an income derived from bus fares (likely to go up 15 percent), private bus hire, subsidies and advertising, it will be impossible for the city council to crop losses.

And until such time as the Government digs deeper to help local authorities, the cost of a bus service is ultimately paid for in a variety of ways by the people who live in this city.

## SIMONSTOWN'S PRICE

After years of trying to sell the West on the virtues of the Simonstown naval base, Pretoria is in the ironical position of hoping the British do not ask to use it during the Falklands dispute. If they do, they might have to be refused

Like much of the world SA does not want to be forced into taking sides in any conflict between Britain and Argentina. Foreign Affairs sources point out that Pretoria has devoted considerable effort to building ties with South American states and in the case of Argentina has had some success. There would be reluctance to offend the Argentinians by giving the British access to naval facilities

Of course if the price was right, in the way of international support, the RN could have Simonstown back tomorrow on a full-time basis. But even if Britain ends up in a hot war with Argentina she probably could not afford to pay Pretoria's price

of inquiry into bus passenger transport (the Welgemoed Commission) reported to Parliament this week that Driessen's dream of an urban transport revolution had not materialised because metropolitan transport advisory boards established under 78/1977 did not have the teeth or the funds to enforce a co-ordinated transport plan.

This showed up consistently in submissions made to the commission "... passengers are not well-served owing to defective co-ordination, as a result of which (they) have adequate transport services in certain areas, while services remain inadequate in others." Part of the problem is that transport planning is confined to metropolitan areas. It should be done on a regional basis and the commission recommends that the major regions identified in government's regional industrial planning strategy should be used as the basis for a wider transport plan.

To get the ball rolling, the Welgemoed Commission recommends that the powers and scope of operation of the National Transport Commission (NTC) should be extended to include regional transport co-ordination. Although the NTC is all-powerful it does not have the statutory muscle to design and impose a broad, co-ordinated transport strategy.

Welgemoed falls in line with the Franzsen Committee's recommendation in 1979 that the NTC should be made the custodian of a Central Transport Fund (CTF). The fund — to derive its revenue from a host of sources including the CTF, would become a kind of national transport bank that would use its money "to secure co-ordination" of bus and railway transport.

In yet another graphic illustration of the P W Botha administration's obsession with

central planning, the Welgemoed Commission says the CTF should be used by the NTC with due regard to

- Government's economic development policy;
- The transport needs of the different regions including the metropolitan areas,
- Energy conservation measures, and
- Gradual implementation of a co-ordinated transport policy.

It supports another Franzsen recommendation that transport levies imposed under existing transport services Acts for blacks, coloureds and Indians, be replaced with a differentiated transport levy on employers based on the sum of wages of all workers regardless of race/colour and that all revenue derived from external sources (levies on employers, fuel and carriers) be paid into the CTF.

This is bound to raise apprehension among black workers and their employers in regions like the PWV. Transport, like the "availability of work and housing" and Sections 2 and 3 of the Physical Planning Act could be added to the list of disincentives to locate or expand industrial undertakings in metropolitan zones regarded by government as undesirably populous. In other words, it could be used to create yet another set of costs to employers and workers alike, and so subtly take the place of influx control and the pass laws.

## TRANSPORT ~~269~~ 269 Revolution deferred

FM 9/4/82

Seven years ago, government's white paper on the Driessen Report (on urban transport) said. "Timely action would result in substantial savings at a later stage." Five years ago, the Urban Transport Act (78/1977) was enacted. The main thrust of the Act was to provide "co-ordinated forward planning aimed at maximum mobility and convenience at reasonable cost and with minimum harmful effects for health, the environment and human welfare in general."

In the first of three interim reports it has been instructed to submit, the commission

SAA FM 9/4/82 (269)

## Going to ground

First SA Railways was accused of muscling in on private road transporters (*Business* March 12) and now SAA stands similarly accused

Industry sources say that SAA hopes to pick up a slice of the express road haulage business through incentives in its new domestic freight tariffs

But they see little inroads being made on their business as SAA's rates are still uncompetitive. Also, overnight road transport on a major route such as Johannesburg/Durban is often faster than by air. Indeed, about 85% of cargo designated as "air-freight" is delivered overnight by road

The rates are clearly designed to attract heavier cargo. Previously, SAA had one weight at which the rates changed — called breakpoints — at 45 kg. It now has four

Previous rates from Johannesburg to Durban were 65c/kg up to 45 kg and 49c/kg for over 45 kg. Now they are 69c/kg up to 100 kg; 52c/kg for over 100 kg, 48c/kg for over 300 kg, 45c/kg for over 500 kg and 35c/kg for over 1 000 kg

SAA Deputy marketing director Jurgens van der Heever says the new system is based on SAA's international freight-all-kind (FAK) rates

He explains: "We want additional business. It's a normal commercial thing to attract those people who want to move bigger consignments"

SAA says that although the tariffs are very attractive, they are not structured to entice express road freight cargo but to draw more business in general.

It is hard to see what business SAA is actually aiming at, because agents — who handle 80% of the domestic express cargo business — prefer to use road hauliers. They get better rates and door-to-door delivery

Agents are annoyed because SAA announced the tariff increases only three days before they became effective on April 1. But Van der Heever says the reason for the delay was that SAA wanted to introduce the increases with the new FAK structure

# Bugging the big buses

13/4/82 269 (1982) Industrial Week

**THE TRANSKEI Road Transport company in Butterworth/Transkei as recently as 1980, was forced to take drastic steps to save their fleet of 72 buses despite spiralling costs and limited finance restricting their efforts for improvement.**

Fleet managers faced with the loss of productivity and cost resulting from careless and abusive handling, unnecessary repairs, lost man and vehicle hours and accidents. They sought out a new approach to combat these problems and maximize the efficiency of their fleet.

Coupled with this, was the fact that the buses were subjected to grueling road conditions as 90% of the roads over which they operated, were gravel.

## Control

The introduction of VDO one-day speed and engine RPM Tachographs allowed immediate analysis and simultaneous recordings were required to enable comparisons to be made

between engine RPM and relative road speeds

By correct analysis of the tachograph charts, which documented the daily movements of the vehicle, the managers were able to control the use of each vehicle. A report given by technical manager of Transkei Road Transport, Gavin Schwartz, showed that in September and October 1980, the operating cost of the fleet was 32,9c per kilometer.

In December that same year, the VDO one-day speed and engine RPM Tachographs were introduced and by November 1981, the costs had declined to a 19c per kilometer. The major savings over one year were tyres — approximately 10%, fuel — approximately 12% and spares — 8%.

## Accidents

The accident rate was reduced to 1,5 per month and in October 1981, no accidents were reported. The vehicles were subjected to speed restrictions of 60 km/h on gravel and 80 km/hr on tar. Engine speed restrictions were also implemented. The result was, over a period of one year there was no engine overhauls and no gearbox or differential overhauls.



## Boeing aircraft

506 Mr. D. J. N. MALCOMESS asked the Minister of Transport Affairs

- (1) Whether the orders placed by the South African Transport Services for Boeing aircraft are channelled through a South African agent, if so (a) who is the agent, (b) how many orders have been placed through him and (c) what is the value of these orders, if not
- (2) whether any South African agency is involved in any other way, if so, what agency?

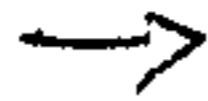
The MINISTER OF TRANSPORT AFFAIRS

- (1) No  
(a), (b) and (c) Fall away.
- (2) No

269 Hansard Q. 61. 589 -  
Jan Smuts Airport: buses 590  
14/4/82

507 Mr. D. J. N. MALCOMESS asked the Minister of Transport Affairs

- (1) What is the date of purchase of the new buses for passenger transport on the tarmac at Jan Smuts Airport.
- (2) whether tenders were invited for the purchase of such buses, if so, (a) in what publications and (b) when;
- (3) whether the lowest tender was accepted,
- (4) (a) who was the successful tenderer and (b) what price did he tender per bus;
- (5) whether the buses in question are built in the Republic; if so, what percentage of the content of such buses is imported, if not, what percentage of the content of such buses is of local origin?



The MINISTER OF TRANSPORT AFFAIRS

- (1) The contract was awarded on 17 September 1981
- (2) Yes  
(a) State Tender Bulletin No 875  
(b) 30 January 1981
- (3) No
- (4) (a) Neoplan Gottlobauwärter GmbH, Stuttgart, West Germany  
(b) R107 758
- (5) No The buses were imported as complete units

# Solicitor says airline overbooking 'is fraud'

269 Mercury 15/4/82

## London Bureau

THE acceptance by airlines of confirmed bookings for many more seats than were available clearly satisfied the definition of fraud, a London solicitor has said at the start of a campaign against systematic overbooking in the airline industry.

'The practice appears to have arisen largely as a result of the selfish actions of individuals or companies booking more seats than they intend to use in order to give greater flexibility in travelling,' says Mr Gordon Hodson, who recently suffered the experience of being denied a seat he had booked and had had confirmed.

'They apparently can pursue this practice at no financial cost to themselves while causing considerable inconvenience and frequent anxiety and distress to innocent travellers,' he complained.

Mr Hodson and his wife were among dozens of passengers denied confirmed reservations at the last minute when it was found that a British West Indian Airways return flight from Barbados to London was heavily overbooked. They were 'bumped' off the flight.

### 'Redress'

The next flight was also overbooked. The 'bumped' passengers were re-routed via New York and arrived home two days late.

Also 'bumped' was Mr F Myles-White, a Sheffield architect, who is now seeking redress for expenses involved, with compensation for loss of productive time, inconvenience and aggravation.

Compensation for the hardship suffered by 'bumped' passengers is limited in Britain to R180.

Mr Hodson is seeking R2 000 in special damages, including two days' loss of fees and two nights of kennels for three animals, and general damages of R900.

Approached for comment yesterday, Natal district manager for British Airways, Mr Alan Burnett, said: 'I am not a lawyer and therefore would not like to comment on the allegation of fraud.'

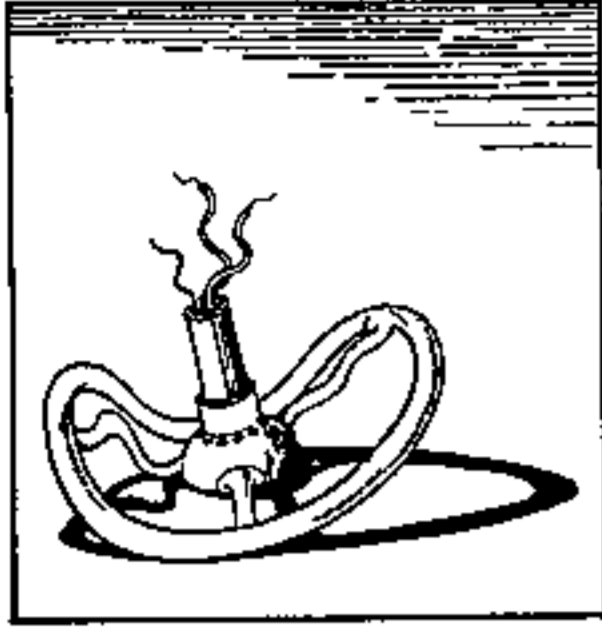
'I think it is accepted that airline overbooking is a worldwide practice and is done with precaution and extreme care in order that maximum utilisation of aircraft is taken up.'

'There were occasions when people found themselves without seats as a result of overbooking. This has to be avoided but unfortunately does happen,' Mr Burnett said.

He agreed with Mr Hodson that the minority was spoiling things for the majority by booking seats they could not use.

# Railroading the rules

(269) ~~332~~ FM 16/4/82



*"As a result of the relentless swing of high-rated goods traffic from rail to road, South African Transport Services will in future have to enter the competitive transport*

*market in this field to a greater extent"* — Minister of Transport Hendrik Schoeman in his budget speech on March 3 1982

This statement signals the start of an equally relentless campaign by the SA Transport Services (SATS) to grab back for itself a stake in the road transport business lost to private enterprise in recent years

What worries private hauliers and their customers is that it will not be fought on the basis of price and prompt, efficient service, but by administrative decree

Evidence of this is already mounting. For example, the recent case in which the Johannesburg Road Transportation Board (RTB) severely curtailed the operating rights of Rauties, a private haulier, to the obvious benefit of SATS

Rauties' permits previously allowed it to haul goods from within a radius of 240 km of the Alberton Post Office to anywhere in the Republic. They have now been amended to restrict it to the area within a 240 km radius of the Alberton Post Office. By this stroke of a bureaucratic pen, the Rauties operation has been cut from a nationwide business to a local one

The incident has raised questions about the Johannesburg RTB, which is supposedly an unbiased body, acting in the public interest, for the issuing of transport permits to SATS and private hauliers (The RTBs fall under the Department of Transport — as does SATS)

Some hauliers feel that the relationship between the RTBs and SATS is not in the public interest. At the hearing, a Rauties spokesman cited constant harassment from the railways police (part of SATS) for allegedly operating outside its permitted area

He claimed that 80 charges were laid against the company last year, all of which were withdrawn before the Johannesburg RTB began its investigation into the permits

There is also doubt that the Johannesburg RTB was acting within the powers laid down by the Road Transportation Act in its treatment of Rauties. The Act states that a board's power to amend permits can only be invoked if the operator is convicted of an offence under the Act or a law relating to motor vehicles, also if the material condition has changed since the granting of the permit or if a new railway service is instituted which could displace a private

transportation operation

None of these stipulations applied in this case and Rauties is now taking the matter to the National Transportation Commission (NTC)

Rauties argues that the confiscation of assets (some of Rauties permits are valued at as much as R30 000) is against the principles of SA law and that alienation without compensation is an injustice

At the hearing, Johannesburg RTB chairman Jack Nel stated that the reason for singling out Rauties was that it was the

*"It is hardly possible to think of a field of economic activity which lends itself more ideally to free enterprise under keen competition than road transport"*  
— Andries Wassenaar

strongman of the industry and, therefore, better able to stand up and fight. Hauliers interpret this as an indication that a lot more of them will come under fire

Nel refused to comment on the case when approached by the FM

An established haulier, L & L Transport, complains of another costly bureaucratic burden. It has to apply for a temporary permit for every trip it undertakes if it is to conduct its business legally

Permit applications are time-consuming and hauliers estimate that this can cost as much as R700/week. Temporary permits incur additional costs as hauliers are often forced into empty leg hauls

Dozens of other hauliers are in a plight similar to L & L's and their additional costs are ultimately borne by consumers

L & L claims that it is forced to operate on temporary permits because the Johannesburg RTB is illegally withholding permanent permission. It is taking the matter up with the NTC

It argues that in terms of Section 15 of the Act, the board is not evaluating permit applications correctly

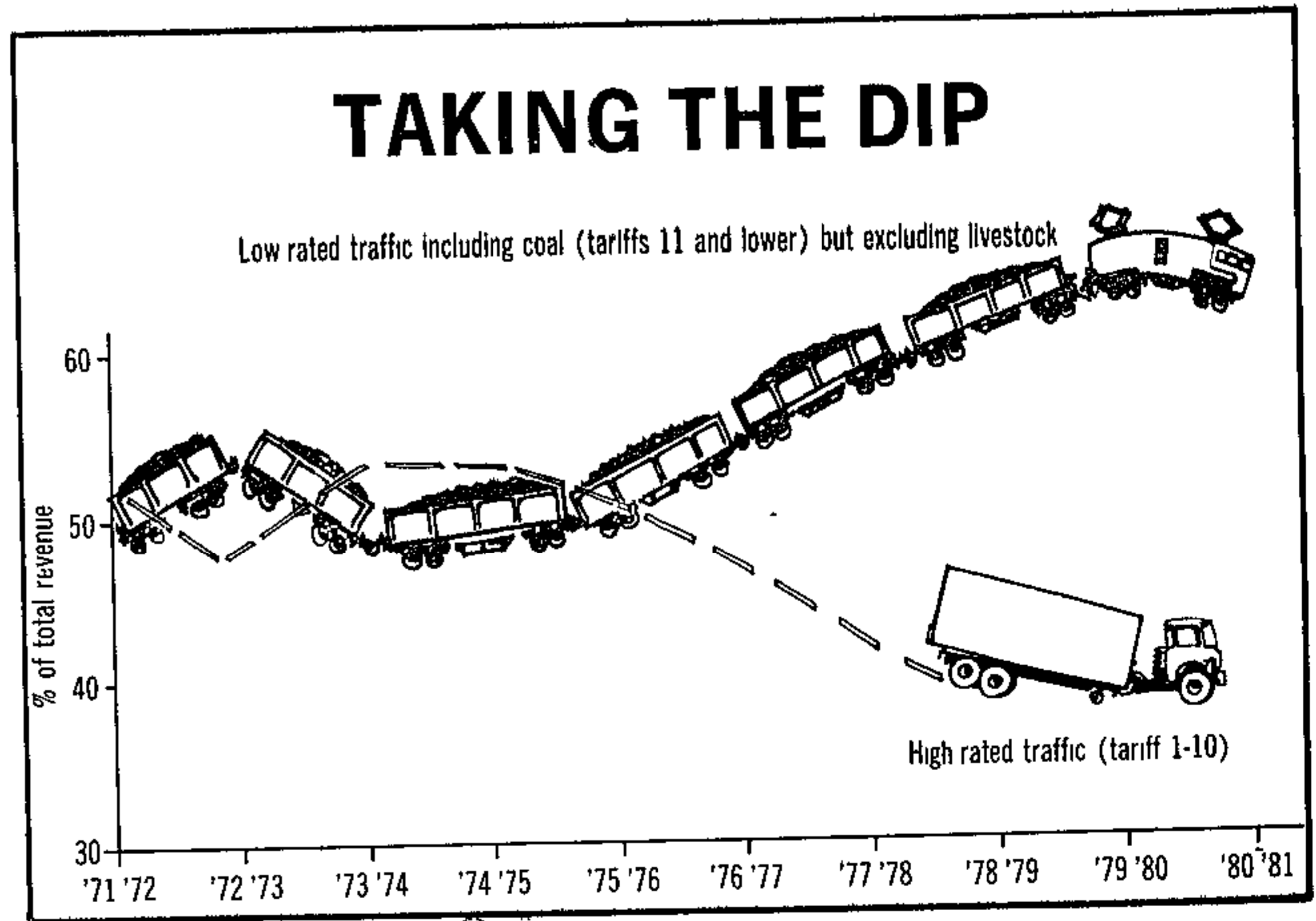
The Act states that extra permits can be allowed if "the extent to which the transport to be provided is necessary or desirable in the public interest"

The Johannesburg RTB argues that the onus of proving necessity for the granting of a permit rests with the applicant

But L & L's consultant, Leon Louw, says "Assuming that competition is in the public interest, the onus should be on the boards to prove that new permits are detrimental to the public interest." He claims that L & L provides a cheaper, more efficient service than SATS and that the demand for its services indicates that it meets public need, he adds that the Act lays down that public interest should prevail over specific, or SATS, interests

Things could get worse for private hauliers. The Director-General of Transport, Adriaan Eksteen, says that because of the increasing number of transport regulation contraventions, applications for temporary permits may have to be submitted with sworn affidavits from customers requiring the service

Road hauliers believe the RTBs have recently tightened up on issuing transport permits since the authorities came to the conclusion that SATS was losing too much lucrative high-tariff business to private enterprise. In 1975, high-rated traffic provided around 53% of revenue, but by 1981 it



# Local lawyer says it constitutes fraud

(269)  
Mercury  
10/14/87

Mercury Reporter

THE practice of systematic and deliberate overbooking by South African Airways fell within the definition of fraud, notwithstanding a spokesman for a Durban travel agency saying that nowhere on a flight ticket did the SAA guarantee a passenger would fly

This was the view of Mr Nico Steytler, a criminal lawyer from the University of Natal's law department in Durban.

A travel agency spokesman told the Mercury on April 8 that nowhere on a plane ticket did the SAA guarantee a passenger would fly, but rather that the airline would 'do its best'.

### Confirmed

Mr Steytler said yesterday that if an airline issued a ticket and confirmed a passenger had a seat on a particular flight and that passenger was then not permitted to board that flight because of overbooking, this was misrepresentation on the part of the airline

The fraud was committed when the airline took further bookings, knowing the plane was already full

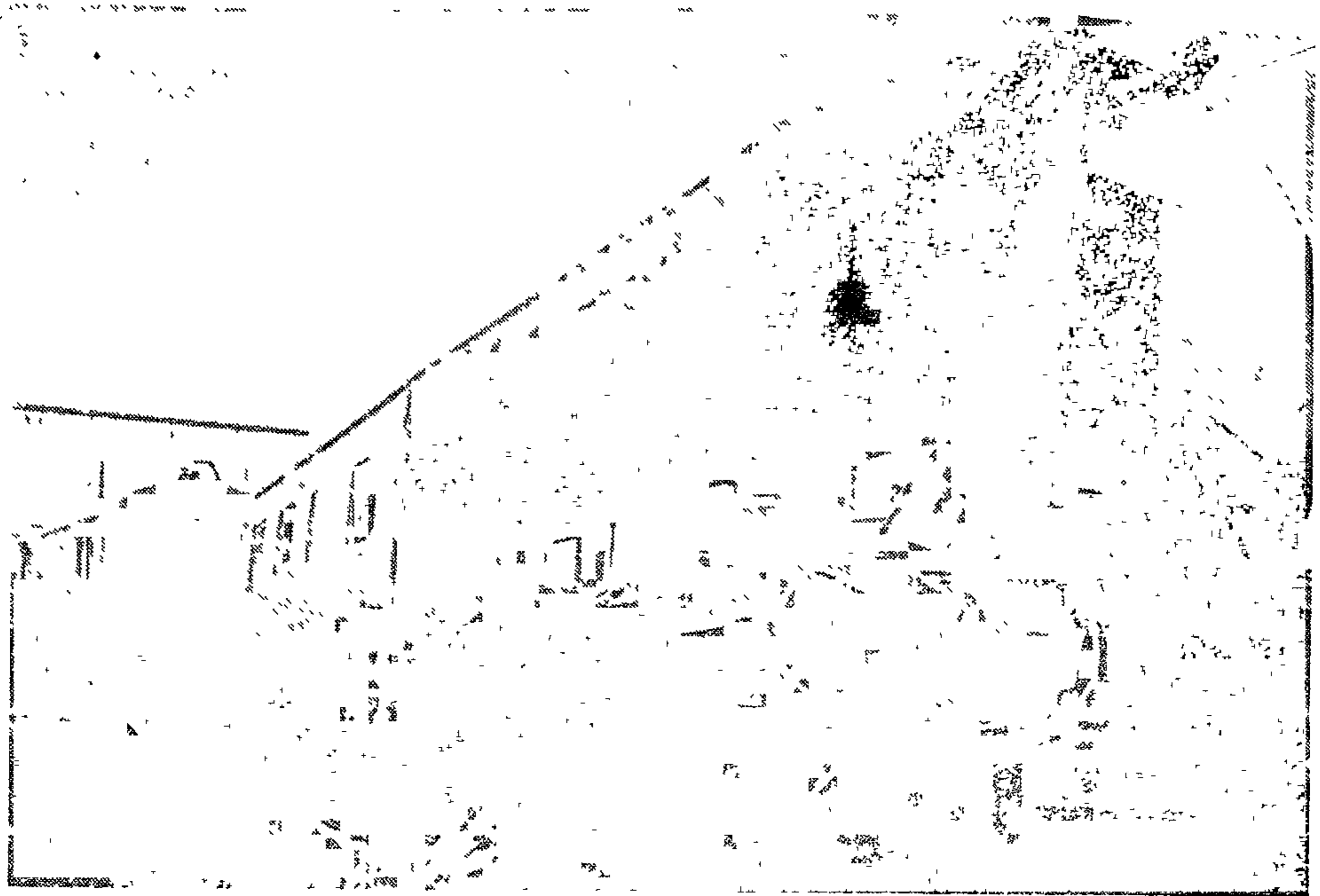
It would still constitute fraud, in spite of the agency spokesman saying a ticket held no guarantee a passenger would fly, Mr Steytler said

Mr Steytler said he saw no reason why someone in South Africa could not start a similar campaign as that reported in yesterday's Mercury

A London solicitor, Mr Gordon Hodson, said he had launched his campaign because he felt the acceptance by airlines of confirmed bookings for many more seats than were available clearly satished the definition of fraud

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One of seven empty passenger coaches derailed and ripped apart after the collision

● Picture by Mark Peters

A heavily laden peak-hour passenger train collided head-on with an empty train in Soweto today.

A Railways spokesman said 11 people were taken to Baragwanath Hospital with injuries. The driver and conductor of the empty train were taken to J G Strijdom Hospital. The conductor was discharged after being treated for shock.

The spokesman said

the accident happened at about 6.45 am when a full passenger train travelling from Midway Station to Johannesburg collided with an empty passenger train just outside the station.

The impact derailed seven coaches of the empty train, strewn them all over.

Only the engine of the full train left the tracks.

There was immediate panic at the scene of the accident. Weeping passengers temporarily hampered those trying to assist.

Ambulances arrived to ferry the injured to hospital. The ambulance

station disaster bus was not summoned.

The Railways spokesman said traffic between Midway Station and Johannesburg had been halted because the tracks had been damaged and a supporting mast had been knocked over.

He expected trans-

port on the line to be back to normal by about 6.30 pm.

Railways buses were used to convey passengers to work this morning. The evening rush on the line is expected to be intense.

The spokesman was unable to estimate the number of people affected by the derailment but said the line was one of Soweto's busiest.

269 star 16/4/82  
**Trains collide: 13 hurt**

# R15m CTC expansion <sup>105</sup> <sup>269</sup> D. Disputch 16/4/82

EAST LONDON — Ciskei Transport Corporation — the bus company that operates from here, King William's Town and Hewu — is to spend R15,8 million on expansion between now and the end of its next financial year

Of this R11,2 million is to be spent during the course of this year to build a depot in Potsdam and buy an additional 100 buses

The Potsdam depot, which will cost R6 6 mil-

lion to complete, has been allocated R4 million on this year's estimates while the company will spend R7,2 million on new buses, 31 of which will be bought to replace old ones

The public relations manager, transport, for the Corporation for Economic Development (CED) Mr Harry Strydom, said CTC was owned by the CED and the Ciskei National Development Corporation

(CNDC) on a 50-50 share basis

He said at least 220 new jobs would be created when the new depot was opened and the new buses purchased

This, however, did not include the number of people who would be employed by the construction company and sub-contractors that would be involved in building the depot

Mr Strydom emphasised that special train-

ing facilities — for which R2 million would be spent on buildings and new equipment — would be provided at the new depot

He said the company had realised that the best way of maintaining their equipment in good condition and giving the passenger a reliable, effective and efficient transport system was to train staff to handle the equipment — DDR

See also page 11

Mr Jacobus Radloff (leaning on the car) ... ANDRE PRINSLOO, cel ... technicality in the Randburg magistrate's court yesterday

# Why the buses lasted longer

Dispatch 16/4/82

EAST LONDON — A comprehensive training programme adopted by the Corporation for Economic Development (CED) and the Ciskei Transport Corporation (CTC) had led to the doubling of the life-span of buses, the public relations manager, transport, of the CED, Mr Harry Strydom, said here yesterday

Mr Strydom said the lifespan had been improved from four to five years to eight to 10 years since 1974

This had been done by ensuring that the people who worked on and with buses at every level

knew what they were doing and why they were doing it

As a result of this, costs, which had escalated in every sphere over the years, had been kept to a minimum — something that explained why bus transport was still among the cheapest means of transportation

However the cost of buying a bus had increased almost four-fold during the same period

"While one could get a new bus for just below R15 000 in 1974, one has to spend almost R60 000 for one now," he said

The group manager of CTC Mr Hans Kaiser, said the expansion programme announced by the company yesterday would increase the number of buses run by the three companies — Gompoh here, Bisho in King Williams Town and Hewu in the Whittlesea area — from 312 to 381

He said that the company ran 268 buses in March, last year before the Hewu operation was undertaken

Mr Kaiser said the buses had conveyed 65,1 million passengers during the course of the past financial year, covering 20,5 million km

The company em-

ployed 1 225 people, 116 of whom were Ciskeians

Mr Kaiser said the paramount factor in the operation was the safety and convenience of the passenger

Buses were inspected daily, weekly, bi-weekly and bi-monthly for various features

He also announced that the company was operating an express service to Cape Town but added that the correct type of vehicle for this service was not available yet but special arrangements had been made to convert some buses for it — DDR

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# 2 Soweto trains collide: 269 13 hurt

By HARRY MASHABELA

AT 6.28AM yesterday, two passenger trains — one carrying hundreds of city-bound commuters — collided on the north side of Midway Station in Soweto, injuring 13 people.

Train No 9919, packed with passengers and bound for Westgate Station in Johannesburg, was crossing a line a few hundred metres north of Midway Station when an empty Train No 9046, bound from Faraday in the city to Soweto, plunged into No 9919's middle coaches.

General panic ensued. Some passengers scrambled out and fled screaming, while others looked at the damage.

The driver of the city-bound train, Mr P H Venter, and the conductor, Mr T Z Fourie, were taken to the J G Strydom Hospital in Johannesburg for treatment, and 11 blacks were treated for injuries and discharged from Baragwanath Hospital.

Another conductor, a Mr Volschenk, was treated for shock, according to Mr I de Vries, a railways PRO for the South African Transport Services. Mr Venter was subjected to a "routine" blood test after the accident.

The stranded passengers were taken to work by 12 Putco buses. Two Railways buses took the whites. The delay lasted about an hour.

Mr H L de Beer, Johannesburg assistant chief superintendent (operations) who was at the scene of the accident, said the empty train was damaged "considerably".

"Judging from the damage, we are fortunate that there are no deaths and so few injuries," he said.

The trains have steel coaches which protect commuters by absorbing shock. The railway and electric power lines had been torn up.

Although the railways had expected service on the line to be restored only at about 6.30pm yesterday, repair teams worked fast and the situation returned to normal soon after 2pm. Railways Police are investigating the cause of the accident.



A battered coach — part of the damage which was caused when two passenger trains collided near Midway Station in Soweto early yesterday.

Picture: ABSALOM MNISI



# DARKNESS AT NOON



By FARRY  
MADIKIZELA

**THIS IS** the scene at Orlando Railway station's poorly lit subway, which is sometimes completely dark and is never patrolled by police.

Many commuters, such as Mr D Mohlala, Mr M Lehoka and Mr P Mthintso, who travel through this subway daily, say it is so dark that walking there alone is unsafe.

They all said the situation becomes worse in winter, when darkness takes the better part of the mornings and evenings.

And they complain the situation has been left unattended for too long.

The main problem commuters are faced with is that the subway is not patrolled. It stretches for some distance and there is a blind corner when one walks

eastwards. Muggers hiding round the corner can spot their victims from a distance.

Commuters have appealed to the SAR police to conduct regular patrols along the subway, especially in the early hours of the mornings and late in the evenings.

"Such patrols must be intensified during weekends," one urged.

Mr J D Beukes, SAR public relations officer, told The

SOWETAN that he had taken the matter up with Brigadier R van Heerden, the officer in charge of the Western Transvaal System, who said that he would see to it regular patrols are conducted.

Mr Beukes also said that he had reported the problem of poor lights along the subway to the System Manager, who had promised the matter would receive his immediate attention.

# SAA defends overbooking

Stew  
269  
20/4/82  
on B.

By Richard Paris  
Air Correspondent

South African Airways had no intent to commit fraud when it overbooked flights, says a spokesman for the airline.

He was responding to a Durban lawyer's statement in a Natal newspaper that the custom of deliberately overbooking flights "fell within the definition of fraud." He said it was the intention of SAA to carry all passengers to whom tickets had been issued.

Legal opinion was sought in Durban after

reports that five passengers with confirmed reservations had recently been turned away from flights from Durban's Louis Botha Airport because they were overbooked.

One passenger, Mr John Maltex, a personnel executive for a large textile firm, said his seat on a flight to Johannesburg was taken by another passenger.

The airport manager offered to book him on another flight, but Mr Maltex refused because his meeting in Johannesburg would have been over by then.

Mr Maltex claimed that occurrences of this nature could cause direct losses to a company amounting to hundreds of thousands of rands if, for example, not reaching the destination in time meant being unable to prevent industrial action.

Four passengers were turned away on a flight to Mauritius eight months after they had confirmed the flight. They were offered one the following day by way of Johannesburg.

## UNLAWFUL

A Durban lawyer defined fraud as "unlawfully making with intent to defraud, a representation which causes actual prejudice or which is potentially prejudicial to another."

He added, "If you have a situation where an airline is already overbooked and it accepts the confirmation of a ticket then, I think, in those circumstances, it does fall within the definition of fraud."

He believed the fraud was committed when the airline was aware of its aircraft's capacity and accepted bookings when the plane was full.

The SAA spokesman said "One has to overbook because there are many cancellations while many people still do not honour their reservations or book an unnecessary number of flights when they are not certain of their plans."

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## Fail to turn up, pay a penalty

Air Correspondent

All passengers booked on SAA domestic flights who fail to cancel unwanted seats or do not show up at the airport for flights now have to pay a penalty.

SAA's public relations officer, Mr J C van Rooyen, told The Star this had been decided in an attempt to reduce the growing number of "no show" passengers and uncancelled bookings that was preventing many people from travelling at the desired time.

"The travel agents and the airline are losing much revenue by issuing tickets which

are not used when passengers often book more than one outbound or return flight as they are uncertain when they wish to travel," he said.

The new ruling, which does not affect international flights, should not surprise the public.

"For years, we have pointed out that we could not tolerate indefinitely this situation and that we were fully within our rights to charge a penalty," he said.

All tickets now bear stickers notifying passengers of the penalty of between R10 and R20, depending on the fare.

ten notice to bring such with him, when he may take into the room the books indicated but no other books or notes.

4 A candidate attempting to help or obtain help from any other candidate, or having any unauthorised books or notes in his possession will be liable to be disqualified and to be further dealt with as may be determined by the Senate

5 A candidate must not take out of the examination room any examination books supplied by the University.

6 Pages must not be extracted from this book.

tensy die Registrateur deur skriftelike kennisgewing las gegee het om bepaalde boeke mee te bring.

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6 Geen bladsye mag uit hierdie eksamenskrif geskeur word nie

# Copper flood through EL port

EAST LONDON — For the past month, East London harbour has been copper country. Nearly 35 000 tons of solid copper and 9 000 tons of copper concentrate have been through the harbour.

The heavy influx of the metal from Zaire and Zambia last month arrived in 1 344 railway trucks.

Apart from the copper, the harbour has also handled 1 000 tons of solid zinc ingots from Zaire and 3 550 tons of copper-nickel mats from Botswana.

The port manager, Mr Brian Paddey, said yesterday the biggest single job his men handled was the loading of 13 194 tons of solid copper onto the ship, *Filon*, which sailed for the high seas on Wednesday.

It took 98 hours, working just over 12 eight-hour shifts, to load *Filon*, loading an average of 1 077 tons of copper each eight-hour shift using about four cranes each shift.

Mr Paddey said each crane has a lifting capacity of four tons, and each crane was lifting an average of 241.47 tons each eight-hour shift.

The best day was on Sunday, April 18, when in a single eight-hour shift, 1 833 tons of copper was loaded onto *Filon*.

Yesterday morning there were still piles of copper at the harbour.

Mr Paddey said that on hand for shipment were 14 960 tons of solid copper and 7 150 tons of zinc — DDR.



Thousands of tons of copper on the wharf in East London harbour

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No. 782

23 April 1982

**VERBETERINGSKENNISGEWING — HEFFING OP STEENKOOL OF VIR NYWERHEIDSDOELEINDES GEBRUIK — WET OP DIE BRANDSTOFNAVORSING-SINSTITUUT EN STEENKOOL, 1963**

Die volgende verbetering aan Goewermentskennisgewing 599 soos gepubliseer in *Staatskoerant* 8125 van 26 Maart 1982 word hiermee vir algemene inligting bekendgemaak:

(a) In die Afrikaanse teks.

Vervang die syfer 114 miljoen (eenhonderd-en-veertien miljoen) metrieke ton met die syfer 10 000 (tien duisend) metrieke ton

**DEPARTEMENT VAN OMGEWINGSAKE**

No. 802

23 April 1982

**RUST DE WINTER-STAATSWATERSKEMA — DISTRIK WARMBAD, TRANSVAAL — WYSIGING VAN DIE BYLAE TOT DIE BEPALING VAN GEBIEDE BESPROEI TE WORD**

Ek, Cornelius Visser van der Merwe, in my hoedanigheid van Minister van Omgewingsake, wysig hierby ingevolge artikel 63 (3) van die Waterwet, 1956 (Wet 54 van 1956), die Bylae van Goewermentskennisgewing 1829 van 22 November 1957, soos vervang by Goewermentskennisgewing 754 van 14 April 1978, deur "Gedeelte 44 van Rust de Winter 180 JR" te skrap

**DEPARTEMENT VAN VERVOER**

No. 803

23 April 1982

**WET OP VERVOERDIENSTE VIR SWARTES, 1957 (WET 53 VAN 1957), SOOS GEWYSIG**

Kragtens artikel 2 (1) van die Wet op Vervoerdienste vir Swartes, 1957 (Wet 53 van 1957), verklaar ek, Hendrik Stephanus Johan Schoeman, Minister van Vervoerwese, na oorlegpleging met die Nasionale Vervoerkommissie, die gebied onder die regsrag van die stedelike plaaslike bestuur van Witrivier met ingang van 1 Mei 1982 tot 'n gebied waarin die bepalings van die Wet van toepassing is op volwasse Swartes in diens van 'n werkgewer in die verklaarde gebied, en kragtens artikel 3 van daardie Wet stel ek, na oorlegpleging met die Nasionale Vervoerkommissie, die bedrag van R1 per maand vas as die tarief wat met ingang van 1 Mei 1982 ten opsigte van daardie verklaarde gebied aan die betrokke Administrasieraad betaalbaar is.

H. S. J. SCHOEMAN, Minister van Vervoerwese

**ALGEMENE KENNISGEWINGS**

KENNISGEWING 250 VAN 1982

DEPARTEMENT VAN MANNEKRAG

WET OP ARBEIDSVERHOUDINGE, 1956

AANSOEK OM REGISTRASIE VAN 'N VAKVERENIGING

Ek, Mattheus Willem Johannes le Roux, Nywerheidsregistrator, maak ingevolge artikel 4 (2) van bogenoemde Wet hierby bekend dat 'n aansoek om registrasie as 'n vakvereniging ontvang is van die Boland Inmaakwerkers Vereniging (Paarl). Besonderhede van die aansoek word in onderstaande tabel verstrek

No 782

23 April 1982

**IMPROVEMENT NOTICE — LEVY ON COAL SOLD OR USED FOR INDUSTRIAL PURPOSES — FUEL RESEARCH INSTITUTE AND COAL ACT, 1963**

The following correction to Government Notice 599 as published in *Government Gazette* 8125 of 26 March 1982 is hereby made known for general information

(a) In English text.

Substitute the figure 114 million (one hundred and fourteen million) metric tons with the figure 10 000 (ten thousand) metric tons

**DEPARTMENT OF ENVIRONMENT AFFAIRS**

No 802

23 April 1982

**RUST DE WINTER GOVERNMENT WATER SCHEME. — DISTRICT OF WARBATHS, TRANSVAAL — AMENDMENT OF THE ANNEXURE TO THE DETERMINATION OF AREAS TO BE IRRIGATED**

In terms of section 63 (3) of the Water Act, 1956 (Act 54 of 1956), I, Cornelius Visser van der Merwe, in my capacity as Minister of Environment Affairs, hereby amend the Annexure to Government Notice 1829 of 22 November 1957, as replaced by Government Notice 754 of 14 April 1978, by the deletion of "Portion 44 of Rust de Winter 180 JR"

**DEPARTMENT OF TRANSPORT**

No. 803

23 April 1982

**BLACK TRANSPORT SERVICES ACT, 1957 (ACT 53 OF 1957), AS AMENDED**

In terms of section 2 (1) of the Black Transport Services Act, 1957 (Act 53 of 1957), I, Hendrik Stephanus Johan Schoeman, Minister of Transport Affairs, after consultation with the National Transport Commission, declare the area under the jurisdiction of the urban local authority of Witrivier to be an area in which the provisions of the Act shall apply, with effect from 1 May 1982 in respect of adult Blacks in the employ of an employer in the declared area and, in terms of section 3 of that Act and after consultation with the National Transport Commission, fix the sum of R1 per month to be the rate of the contribution payable to the appropriate Administration Board in respect of the said declared area, with effect from 1 May 1982.

H. S. J. SCHOEMAN, Minister of Transport Affairs

**GENERAL NOTICES**

NOTICE 250 OF 1982

DEPARTMENT OF MANPOWER

LABOUR RELATIONS ACT, 1956

APPLICATION FOR REGISTRATION OF A TRADE UNION

I, Mattheus Willem Johannes le Roux, Industrial Registrar, do hereby, in terms of section 4 (2) of the above-mentioned Act, give notice that an application for registration as trade union has been received from the Boland Inmaakwerkers Vereniging (Paarl) Particulars of the application are reflected in the subjoined table.

114

# New bill covers servants transport

HOUSE OF ASSEMBLY  
— In terms of a bill now before Parliament, employers will have to pay more towards the cost of transport for black employees, including domestic servants.

The Minister of Transport Affairs, Mr Hendrik Schoeman, yesterday introduced the second reading of the Black Transport Services Amendment Bill, which the Progressive Federal party opposed.

Mr Ray Swart (PFP Beera), said the bill enabled the minister to declare by notice in the Government Gazette any area subject to the provisions of the act.

## 'No limitation'

"It gives the minister blanket authority. There is no longer the limitation relating to the residence of 20 000 blacks, so every community, large or small, can be made a declared area and the conditions of this Bill will apply."

Mr Swart said the deletion in the bill of the amount of R1 which every employer in a declared area had to pay towards a special black transportation account, gave the minister "a blank cheque with regard to the levy on employers."

The existing act specifically excluded employers of domestic servants and those who provided accommodation for employees as an additional benefit. Now these employers would also be subject to levy payments.

"The principal is now a general one, that all employers in South Africa, wherever they may be or what work they are offering, will be subject to the whims of the minister as to what their liability must be in respect of transport for employees."

Mr Swart said the bill could possibly have the effect of discouraging people from employing domestic servants.

There was still no indication of the amount to be levied on employers.

"As soon as possible the Minister must give an indication of this," Mr Swart said. — Sapa

269 (SPPA)  
C. Herald  
24/4/82

# Station fire upsets trains

IN the wake of the fire which gutted Southfield station at the weekend, several early morning trains on the settlement line have been cancelled and others rescheduled.

The station's signal cabin and signal controls were destroyed and the new arrangements will apply until further notice. The burnt out station the 6.56 and 7.47 will leave from Heathfield. The new arrangements apply from Mondays to Fridays.

Following the fire, trains on this line have been running up to 10 minutes late.

A Railway spokesman said three trains normally departing from Southfield to Wetton at 6.17, 6.31 and 7.13 have been cancelled.

In addition the Wetton to Southfield train at 6.55 has also been stopped.

## RUN THROUGH

Two trains which normally stopped at Southfield will now run through to Heathfield. They are the 6.50 and 7.42.

Two other trains have been rescheduled and instead of departing from

# PE coal terminal plan depends on rail concessions

269 ~~269~~ E. Post  
24/4/82

By CLIFF FOSTER

A HUGE project, in which coal would be exported from a new wharf in Algoa Bay to bring in foreign exchange while gold is in the doldrums, is being put together by "powerful interests" in South Africa

The "black gold" project is seen as an adjunct to the ship repair yard scheme proposed for the northern shore of Algoa Bay

What gives the project its feasibility is that suction dredging — used to deepen the harbour approaches four years ago — could cleave a deep water channel for the bulk carriers, providing "a Richards Bay in Algoa Bay"

What the project would also need is a rail concession, which it has not yet secured, but which its advocates are still seeking

People behind the project see the lull in expansion of atomic power stations in certain countries as the opportunity to market some of South Africa's vast coal reserves

They would also hope to export maize brought down from the Free State

Details of the project

were sparse this week Mr Henry Combe, managing director of the Dockyard Development Company which is promoting the ship repair yard, said the scheme had come to his notice but "it's not associated with us at all"

He agreed it might prove to be compatible with the repair yard

Facilities might be shared and coal terminal traffic could possibly provide business for the repair yard

The promoters were hoping to take advantage of the rail concessions announced for industry in the Eastern Cape last week, but this has been turned down, Weekend Post understands

Mr Hans Huisman, the Port Elizabeth harbour engineer, said he first learnt of the project recently and he stressed it would only be practical if a rail concession could be obtained — which the railways were usually reluctant to grant

The distance from the Transvaal coal mines was the obstacle in the way of the scheme Richards Bay was much closer and facilities there were being ex-

panded

He mentioned that improved coal exports could help to counterbalance the slump in the gold price and the decline in ore exports

But he also pointed out that the laden coal carriers with their 23-metre draught would need a far deeper channel than the unladen vessels using the dry dock

To secure a rail subsidy from the Government, the promoters of the coal scheme would need to embark on a feasibility study to establish production from the mines, the cost of terminal construction and operation, the availability of shipping and the existence of satisfactory shipping terminals overseas

It is understood the promoters are concerned with coal exports which Richards Bay would not have the capacity to handle They are hoping the Government will allow the subsidy in view of the foreign exchange the exports could earn

Should the rail concession be obtained, finance for the capital costs is all ready and waiting, Weekend Post was told

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# Durban's La Mercy air terminal may be ready in 1988

269 E. Post  
24/4/82

CAPE TOWN — A design for Durban's La Meroy Airport terminal had been worked out and, depending on the availability of funds, the project should be completed in 1988, the Minister of Transport, Mr Hendrik Schoeman, announced yesterday

In a statement, Mr Schoeman also announced plans to improve facilities at Jan Smuts Airport, Johannesburg, and Louis Botha Airport, Durban.

Following a decision by the Cabinet and endorsed by the Priority Committee last month, R1 million had been allocated for the planning of a new domestic terminal at Jan Smuts

The terminal would be built in stages, in units able to provide facilities for five million passenger units a year. The first stage was expected to be in operation early in the 1990s.

The first terminal at La Meroy would have an initial capacity of 3,3 million domestic and 300 000 international passenger movements a year. It would be expandible to handle six million movements a year and would be the first of three similar terminals

To provide interim relief at Louis Botha Airport, an additional terminal would be built, Mr Schoeman said

The new building would be used for domestic passengers and the present departure building would be converted for the exclusive use of international passengers

The present arrivals building would be used for offices, shops and a restaurant. It was hoped the project would be complete in 1984-1985 — Sapa



afterwards

# Hint of <sup>24/4/82</sup> R10 toll <sup>CAPE Times 269</sup> for tunnel

Political Correspondent

HOUSE OF ASSEMBLY

— The Minister of Transport, Mr Hendrik Schoeman, hinted yesterday that heavy duty trucks might have to pay a toll as high as R10 to use the new Du Toit's Kloof tunnel

He said during the budget debate on his department that toll roads would be introduced only where there was an alternative free route

When the new Du Toit's Kloof tunnel was completed, the existing longer route on the pass between Worcester and Paarl would still be maintained

He estimated that it could cost R25 extra in diesel fuel and a further R5 in wear-and-tear to take a 25-ton truck on the longer mountainous route

"So we say to the truck driver Here is the tunnel. We have to pay it off, so give us R10 If you want to go over the mountain, good luck to you"

● More parliamentary news, page 4

269

Hansard Q. No. 705 -  
Buses  
26/4/82 706

560 Mr D J N MALCOMESS asked  
the Minister of Transport Affairs

- (1) What was the amount of the lowest tender received for the buses referred to in his reply to Question No 507 on 13 April 1982,
- (2) how many buses were purchased from the successful tenderer,
- (3) whether more buses are to be purchased in terms of the successful tender, if so, (a) how many and (b) when,
- (4) whether any tenders were received for locally manufactured buses if so at what price per bus?

APRIL 1982

706

The MINISTER OF TRANSPORT AFFAIRS

- (1) R118 000 per bus
- (2) Six
- (3) No
  - (a) and (b) Fall away
- (4) Yes, from Springfield Diesel (Pty) Ltd at R118 000 per bus and Sigma Power Corporation (Pty) Ltd at R225 000 per bus. Although Messrs Neoplan Gottlobauwarter GmbH of Stuttgart quoted R107 758, this price escalates to R130 619 when transport customs landing and insurance costs are added.



27/4/82  
**Durban  
harbour's  
whopping  
profit**

**ORMANDE POLLOK**  
Political Correspondent

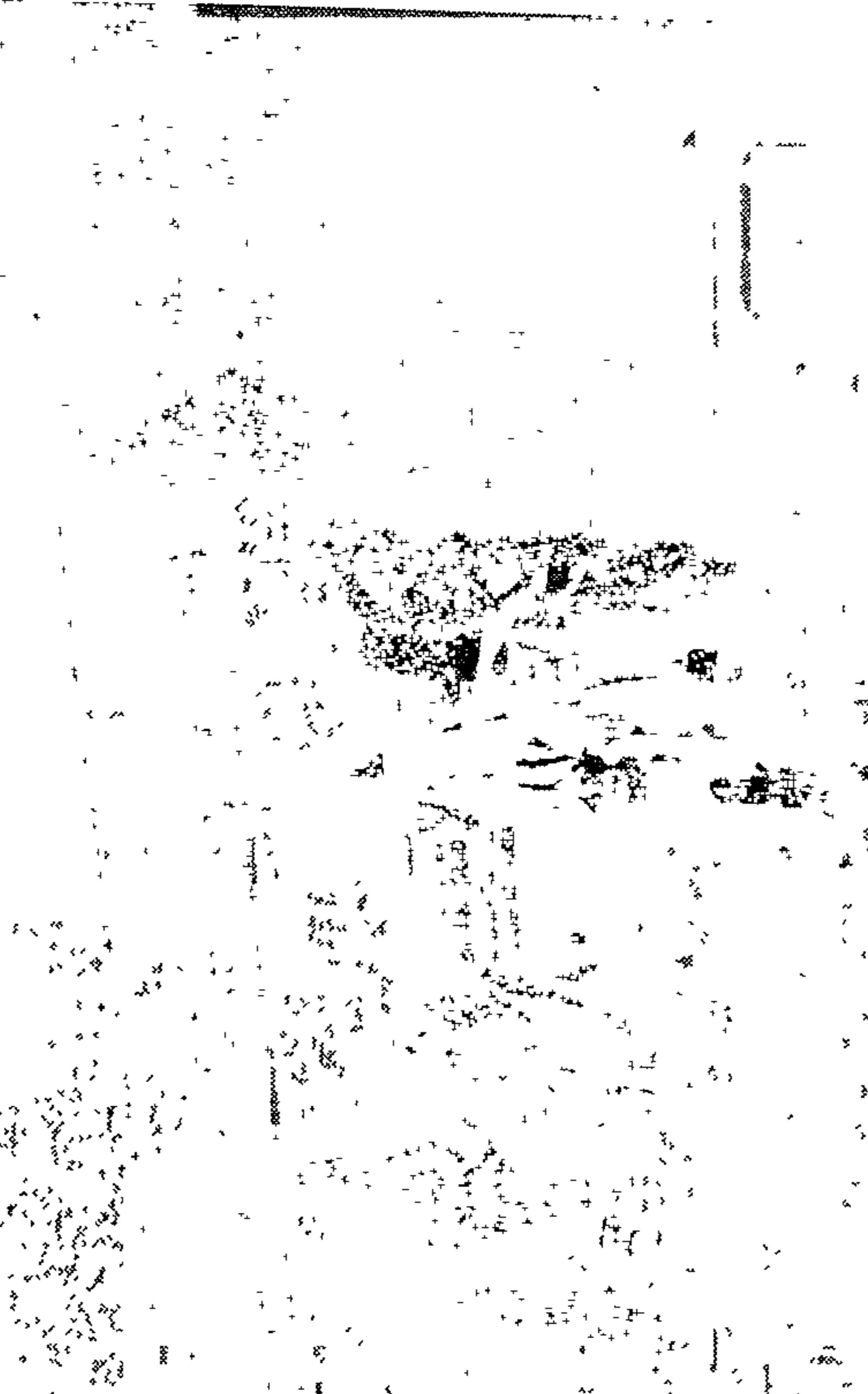
**DURBAN** harbour made more than R106 million profit in the 1980-81 financial year — more than seven times as much as any other South African harbour and R21 million up on the previous year.

While Durban was the top money-spinner, Natal's second large harbour, Richards Bay, was the biggest loser — nearly R26 million.

Figures released by the Auditor-General in Parliament yesterday show that Durban's running expenses were R50 million and its total revenue R156 million. Richards Bay's running costs were R44,7 million and its revenue only R18,8 million.

# RAILWAYS SHERIFFS

## The deadly daily game of chance



THE train is scarcely past and people stream once more over the line near Guguletu

## Battle against the train thugs

### Crime Reporter

EACH day, morning and evening, thousands of commuters in the Peninsula play a deadly game of chance on the railway lines and each day some of them lose

For the train drivers on the Cape Flats line the stomach-wrenching experience of watching someone fall under their steel wheels is commonplace

On average three people are injured every day by trains on the Peninsula's lines and about ten a month are killed — the most recent being a man who tripped and fell under a train at Ndabeni at 7.32 yesterday morning

### REASON

The carnage on the lines is completely avoidable as was shown during an early morning inspection of the Cape Flats line yesterday by a team of Railways officials, headed by Brigadier Pieter du Plessis, chief of the Railways Police in the

stations in the Peninsula — even if there were sufficient manpower to solve the problem.

"As fast as they repair the fences, they break them down again", says Major Phillip Delpont, who is responsible for security along the line

A Railways engineer estimated it would cost R100 a metre for a high pre-fabricated concrete fence to be erected around each station and then there was no guarantee commuters would not simply walk round them or break them down

"We want to give the public a good service but there are many pertinent problems", says Mr Nel. "I can only appeal on the public for greater responsibility and assistance"

### HONESTY

But as Major Delpont pointed out, the system itself is not also conducive to honesty. "Sometimes people wait up to four hours to buy a season ticket and the printing on the tickets makes it very difficult for a conductor in the rush to make out whether it has

269 ARGUS 28/4/82

**Crime Reporter**  
FIGHTING lawlessness on the Peninsula trains are the Railways Police headed by Major Philip Delpoit. Six mobile crime prevention units operate throughout the Peninsula to investigate all complaints from passengers and people using railways facilities.

"I appeal to the public to regard the railways policeman as a friend and to report any complaints to us so that we can act on them," said Major Delpoit. "We are aware there are pickpockets and robbers around and we have an efficient radio-co-ordinated system of tracking down these fellows. What we need is for the victims to lay their complaints with any railways official who can pass the information to us."

In a recent weeklong crackdown at one station more than 44 000 extra train tickets were sold to passengers who were prevented from boarding without a valid ticket.

In the past week more than 250 people were arrested for crossing the railway lines illegally. Most chose to pay a R5 admission-of-guilt.

There were 11 arrests in eight complaints of robbery, two complaints of pickpocketing, eight arrests in 10 cases of assault and one arrest for rape.

The mobile units are all connected by radio to the headquarters at Cape Town station and operate from Bellville, Matieland, Bonteheuwel, Philippi and Wynberg stations.

Major Delpoit believes the illegal hawkers who operate outside many of the stations also contribute to crime of the stations as pickpockets and bag snatchers get an idea from them how much their potential victims are carrying.

The Railways Police have launched a drive for reservists who will operate in much the same way as reservists in the South African Police.

Brigadier Pieter du Plessis, Divisional Commissioner of Railways Police in Cape Town, said the reservist system was still in its infancy but he hoped men would come forward for training.

"We envisage he would work with our men and do patrol work at the station close to his home," added the brigadier.

Western Cape and Mr Kobus Nel, Acting Systems Manager.

The reason for commuters to risk their lives — and in many cases those of their infants — is simple Money

In one week recently when Railways Police mounted a major offensive at one station 44 000 more tickets than usual were sold.

People are riding free in the rush hours — often carrying tickets up to five years old

**FENCES**

In the jam-packed-rush hours, commuters hang on to the trains by their fingernails, while others perch precariously in open windows.

All along the line, people break down fences as fast as they are erected to take the shortest, and cheapest, route to the station

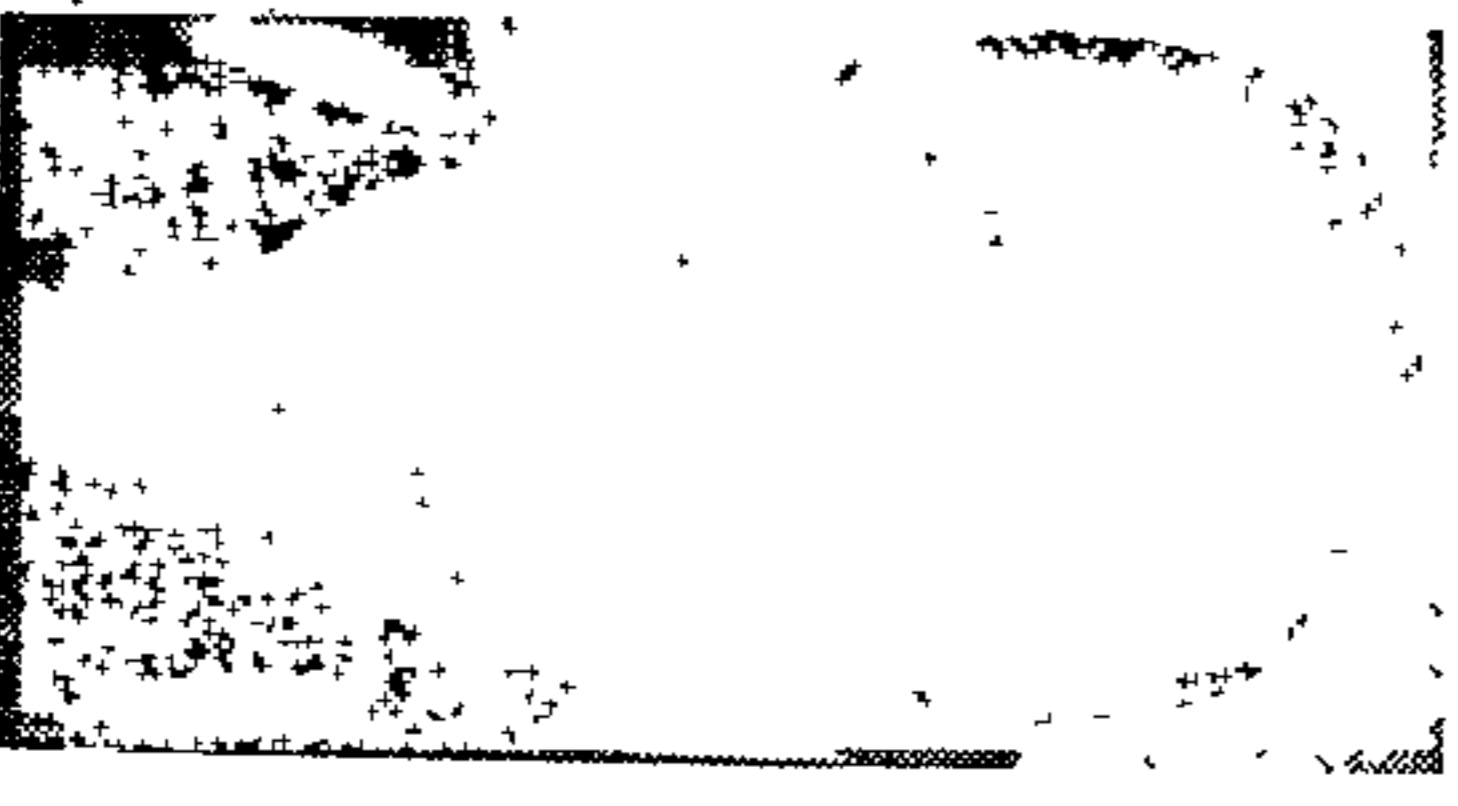
At Heideveld station the pedestrian bridge stands virtually unused while 100 metres away at the edge of the platform hundreds of people cross the line

In the darkness from the vantage point of the bridge Mr Kobus Nel watched as hundreds of people crossed the line within metres of an advancing train — visible only by its headlamp

Having a policeman on every platform of the 161



BRIGADIER Pieter du Plessis, head of the Railways Police in Cape Town and Mr Kobus Nel, acting system manager, monitor the pre-dawn rush at Mitchell's Plain station



MAJOR P Delpoit fighting lawlessness on the lines

269 ARGUS 28/4/82

been altered"  
With about 800 000 people using hundreds of trains in the Peninsula each day, thousands of rands are lost in unrecovered fares and, consequently, urgently needed revenue for improvement of the service is lost

FOR hundreds of commuters a trip to town each day is a hair-raising experience spent hanging outside a fast-moving train

CROSSING the line in the face of an oncoming express train.  
About 30 people have died under trains in Cape Town this year.

# Policemen on assault charges

Three South African  
Railways policemen  
faced charges of assault  
before a Johannesburg  
district court yester-  
day.

The State alleged  
that on December 16,  
1980, they assaulted Mr  
Johannes Mokolojwane  
at Kaserne and gave  
him electric shocks.  
They also allegedly hit  
Mr Abel Madina with  
an unknown object on  
his back and suffocated  
him by pressing his  
mouth and nose closed.

The policemen were  
also alleged to have  
assaulted Mr Justice  
Majola.

Mr Pieter Joshua Au-  
camp (20) of St Albans  
Avenue, Mayfair,  
Mr Frederick Wilhelms  
Craukamp (20) of Ray-  
pon Place, South Hills  
and Mr Gert Hendrik  
van Rooyen (21) of  
Clarence Court,  
Clarence Street, Troye-  
ville pleaded not gual-  
ty.



The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes
  - (a) 3 166 trains
  - (b) 10 minutes
  - (c) There were various causes for delays, such as traction failures, overhead power failures, defective signals, broken rails, derailments, speed restrictions and essential maintenance work that has to be carried out during working hours. In addition, human fallibility also has to be contended with, i.e. staff reporting late for duty, level crossings accidents and delays caused by passengers joining or leaving trains.
  - (d) The delays occurred at random.
- (2) Yes. Delays to all passenger trains are closely monitored and remedial action is taken to eliminate the causes where possible. Such remedial action includes the use of special service gangs which have proved effective on the Reef and which were recently also introduced in the Cape as well as short and longterm track improvements. Some major items in the latter category are

269 Hausard Q. Col. 719-720  
 Cape Town suburban lines: delays  
 28/4/82  
 543 Mr C W EGLIN asked the Minister of Transport Affairs

- (1) Whether there were any delays on the Cape Town suburban lines during the week days of March 1982, if so, (a) how many, (b) what was the average duration of the delays, (c) what were the causes of the delays and (d) at what hours did they occur,
- (2) whether steps are being taken to prevent such delays in future, if not, why not, if so, what steps?

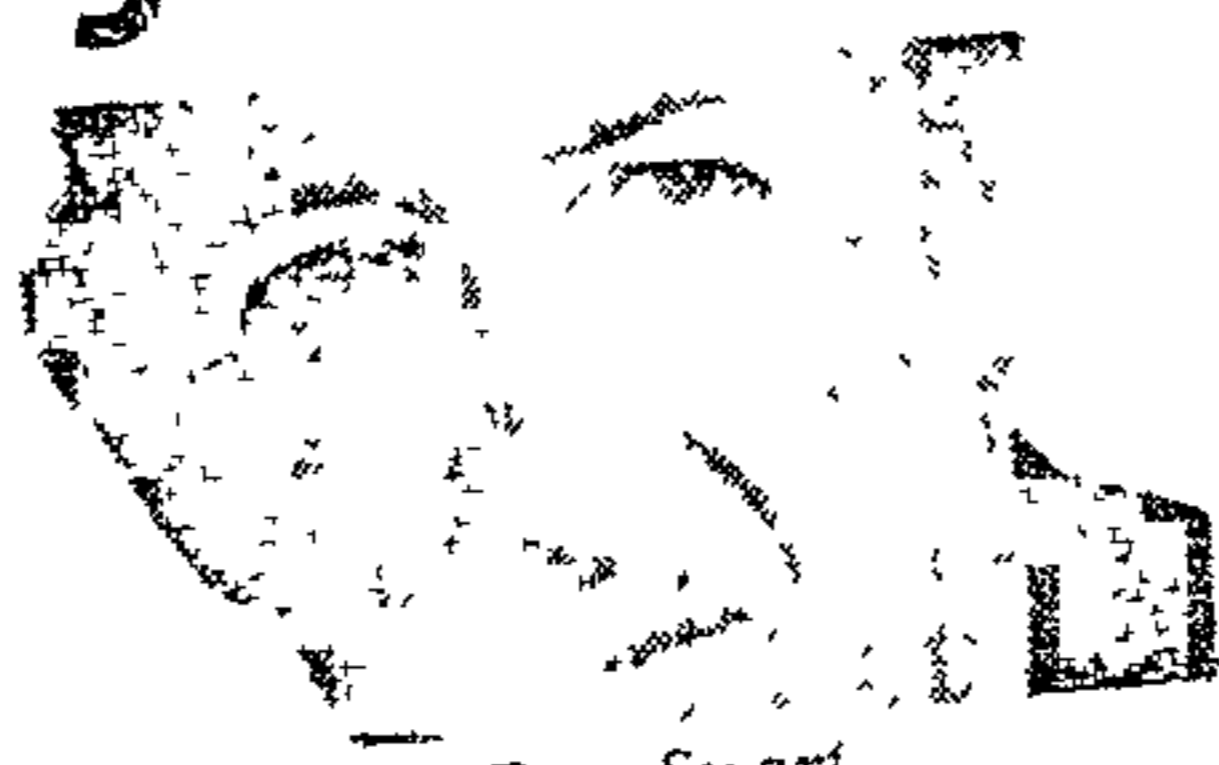
Section	Description
Lavistown—Sarepta	Doubling of line
Langa—Pinelands	Doubling of line
Matland—Salt River	Quadrupling of line
Salt River—Woodstock	Sextupling of line
Nyanga—Bontheuwei—Cape Town via Esplanade and Matland	Lengthen platforms to accommodate 14-coach train sets
Nyanga—Bontheuwei	Quadrupling of line
Goodwood—Elsies River—Parow	Resignalling

However, on an intensive suburban service such as in the Cape Town area, the slightest disruption or delay causes a chain reaction resulting in further delays

# Group Areas — 'chickens are coming home to roost'

AF664 29/4/82 (269)

**Parliamentary Staff**  
 SOUTH AFRICA was paying the price of the Government's separate development policy under which coloureds and Indians were moved to areas far away from their employment, the Assembly was told last night.



Mr Ray Swart

Mr Ray Swart (PFP, Berea) said Government policy, such as that formulated in the Group Areas Act was largely responsible for certain increased transport costs affecting people who had been moved.

"This is a case of the chickens coming home to roost," he said.

Mr Swart was speaking in the second-reading debate on the Transport Services for Coloured Persons and Indians Amendment Bill, which

was opposed by both the Progressive Federal Party and the New Republic Party.

He said the Bill would give the Minister of Transport the power to decide on the amount to be paid by employers towards transport costs of their employees, including domestic servants.

Mr G S Bartlett (NRP, Amanzimtoti) said that

previously the Minister had to ask Parliament for any increase in the transport levy.

Now the Minister was asking for a "blank cheque".

Another reason for the NRP's opposition to the Bill was that it provided for a form of selective taxation under which a particular group, namely employers, was being taxed.

Dr P J Welgemoed (NP nominated) rejected the argument that apartheid was a cause of increased transport costs for many people.

He said that in cities such as London and Paris employers and the State also had to contribute towards bus fare subsidies.

Dr Welgemoed suggested that passengers should in future be made to pay their rightful share of these costs.

The Minister of Transport, Mr Hendrik Schoeman, also rejected the opposition arguments.

The Conservative Party voted on the side of the Government in a division. The PFP and the NRP voted against the second reading of the Bill.

The Bill was read a second time.

Membership				Year
Total	White	Asian and Coloured	African	
				1980
				1979
				1978
				1977
				1976
				1975
				1974
				1973
		156		1972
+	156			1971
∅	200			1970
∅	200			
∅	200			

# Alberton gets 30 buses

<sup>278</sup> (269)  
THE Alberton Town Council has ordered 30 new buses and four are expected to be delivered within the next two weeks, to alleviate the acute shortage of buses in Thokoza Township

The past few months have been a nightmare for Thokoza bus commuters, because of drastic shortage of buses in the area at peak hours

To make matters worse Putco was asked by the Town Council last month to withdraw its services from operat-

*Sowetan 29/4/82*  
ing on the Natalspruit/Alberton route. The Town Council has taken over and is operating on this route

Mr J van Staden, the Alberton Bus Service manager, said yesterday that the rest of the buses were expected to be delivered before the end of the year

A new mobile ticket office will also be introduced in the area in the near future

At the moment there is only one ticket office serving about 75 000

people in the township and residents and community leaders have called on the Town Council to build more ticket offices to avoid congestion at the only ticket office. Suggestions were also made to the council that shopkeepers could be asked to sell bus season tickets at the shops over the weekend

Mr van Staden said 'The Town Council is aware of the shortage of buses in the area

# 23 injured in derailment

769  
star  
30/4/82

**By Andrew Walker**  
Twenty - three people were injured and the Witwatersrand rail system was brought to a standstill this morning after a derailment at Braamfontein station.

A Railways spokesman said that the injured were taken to hospital but none of them was in serious condition.

The rail system was blocked when three coaches from a Soweto passenger train were derailed at Braamfontein at 5 46 am.

All trains — from the East Rand, West Rand and Soweto — were halted when all four lines at the station were blocked by

the derailment, the spokesman said.

One line was blocked by the coaches which came off the rails and the others were blocked by a damaged cross-member which was torn loose from an overhead cable pylon.

Emergency teams were sent to the station to clear the wreckage and get the rail system operating again as quickly as possible, said the spokesman.

"Every available man was sent out," he added.

"They worked to clear the cross-member first, clearing three lines so commuters could get to work."

On the East Rand

the Braamfontein derailment forced trains to stop at George Goch, near Cleveland. From there commuters had to take buses.

Two Hillbrow Hospital nurses have emerged as heroines of the derailment.

Although shocked and bruised Sister Violet Mabele and Nurse Galina Makhubu administered first aid to other passengers.

Sister Mabele (40) was flung from the train as the coaches were derailed. She was trapped beneath wreckage but, after being freed, she and her colleague used Railways first-aid kits to help the injured.

The nurses told The Star how their trip to work for the early shift at the hospital turned into a nightmare.

"Shortly before Braamfontein station the train was going very fast and started swerving. I do not remember much after that. Suddenly there were screams and the coaches came off the tracks," said Sister Mabele.

"I was thrown out of  
To Page 3, Col 8"

Registration:  
Founded:  
Area of Oper:  
Officials: HC  
4C  
Du  
P. Address:

Telephone: (031) 3102443

Year	Membership		
	African	Asian and Coloured	White
1980			
1979			
1978			
1977			
1976			
1975			
1974			
1973			
1972			
1971			
1970			
Total			



269 Council *Mercury*  
green light *4/5/82*  
for upgraded  
bus service

Municipal Reporter

DURBAN'S white bus service will be upgraded to include an evening and weekend service in June

Yesterday the city council voted to spend R379 000 a year for the extra trips which will provide a night service during the week to all areas until 6 30 p.m. Commuters will then be able to catch a bus from all areas into town in time for evening entertainment

and buses will run back to all areas again between 11 p.m. and 11 30 p.m.

During the weekday valley periods all areas will be served by a bus at least once an hour and a skeleton service will be provided on Sundays and public holidays

Councillor Peter Mansfield appealed to the public to make use of the service and promised that if it was well patronised the service would be increased accordingly

He said: 'The council has a responsibility to strike a balance between those who are forced to use buses and the ratepayers who do not want to spend money on empty buses'

### Improved

It was clear that the only way to provide a good service at low cost was to amalgamate the black and white services, and he urged the Indian and coloured ratepayers to be patient about subsidising transport for one particular race group.

Mr Clarence Cheek said better management of the bus service had reduced operating costs by several thousand rand and reduced the expected deficit so he could support the expenditure on an improved service

Mr Donald Smith said the city had to provide a social service for those who could not drive or did not own cars

Although there was the problem of all the ratepayers having to subsidise a service for a few people, by the same token many bus users contributed towards the cost of the roads which the motorist used

Mr Lew Phillips saw the move to upgrade the service as a short term election gimmick but was given the assurance that the upgraded service would run for the rest of this year and at least the following one, during which time it would be constantly monitored



Black Allied Workers Union

Cape Explosives Industrial Workers Union

Chemical and Allied Workers Union

Chemical Workers Industrial Union

Chemical Workers Union

Durban Rubber Industrial Union

Engineering and Allied Workers Union

Engineering Industrial Workers Union of S.A.

Federated Mining, Explosives and Chemical Employees Union

Industrial Salaried Staff Association

General Workers Union

Metal and Allied Workers Union

National Union of Engineering, Industrial & Allied Workers

National Union of Motor Assembly & Rubber Workers of South Africa

S.A. Chemical Workers Union

South African Allied Workers Union (SAAWU)

Steel, Engineering and Allied Workers Union

Umbogintwini Industrial Workers Union

Weskaapse Plofstof & Chemiese Operateursvakbond

Non-Metallic Mineral Products

Building, Construction and Allied Workers Union

Glass & Allied Workers Union

Glass Workers Union

National Cement Employees Union

National Union of Brick and Allied Workers

Transport & General Workers Union

Base Metal Industries and Manufacture of Fabricated Metal Products

Machinery and Equipment

Amalgamated Engineering Union of South Africa

Amalgamated Society of Woodworkers

Black Allied Workers Union

Electrical and Allied Trade Union of S.A.

Electrical and Allied Workers Union of S.A.

Engineering and Allied Workers Union

Engineering Industrial Workers Union of S.A.

General Workers Un

General Workers Un

Iron Moulders Soci

Metal and Allied W

Motor Assembly Cor

Motor Industry Em

Motor Industry Co

Motor Industry St

National Union of

National Union of

Radio Television,

S.A. Boilermakers

S.A. Electrical W

S.A. Iron, Steel

S.A. Tin Workers

South African Al

Steel, Engineeri

Transvaal, Radio

United African M

# Man is arrested for intimidation

Crime Reporter 6/5/87

A MAN was arrested outside Aberdare Cables in Port Elizabeth yesterday on charges arising from alleged intimidation of workers at bus stops and railway stations since Monday

Several complaints were made at the New Brighton police station by workers who said groups of men had pulled them off trains and buses, or stopped them from boarding trains and buses

The incidents allegedly took place each morning from Monday until yesterday. Some of the workers still made their way to work despite the intimidation, but others went home out of fear, police said

Police investigations are continuing

Africa

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# Buses are best, says expert <sup>269</sup> <sup>COM</sup> on transport <sup>7/5/82</sup>

By SEAN O'CONNOR  
City Editor

THE role of the bus in serving South Africa's future public transport requirements was highlighted at yesterday's biennial conference of the Passenger Transport Association (SA).

Mr Graham Kinsey, of the National Institute for Transport and Road Research, told delegates that the bus had no peer in the field of basic public transport.

"The main reason for this is its ability, albeit within certain limits, to give virtual door-to-door access," Mr Kinsey said.

He believed that if the commuter bus was heavily subsidised — so that more routes and a greater number of buses could be used — a growing number of people would be attracted to the bus.

This strong backing for the role of buses in urban transport networks comes at a time when concerted efforts are being made in Johannesburg to finalise new public transport strategies for the city.

Outlining steps to try to in-

bus specifications and requirements, Mr Kinsey said that to attract white commuters in central urban and suburban areas, buses conforming to the European practice of having rear engines, low step heights, easy entrances, low floors and comfortable furnishings were essential.

It had been felt that a prototype bus — one of a few to be built — should conform to these requirements, "especially as the Department of Transport is concerned about the growing congestion produced by commuter cars in urban areas and the adverse affect this commuting has on the critical fuel situation", Mr Kinsey said.

Dealing with management information systems and economic aspects of the bus industry, Mr A J Strydom — on secondment to the Department of Transport — said the bus industry played a key role in the economy of the country.

It was vital, he said, that the industry's performance be uniformly monitored to ensure that it operated as efficiently and effectively as possible.

# Green light given on ...

AN ADDITIONAL railway line needed to move an extra 36-million tons of coal exports, from Broodsniersplaas in the Transvaal to Richards Bay is to be built, SA Transport Services officials tell Industrial Week.

Preparations are underway for the doubling of the existing "coal line" and the construction of three new harbour berths as the decks are cleared for Mondi's R520-million pulp mill, an advanced water treatment plant and a 4 km submarine effluent disposal pipeline.

The two projects will jointly cost an estimated R45-million and their construction will commence later this year.

Arising from Government's recent approval in principal for coal exports to be increased from 44-million tons in 1987 to 80-million tons thereafter, the additional rail and harbour facilities will strengthen Richards Bay where R1 700-million will be invested over the next three years.

"Construction of the second line, including bridges, 120 km of deviations and flattening of gradients to 1:60 — for which R1 200-million has been set aside — is on schedule to move

Tienie Crous ... we need the line.

44-million tons of coal exports annually," says SA Transport Services senior

# EXTRA COAL LINE FOR BAY

Industrial Week  
11/5/82

the biggest coal loading facilities — to Broodsniersplaas, says Crous

**HAVING** recently secured solid contracts in Richards Bay, two companies — Peter Bayly Construction and CMGM, the construction arm of Group Five Engineering — are settling in for another substantial slice of the expanding construction cake.

Following a R6-million order, Peter Bayly has opened a branch at the 'Bay to offer clients a full construction service.

With CMGM busy on contracts worth R19-million it expects to increase its labour strength from 500 to 700 workers soon.

"Whatever the situation elsewhere, we foresee a period of increased activity ahead in Richards Bay and we intend to be ready for it," says CMGM's area manager Ian Massey.

planning engineer, Tienie Crous

A third rail link will also be built from Blackhill — where Apex Mines have

A decision on how coal exports will build up to 80-million tons is to be taken in association with the Department of Mineral Affairs

Additional line facilities, including improved signalling, are underway from Broodsniersplaas to Witbank and involve expenditure of around R44-million. An extensive marshalling yard is under construction at Ermelo.

"On the alternating current (AC) line from Ermelo to Richards Bay trains with up to 200 trucks will be used once the gradient is flattened to 1:60 maximum from gradients as steep as 1:66 at this time," says Crous.

The new line will be capable of a 26 ton axle loading for 200-truck trains compared with the 18 tons loading of the existing line.

Chris Matchett, SA Transport Services planning engineer, says the existing Richards Bay coal

handling quay is being extended from two berths to four, while dredging in front of the berths for improved water access is in progress.

"Three additional berths will be built as a continuation of the "clean" quay where products such as timber, granite and steel coils will be loaded for export.

"This contract has yet to be let. But the marine work is worth R51-million while the cost for the whole project will be around R100-million, says Matchett.

As a prelude to tenders being invited for the construction of a R27-million effluent disposal pipeline which will extend 4km off-shore, manufacturers and suppliers were last week asked to supply data on pipes.

Report by Lynn Carlisle

Membership	Year
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JEWELLERS AND GOLDSMITHS UNION

# Anti-insurgency squad show their mettle

By SIMON BLOCH

THEY are rough, tough and ruthless. They are the members of the Railway Police's crack counter-insurgency unit — the squad who were on hand at Durban when the allegedly hijacked Air India Boeing touched down last October.

And yesterday they gave an impressive demonstration of their capabilities at the opening of a new Railway Police training base at Slagboom near Addo.

They may never have to make use of their specialist training. As one explained: "It's like being picked for a sports team and having to wait over a year for a match. When the moment finally comes, you'll do your best to win."

Set in a serene valley in the Eastern Cape's prime citrus-producing area, Slagboom is named after an old farm which has been transformed into a training base for counter-insurgency units of the Railway Police.

The unit now undergoing training at the new base is the squad which saw duty in Durban in the Indian aircraft drama of October.

Within moments of a given signal they had debussed, surrounded and rendered helpless an "enemy" stronghold. It was an efficient demonstration of their ability — and a frightening one of their firepower. Men were armed to the hilt with machineguns, hand grenades and rifle grenades. They were also asked to flush out "terrorists" who had taken refuge in an old farmhouse and thus they did with consummate ease.

"I don't know if they knew who we were, but they definitely checked our luggage thoroughly, and even opened my wife's camera," said Gen Claassen. He and ranking defence and railway officials were again surprised by the squad on their way back to the base camp. The bus was suddenly surrounded after one of the its wheels detonated a dummy landmine on a lonely stretch of dirt road.

Camouflaged men forced their way inside and rendered the driver and the passengers helpless. It was swift and chillingly efficient.

The men train for eight hours daily, the time being divided between shooting, physical training and the study of tactics.

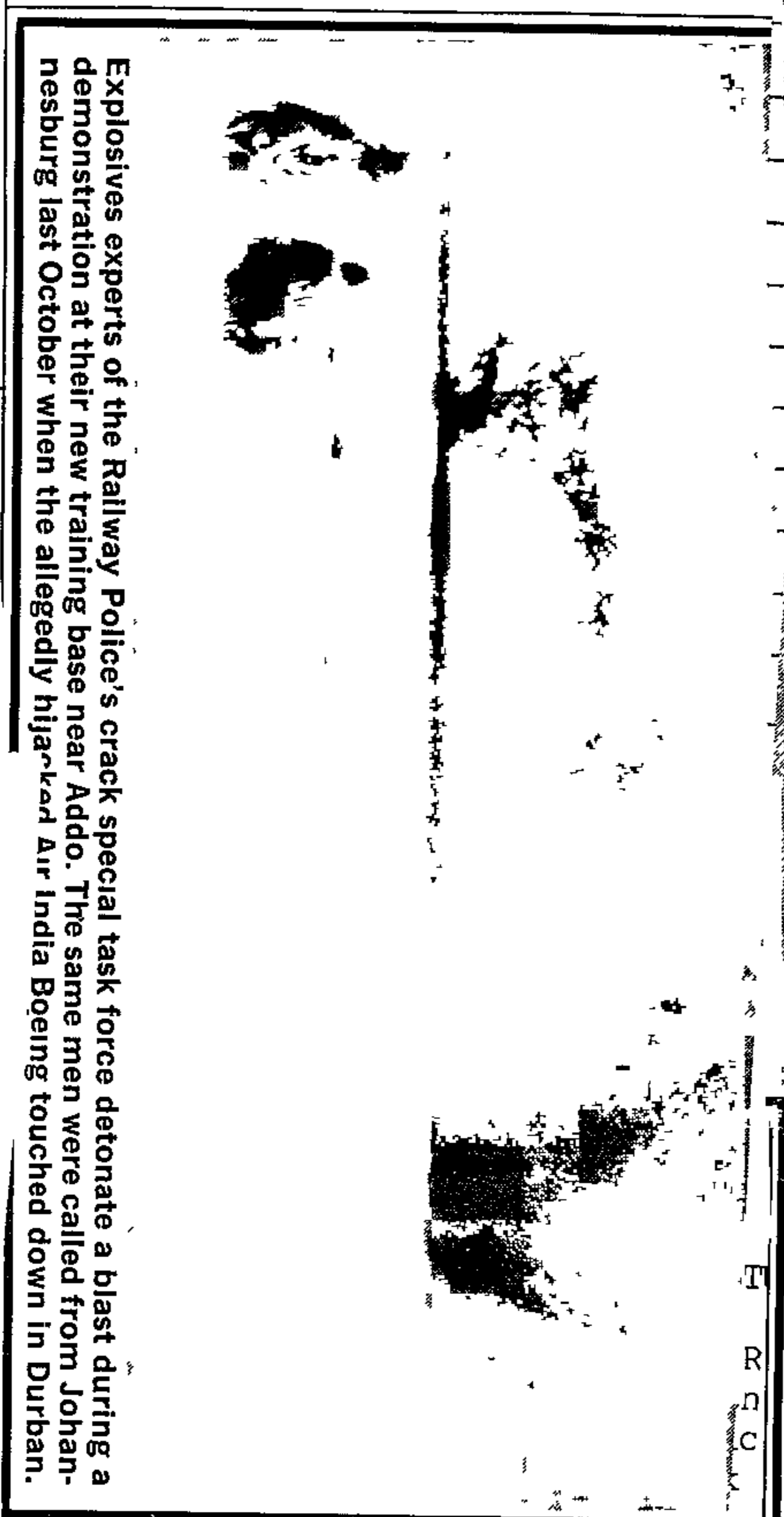
Squad leader Andre Olivier explained that before being passed fit for service they were subjected to endless and gruelling physical and mental tests to show up any psychological failing.

The lads, whose average age is only 21, are keen to do their bit.

As squad leader Andre Olivier said: "We are looking for action. That's why we joined up."

METAL AND ALLI

Year	Asia	Africa
	Colo	



Explosives experts of the Railway Police's crack special task force detonate a blast during a demonstration at their new training base near Addo. The same men were called from Johannesburg last October when the allegedly hijacked Air India Boeing touched down in Durban.

- 6) Kraft Enc
- 7) William F
- 8) Scottish

Membership: 1981 = 24 300

H R C U

269 1200

# Railway cops nab youths for stoning

**FOUR YOUNGSTERS WERE** arrested on Tuesday night in connection with the stoning of trains between Hartebeespoort- and Koedoespoort Stations on Monday and Tuesday.

The arrest followed complaints from passengers travelling between Pretoria and Eerste Fabriek Stations who feared for their lives

A spokesman for the Railway Police confirmed the incidents and

By **SOLLY MORATHI**

said four youths had been arrested in connection with the matter. He could not say when the youths could be expected to appear in court

According to Mr Nick

Chauke, a regular passenger on the Eerste Fabriek-bound train, the train was stoned on Monday and Tuesday when it passed through the mountain between the two stations

He said on their way home on Monday they were surprised to see their train under a hail of stones which descended from the other side of the mountain

Another passenger who refused to be named for fear of reprisals expressed fears of derailment because the train driver may have

been injured and lost control of the train

"All bad elements that have been making our customers' journeys unpleasant since the beginning of the week have been wiped out," the spokesman said

A number of windows were broken. No passenger was hurt in the incident

**Rush  
hour  
costs  
S A  
R140-m  
a year**

**JOHANNESBURG**—Urban traffic congestion, largely caused by peak-hour rushes, is costing South Africa almost R140 million a year, according to research studies by the Council for Scientific and Industrial Research

This staggering loss to the economy has been revealed in a detailed report by the National Institute for Transport and Road Research at the CSIR.

The figure has been calculated from the costs of lost man-hours and fuel and longer delivery times resulting from traffic congestions.

These are losses which authorities and researchers believe could be greatly alleviated through the widespread introduction of staggered or flexible working hours.

But whatever happened to 'flexitime', the revolutionary flexible working hours concept which took South Africa by storm a few years ago?

'The fact is,' says Mr Nigel Baldwin, product manager of a Johannesburg company marketing time-keeping clocks for the system, 'flexitime is alive and well. About 600 South African companies use flexitime today'

The Johannesburg Metropolitan Transport Advisory Board sub-committee on staggered working hours is to launch a publicity campaign on the Witwatersrand to generate more enthusiasm for flexible working hours

Following a survey by the sub-committee at 14 schools in and around Johannesburg, a pilot scheme has been launched in which one school is experimentally starting classes earlier

Savings on buses alone are estimated at R25 000 a year, as the number of buses needed to transport children has been reduced from five to one

The sub-committee aims to approach more schools later, as well as colleges, universities and organisations holding seminars to commence outside of peak traffic hours

Mr John Pearce, Johannesburg's Chief Traffic Officer, feels that the widespread introduction of flexible working hours would greatly reduce the massive loads on the city's arterial routes and would also probably eliminate many of the rush hour accidents — (Sapa)

Mercury 269  
14/5/82

# Durban might get all-race bus service on some routes

Municipal Reporter

DURBAN City Council has been advised by the Minister of Transport, Mr Hendrik Schoeman to reapply for permission to desegregate its bus service — but only for certain routes.

Mr Schoeman, who met a council delegation in Cape Town yesterday, told the Mercury last night 'We had a long discussion and I had to point out that there are 200 Indian bus operators who run 600 buses and are totally against integration I have also had letters and telegrams from white citizens of Durban who say the councillors don't catch buses and don't know what it is like to travel on a crowded bus.'

'But I am sympathetic to the council's problems and while I cannot overrule the National Transport Commission, I advised the council delegation to lodge a new application for certain routes'

Mr Schoeman said the NTC chairman had also attended the meeting and was aware of the problems

Last night Durban's Mayor, Mrs Sybil Hotz said she had been delighted with the 'full and fruitful discussions' She had arrived back from Cape Town in time to report to the Management Committee and they obviously would have to consider the next course of action and the possibility of approaching the situation in a different way.

The city council believed the only way to really upgrade the ailing white bus service without

**MR SCHOEMAN**  
... 'sympathetic'.

placing a heavy burden on the ratepayers would be to desegregate it and the black service

Passengers of all races would then have the option of using the more expensive white service or the cheaper, more frequent black service

An appeal to the NTC for permission to do this was turned down in December last year. No reasons were given and the NTC was slammed by Opposition spokesmen for its 'arrogance'

The Natal leader of the Progressive Federal Party, Mr Ray Swart, wanted to know why Durban was being treated differently from Cape Town, Johannesburg and Pietermaritzburg, which all have multiracial bus services.



By Elizabeth Rouse <sup>269</sup> <sup>86900</sup>

# R13-m bus order starts rolling

A R13-MILLION bus order, the biggest of its kind in South Africa, was officially celebrated by client SA Transport Services and supplier International Harvester Company SA in Graaff-Reinet this week.

SA Transport Services' road transport division, which has long been planning a much improved long-distance bus service for black rural passengers, is now taking delivery of the first of the 159 new DAF buses ordered from Harvester.

The buses offer considerably increased comfort, both in interior design and in ride. They were specially designed as passenger carriers and are not simply commercial vehicles with bus bodies fitted.

The 80-passenger buses

provide two-class seating, the slightly higher priced front section being much smaller than the main section.

The bodies are built by Dorhyl subsidiary Busaf in Port Elizabeth. The buses are powered by DKTL six-cylinder 11.6-litre turbo-charged mid-mounted horizontal diesel engines, which can take the buses through any terrain.

The wheelbase has been lengthened to 6,5m and the buses have parabolic-type springing and shock absorbers front and rear. Drive is comfortable and road-holding is reassuringly steady.

Other features include Allison model fully automatic transmission, power steering and a full dual-circuit air-brake system.

The large bus order signifies continued expansion of road transport services by SATS. The aim is to get a 10% slice of the expanding market.

At least 50 buses leave Johannesburg over weekends for black states. Over long weekends about 200 buses are needed to fulfil passenger demand, and SATS has been

obliged to lease buses from other transport companies.

Body-builder Busaf is breaking new ground with the bus body. The company reports continued heavy demand for bus bodies from other road transport companies as well. It has a full order book for the next two years.

For Harvester the contract is also a booster, although it has been doing well in the tractor market.

The South African company is prospering against a dismal outlook for International Harvester in the US.

The second-largest farm-machinery maker in the US is battling to stave off bankruptcy — it owes \$5 000-million to banks and its October year-end loss will be an estimated \$575-million.

Three new bosses — all older than Harvester's 58-year-old first all-purpose farm machine — will have to restructure drastically manufacturing operations and persuade bank creditors to accept the fact that much of the multi-billions they have lent to Harvester is unrecoverable.

Society

es Union

Black Allied Workers Union  
Farmworkers Union  
Food and Canning Workers Union  
National Certified Fishing Officers Association  
Orange-Vaal General Workers Union  
Trawler and Line Fishermen's Union

## AGRICULTURE, FORESTRY AND FISHING

National Federation of Workers  
Orange-Vaal General Workers Union  
General and Allied Workers Union

Unions have been classified according to the Standard Industrial Classification of All Economic Activities. The full extent of the operation of the following general workers unions has not been established:

## UNIONS OPERATING IN 1981 GROUPED ACCORDING TO INDUSTRIAL CLASSIFICATION

MINING 7  
Amalgama  
Amalgama  
Amalgama  
Black AL  
Black MI  
Federate  
Iron Mou  
Mine COL  
Mine SUR  
Mine WORK  
S.A. BOT  
S.A. Elec  
S.A. Eng  
S.A. Tech  
Undergro  
MANUFACT  
Food & I  
African  
Amalgama  
Bakery E  
Black A  
Boland  
Brewery  
Cadbury  
East Lon  
Food and  
Food, Be  
General  
General  
Natal Ba  
Natal Su  
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National  
Operativ  
Pretoria

# SA's trains bogie into the Eighties

269  
Staw  
17/5/80

By  
**Jaap Boekkool**

Bogies from bogeyland might be the heading for one of South Africa's most inventive export campaigns for the '80s.

Countries all over the world including some like Sweden that discourage contact with South Africa, are buying the rights to, or testing, a South African invention — a new train bogie which could revolutionise rail traffic.

The Scheffel bogie, invented by Pretoria engineer Dr Herbert Scheffel, allows trains to travel much faster — in South Africa up to 200 km/h — and reduce wear on wheels and track by allowing the wheel bogies to steer into bends in the track.

So far more than 25 000 of the bogies have been made, mostly in South Africa, and are rolling on the rail tracks of this country, West Germany, the United States, Australia, Taiwan, and they will soon also be tested in Britain, South East Asia, Jordan and Brazil.

In a few months the German licenceholders for the Scheffel bogies will deliver adapted designs for passenger trains to Sweden, and in America tests with the bogies on amtrak trains, responsible for all passenger services in the US, have been successful.

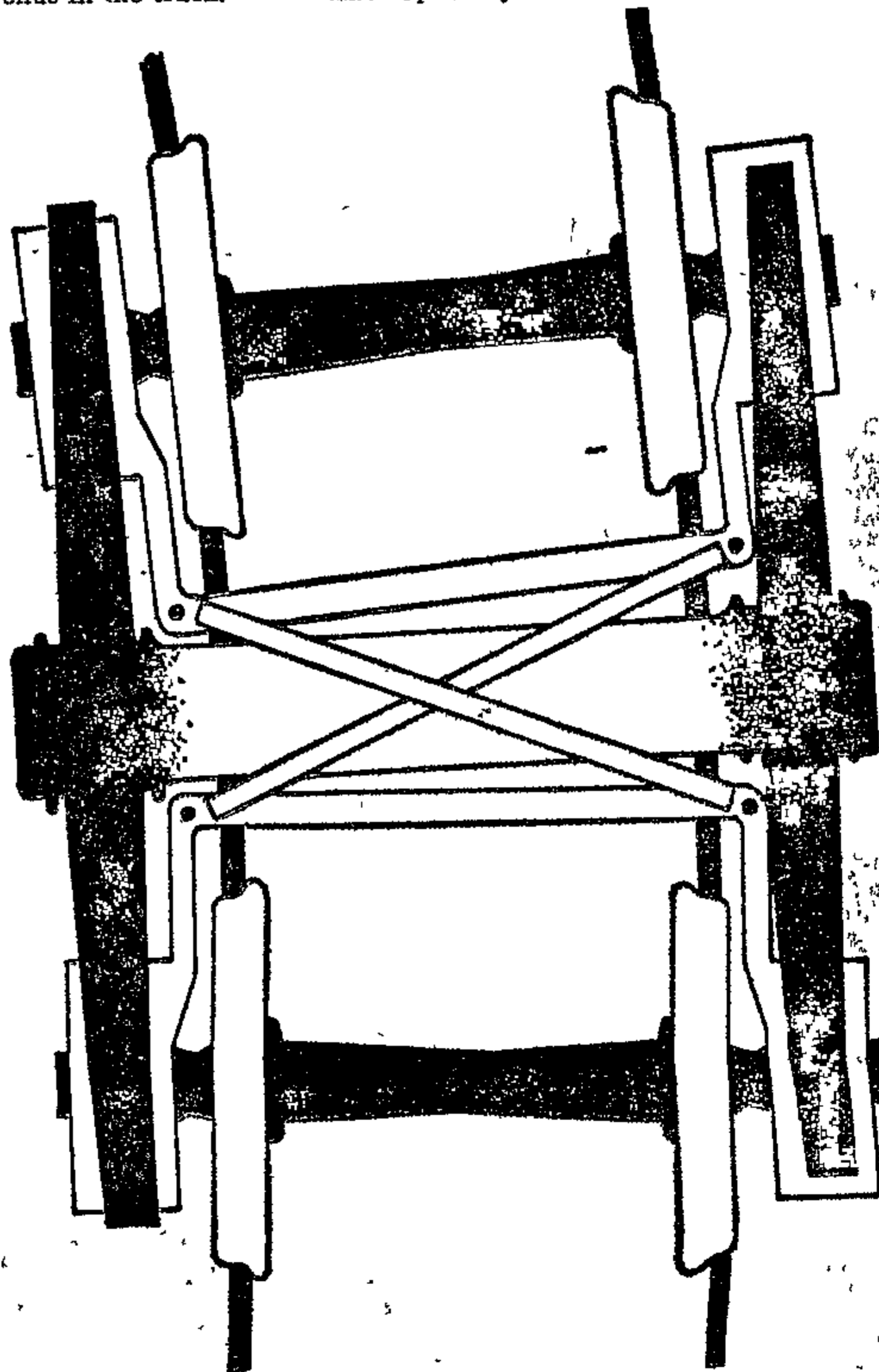
Apart from its success story overseas the most telling application of the new bogies is on the Sishen - Saldanha iron ore trains, a line specially built

to turn South Africa into a major ore exporter.

The Railways have found that Scheffel bogie wheel treads on the 2 km trains used on this line generally last 450 000 km between reprofiling, compared to an average of 50 000 km with ordinary bogies.

The new general manager of the South African Inventions Development Corporation, Mr A A de Waal, has played an important role in the licensing of the Scheffel bogie on three continents.

'Dr Scheffel, who is now the Railways' assistant chief mechanical engineer at headquarters in Pretoria, will earn a pretty penny in royalties out of this, because the bogies cost between R5 000 and R10 000 each,' he said.



The secret of the Scheffel bogie is that it allows train wheels to curve with the track.



1400  
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Star 9/5/87 (269)  
By Andrew Walker

A R400 million marshalling yard nearing completion on the East Rand could cut by days the delivery time for goods sent by rail from the Witwatersrand to other parts of South Africa and neighbouring territories.

The Sentrarand marshalling yard near Benoni, is expected to relieve congestion of goods traffic and reduce damage to goods.

#### STAGING POINT

The computerised marshalling yard will begin operation on September 30. It will be the staging point for all goods trains travelling to, from or via the Witwatersrand and Pretoria.

Mr Dannie Odendaal, a senior railways superintendent said the project formed the first stage of a four-part scheme.

#### NEXT DECADE

The second stage would probably be built in the next decade, but the last two were not expected until well into the next century, he said.

Sentrarand, the biggest marshalling yard in the southern hemisphere, will have an immense effect on rail transport.

The yard is 10 km long and 6 km wide and will be used to centralise the marshalling of all goods trains in the area.

Trains will not have to move between stations to pick up goods. All trains bound for Durban, for example, will be assembled at Sentrarand. The same will apply to incoming traffic. Goods bound for Witwatersrand stations will be taken there from Sentrarand.

The yard will be able to handle 130 incoming and 130 outgoing trains a day.

At present goods are

dealt with at 10 marshalling yards around the Reef. But a train arriving at one station might contain goods bound for several others.

Because of congestion on Reef lines, it can take up to four days to disperse goods. Goods trains are not

allowed on the system during peak commuter hours, resulting in a loss of eight hours a day.

Sentrarand will change all that. It will operate 24 hours a day.

The yard is highly mechanised and computerised and will save on manpower. Germis-

ton and Bayhead stations have operating staffs of 1 239, but the Sentrarand will need a staff of only 198.

The new yard will transform the area around its Bapsfontein site, about 50 km from Johannesburg.

Hostels are being erected for workers

and a soccer stadium is to be built. Staff will be encouraged to buy municipal housing land in the area.

An extensive network of tracks with 64 sidings criss-crossing the marshalling yard will be commanded from two five-level control towers.



The first module of the massive new marshalling yards near Benoni, photographed from one of the two five-storey control towers where traffic controllers will operate. The second tower is in the background on the left. ● Picture by Dale Yudelman.

# 29 held for crossing track

Staff Reporter

CAPE TIMES 21/5/82 (269)

TWENTY-NINE people were arrested by Railway Police for illegally crossing the railway line at Athlone station yesterday morning

Confirming this, the chief of the Railway Police for the Western Cape, Brigadier P M du Plessis, said they had been charged with "crossing a railway line at an illegal place" under the terms of the New South African Transport Service

Act (65) of 1981

All of those arrested had been given the opportunity to pay admission of guilt fines of "between R5 and R10", he said. Those who could not do so had been taken by bus to "probably the SA Railway Police charge office in Cape Town"

Complaints of people being "stripped" by the policeman were dismissed as being "utter nonsense". However he conceded that some of

those arrested had been searched

"A person is not always searched when he is arrested, but if my men deem it necessary, they will search them," he said

The reason for arresting people who crossed a railway line was to protect them from death or injury. He said that almost every day someone was killed or injured by a train when crossing a railway line

55 <sup>Cape Times</sup>  
22/5/82  
killed <sup>(269)</sup>  
on lines

Staff Reporter

SINCE the beginning of the year, 55 people have been killed and 109 injured after being hit by trains while they were illegally crossing railway lines in the Peninsula

This brings the average monthly deaths and injuries by trains to 11 and 22 respectively, according to the chief of the Railway Police for the Western Cape, Brigadier P M du Plessis

He said that 11 people had been killed this month. The record number of deaths in any month was January when 19 people were killed.

"We intend taking a firmer stand on this," Brigadier Du Plessis said. He said 786 people had been charged for crossing railway lines illegally since April, 538 of whom were charged this month.

He estimated that this was "not even one tenth" of the people who committed the offence daily.

"We don't intend locking them up, we are only interested in their safety," he said.

Many of those charged had paid their fines at the "mobile charge office on the scene."

#### 'Authorized exits'

He urged the public to make use of the authorized entrances and exits, such as subways and bridges at railway stations.

"If they stay away from lines they will not be killed."

That people were "under pressure" to get to work was a common excuse, but was "unacceptable." It was up to every commuter to make sure they reached the station on time, or they should wait "three to four minutes" for the next train, he said.

"Going across a bridge or a subway will really not take much longer than crossing the lines."

# Out of court settlement

269

EAST LONDON — An out-of-court settlement was reached here yesterday between attorneys representing a railway ticket examiner, Mr Douglas Zimisele Dyibishe, of Zone 11, Mdantsane, and those representing the Railways

The amount of the settlement was not disclosed but Mr Dyibishe was suing for R5 000, made up of R1 000 for alleged wrongful arrest and detention, R2 000 for shock, pain, suffering and disability, and R2 000 for contumelia

The settlement followed one and a half days' hearing in the Supreme Court before Mr Justice Kannemeyer

It was alleged that Mr Dyibishe was assaulted after being arrested by two Railways policemen — Detective Sergeant D J. Gower and Det Sgt M H Gogo — in connection with the loss of a Railways ticket book from one of Mr Dyibishe's colleague on January 2, 1980

In his evidence Mr Dyibishe alleged he was taken to Gasson Centre, Church Street where he was interrogated

During interrogation he was made to do star jumps, had his arms handcuffed above his head and forced to move up and down and was also forced to spin on a two-cent piece until it

shone while on his haunches, he said

He said Det Sgt Gogo had told him the man Mr W.Mtu, who had lost the book had been to a witchdoctor who had told him he had seen in a mirror the book had been given to him by two colleagues

He said that as a result of the treatment he sustained abrasions to his left arm, an injury to the neck, resulting in severe pain, and that his whole body was painful. He said he was released at 4 30 pm that afternoon

Det Sgt Gower denied Mr Dyibishe had been assaulted or tortured. He said he had been asked to empty his pockets. He said Mr Dyibishe's explanation about his presence when the book disappeared did not tie up with what Mr Mtu had said

He denied the interrogation had been continuous as he had had a morning tea break and had been called out to receive telephone calls — DDR

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# Cop charged with assault

269

Sowetan 26/5/82

By ELLIOT TSHINGWALA

**A CHARGE** has been laid against a white railways policeman for allegedly assaulting a 30-year-old Soweto woman near Johannesburg station on Monday. She says she and other people were also assaulted at the Railways Police charge office where she had gone to lay the charge.

According to the Railways public relations officer, the case has been referred to the Attorney-General, who will decide on prosecution.

Mrs Sylvia Dlamini, of Dlamini, who works at the General Hospital as a cook, said she was on her way home after knocking off at 2pm.

Just before she reached the station she saw two men, black and white, fighting on the pavement. Together with other people, she stood and watched.

When the fight had stopped and the white man was being taken away by two Railways policemen, she said she saw someone she knew walking across the street and called him.

The "furious" policeman, thinking that the shout was directed at him, went up to Mrs Dlamini and demanded to know what she was saying.

"The policeman, who smelled of brandy, slapped me and said I was lying when I said I was not talking to him. He punched and kicked me until I was on the pavement, on my knees. When I fell down he started dragging me, saying we should go to the charge office and I refused," she said.

Mrs Dlamini said she suffered humiliation when her skirts were lifted as she was being



**MRS DLAMINI: Shows the wound she sustained during the attack.**

dragged along the pavement.

"My hat fell off and the contents of my bag spilled onto the street," she said, wincing with pain from a knee injury she sustained in the fracas. She was later treated at the General Hospital. Seven stitches were necessary to close the gaping wound.

She said she was helped by a number of bystanders who had gathered around. Someone advised her to report the matter to the Railways Police.

"I went to the charge office to lay a charge and came face to face

with the same policeman who had assaulted me.

"He had five other people who were arrested at the scene of the assault and he ordered me to join them and herded us together into a small room just behind the charge office.

"There he called the people into an inner office and assaulted them.

When my turn came he again punched me and hit me with a tough brush on my head and face," she said. Mrs Dlamini said she was saved when a sympathetic white policeman took her to the charge office and took a statement.

Society

Standard Industrial Classification of the following

INDUSTRIAL CLASSIFICATION

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 OF ALL ECONOM  
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 AGRICULTURE  
 Black Allied  
 Farmworkers U  
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 MANUFACTURING  
 Food & Bevere  
 African Food  
 Amalgamated I  
 Bakery Employ  
 Black Allied  
 Boland Inma  
 Brewery Empl  
 Cadbury In-C  
 East London  
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 General Work  
 General Work  
 Natal Baking  
 Natal Sugar  
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 National Uni  
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(11) 269  
Mauritius  
links safe

for SAA

Own Correspondent

PORT LOUIS — South African Airways will not lose its landing rights on Mauritius and South African investments will not be nationalised if the left-wing Movement Militant Mauricien (MMM) come to power in Friday's general election.

This was made clear yesterday by Mr Paul Berenger, the MMM's secretary-general, in a reversal of previous statements. He added that Air Mauritius would continue to fly to South Africa.

"The South African route has become an essential aspect of Air Mauritius's finances," he said.

Mr Berenger said the international community would be asked to help end America's use of Diego Garcia as a military base if the MMM came to power.

# Bus service to be upgraded

Municipal Reporter

DURBAN'S white bus service will be upgraded on June 27.

Yesterday Durban Transport Management Board general manager, Mr Marshall Cuthbert, said details of the service, which will include buses in the evening and on weekends, would be released closer to the time.

Last month the City Council voted R379 000 a year for the extra trips, calling for buses to run until 6 30 p m and for commuters from all areas to be able to catch a bus into town in time for evening entertainment and back home again between 11 p m and 11 30 p m

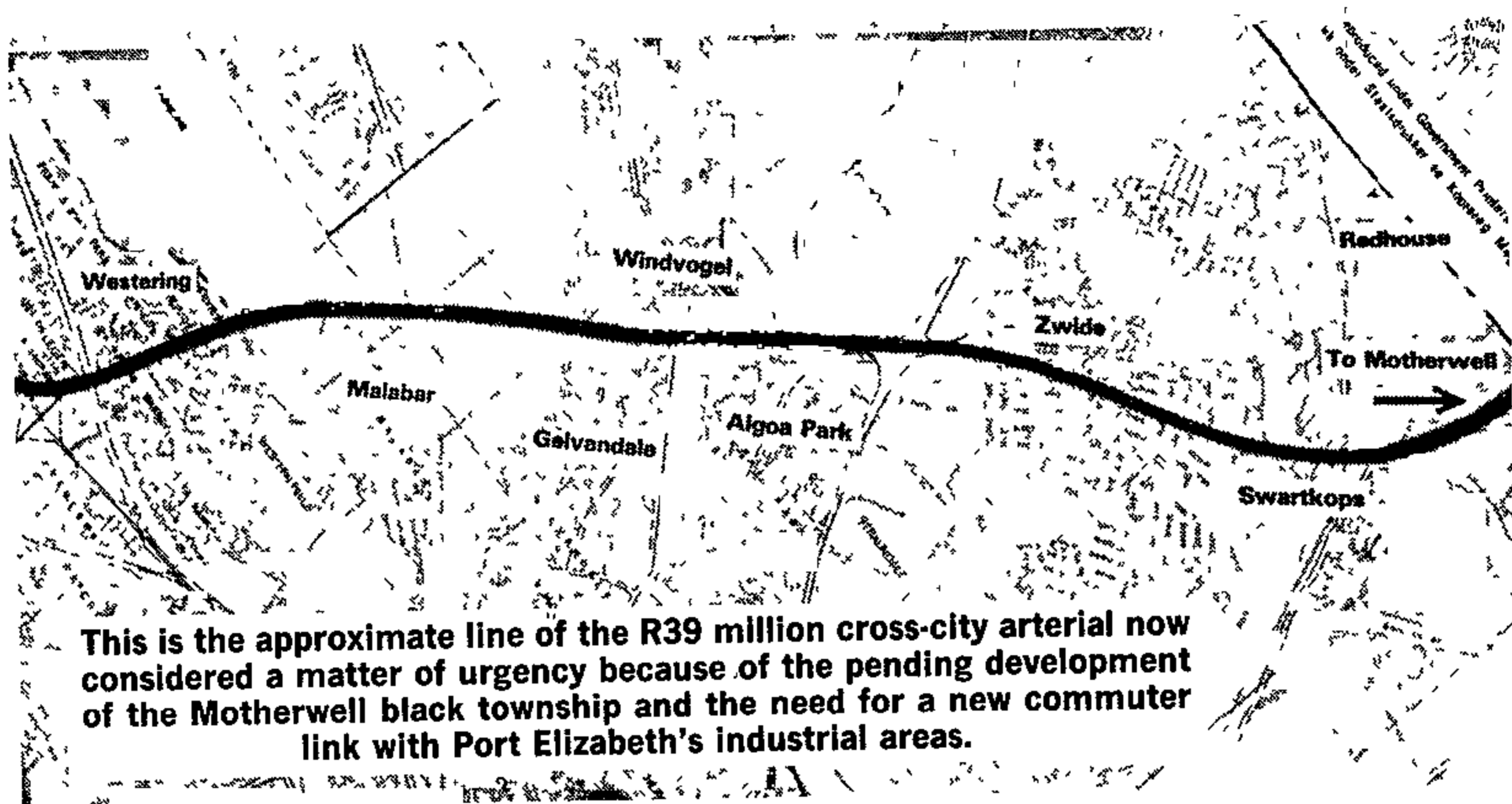
During weekday valley periods all areas should be served by a bus at least once an hour and a skeleton service was to be provided on Sundays and public holidays

The Council had hoped to desegregate the blue line service for whites and the green line service for blacks

This would have given commuters of all races the choice of using the more expensive blue buses or the cheaper green buses

The increase in the number of blue line passengers would have made the service more viable and allowed for a very much higher standard of service without increasing the ratepayers' burden.

269  
Harcourt  
4/6/82



This is the approximate line of the R39 million cross-city arterial now considered a matter of urgency because of the pending development of the Motherwell black township and the need for a new commuter link with Port Elizabeth's industrial areas.

# R39m cross-city arterial scheme before council

By CLIFF FOSTER

A 16-kilometre cross-city arterial road linking Markman Township with the western suburbs, and costing R39 million (excluding expropriation), is to be put forward as a priority need by planners in Port Elizabeth next week

The building of Motherwell — the sprawling black township to be developed on the northern bank of the Swartkops River — makes a new connection with the city's industrial zone essential, they say

The southern section of the arterial is needed as a relief road for traffic using the Cotswold freeway by-pass, now a heavily congested thoroughfare at peak hours

The path of the huge arterial threads its way through the city, mainly through open spaces on the map. Only in the black areas is expropriation of housing going to be necessary.

From Westering, it runs to the west of Malabar and then takes a narrow corridor between Windvogel and Algoa Park to cross the Port Elizabeth-Uitenhage Road near the Dulux factory

It then cuts through Zwide down to the western periphery of Swartkops Village near the power station, crosses the river by a new bridge to be built upstream from the steel bridge, and climbs the escarpment parallel with the existing old Grahamstown road.

Plans for the arterial, known as the Bramlin-Markman road, come before the city's Works Committee on Tuesday.

The building of the northern half of the road is already seen as a matter of urgency by the Provincial Administration and the Eastern Cape Administration Board, Weekend Post learnt this week.

It would be the only satisfactory way of enabling Motherwell residents to commute speedily with the city's industrial areas of Struandale and Deal Party, and it would provide a more direct link between the new and old black townships astride the Swartkops than does Settlers' Way and the old Grahamstown road.

The southern extremity of the road will emerge on the old Cape Road through Bramlin Street opposite the drive-in cinema

Administration Board officials were reluctant to comment this week before the matter came before the Works Committee, but it was clear the Board would like the road to go through before development of the new township commenced.

A Provincial Administration spokesman said: "It's one of the projects on the priority list at the moment."

The road will rank for an 80% grant from the Administration or from the Department of Transport — as do all projects on the Urban Transport Plan.

The commencement of work will depend on the availability of funds.

"It's one of the rather urgent things — but there are a lot of other things that are also urgent," the spokesman said

"It's a very big scheme. Certain parts may come fairly quickly, other parts may have to wait."

On the question of financing, the spokesman referred to Main Road 16 linking Redhouse with the city.

"This was on the programme this year but there were no funds. Now funds are available and tenders are being called for, so obviously some funds were found somewhere."

(269) E. Post 5/6/82



From 5/6/82  
**Midnight repairs to Dube rail line**

**Crime Reporter**

A MIDNIGHT team of workers last night was preparing to make permanent repairs to the pylons and overhead cables damaged by blasts on the railway track east of Dube, Soweto, on Thursday night.

A spokesman for the South African Railways said that police were investigating sabotage but had made no arrests so far.

The explosions near Dube followed six bomb blasts at Paulpietersburg in Northern Natal on Wednesday night, and explosions in the Eastern Transvaal on May 28, which severely damaged petrol storage tanks.

The railways spokesman said that thousands of Sowetans were delayed on their way to work yesterday while temporary repairs were made to restore power to the affected lines.

He said buses were used to ferry railway commuters to Johannesburg. Permanent repairs were scheduled to be made between 9pm and 3am.

He said railways police were at this stage not prepared to say what explosives had been used in the attacks.

Shipbuilders & Welders

of S.A.

Industrial Union

Industrial Union

South African Allied Workers  
 S.A. Typographical Union  
 S.A. Society of Journalists  
 S.A. Electrical Workers  
 S.A. Boilermakers, Iron & Shipbuilders  
 Paper, Wood & Allied Workers  
 Media Workers Association  
 Amalgamated Engineering Union

Paper & Paper Products

South African Allied Workers  
 Paper, Wood and Allied Workers  
 National Union of Furniture

Wood & Wood Products, Inc.

Trunk & Box Workers Industrial

Transvaal Leather and Allied

Textile Workers Union (Transvaal)

Textile Workers Industrial

Tanning, Footwear and Allied

Tailoring Workers, Dressmakers

S.A. Canvas & Rope Workers

S.A. Canvas & Rope Workers

South African Allied Workers

National Union of Textile Workers

National Union of Leather Workers

National Union of Clothing

General Workers Union of South Africa

General Workers Union

Garment Workers Union (Western)

Garment Workers Union of South Africa

Black Allied Workers Union

African Trunk & Box Workers Union

African Leather Workers Union (Transvaal)

African Garment Workers Union (Natal)

Textiles, Clothing, Leather and Footwear

Rustenburg Tabakwerkersvereniging

National Union of Cigarette & Tobacco Workers

African Tobacco Workers Union

Tobacco

Witwatersrand Brewing Employees Union

Witwatersrand Baking & Confectionery Industrial Union

Western Province Sweet Workers Union

S.A. Electrical Workers Association

S.A. Boilermakers, Iron & Steelworkers, Shipbuilders and Welders

South African Allied Workers Union (SAAWU)

Sugar Industry Employees Union

Sweet Workers Union

Sweet Workers Industrial Union (Natal)

269 Somerset 7/6/82

# Bus stop causes headaches in Springs

**MZIKAYISE EDOM**  
**THE Springs Town Council** were not decided if they should move the bus terminus near the Springs Railway Station or if they should "eliminate and minimise racial conflict at the station".  
A liaison committee of the East Rand Metropolitan Transport area

sent a memorandum to the town council early this year recommending that the bus terminus near the station be moved to allow free movement of public transport and people and to minimise and eliminate racial conflict.  
The liaison committee also asked the Springs

Chamber of Commerce and Industries, the Afrikaanse Sakekamer, Putco, railways and the East Rand Administration Board to comment on the matter.  
The liaison committee want the bus terminus to be moved to Pollak Park Station about five kilometres from Springs

The KwaThema Community Council and residents have vowed that they will fight to the bitter end if the town council decides to move the bus terminus.  
A spokesman for the town council said last week that a decision had not yet been taken on the matter.

**BLACK TRANSPORT SERVICES AMENDMENT ACT 1982**

Act No 76, 1982

**GENERAL EXPLANATORY NOTE:**

Words in bold type in square brackets indicate omissions from existing enactments

Words underlined with solid line indicate insertions in existing enactments

**ACT**

269

To amend the Black Transport Services Act, 1957, so as to substitute certain definitions and expressions; to make other provision regarding the application of the Act; to make further provision regarding the powers of the Minister to determine the scale of contributions; to make the provisions of the Act applicable in respect of domestic servants and Blacks for whom their employer provides approved accommodation; to make other provision for the payment of moneys and the application thereof; to delete references to the Senate; and to provide that the Minister may enter into an agreement with any state or territory; and to provide for matters connected therewith.

*(Afrikaans text signed by the State President )  
( Assented to 1 June 1982 )*

**BE IT ENACTED** by the State President and the House of Assembly of the Republic of South Africa, as follows —

Amendment of section 1 of Act 53 of 1957, as amended by section 90 of Act 42 of 1964 and section 1 of Act 47 of 1974

1. Section 1 of the Black Transport Services Act, 1957 (hereinafter referred to as the principal Act), is hereby amended by the substitution in subsection (1)—

- (a) in the definition of "employer" for the words "Railways and Harbours Administration" of the words "Transport Services";
- (b) for the definition of "Minister" of the following definition  
"Minister" means the Minister of Transport Affairs," and
- (c) for paragraph (b) of the definition of "urban local authority" of the following paragraph.  
"(b) any other body contemplated in [paragraph (vi) of section 85 of the South Africa Act, 1909,] section 84 (1) (f) of the Republic of South Africa Constitution Act, 1961 (Act No 32 of 1961), having jurisdiction in an area in respect of which or of a portion of which the Minister has in terms of paragraph (b) of subsection (1) of section 2 declared the provisions of this Act to be applicable "

2. The following section is hereby substituted for section 2 of the principal Act

Substitution of section 2 of Act 53 of 1957, as amended by section 2 of Act 47 of 1974

- 25 "Application of Act
2. (1) This Act shall, subject to the provisions of subsection (2), apply in respect of every declared area, that is to say [—
- (a) any area under the jurisdiction of an urban local authority referred to in paragraph (a) of the definition of 'urban local authority' in sub-section
- 30

for full text - see 98 8234



esg/star 10/6/82

An ultra wide-angle picture of the SAR's special high-speed test train and engine with the latest bogie speeding through the veld leaving a cloud of winter dust in its wake... Pictures by Dale Yudelman.

# 42 minutes by rail to Pretoria

## High-speed train era opens in '84

### By Richard Paris, Transport Reporter

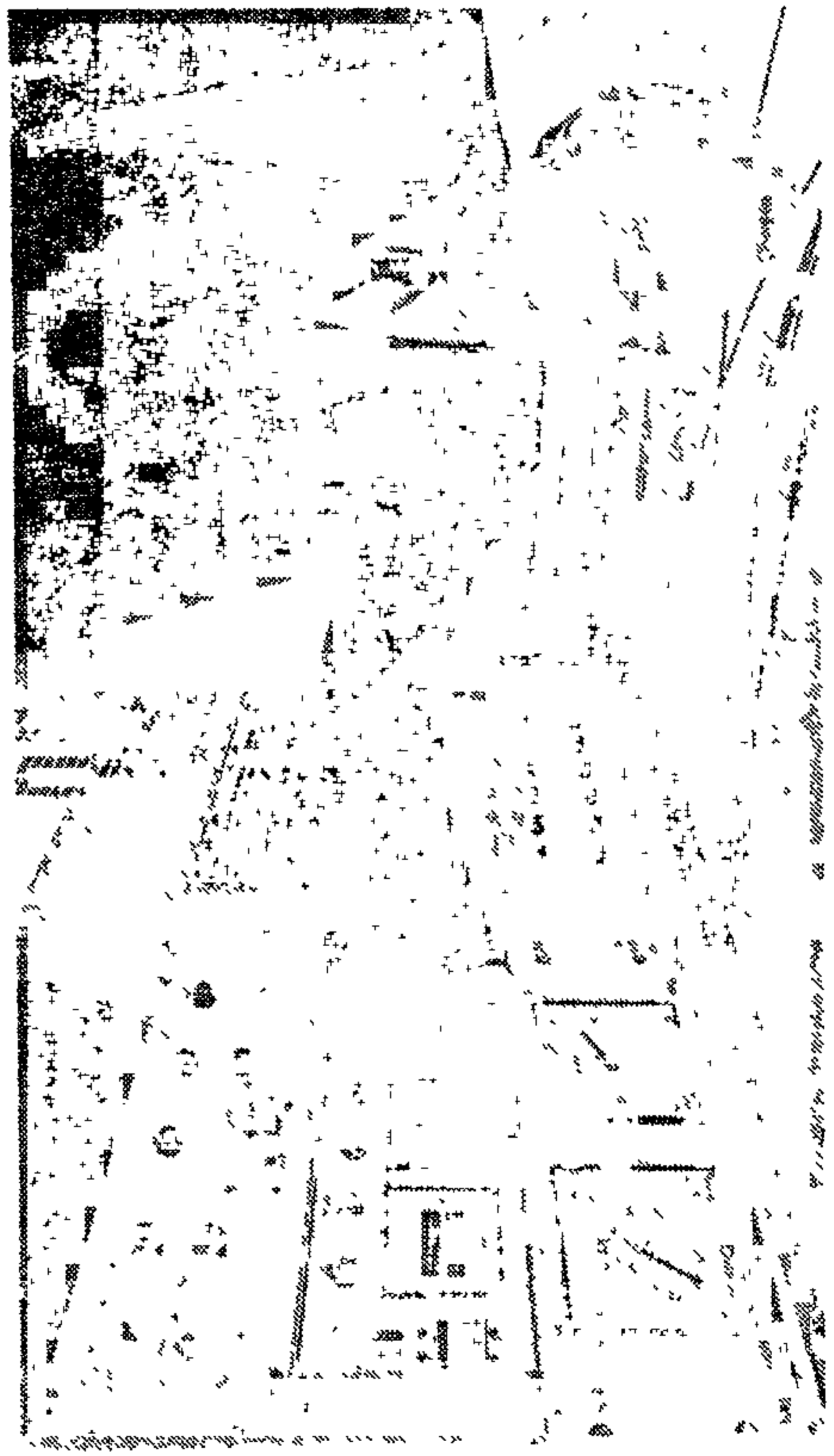
South Africans will step cautiously into the era of high-speed trains early in 1984 when service commuter services between Johannesburg and Pretoria will make the journey at 150 km/h in 42 minutes.

At a Press conference during a high-speed train test near Pretoria yesterday Dr Herbert Scheffel, the assistant chief mechanical engineer (design and development) of the SAR, said the service would be introduced later than planned. "New train sets, built by the Union Carriage Company in Nigel, will be delivered in the next two or three months and be put on some Pretoria-Johannesburg services in March 1983. "But before we can increase the speed, new points signalling and equipment on the

route must be installed and many more tests undertaken," he said.

Dr Scheffel explained that South Africa's belated entry into the high-speed train era had been partly due to the country's relatively narrow 1 065 mm gauge and the standard of track alignment which was lower than that of most industrialised countries.

The speed limitations are centred more on the type of bogie (wheel suspension) used. For many years bogie designs were along conventional lines with the result that radical changes to goods types were unknown. Dr Scheffel pointed out that excessive flange and wheel tread wear problems that were aggravated by the introduction of longer and heavier trains during 1970, and subsequent increased axle loads



Dr Hubert Scheffel, the Railways high-speed train expert, points to the gauge as yesterday's test run near Pretoria hits the 200 km/h mark.

on specific lines, encouraged engineers to develop a better goods bogie.

The now-famous H S goods-type bogie, of which there are 27 000 in service, was fitted to goods trains in South Africa during the 70s.

Further developments of the bogie for passenger train use culminated in a world record on a narrow gauge track of 245 km/h near

Pretoria in 1976.

"Theoretically, the newest passenger bogie is capable of operating at speeds in excess of 300 km/h, but the required facilities — high speed locomotives and overhead track and signalling equipment — are not available to put this into practice," said Dr Scheffel.

Investigations led to the conclusion that passenger train

speeds of up to 200 km/h on existing track in South Africa were technically feasible; journalists on yesterday's test run between Rosslyn and De Wildt experienced moving through the veld at speeds of up to 205 km/h without feeling any instability.

To overcome technical and operational problems that were bound to occur, SAR's high-

speed suburban train programme was begun in phases.

Initially, the scheduled 64-minute journey of the Jakhanda train between Johannesburg and Pretoria was reduced to 58 minutes by improving the air brakes and brake blocks to speed up movement in areas where slower than normal speeds were necessary.

*269 Star 10/6/82*



# Visit crucial to EL maize exporting

269 2. Post 12/6/82

Weekend Post Reporter

EAST LONDON — The visit to East London on Friday of the Minister for Transport Affairs, Mr Hendrik Schoeman, could be of vital importance to the city

This is the view of East London's Mayor, Mr Errol Spring

In an interview this week, Mr Spring said his council hoped to persuade Mr Schoeman that East London should remain South Africa's major maize exporting port

The city's status has been threatened by a move in the Maize Board to establish large-scale exporting facilities at Richards Bay

Mr Spring believed Mr Schoeman was "conducive to being convinced"

"We have had several meetings with Mr Schoeman in Cape Town and Pretoria and, as a result, he is now coming to do an inspection of our facilities *in loco*"

Mr Spring said he was optimistic for several reasons that East London would retain its status as a major exporting port

"The Government has already spent a lot of money on our grain elevator and other facilities at the harbour," he said

"I also believe the Government is determined to make its decentralisation plans work and it regards the Eastern Cape as the area that will make or break them

"If the decentralisation plans work here, they will work elsewhere

"Therefore, I cannot see the Government doing anything at this stage that might upset confidence in the area

"They are busy building up confidence in the area and any move to take away our maize exports would have the opposite effect"

After inspection of the harbour facilities, Mr Schoeman will meet the City Council over lunch

# Policeman on gas rampage rousts drinkers

2/1/51  
269  
The  
Mercury  
12/6/21

**GRAHAM LIZAMORE**  
Pietermaritzburg Bureau

A MAN was taken to hospital with a suspected heart attack, guests fled into the street and one hotel had to close for the night after an off-duty Railways policeman sprayed anti-riot gas in two Glencoe hotels on Thursday night, according to witnesses.

One witness said a charge laid by an hotel manager was later withdrawn after the man responsible had apologised in the presence of the Glencoe SAP station commander.

The policeman had been drinking in a ladies' bar when he suddenly produced a canister and 'sprayed the place with teargas'.

## Terrible

'We thought it might have been a joke that backfired but when he drove to the President Hotel and did the same thing there, we thought the police would take action,' a witness said.

The owner of the President Hotel, Mrs M Lottery, said: 'It was terrible. About 12 of us were sitting having a drink when it happened.'

One man appeared to have suffered badly from the gas, his eyes 'very bad and his face swollen'.

Another guest collapsed and was given emergency treatment, including oxygen and a drip, before being rushed to hospital in Dundee with a suspected heart attack.

The manager of the Glencoe Hotel, Mr Steve Wallahan, confirmed that an incident had occurred, but said he did not want to comment.

However, a Col Arpin of the Railways Police in Durban confirmed the incident but said it had been an accident.

The man had apologised and no charge had been laid.

'He had a bottle of this stuff and it went off when he took his cigarettes out of his pocket,' Col Arpin said.

He said Railways policemen were not issued with anti-riot gas canisters.

Although the matter had been reported to the SAP station commander in Glencoe, the matter had not been reported to the district commanding officer.

Maj M C Steyn of the SAP's divisional headquarters in Pietermaritzburg said the matter would be investigated.



# Union rejects 'token' new deal

Labour Correspondent

THE General Workers Union yesterday rejected a new job security deal for black, coloured and Asian workers announced by the SA Transport Services and hinted it might go ahead with legal action to win greater protection for these workers

SATS's new deal excludes black contract workers and the GWU said yesterday that this made it "at best an exercise in tokenism" because the "overwhelming majority" of black rail workers were on contract

Attempts to contact SATS spokesmen for comment were unsuccessful

At the weekend SATS announced it was to relax a long-standing regulation that classed all black, coloured and Asian workers as "casuals" and denied them the job security that white rail workers are guaranteed in law

But the railways also announced that black contract workers were not affected by the new arrangement and that other races would still not enjoy the same job security as whites

The change followed legal moves by the GWU aimed at challenging the "casuals" ruling, although the SATS said it was not connected with the action

In a statement yesterday the GWU said its attorneys would examine the new regulations and added "We will continue to pursue our objective of non-discriminatory statutory job security for all SATS workers"

# Brakpan buses will keep on rolling

269 R004  
16/6/82

By JOHAN BUYS

BRAKPAN'S costly transport services, doomed to "extinction" because of an expected R1-million loss in the coming financial year, have been saved by the quick action of the town's management committee.

The council, which had toyed with the idea of abandoning the two services, sent an urgent delegation to Cape Town to discuss the crisis with the Director-General of Transport Services to find a way to curtail the massive losses.

The delegation has returned with the good news that the services will continue with the aid of the Government — and a possible larger — subsidy. Confirmation of this is being awaited.

Officials of the transport department will visit Brakpan to undertake an extensive survey and following their report the council will decide which routes to curtail.

According to the Town Clerk, Mr Ge

rie Swart, losses on the services — for blacks and whites — increased to R439 370 in 1980/81 from R279 013 in 1979 and are expected to reach R1-million in the coming financial year.

He said: "We get a small Government subsidy, but can not come out on it. That is why we asked for a bigger subsidy and other suggestions when we went to Cape Town to see the Director-General of Transport Services. We are now waiting for that confirmation."

The result is that the white bus service will continue although several changes will have to be made to curtail losses.

The chairman of the Brakpan Town Council's management committee, Mr Jim Vining, said: "In so far as the black bus service is concerned, there would have been no problem in getting private enterprise to take it over. Black commuters are, however, not in favour of this and would like the council to continue the service."

"It must be remembered that private enterprise has to show a profit and this

might not be in favour of commuters," Mr Vining said.

He added that private enterprise was not keen on taking the white service over because it was poorly patronised in comparison with the black service where buses were always packed to capacity. The white service was also running continually at a loss. The answer was, therefore, curtailment of some routes.

"There will be naturally some inconvenience but people must realise that the alternative is no bus service at all," Mr Vining said.

Mr Vining rejected the idea of mini-buses on certain routes because of the high overheads involved. Peak periods also had to be taken into consideration, affecting school children and commuters.

Krugersdorp and Nigel had already discontinued their white bus services.

"We took up our case with the Director-General of Transport Services on an urgent basis that it would not also happen in Brakpan," Mr Vining said.

# Bus service under scrutiny

(269) D. Aspach 17/6/82  
EAST LONDON — A survey on the municipal bus service is nearing completion, a spokesman for the consulting engineers conducting the survey on behalf of the Department of Transport, said yesterday.

Recently passengers on municipal buses were given green cards asking them how many times they used the buses, what other transport they used and if the existing bus time tables were satisfactory.

The city mechanical engineer, Mr C. K. Andreas, said the municipality was not involved

directly with the survey but was assisting.

Mr Andreas said the survey was unusual and involved a number of transport services. It was commissioned by the Department of Transport.

"They want to know what people think of our service," he said.

A spokesman for the consulting engineers said from Cape Town yesterday that they were "near the end" of the survey.

"We will be presenting our findings to the Department of Transport soon," he said — DDR

18/6/82  
D. Dispatch

# Court told of train assault

269

GRAHAMSTOWN — A man who had both legs amputated after falling under the wheels of a train told the supreme court here that he had been forced off the train by a ticket examiner

Mr Nzondelele Bekwa, 22, of New Brighton, is claiming R30 000 damages for his injuries from the South African Railways and Harbours administration. Judgment has been reserved.

The incident, involving a train travelling between Queenstown and East London, occurred in December 1979 shortly after the train left Cathcart station.

Mr Bekwa told Mr Justice Smalberger this week that he had boarded the train in Queenstown. Before it reached Cathcart a ticket examiner, Mr A D J Coetzee, told him his ticket was valid for a bus and not a train journey.

Mr Coetzee called him "a bloody chancer," assaulted him and then dragged him to another carriage where he assaulted him again, Mr Bekwa said. He ran away and hid in another compartment.

At Cathcart he left the train and attempted to board again as it was leaving. He was confronted at the door by Mr Coetzee, who hit his hands with a ticket clipper until he lost his grip on the railings, Mr Bekwa said.

He was later found alongside the tracks.

An ambulance report was read to the court, in which Mr Bekwa's leg injuries were described as "ghastly."

His feet had been severed, the report said.

Later one of his legs was amputated below the knee and the other above the knee.

Mr Bekwa was charged a week later with travelling on a part of the train not intended to carry passengers but was discharged as he could not be positively identified by Mr Coetzee.

Giving evidence this week, Mr Coetzee said he had found Mr Bekwa riding illegally on the connecting pipes or couplings between two carriages.

Two other railway employees said they had also seen a man travelling on the couplings and one told the court the man had been naked.

Mr Coetzee said he had ordered the man to enter the train. When he looked again, the man had disappeared.

Asked why he had not stopped the train, he said it might have caused an unnecessary delay. He would have done so had he known the man had been injured.

"In my experience people often jump off trains and are never seen again," he added.

Mr Coetzee denied having assaulted Mr Bekwa or given him reason to fear that he might be put off the train.

He said he had reported the incident to the Cathcart station master by telephone at the next stop. — DDC

# Port's prospects impress minister

269 D. Dispatch 19/6/80

**EAST LONDON** — The Minister of Transport, Mr Hendrik Schoeman, and the general manager of the South African Transport Services (SATS), Dr Kobus Loubser, toured the harbour here yesterday and said the visit was an "eye-opener".

Mr Schoeman also referred to the harbour's profitability and said "We don't want to kill the goose that is laying golden eggs"

The harbour visit followed expressions of concern by East London institutions and public representatives about proposals by the National Maize Producers' Organisation (Nampo) to spend up to R300 million on the development of Richards Bay as a major maize exporting harbour. Richards Bay has a capacity for bulk maize ships of 100 000 tons as opposed to the 30 000 ton ships which can be accommodated at East London, which is the main maize port at present.

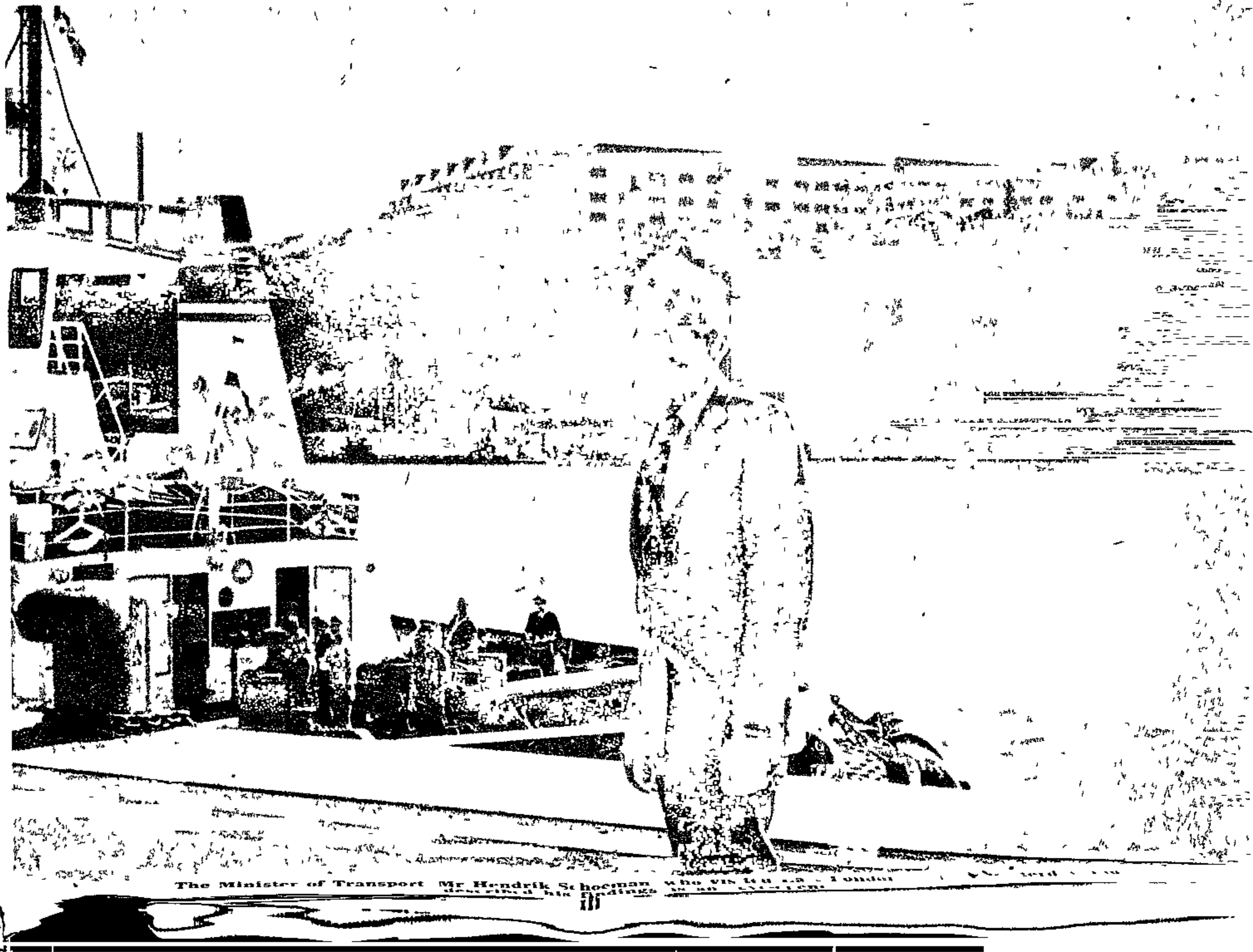
The question of port maize facilities is now being investigated by a government-appointed committee, the Reinecke Committee, whose report is expected at the end of the year. As a result of this, plans to

Apart from maize he said, the harbour also handled copper and chrome from Zambia and Zaire and he was sure that, with the need to provide industry here, East London harbour would not be diminished.

"The SATS is a business organisation and if a thing is showing a profit, it should be built up. So why should you be afraid," Mr Schoeman told a luncheon meeting yesterday.

Dr Loubser said there had never been any question of the SATS writing off East London. The line to East London was being electrified, diesel services were being provided on branch lines and the container trade had grown to an eye-opening extent.

Dr Loubser said harbour activity in East London had increased by 74 per cent over the



The Minister of Transport Mr Hendrik Schoeman who visited East London yesterday with Dr Kobus Loubser, general manager of the South African Transport Services (SATS).

*2/16/82*  
**Zaire pilots** *258*  
**train in SA** *264*  
**JOHANNESBURG —**  
Pilots of a private air-  
line in Zaire are at pre-  
sent receiving training  
on Boeing 727 simulators  
in South Africa after the  
acquisition by the air-  
line of a Boeing 727 from  
an American company  
The aircraft is one of  
nine originally owned by  
South African Airways.

By CHRIS OLCKERS  
Mail Reporter

THE driver of the packed passenger train which was bombed by saboteurs in the Eastern Transvaal at the weekend said yesterday if he had been going a little faster the explosion could have caused the worst rail disaster in South Africa's history.

Mr J A Odendaal of Komatipoort said the bomb had been placed on the rails on a corner only 30m from a bridge over the Elands River.

"We could easily have plunged into the river with great loss of life and serious injury," a shaken Mr Odendaal said in a telephone interview yesterday. The train was carrying nearly 350 people and was on its way from Maputo to Pretoria.

"We were moving quite slowly when there was this deafening explosion. I immediately knew it was a bomb but at first I wasn't fright-

ened. The shock only hit me later.

"My assistant and I jumped out and I just thanked the Lord the train had not derailed or the bomb had not been placed further down the line. Barely 30m or so in front of us was the bridge over the river. I go cold when I think what could have happened if we had gone down there," he said.

Meanwhile a massive manhunt has been launched for the saboteurs by the Railways police assisted by SA Police and commandos.

The explosion took place shortly after 2am on Saturday. The train, carrying mainly black passengers, was brought to a halt only a kilometre outside Waterval Onder station.

The bomb rocked the locomotive and caused a metre-wide crater. Miraculously fifteen passenger carriages filled to capacity did not derailed although the sleeping passengers were jolted awake by the blast.

Mr Odendaal and his assistant, Mr P G Wolmarans, also from Komatipoort, were slightly injured and treated at the Waterval Boven Hospital for internal injuries,

bruises and shock. No passengers were injured.

The Commissioner of the Railways Police, Lieut-Gen Hannes Visagie, said last night it was not yet known what type of explosives had been used in the attack but said it could easily have been a terrible disaster.

"The bomb exploded on a curve on the line and near a bridge over a river. It could have been much worse. No body has as yet claimed re-

sponsibility but it would appear to have been the work of the African National Congress.

"Yet most of the passengers on the packed train were black with only a few whites on board.

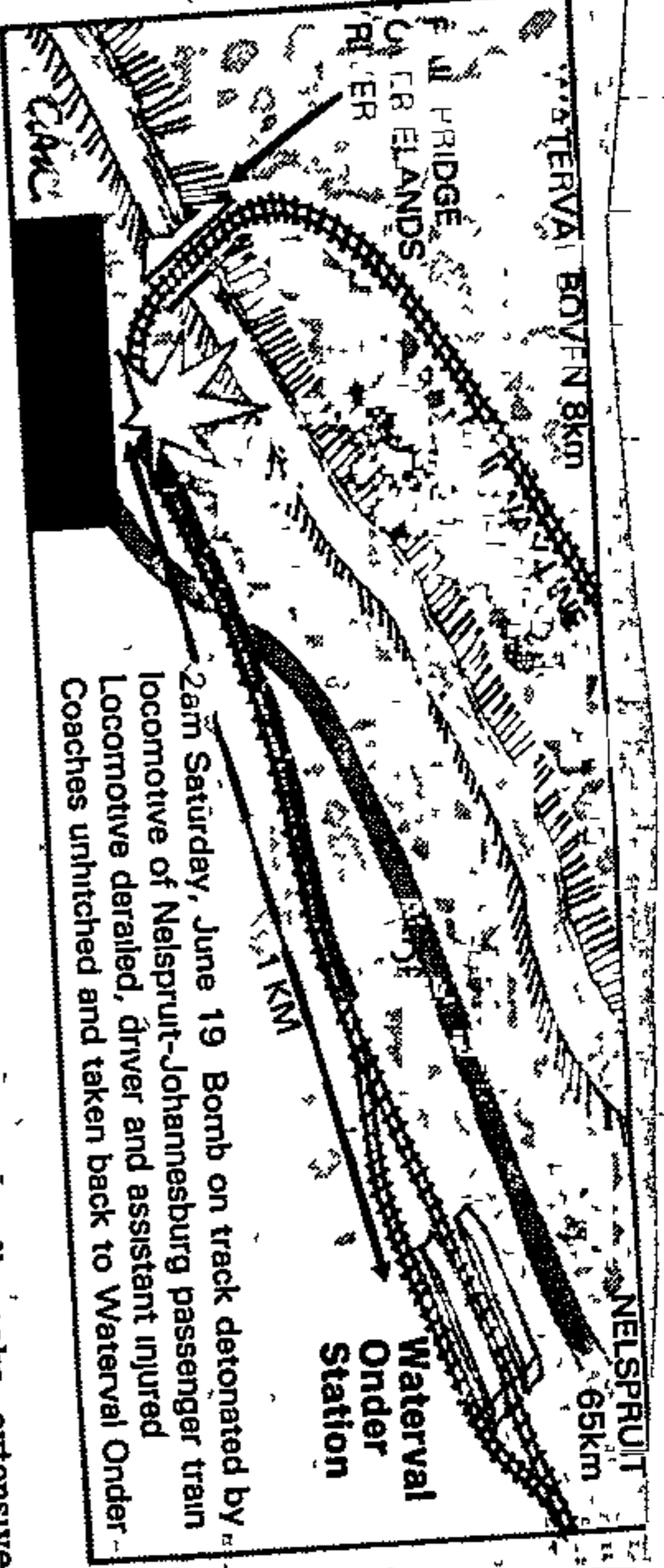
"Members of both the police forces assisted by commandos have launched a massive manhunt for the people responsible for the attack," he said.

Explosive and forensic experts will make extensive tests today to determine the type of explosives used in the bombing.

Mr Odendaal said he would be returning to work this week after his narrow brush with death.

# How 350 evaded death

269 21/4/68



2am Saturday, June 19 Bomb on track detonated by locomotive derailed, driver and assistant injured. Coaches unhitched and taken back to Waterval Onder.

later.

"My assistant and I just thanked the Lord the train had not derailed or the bomb had not been placed further down the line. Barely 30m or so in front of us was the bridge over the river. I go cold when I think what could have happened if we had gone down there," he said.

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sponsibility but it would appear to have been the work of the African National Congress.

"Yet most of the passengers on the packed train were black with only a few whites on board.

"Members of both the police forces assisted by commandos have launched a massive manhunt for the people responsible for the attack," he said.

Explosive and forensic experts will make extensive tests today to determine the type of explosives used in the bombing.

Mr Odendaal said he would be returning to work this week after his narrow brush with death.

"This won't stop me from working. South Africans will just have to get used to the idea that there will be terrorist attacks. Just thank the Lord that it was as slight as it was," he said.

*C. Times*  
**GM to build 30 SAR locos** (269)  
*22/6/87* (82) (100)

**GENERAL MOTORS** will build 30 electric locomotives for the South African Railways

This was announced yesterday by the general manager of GM's electro-motive division, Mr John Diener. The contract is for 30 KV AC electric locomotives.

It will cost the SA Transport Services, under which the railways now falls, more than R43-million. Deliveries will begin in May 1984.

The locomotives will operate on the coal export line between Ermelo and Richard's Bay.

The order marks a major breakthrough by General Motors into the electric locomotive market in South Africa, following nine successful years during which the division manufactured more than 500 diesel electric locomotives.

It brings the number of locomotives sold to the South African Transport Services to 611 since 1973 when General Motors established a manufacturing and assembly facility in South Africa.

Before local assembly, 95 locomotives were supplied to the SATS which were imported from the division's parent plant in Chicago.

The locomotive will be designed in Chicago and will have a local content of more than 40 percent.

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Transkei  
bus depot  
expanded

23/6/82  
269 342 103  
THE Transkei Blue Line Bus Service today opened its recently expanded depot in Blackenfell as part of its programme, to meet the growing demand for transportation between the Western Cape and Transkei, according to the company's administration manager, Mr J F Noble

Mr Noble said the service had been in operation since 1975 when there were only two buses on the Western Cape-Transkei route

"Now we have 46 buses running on the service and we transport about 100,000 people a year, with the heaviest demand around Christmas and Easter when we carry about R650 000.

R650 000

Mr Noble said the expanded depot had cost about R650 000 to date.

The Director General of Transport, Mr A B Eksteen, delivered the opening address at the ceremony which was attended by local and Transkeian dignitaries, including the Transkeian Consul-General

(269) D Dispatch 23/6/82

## Terminal helps boost container traffic

EAST LONDON — Container traffic at the harbour has almost tripled in volume since the opening of the container terminal in 1977

The West Bank terminal, designed to handle a maximum of 25 000 units annually, exceeded this figure by 5 941 during the South African Transport Service's (SATS) 1981-82 fiscal year which ended in April. During 1977-78, 11 769 containers were shipped and landed at the harbour.

And in spite of being way over their prescribed maximum, staff at the harbour and terminal are capable of handling even more traffic, the acting system manager here Mr L du Toit, said yesterday.

"We have already taken steps to increase the volume of traffic and every available inch of space at the terminal is being utilised. We're backed up against the cliff at the moment and are busy hard-surfacing several areas inside the terminal so that we can stack containers on top of each other," Mr Du Toit said.

The harbour does not have the sophisticated container-carrying

equipment which is available in all the other major ports but 25-ton forklifts have the capability to stack the containers two-high.

There are also no plans to provide the terminal with specialised container cranes or straddle carriers which are capable of stacking containers five-high, depending on the wind.

"We have had to improvise to increase our capacity. This means stacking with forklifts and getting containers off the ships, into the terminal and delivered as quick as possible," Mr Du Toit added.

As a result of the speed and efficiency of the service, increasing numbers of businessmen and industrialists were making inquiries about container facilities.

However, there were no plans for expanding the terminal. If there was a substantial increase in the present volume of traffic above the terminal's prescribed maximum, expansion would have to be "looked into".

Even under the present circumstances, harbour staff were capable of handling more con-

tainers and no traffic would be diverted from the port, Mr Du Toit said.

"This we've proved over the years as the volume of traffic has increased. The growth has been tremendous."

Of the 11 769 units handled in 1977-78, 5 425 were landed and 6 344 were shipped. The next year, 9 000 were landed and 9 323 shipped for a total of 18 323. During 1979-80, 22 130 units were handled with 11 788 and 10 342 landed and shipped respectively.

During 1980-81, 14 284 containers were shipped and 10 739 landed (25 023) and for the fiscal year 1981-82, 30 941 units were handled. Of these 17 559 were landed and 13 382 shipped. The number of containers handled last year was 20 per cent higher than the projected traffic volume of 25 500.

"Based on these figures, this year we should handle in excess of 35 000 containers. And for a port which was not included in the container programme which boosted Cape Town, Port Elizabeth and Durban this is certainly an achievement," Mr Du Toit said. — DDR

fail

EVERY CANDIDATE MUST enter in column (1) the number of each question answered (in the order in which it has been answered), leave columns (2) and (3) blank

# Expansion of terminal restricted

269

D. Dispatch  
24/6/82

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EAST LONDON — Expansion of the harbour's container terminal depended on the demolition of the West Bank power station, the Port Manager, Mr Brian Paddey, said yesterday

The future of the Escom-owned power station has, however, not been decided

It was initially scheduled for demolition in 1985 but Escom's regional director here, Mr E. F. Otten, said yesterday the demolition had been postponed indefinitely

"It will be kept going for as long as it is useful," he added

The size of the container terminal would be increased 125 per

cent if the land on which the station stood was added to it, the system harbour engineer, Mr Claude Agnew, said

Although the land was owned by Escom it would be "natural" for Escom to sell "this valuable piece of property" back to the harbour authorities, Mr Agnew added

The railways originally owned the ground but sold it to the municipality who in turn sold it to Escom

The terminal, originally designed to handle 25 000 containers annually, expected to handle in excess of 35 000 units during the 1982-83 South African Transport Service's (SATS) fiscal year which ends in April

Container traffic has increased by almost 300 per cent since 1977 and harbour authorities have had to improvise to cope with the volume of traffic, the acting system manager, Mr L du Toit, said earlier this week.

Although the capacity of the terminal had been increased by stacking containers and quick deliveries, the size of the terminal was governed by the power station which stood on the only land available for expansion

The terminal is bordered on two sides by cliffs and is fronted by railway lines and the quayside

"The only way to go now is sideways, but this is not planned for the foreseeable future," Mr Agnew said

Mr Paddey said equipment at the terminal was adequate for coping with short-term developments but that provision would have to be made for acquiring additional equipment if and when the terminal expanded



MR PADDEY

— DDR

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Examiners' Initials		

**WARNING**

- 1 No books, notes, pieces of paper or other material may be brought into the examination room unless candidates are so instructed
- 2 Candidates are not to communicate with other candidates or with any person except the invigilator
- 3 No part of an answer book is to be torn out
- 4 All answer books must be handed to the commissioner or to an invigilator before leaving the examination

disqualification and to possible exclusion from the university

FM 25/6/82  
GWU WINS RECOGNITION (269)  
The unregistered General Workers'  
Union (GWU) and the SA Stevedoring  
Employers Association sign a recogni-

tion agreement granting a stevedore's  
committee full bargaining rights at Dur-  
ban harbour The GWU is now the recog-  
nised representative of stevedores at  
SA's four major ports

# No relief at stampede station

(269) Sta  
26/5/82

## East Rand Bureau

There are no plans to extend facilities at Dunswart Station near Benoni where commuters have complained there are stampedes when they move from one platform to another.

A railway spokesman said the South African Transport Services had no plans for altering the station which is used as a step-over point for passengers travelling between Johannesburg and Daveyton.

The Daveyton Council chairman, Mr Tom

Boya, said his council had met transport services officials after complaints of stampedes at the station, especially during peak hours. However, the situation had not changed.

The South African Transport Services had said first class passengers could use the white bridges.

Mr Boya said he later learnt passengers using the white bridges were stopped by Railway Police. He said the council would again take up the matter with officials.

# SAA sells Boeing 727 fleet for R17-m

CAPE TOWN  
29/6/82  
269

**Own Correspondent**  
JOHANNESBURG — South African Airways have clinched a R17-million sale of their nine retired Boeing 727 airliners to various United States companies, with the last aircraft being sold early this year.

Last week the SAA 727 took to the South African skies for the last time. It will be replaced by the Boeing 737, which is reputed to be 30 percent more fuel-efficient than its predecessor.

A special flight from Johannesburg to Cape Town was the 727's last. On board the aircraft, which stopped over briefly at Bloemfontein and Kimberley, were several well-known South African pilots.

An SAA spokesman said the last of the 13 new 737s had arrived at Jan Smuts last week.

On the sale of the aircraft to overseas concerns, he said the 727s had been in high demand because they had been well maintained through the years.

"They were bought up by various commercial and passenger airlines in the United States — the last one in the fleet was sold this year," he said.

He confirmed that the nine aircraft had been sold for a total of R17-million.

In 1964 SAA had placed an R18-million order for five Boeing 727-44 aircraft to replace the turboprop Viscounts on its domestic and regional services.

The five aircraft were all named after South

African rivers — the Limpopo, Orange, Tugela, Vaal and Letaba.

Later, the Komati, Swakop, Marico and Kei went into service with SAA.

The dramatic rise in operating costs after the 1973 oil crisis led to the seating configuration on the 727s being increased in October 1974 to 119 — six abreast.

One of the most dramatic events in the South African life of the 727s was the hijacking of Letaba on May 24, 1972, when it was forced to fly to Blantyre. The incident, happily, ended without loss of life or aircraft.

All in all, the 727s spent 283 000 hours in service with SAA on 307 000 flights.

This week two veteran 727 pilots were interviewed.

Captain Eroid Schmidt has been with SAA for 14 years. Before that he served with the SA Air Force as an instructor and fighter pilot on Vampires and Sabres.

He liked the 727 for its "docility and quietness."

Sounding almost like a Rolls-Royce salesman, he spoke of passengers and crew hardly realizing they were airborne because the 727 was "such a calm machine."

"You could never take the 727 for granted, though," he said. "Even experienced pilots have had to be very careful in handling her, especially with the landing technique, which is very unique."

"It's like golf," he said. "You have to keep working on your average."

Another pilot who de-

769  
Mercury  
29/6/87

# Feeble start to weekend and night bus service

**Municipal Reporter**

DURBAN'S upgraded weekend and evening bus service had a feeble start on Sunday — although 137 extra trips were provided to all parts of the city they only attracted 203 additional passengers, or an extra 1.5 passengers a trip.

The City Council has agreed to spend an additional R379 000 a year on extra bus trips for a service to all areas until 6.30 pm on weekdays and buses to get commuters in an out of town for evening entertainment. The weekday valley periods have been adjusted so all areas are served by a bus at

least once an hour and there are an extra 137 trips for the skeleton Sunday and public holiday service

Durban Transport Management Board general manager Marshall Cuthbert said. 'The new service was widely advertised in the Press, on radio and in our timetables. Our Sunday service which used to provide 98 trips and carried an average of 981 passengers was increased to 235 trips but only attracted 1 184 passengers.'

Mr Cuthbert hoped that with time the public would make more use of the additional buses.

# PERMIT BATTLE

# MUST STOP

269  
~~233~~

Staff Reporters

*hydrofracture*  
*29/6/82*

clash  
looms as  
SATS fleet  
mobilises



**THE PUBLICATION below of a statement from South African Transport Services (SATS) replying to our story last week on the "illegal" operation of its road transportation fleet, poses a deeper threat to private road transport operators than originally thought.**

In the first place, SATS tacitly admits to having diverted traffic consigned for rail, to road, and does

so it says, on the strength of permits issued to it by the Road Transportation Boards (RTR)

The real problem facing private operators lies in the claim that SATS is legally entitled to operate road transportation services in direct competition with them, within conditions laid down by the Road Transportation Act (No 74, 1977)

The Minister of Transport Affairs, Hendrick Schoeman, warned in his March budget speech that SATS would be entering into open market competition with the

private sector, even though in the past it had operated mainly "as an ancillary service to the railways"

The majority of private operators feel that Road Transport Services, the goods and parcels arm of SATS, should continue as an "ancillary service", and not operate as an independent road transport concern

A number of issues stemming from this move into open market competition will, it is understood, be discussed between Minister Schoeman, SATS and the Public Carriers Association (representing private operators) some time in August

road cancels out the competition South African industry needs to ensure low transportation costs, quicker deliveries better service and a broader spread of transportation activity over short as well as long routes

These are only a few of many points raised by the private sector against what they see as unfair competition from SATS

The permit system obviously doesn't work

The fact that the bulk of all prosecutions by the Department of Transport relate specifically to permit violations proves this point

It is estimated that an astonishing 60% of all permits in road transportation are being used illegally

The worrying question is how long can private operators stand by and watch their livelihoods being taken away by SATS on one hand, and illegal operators on the other

That's not the end of it, permits that have been shown to be watertight in law have been demonstrated by the transport authorities to be not so

### Illegal

There is scarcely a permit on offer in the market (they are an accepted company asset and are freely traded) that a private operator can be sure is legal, even after taking legal advice

In many cases they date back some years and reference to the original application too often shows that the intention of the transport operator was different at that time

These permits have fallen into abuse and are strictly speaking illegal

The situation has deteriorated to the point where the authorities have for the first time used Section 25 of the Road Transportation Act, under which they can withdraw or amend any permit, for any reason, without explanation

**To Page 2**

## SOUTH AFRICAN TRANSPORT SERVICES

RAILWAYS AIRWAYS HARBOURS PIPELINES AND ROAD TRANSPORT

REFERENCE HQ/PRO 35/71

DATE 1982-06-24

GENERAL MANAGER  
PAUL KRUGER BLDG  
WOLMARANS STREET  
PRIVATE BAG X47  
JOHANNESBURG 2000  
CABLES & TEL ADD  
SAR TEL 713 2100  
TELEX 4 24205 SA

The Editor  
S.A. Industrial Week  
P O Box 8308  
JOHANNESBURG  
2000

Dear Sir

I refer to the article that appeared in your newspaper of 22 June 1982, under the banner headlines "SATS HAULAGE RACKET EXPOSED".

In your opening paragraph you state, and I quote :

"Malpractice and corruption are rife within the multi-million rand, state backed S.A. Transport Services (SATS) involving the 'illegal' movement of hundreds of tons of goods".

You then carry on to give full details of one single example and end off by hinting darkly that this seemed to be only "the tip of an iceberg".

The true fact of the matter, which you dealt with in such detail, is that the said container was transported legally by road in terms of the Road Transportation Act read with the Road Traffic Ordinance. We hold various permits in terms of the Road Transportation Act which allow us to transport goods by road which have been offered to us for rail transport.

It is apparent that your reporters lack knowledge of the subject matter in question. Had they consulted us in this matter, and not relied only on statements by "aggrieved" private road haulage firms, you would have been able to present your readers with the true facts.

As your reporters failed to do this, I have no option but to insist that you give this letter the same prominence, both in position and presentation, as the article under discussion.

Yours faithfully

ASSISTANT GENERAL/MANAGER (PASSENGER SERVICES AND ROAD TRANSPORT)

### Confrontation

Should it transpire that SATS is not only entitled to special concessions granted them in the Act, but also those relating to private operators, then it will be a gloves-off, free-for-all between the private sector and the State

A confrontation even now appears to be inescapable since the permit system, which is the dominant instrument used in controlling and regulating the South African road transportation industry has resulted in SATS employing a full-time team whose function, (and they are alarmingly effective, say operators), is to oppose any permit applications that conflict with railways' interests

It has been proved internationally that railways cannot compete with road transport in the movement of a wide spectrum of high-tariff goods

### Unfair

This is no doubt why SATS finds it necessary to enter the open market with its massive fleet of tractors and trailers

But to do so with the unfair advantage of having the entire RTB system designed to protect the railways, be it on rail or

NEWS

# State moves into prize haulage run

*Industrial week 29/6/82*

THE full impact of State participation in road transportation is emerging with the news that regular runs are being established by the Road Transport Services (RTS) for the first time between Durban and Johannesburg, and Cape Town and Johannesburg

According to SA Transport Services, all railways' premises, including docks and harbours are regarded as normal places of business and this gives the RTS the right to look upon them as exempted areas within which it can operate road transportation services freely

This interpretation has

### Staff Reporters

not been tested in law but if true means that the private sector is in for a mighty shock

For the RTS will be able to gain a considerable slice of the road transportation market

The RTS last year carried 3,63 million tons of goods and parcels which, it maintains, is only 0,5% of all goods transported by road

Private operators dispute this figure which, they say should be considerably higher

Due to a long list of exempted goods, only a small proportion of business travels by public permit but this is a high tariff

business which, says the RTS, has been taken from the railways by private operators

Private operators deny this and say they are losing out to pirates who have no permits

There is some argument as to what permits the RTS actually holds

The RTS states that permits issued to it by the Road Transportation Boards "include those for the conveyance of goods as defined by the Act, between Johannesburg and Durban and also Johannesburg and Cape Town"

The RTS also has permits to carry "perishables" on outward legs and "selected goods" on the return run between those points

It decides for itself what selected goods might be

The National Transport Commission has also spoken out on several occasions about disruption in the road transportation industry, saying that unless those applying for permits change their ways by telling the truth, it might have to insist on sworn affidavits to accompany each application

## Permit battle

### From Page 1

One operator commented to Industrial Week "The National Transport Commission should recognise that permits will always be used according to their legal credibility and not what was intended when the RTB originally granted them

"If SATS comes out in open competition with the

private sector, you can expect this situation to deteriorate further

"Private operators who are lawfully serving a route, will have to fight to win business that is rightly theirs"

The question is — If the permit system doesn't work, and it obviously doesn't, why not scrap it and let the transport industry get on with the job?

## Minister attend



Seen at the general meeting of the SA/Republic of last week are Ambassador to SA, His Excellency Internal Affairs, Chris Heunis, immediate past president

## First security ready for gua

TO COUNTERACT increasing attacks on key installations, a special para military security force has been introduced by a private company writes Lynn Carlisle

Last Saturday saw the first review of 120 men of the Rennie's Special Services Unit. Coming from all race groups the force is trained at the Chamdor In Service Training Centre's security department, Krugersdorp

These men are the first of "hundreds" who will be trained to undertake the all round protection of key commercial and industrial installations

"We work strictly in accordance with the National Key Points (NSP) regulations and combat training given after the psychometric selection of males aged 21 to 45 years will be ongoing at satellite points near main cities in future," says Riaan Stander, Rennie's Fidelity Guards' training manager, seconded to Chamdor's security department

Reviewed by Dr Piet van der Merwe, of the Department of Manpower, the 120 men, armed with shotguns and other weapons, went through their paces, displaying tactics taught to them by Stander and his staff, many of whom experienced

combat units in SA

"Apart from metric and men mustifications a

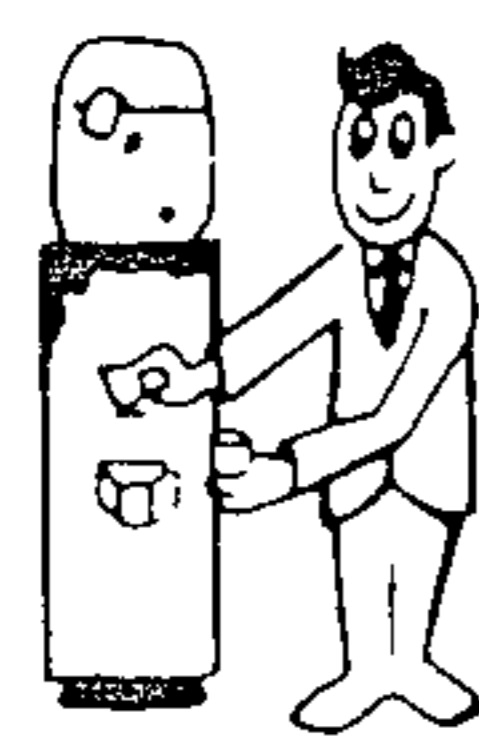
"Each can be trained stresses S

The BL recruits receive claims is paid to sec industrial firms

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# R80-m cash boost for builders

By Lynn Carlisle

269  
29/6/82  
Industrial week

**FACED with a general slump in capital expenditure, several companies have earned some relief in winning contracts worth more than R80-million from the SA Transport Services.**

A Transport Services' official discloses that much of the work will involve improvements to rail and harbour facilities

On a damper note he adds that firms should not expect cash injections this year from the Transport Services to be as extensive as last year's

## Restrictions

"Although we have no plans to shelve any future jobs, we foresee certain work being spread over a longer period, and may have to delay certain components for specific projects," he says

Faced with expenditure restrictions, the Transport Services is assessing each project in order of priority. But cancellation of contracts is not envisaged

A R15,4-million shot in the arm is in line for E C Lenning, to relay part of the "coal line" from Piet Retief to Richards Bay using heavier perway materials

Tenders for relaying the major portion of the coal line from Broodsnyersplaas to Piet Retief have just been invited

Heading the long list of firms having secured the most orders are Murray & Roberts Engineering and Civil companies which

now have six contracts totalling R7 million for Bapsfontein marshalling yard alone

"These involve erection of workshops, sundry buildings and ancillary works, while at Capital Park, Pretoria, winning a second contract worth R1,7-million brings our commitment there to R3,4-million," says Murray & Roberts (Civil) MD Oscar Garzino

A diesel depot at Sentrarand for R448 233 and a relay and battery room at Greenway for R80 000 will also be built by Murray & Roberts

"We are to construct a R5,1-million rail terminal at Mabopane, Bophuthatswana, before next May," adds Garzino

With Telkor about to install 60 000 Dowty retarder and booster-retarder units worth R30-million at Bapsfontein, Moolman Bros gets the job of building 16,2km of railway formation between Bapsfontein and De Wildt for R8,4-million

## Umgeni

A R3,8-million order to construct the administration block at Belville Goods Depot goes to Traverse Construction, while the Umgeni rail bridge is Cementation Africa's R1,9-million job

Several contracts are to begin soon with Grinaker landing the task of building an access road and associated work worth R2,3-million at Richards Bay

The bay's bulk handling facilities sprinkler hose reel and deluge system for fire protection is Mather & Platt's R439 739 contract, and R G Fuller will build the bay's central fire station (R770 000)

Alexander Hamilton Construction won the R1,4-million construction of Richards Bay intermediate diesel depot

At Pyramid South electrical running shed, Del Fante Marzaile is to erect three structures and a crane gantry for R1,2-million

## Sentrarand

Other contracts awarded include

- Regrading and improving roads drainage foundations and associated works at Sentrarand worth R511 602 to Racec
- Construction of a work inspection depot at Empangeni by Tual Home Builders for R958 000
- Ford Motor Company to supply 68 giant Louisville Line LNT350 "horses" worth R5-million
- Repair work to concrete capping of main break water at Table Bay Harbour by Miload Construction for R70 000
- Cape Diving Salvage to repair the sea wall extension caisson at No 1 and 2 Ben Schoeman Dock, Table Bay, for R33 000

Tenders for the exploratory drilling for Tunnels 2, 6, 12, 14 and 15 on the existing rail line between Vryheid and Richards Bay closed on Friday

30/6/82.  
**Pretoria  
looks at  
super <sup>(269)</sup>  
trams <sup>ROM</sup>**

**Pretoria Bureau**

**PLANS** are under way to get Pretoria back on the rails

Engineers and officials of the Pretoria City Council are investigating the viability of introducing a rail tram system in the city exactly 10 years after the electricity powered trolley buses were withdrawn from service

Dr D B Rathbone, a consultant engineer, has travelled to cities in Canada and America to study the implementation of similar systems and to see if they could be applied in Pretoria

The study of alternative transport methods for Pretoria formed a part of the council's strategic transport plan, a council spokesman said yesterday

The investigation of the tram system would probably be tabled in the council before the end of the year

Dr Rathbone said the system under investigation would differ from the old tram service terminated in Pretoria in 1939 because it would not run on rails along city streets

"The idea is to provide a separate rail system for the trams. The old trams ran along rails at street level all the time," he said

# All-race bus plan to be studied

269 Star 1/7/82

All reports by Sue Leeman

Poor patronage of Randburg's internal bus service has prompted the town council to launch an investigation into opening buses to all races

The move met with opposition from the National Party caucus at last night's meeting of the Progressive Federal Party-dominated council, with NP leader Mr Olus van Zyl condemning the proposal as "irresponsible and unnecessary"

### BENEFITS

Management committee chairman, Mrs Pat van Rensburg, said the Jobus scheme — a peak-hour feeder service between Johannesburg and Randburg — and the internal service are costing the council nearly R1 million a year. Both services are run by the Johannesburg City Council.

"If black commuters are allowed to use the service, it will benefit both them and the council. There are



Mrs Pat van Rensburg

more than 100 000 blacks living in Randburg — whether legally or illegally — and their needs are not adequately catered for

"We also intend investigating alternative contractors at the end of the contract period in the hope of finding a more cost-effective scheme," she said.

Mr van Zyl questioned the need to open buses to all races, saying some white buses "are filled to capacity at peak periods"

He accused the management committee of "forcing the issue," saying they must "investigate such a sensitive matter before bringing it before open council. I am convinced they have not looked at the practical implications of the issue."

### SUCCESS

He said the Jobus project — a demonstration of co-operation between neighbouring municipalities — had proved a great success and has increased the number of people using buses

He conceded that the internal service was poorly patronised

However, he called the management committee's decision to investigate other contractors "an insult to Johannesburg"

"We are living in a time when we are looking at combining major services on a metropolitan basis and Johannesburg is the most logical local authority to supply a bus service."

Traffic

# SAA starts campaign to fly out of the red

269  
1004  
7/82

By DAVID CAPEL

SOUTH African Airways — facing an R80-million deficit for the 1982/83 financial year — has embarked on an ambitious campaign to pull itself out of the red.

It is the fourth consecutive year that SAA has failed to show a profit — losing more than R200-million in all.

Speaking at a meeting of the Chartered Institute of Transport in East London this week, the airline's marketing director, Mr M J Willemse said SAA was already R57-million in the red for the current financial year.

Mr Willemse said SAA was not the only airline reflecting a loss, reports Sapa. It was an international trend.

The airline's public relations chief, Mr J C van Rooyen told the Rand Daily Mail ways were constantly being sought to pull SAA out of deep water.

These methods included the recent appointment of a committee to look into all aspects of cost saving. The entire operations spectrum was being looked at, Mr Van Rooyen said.

He continued "Money saving methods being employed are far reaching. For instance, if the number of pas-

sengers booked on an airbus flight is such that they can be accommodated on the smaller more fuel-efficient Boeing 737, the 737 will be used instead.

"Also, incentive fares and group travelling arrangements will come into use today. The air service will also be linked in certain ways to other services of the South African Transport Services.

"This will enable passengers making use of our excursion rate to fly one way and return by rail. Previously excursion rates were only obtainable for return flights."

Mr Van Rooyen said the occupancy rate on domestic as well as international routes had decreased in recent months. He attributed this to the worldwide economic downturn and, more specifically, to the state of the South African economy.

He added "SAA's total annual budget is R1 000-million while the budget for the SATS as a whole is R5 000-million. An 80% loss is therefore not overly excessive."

Other international airlines which ended 1981/82 in the red include British Airways (R200-million), Pan American (R127-million), TWA (R110-million), Air France (R65 500 000), Iberia (R47-million) and Canadian Pacific (R22-million).

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# It's tickets to cheap bus travel

PENSIONERS will be the only commuters not affected by the proposed rise in bus fares announced in the annual Johannesburg budget yesterday

Mr Francois Oberholzer, chairman of the city's management committee, announced that the council would be applying for a 15% hike in bus fares from September 1

The application will have to be approved by the local road transportation board.

The increase will affect all services in Johannesburg as well as link services to areas outside the municipal boundaries, such as Randburg.

Pensioners will still pay 3c per fare or 5c for a coupon and the over-70s will continue to ride free

The last increase in Johannesburg's bus fares was a year ago when they went up by 15%.

If the new recommendations are accepted, white scholars will pay 25c — an increase of 5c — for their coupons.

A quarterly season ticket for white students would go up from R16,50 to R19,00

Cash fares for whites would rise from 40c to 45c for Zone 1 passengers, from 50c to 60c for Zone 2, from 60c to 70c for Zone 3, from 70c to 80c for Zone 4 and from 80c to 90c for Zone 5

Coupons would go up from 23c to 26c per trip for Zone 1 passengers and 26c per trip for Zone 5 passengers. Zones 2, 3 and 4 hikes will fall in between these.

The cheapest all-day monthly season ticket could go up from R9,70 to R10,90 (Zone 1) and the most expensive from R28,20 to R32,30 (Zone 5)

Off-peak monthly season tickets will rise by 60c to R18,10 for Zone 1 passengers and by R2,30 to R18,10 for Zone 5 passengers.

Cash tickets for white children will rise by 2c to 13c for Zone 1 and by 5c to 39c for Zone 5 passengers.

Children's coupons will go up from 20c to 25c for Zone 1 and 40c to 45c for Zone 5

Tickets for one day unlimited travel will remain unchanged.

For coloureds and Asians, cash tickets will go up 5c for Zone 1, 2 and 3 passengers. Coupons will go up from 11 to 13c for Zone 1 passengers, from 22c to 25c for Zone 2 and 25c to 29c for Zone 3

## BUS FARES UP 15% IN SEPT



JMT proposed fares for white, coloured and Asian services

	CASH PER FARE		COUPON PER FARE monthly cost (40 rides) in brackets		SCHOLAR COUPON PER FARE		PENSIONER PER FARE
	NOW	SEPT	NOW	SEPT	NOW	SEPT	
ZONE 1	40c	45c	23c (R9,20)	26c (R10,40)			Cash
ZONE 2	50c	60c	34c (R13,60)	39c (R15,60)			5c
ZONE 3	60c	70c	45c (R18,00)	52c (R20,80)	20c	25c	Coupon
ZONE 4	70c	80c	56c (R22,40)	64c (R25,60)			3c
ZONE 5	80c	90c	67c (R26,80)	77c (R30,80)			

### SEASON TICKETS

	ALL DAY monthly unlimited trips		OFF-PEAK monthly unlimited trips		STUDENT quarterly off-peak buses	
	NOW	SEPT	NOW	SEPT	NOW	SEPT
ZONE 1	R9,70	R10,90	R5,50	R6,10		
ZONE 2	R14,30	R16,40	R8,00	R9,20		
ZONE 3	R18,90	R21,80	R10,60	R12,20	R16,50	R19,00
ZONE 4	R23,50	R26,90	R13,20	R15,10		
ZONE 5	R28,20	R32,30	R15,80	R18,10		

Cont.

## SAR loses R628-m annually on passenger services

# RAIL FARES

269 Source from 2/7/82

# WASTED

TRAIN FARES may go up soon if alternatives are not found to curb increasing railway losses, which officials say run into millions of rands each year.

The public relations office of the South African Railways revealed yesterday that the SAR had suffered losses of R628-million towards passenger services during the 1981/82 financial year.

Mr G van der Veer, general manager of the SA Transport Services, said in Durban this week that the S.A.T.S was looking into other sources of revenue and had employed a property consultant for advice on how best to get a return on railway property.

In Johannesburg Mr Andre Thomas and Mr Mike Abondoss, of the public relations office, said the SAR might be forced to increase train fares soon if alternatives were not found to curb losses for passenger services.

### BY STAN MHLONGO

The possibility of such an increase, they said, could not be ruled out, considering the massive losses in the service which amounted to millions of rands annually.

Mr Thomas said it should be taken into account that the SAR had increased fares by 10 percent in the past two years at six-monthly intervals.

He said the SAR had not adopted the six-month fare-increase system and declined reports that the SAR was to continue to increase rail fares at a rate of 10 percent every six months in the foreseeable future.

A Durban businessman, Mr N M Fletcher, said he was perturbed by the new policy adopted for passengers to pay for the losses suffered by the SAR for passengers services.

The harbour and goods traffic are showing a good profit. The money can go towards the passenger service," he said.

This new policy considered by SAR will shock millions of blacks who cannot cope with a six-month increase in fares.

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# Railway wagons are idle

Own Correspondent

The Railways are in the red with rolling stock standing idle all over the country as the economic slump takes its toll.

And this means tariff increases are now a distinct long-term possibility because the South African Transport Services (SATS) are traditionally forced to increase their tariffs during economic downturns.

The decline was first noticed in January / February of this year, said Mr G M Holz, assistant general manager (finance) of SATS, and this had pushed the transport services budget into a deficit.

He attributed this to business lowering their stocks of the finished items that are usually seen on their shelves because of the high interest rates.

The SATS had expected a growth rate of two percent in 1982, but it now looked as though it would be more like half a percent. This meant the transport services had over-budgeted by five percent.

And because rolling stock had to be ordered 18 months in advance, the railways now found themselves with an excess of rolling stock.

This was in comparison with last year's crisis when the railways did not have sufficient rolling stock to move

all the cargo.

At the moment, he said, there was no problem in moving goods.

The Road Services had not been as badly affected as the railways, Mr Holtz said.

Staff layoffs were not expected, but there would be cutbacks on hiring new staff, overtime and Sunday time would be reduced.

The down trend was expected to continue for about two years, said Mr Holz, and long-term planning would be adjusted accordingly.

To increase tariffs would be the easy way out of the present problem, he said, but we are going to try to correct the position by reducing our expenditure.

Mr A A J Jacobs, a Volkskas economist, said that, in the past, whenever the railways got into similar problems they had always increased their tariffs.

This was because they were a utility organisation not allowed to make profits.

Because of this they could not build up reserves to carry them through the bad years like a normal business could, said Mr Jacobs. They therefore had no alternative but to embark on cost saving programmes and ultimately to push up their tariffs so as to balance their books. The problem was compounded because transport was such a capital intensive business, he said.

# These landlubbers have

# The harbour patrol

WHETHER on land or at sea, the dogs of the Cape Midlands Division of the Railways Police are highly respected members of the force

Woe betide anybody who tries to smuggle out drugs, particularly dagga, because he would have Oubaas on his heels.

And for anyone who thinks that dogs don't recognise ammunition or explosives, try getting past Roscoe — he'd sniff you out within seconds

These German shepherd dogs are two of the five members of the Railways Police dog squad who, according to Colonel C J Pelsier, Officer Commanding the Cape Midlands Division of the Railways Police, are "valued more than a few policemen in certain instances".

Colonel Pelsier, Lt A P Burger (Post Commander in Port Elizabeth) and members of the Railways Police took Weekend Post on a tour of the harbour in their police boat, The Eagle.

At the helm was Constable Desmond Evert. Also aboard the patrol boat, which keeps an eye open for smuggling, illegal crayfishing, unauthorised angling and other contraventions of

# been trained to be real sea dogs . . .

Report by NOREEN SUTCLIFFE  
Pictures by MIKE HOLMES

sea regulations, was 18-year-old Constable Johan Pelsier, son of the Officer Commanding

And, as though they had been at sea all their lives, Roscoe and Oubaas, with their handlers, Constable K R Weston and Constable H P Smith, took up their positions with eagle eyes and alertness, firstly on the bow of the boat and then on the roof of the cabin

Col Pelsier told Weekend Post there were three of these special dogs in Port Elizabeth, one in George and one in Noupport.

"These dogs are not only patrol dogs, but also sniffer dogs. They are used for the moral support and protection of their handlers and are a counter to immediate danger threatening the lives of other persons

"We work in close cooperation with the South African Police and their

dogs are also there for the preservation of the public safety and order.

"Naturally they are used on all public properties belonging to the Railways, but they can be used in any emergency should we be called upon by the SA Police," said Col Pelsier.

The dogs have more than proved their worth in sniffing out drugs and ammunition, in particular.

Water holds no fear for the dogs. If, for example, a dog and his handler went aboard a ship in pursuit of a suspect and the suspect decided to make a dive for it, the dog would not hesitate, at the command of his handler, to dive overboard to get his man. The handlers and their

dogs used to be trained at the South African Police dog training school. Now training is undertaken at the Railways Police College in Esselen Park

A dog-training school is also being established at the Slagboom Training Farm at Coerney, near Addo.

The initial training takes nearly five months. There has been a high rate of success with the dogs and, in addition, they have saved a lot of manpower.

The handlers and their dogs are great pals. Constable Smith and Constable Weston have been with their dogs, Oubaas and Roscoe, for eight years.

After the trip around the harbour with the dogs keeping an eagle watch on

everything that was going on, Weekend Post was then treated to a short display of the dogs' capabilities.

One of the most difficult exercises for a dog to do is the leopard crawl, where the dog crawls along the ground Oubaas did this with ease while Roscoe sat unharassed watching it all.

When they left the harbour, Roscoe and Oubaas were in the police van in separate compartments and, though Roscoe was obeying orders, Oubaas exercised his vocal chords with loud barks

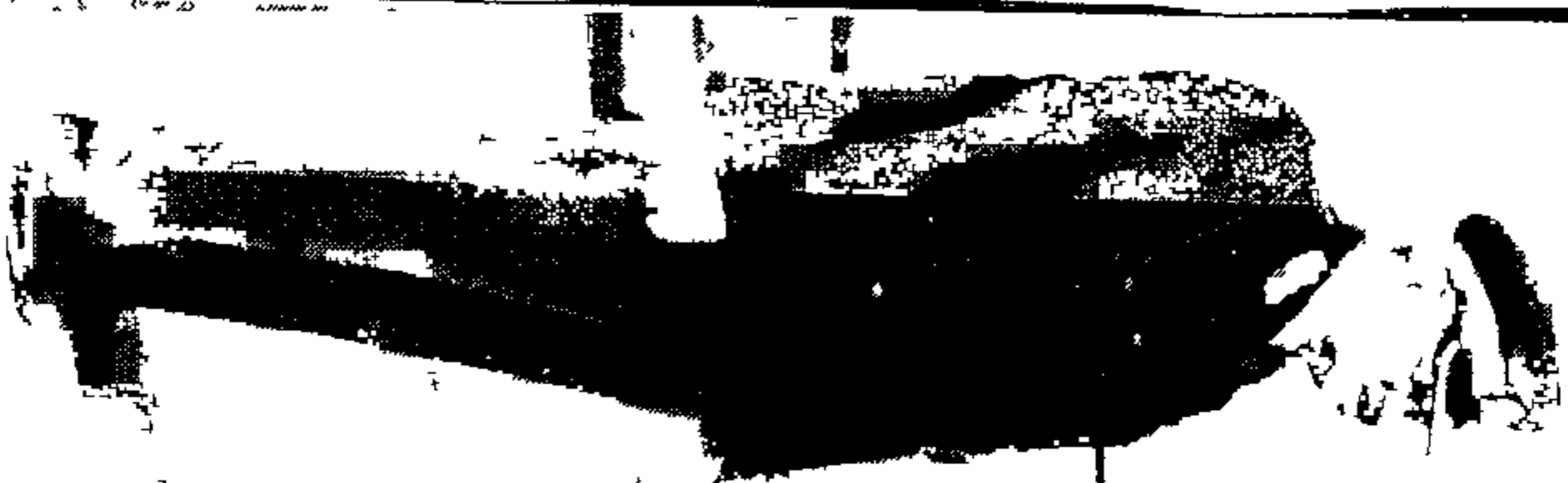
"Now that is something they are not supposed to do," said Col Pelsier. "They are taught not to bark while in the van"

But who could blame them — they were the centre of attraction as dockworkers kept their distance and a visiting seaman passed by with a nervous grin?

*E. Post 3/7/82*



ROSCOE (left) with his handler, Constable K R WESTON, and OUBAAS with his handler, Constable H P SMITH, aboard the SA Railways Police boat, Eagle. The dogs are two highly-trained police animals who have no fear of water. They are experts in sniffing out drugs and explosives.



**All present paws!**

**ATTENTION . . . and OUBAAS salutes the Officer Commanding the Cape Midlands Division of the South African Railways Police, Colonel C J PELSER. With Oubaas is his master and handler, Constable H P SMITH.**

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e Pst

3/7/82

THE inauguration of the Johannesburg trolleybus project has been postponed for a second time — chiefly because four of the seven prototypes were not delivered in time for the original May launch.

The project will now definitely start on August 4 even though it will be one bus short.

Although five prototypes have now been delivered and are running on the Melville and Parkhurst routes, the eyes of the world's public transport authorities — and those of many overseas private trolleybus preservation societies — will be focused on Johannesburg in August.

"Chiefly because of the fuel scare of the last decade and because Johannesburg had not dismantled its overhead feeder equipment, the Department of Transport urged the city council to undertake this project," says Ed Curtis, technical manager of Johannesburg's transport department.

"The information gathered will be used to assess the future feasibility of a renewed trolleybus fleet for the city.

"All data, which will be collated by the CSIR's National Institute of Traffic and Road Research and submitted to the Department of Transport, will be used by other South African municipalities for assessment.

"It will also provide details for future trolleybus specifications."

During the project the new trolleybuses will all run along a single route from Hillbrow in the north to Forest Hill in the south.

"This route was specifically chosen for the project because it embraces all aspects of a bus route — fairly steep gradients, peak-hour congestion, free runs and popularity," says Mr Curtis.

To ensure continuous electricity supply, Eloff Street had to be electrified. The suspension of copper wires is by means of PVC-covered terylene cross-supporting spans which, points out Mr Curtis, give a neat network by eliminating insulators.

The peak-hour bus load on this route is 12, which means that the seven prototypes will have to be supplemented by five of the existing diesel fleet.

During the project, which is expected to run for six months, the buses will be monitored continually for data on stops, starts, currents, voltages, energy consumption, passengers' reaction, drivers' reaction, and on all problems, whether operational or technical.

A great deal of this information will be electronically captured by monitors built in to the buses.

The electricity substations along the route will also be monitored.

"Because of the stringent energy consumption tests, the test trolleybuses will be housed on the project route at

The eyes of the world's public transport authorities will be focussed on Johannesburg next month

the Trojan depot in Turffontein," says Mr Curtis.

Although the project has not yet officially started, the operational prototypes have thrown up one or two hitches.

"Since ordering the trolleybuses, the provincial Road Traffic Ordinance has increased the maximum height of buses to 4,65m. One of the

contractors has taken this new height into consideration and five of our test trolleys are exactly 4,65m high.

"This has meant that at some points the overhead power lines have had to be raised."

R1,227-million (60% contributed by the Department of Transport, the rest by the

city of Johannesburg) was allocated for building the seven prototypes.

Specifications in the tenders required that the trolleybuses be double or single-deck articulated vehicles, that they have an auxiliary engine to give manoeuvrability in case of a power failure, dewirement or breakdown,



# Trolleybus project again postponed

P.T.O

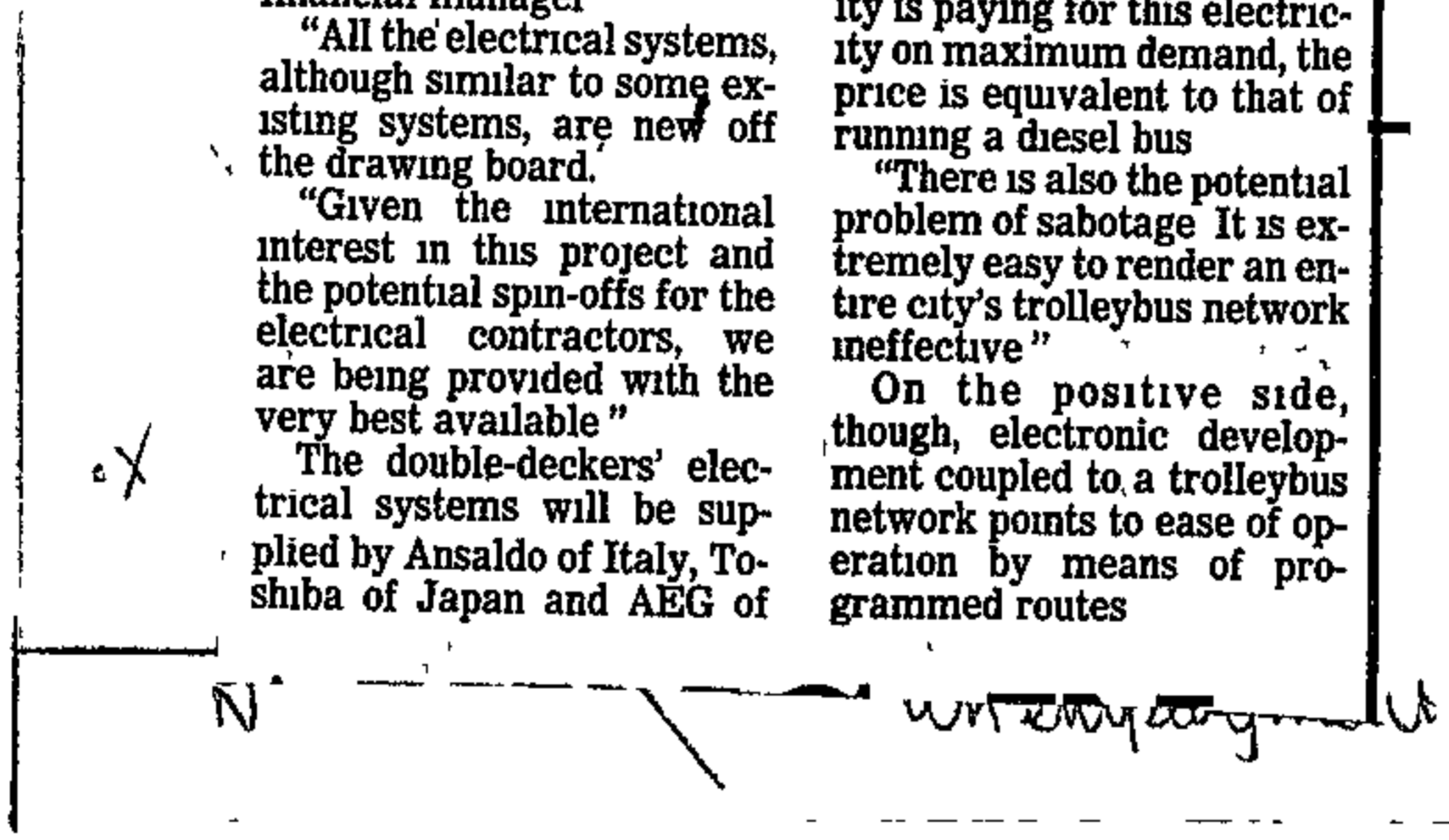
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S. Wines 4/2/82

however inf but never h it was see between un approached p encountered Phillips and of the fact in his anal

Consider dia

Inflation



and that they be provided with a full thyristor (chopper) armature control

On submission of the contractors, two buses were accepted with resistance control and five with choppers

All have rheostatic braking and in addition three will have regenerative braking Regenerative braking will take place only when line voltages are suitable

The first prototype delivered was supplied by Sigma Power, with Brown Boveri associate TCO supplying the electrical system, the UK's Quest supplying the chassis and Busaf the body

The second bus was supplied by Cargo Motors with a Mercedes chassis, electric by Brown Boveri associate Secheron of Geneva and the body by Busaf

Five buses were ordered from Springfield Diesel of Isando Three will be double-deckers and two articulated single-deckers. Only four have so far been delivered

"This is chiefly due to the delay in delivery of the electrical systems," says Henry Weber, Springfield Diesel's financial manager

"All the electrical systems, although similar to some existing systems, are new off the drawing board.

"Given the international interest in this project and the potential spin-offs for the electrical contractors, we are being provided with the very best available"

The double-deckers' electrical systems will be supplied by Ansaldo of Italy, Toshiba of Japan and AEG of

Germany, while GEC (UK) and Siemens (Germany) have supplied the electrical systems for the two single-decker articulated vehicles.

The Secheron electrical system is similar to that used in the majority of trolleybuses running in Switzerland Five hundred trolleybuses with a Toshiba system have recently been ordered for Mexico City

Given that the project has not yet begun, what did Mr Curtis see as being the chief points for a transport authority to consider when either expanding or installing a trolleybus network?

"First and foremost would be the electricity supply infrastructure Does your city have it or would one have to start from scratch? Starting from the beginning could be prohibitively expensive," says Mr Curtis.

"Secondly, there is the maintenance of electrical supply through summer storms and winter power cuts Also, the buses' peak demand coincides closely with peak domestic demands.

"When a transport authority is paying for this electricity on maximum demand, the price is equivalent to that of running a diesel bus

"There is also the potential problem of sabotage It is extremely easy to render an entire city's trolleybus network ineffective"

On the positive side, though, electronic development coupled to a trolleybus network points to ease of operation by means of programmed routes

or less inflation of Phillips however it a trade-off men. as one bottleneck were push inflation really rejected because it rate of wages

The chief argument of the monetarists was that unemployment could not be determined arbitrarily They argued that there is in fact a natural rate of unemployment which is as a result of frictional, voluntary and in some case institutional unemployment. If this is the case therefore they argue that government should not attempt to reduce unemployment below natural rate (N in above diagram)

Consider therefore the case where government increases the supply of money at a rate in excess of the average rate of growth of real output. In such a

# Metro Corp's spectacular results

By JOHN GILMORE

burg — Metro Corporation, in its new holding company owning 96% of wholesaler Cash and 86% of retailer Coki, more than its sales in the year to end February to R from R540 742

profits per a similar speculation shooting R19 745 000 to outside share and preference s all looming time, the gain attributable level and away some- as still a highly le R17 497 000 to R10 774 000

too, has to be R673 000 represent extraordinary comprising to deferred ions resulting change in the

s per share as cut back 26%, with the year compar- 90c previously, ber of shares as increased million to 4,7- -lf a 27% rise met the year ended by two April, with the lions evident he 14 month dividends of

## searchers

ON — The US unemployment rate held steady in June unchanged from May at its highest level 40 years the Government reported — Sapa-Reu-

## n to linger

— A senior World Bank official said the global d continue until the end of next year Hughes director of the bank's economic analysis us department, said recovery would be delayed expected upturn in the United States economy

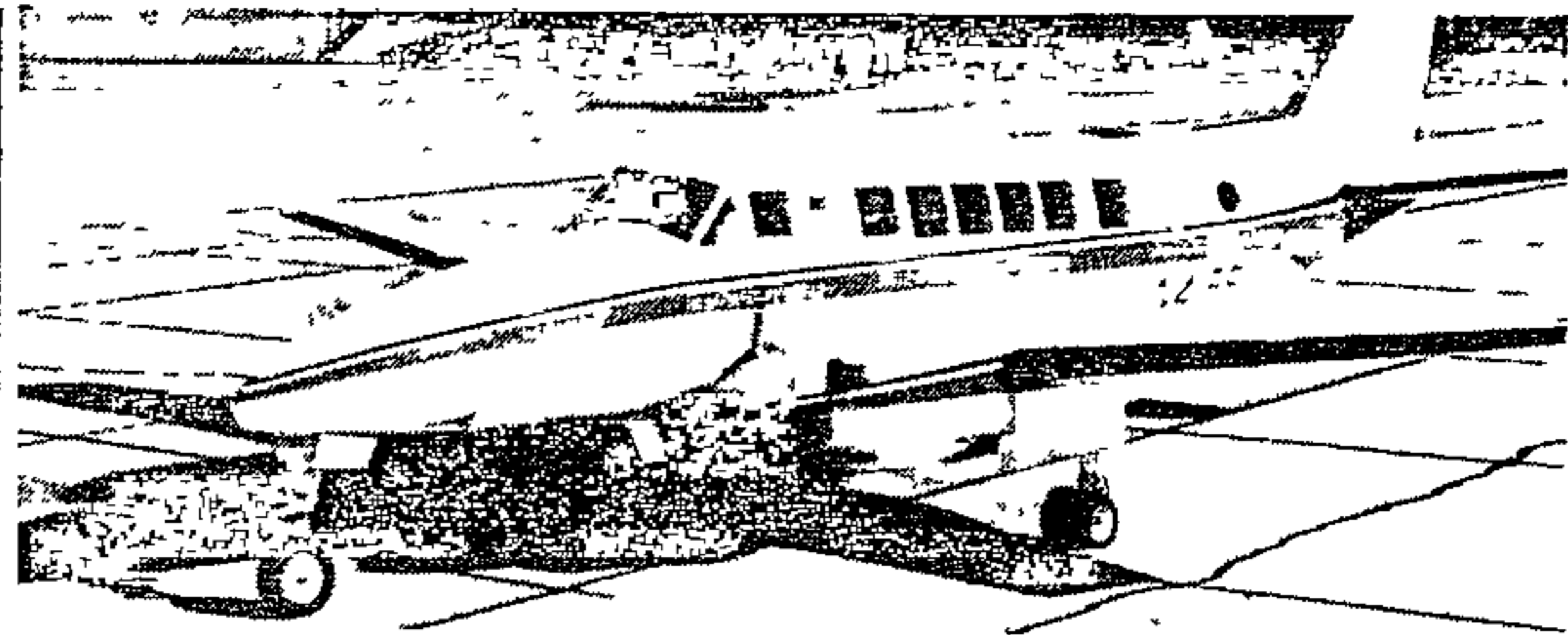
States and other countries were trying to break years of inflation and their anti-inflation policies economies weak over the shorter-term

# rating on margins

GILMORE

tion, Mr Natie Kirsh's operating arm ed by Metro, has ended its first. 16- ore are no comparable figures with a 11c a share

ember and its share of the annual re- earnings has been attrib- rsh is staying uted - financial de



The Beechcraft Commuter C99, popular as a transport aircraft for connections with big jets at major airports

# SAA faces total loss of R200m

SOUTH AFRICAN AIRWAYS — facing an R80-million deficit for the 1982/83 financial year — has embarked on an ambitious campaign to pull itself out of the red.

It is the fourth consecutive year that SAA has failed to show a profit — losing more than R200-million in all

Speaking at a meeting of the Chartered Institute of Transport in East London this week, the airline's marketing director, Mr M J Willemse, said SAA was already R57-million in the red for the current financial year

Sapa reports Mr Willemse as saying that SAA was not the only airline reflecting a loss. It was an international trend

The airline's public relations chief, Mr J C van Rooyen, said that ways were constantly being sought to pull SAA out of deep water

These methods included the recent appointment of a committee to look into all aspects of cost saving. The entire operations spectrum was being looked at, said Mr Van

Rooyen

He continued "Money saving methods being employed are far-reaching. For instance, if the number of passengers booked on an Airbus flight is such that they can be accommodated on the smaller more fuel-efficient Boeing 737, the 737 will be used instead

"Also, incentive fares and group travelling arrangements have come into use. The air service will also be linked in certain ways to other services of the South African Transport Services

"This will enable passengers making use of our excursion rate to fly one way and return by rail. Previously excursion rates were only obtainable for return flights"

Mr Van Rooyen said the occupancy rate on domestic as well as international routes had decreased in recent months. He attributed this to the world

wide economic downturn and, more specifically to the state of the South African economy

"Eighty percent of SAA's domestic passengers are businessmen, and it therefore stands to reason that if business is dropping they will make less use of air travel" Mr Van Rooyen said

"SAA's total annual budget is R1 000-million, while the budget for the SATS as a whole is R5 000-million. An 80 percent loss is therefore not overly excessive"

Other international airlines which ended 1981/82 in the red include British Airways (R200-million), Pan American (R127-million), TWA (R110-million), Air France (R65.5-million), Iberia (R47-million) and Canadian Pacific (R22-million)

Mr Willemse said international tourism would be the world's biggest industry by the turn of the century, "and we have got to gear ourselves to meet future requirements, provided these are in the bounds of stability and sanity"

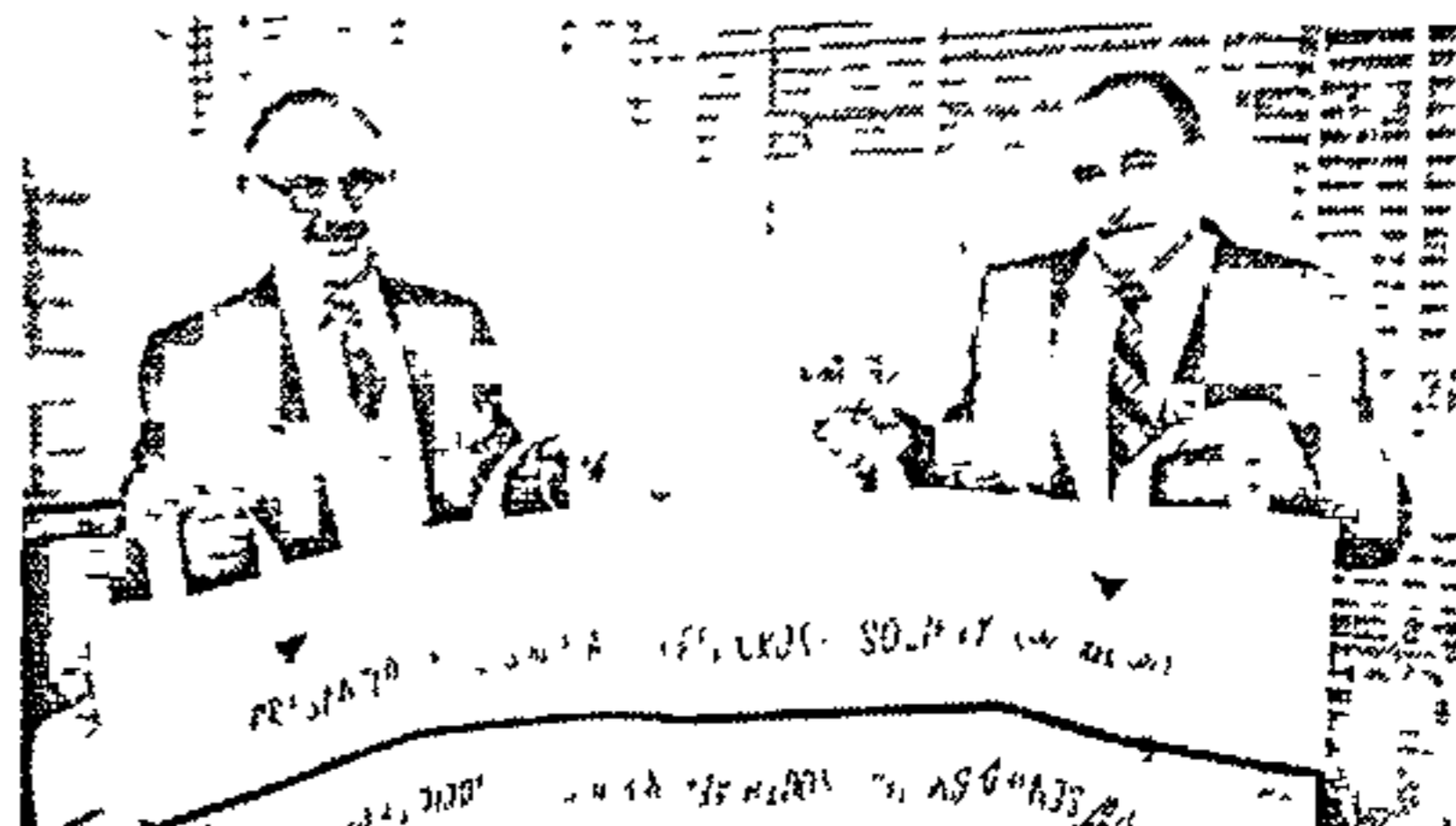
**AIR SPACE**  
by  
**David Douglas**



# Swiss rescue unit to test SA stretcher

A SPECIAL stretcher developed by the South African Red Cross is to be tested by the Swiss Air Rescue Service, which specializes in mercy flights and rescue operations

Mr Norman Patterson, vice-chairman of the Cape Region of the SA Red Cross, said he had recently visited Zurich and inspected their Red Cross



# Tsakane residents won't have to foot it

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Sowetan 6/7/82

THE BUS service in Tsakane, near Brakpan, which serves thousands of commuters, and which was faced with the possibility of being closed down because of financial problems, has been saved — at least for this year.

The Brakpan Town Council, which owns the bus service, announced early last month that, due to great losses experienced by the town council in running the bus service, the only alternative was to close

it down and sell the buses

A spokesman for the town council said yesterday "The town council was losing more than R1 million a year in running the bus service and, to make matters worse, we had to close down our service in Brakpan's old location because the residents there have been moved to Tsakane"

The spokesman also said that they were also experiencing problems because of the shortage

of buses in Tsakane and had to hire more buses as well as operate old ones to cope with the commuters, who had increased to 10 000 a day

"To cope with the demand we had to buy 12 new buses, which were delivered recently, and we have ordered another eight, which we hope will be delivered within the next few months. We also had to increase our bus fares in Tsakane and in town so that we could be able to run the bus service at least for this year," he concluded

# Haulage firms keep mum on growing transport furore

6/7/82  
By Hugh Poulter

269  
Industrial Week  
232

PRIVATE haulage firms are keeping tight-lipped about the recent article in *Industrial Week* alleging malpractice within the SA Transport Services (SATS).

Smaller companies say they are afraid of victimisation while the larger companies, many of which are members of the Private Carriers Association, refuse to comment saying the association is their official mouthpiece.

Jack Webster, executive director of the Private Hauliers Association, says "We (the private haulage companies) are doing the same to the SATS as they are doing to us".

"The difference is the railways can't be prosecuted as one government department won't prosecute another department

while the private companies face prosecution and court action," says Webster.

Webster says the association is "playing a cautious game" with the SATS in order to avoid a direct confrontation.

## Caution

"We are starting negotiations with the authorities about this problem but we are being cautious as we don't want to cause a split between the SATS and the private operator."

"This country is running into a very serious situation as more and

more hauliers are being tempted to join the band of illegal operators due to a lack of law enforcement," says Webster.

"The permit holder who has made an effort to become legal, can lose his permit if he is caught operating illegally, but the non permit holder has nothing to lose apart from a fine," he says.

A private haulage operator, who asked not to be named, tells *Industrial Week* "Most of the haulage firms in Johannesburg do operate illegally from time to time."

## Chances

"There is nothing we can do, if we apply for a permit we wait until doomsday and by that

time we've lost the contract so we take chances.

"The association can afford to take the SATS to court and they should do this as they did in Holland and won the case. But I think the corruption has reached such an extent that even a magistrate couldn't handle it."

## Abnormal

Another operator who also asked not to be named says the permit system is in chaos right now. If permits cannot be obtained to move a container from A to B, another way around the problem is to stack the container on top of another container and carry them as an abnormal load.



6/7/82 (289) Star

# Ticket fraud hits SAR

By Khulu Sibiva

The Railways are losing thousands of rands a month through a simple racket operated by some barrier attendants who each day resell used tickets to commuters.

The racket seems to be centred on Johannesburg's Faraday and Westgate stations, but could also be operating to a lesser extent at other stations along the Reef.

What happens is that attendants at station barriers take the tickets handed in by com-

muters and, instead of destroying them, put them to one side to resell.

In this way one ticket can be used several times in a day by different commuters, but the Railways only get the revenue for one trip.

A Star reporter went to Westgate station yesterday. Instead of buying a ticket at the usual ticket office, he and several other commuters were confronted by barrier attendants who said there

was no need to buy tickets at the office.

The tickets are sold at five cents less than the route charge.

The Railways PRO, Mr E du Plessis, said yesterday that he was not aware of the racket, but promised to investigate the matter. He said barrier attendants are supposed to destroy tickets.

Johannesburg Station does not seem to be affected by this racket.

"This is because there are more police," said Mr du Plessis.

~~189~~ Orders fly <sup>6/7/82</sup>  
269 Industrial Week  
thick and fast

BIG ORDERS have landed in the laps of GEC Traction & Signal and D B Thermal Construction after the SA Transport Services and Escom awarded respective contracts worth R32-million and R30 million, writes Lynn Carlisle

Electrical equipment to be used in electric locomotives will be supplied by GEC Traction & Signal a member of GEC SA by the Transport Services through main contactor Union Carriage & Wagon

The order is for 65 sets of traction equipment for 6E1 locos — to be supplied at a rate of five a month commencing next year. It brings to 1 065 the total number of sets supplied by, or on order from, GEC Traction, says company chairman Don Nash

"Manufacture of the electrical equipment will be shared equally between

our factory at Driehoek, Germiston and GEC Traction in Manchester

"We are the only South African manufacturer of complete sets of electrical equipment for locomotives and motor coaches, and the contract ensures continuity of production at our Driehoek factory until the end of 1984," says Nash

The design of six 164 m high natural draught cooling towers for Lethabo Power Station will be carried out for Escom by D B Thermal and constructed by D B Construction in a joint contract worth R30-million

"This will be the first time that Escom will use a completely plastic fill which includes the pipes, eliminators and tickle grid," says Ian Munro, D B Thermal's cooling plant divisional manager

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# That drag to work may cut output

Staw 7/7/82

269

The controversial "labour pool" system which involves the daily supply of millions of labourers from the homelands may cause a significant loss of productivity

Mr G B Meese of the National Building Institute of the CSIR told the conference on research and development in Pretoria yesterday that long travelling hours between work and home could reduce productivity

During research into the effects of mild thermal stress on factory workers, Dr Meese and his team also asked workers how early they got up in the morning

They also investigated the time spent in travelling to work

In some cases it was found that workers spent more than two hours getting to work. Some fell asleep about 2 pm because of lack of sleep and poor diet

"We still have to analyse the results of our research," said Dr Meese "and this could take 18 months. But we assumed from the beginning that travelling and waking times would have some effect on productivity"

There had been no previous studies of the effects on productivity of commuting to and from the homelands, as far as Dr Meese was aware

Giving what he called "the worst example" of a commuter, Dr Meese said such an employee lived in an un-insulated house, suffered interrupted sleep because of cold and discomfort, rose early in the morning and had to travel a long way to work

Statistics unrelated to the CSIR research project suggest that if travelling time and early waking could be scientifically linked to loss of productivity the problem could be significant

In Bophuthatswana, 100 million people are bused more than 60 km a year

In Lebowa more than 42 million people are carried by buses each year

As in the majority of the national states a normal working day in Lebowa starts very early in the morning

For instance, the first buses leave the main bus depot at Seshgo at 3.45 am to carry railway workers to Pietersburg

From 4 am to 7 am more than 48 000 passengers are moved from a single bus depot. Rush hour is over by 7 am

Six years ago a fleet of 56 buses carried just under half a million people a distance of 305 000 km a month in Lebowa

It has been estimated by the Lebowa Transport Company that, by the end of the current financial year, these figures will have increased to 1.6 million passengers being carried more than a million kilometres a month

# The 750 000 people who've changed the face of Jo'burg forever

By LIN MENGE

IRE-E-quarters of a million people make it daily, that central Johannesburg can't be the same again. They are the blacks who commute daily in and out of the city by bus and train. Of the 600 000 suburban paying passengers carried daily by train between Johannesburg and the East and West Rand, the Vaal and West, only 100 365 are first class passengers. Most of those, but certainly not all, are whites. The remaining 495 130 are third class passengers — blacks.

The black figure excludes the "ferry riders" or "staffriders" who cling to the sides of the coaches to avoid paying fares.

SATS, the South African Transport Services, who provided these figures, did a 90-minute morning peak hour survey of 157 trains coming into Johannesburg Station. This is what they found:

From the West Rand 9 000 whites, 8 000 blacks, the East Rand 5 000 whites, 12 000 blacks, Pretoria 3 000 whites, 4 000 blacks, Westonaria 400 whites, 500 blacks, Vereeniging 500 whites, 7 000 blacks, from Soweto, no whites, 97 000 blacks.

Then there are the 250 000 black bus commuters — Patco runs 4 000 journeys in and out of Soweto daily to the city centre.

And that is without the thousands more who come from black, coloured and Indian townships by taxi, by shared kombi and by private car.

Of course not all the black commuters come into central Johannesburg — they go on to the industrial and suburban areas where they work, but this means huge numbers mil-

ling about between Noord Street bus terminus and the taxi ranks.

Between 300 000 and 400 000 people do come into the city daily, to work or to shop.

The shoppers are now mostly black, the work-force ratio between black and white nearing 50-50. A survey of the heart of central Johannesburg, the Central Business District, in the 1960s showed six white workers to every black worker in the CBD, the blacks being mostly messengers and cleaners. In the 1970s the ratio was down to two whites for every one black. Today, although the number of

white workers has actually increased, the figures could be nearing parity.

And of course the other races are no longer only cleaners and messengers. Retailing and white office jobs are still predominantly white. But that too is changing: a major bank says its clerical staff is now 75% white, 25% coloured, Indian and black. At the supervisory level there is a 5% to 7% increase in the appointment of other races.

Where 10 years ago the OK Bazaars employed roughly 300 whites, 300 blacks and 100

**S**TAND still in Noord or Wanderers streets, especially on a Saturday morning, and you run the risk of being flattened. Not by muggers, although that also happens, but by the crush of blacks hellbent on catching either bargains, buses, taxis or trains.

A middle-aged white man was seized recently in that Saturday crowd, held down, robbed and left lying on the pavement. It upset him terribly that even then no-one helped him get to his feet. Perhaps many people didn't care, didn't want to get involved, feared they might be accused of knocking him down in the first place — but great numbers simply would not have seen him in a crush so tight you can't turn your head.

The blacks who flood the pavements are for the most part a purposeful mass of shoppers, workers and commuters who have become as much part of the rat-race as white Johannesburg. But you don't know that until you get on their streets and follow their trail.

PleniStreet parks so full of blacks you can barely see the grass. But then it is break for the hundreds of students from the nearby Piromiciency Commercial College, who have no place to go between classes except the park. It is the people the rat-race leaves behind that are the problem.

First there are the unemployed. The whites go in and out of old flat blocks or lounge in the parks. Some are dagged, dazed, others evil-smelling, drink-sodden bums. There are black tramps too, but the real menace is the teenage black loiterers in their knitted caps and threadbare jackets, working the streets in pairs and tied

coloureds, it now has 30% more staff at its three city stores — Eloff Street, Kerk Street and Carlton Centre — totalling 600 blacks, 200 coloureds and 200 whites.

Of course it is not only happening to central Johannesburg. The Government itself says only 20% of the present workforce is white and by the year 2000 that will be down to 11%. By then there will only be 5-million urban whites as against 25-million urban blacks. Meanwhile Johannesburg is the anvil on which the problems and implications of this huge racial imbalance are being hammered out daily.

# In the path of the flood

A Mail investigation by LIN MENGE

**TOMORROW: The white models with Afro wigs**



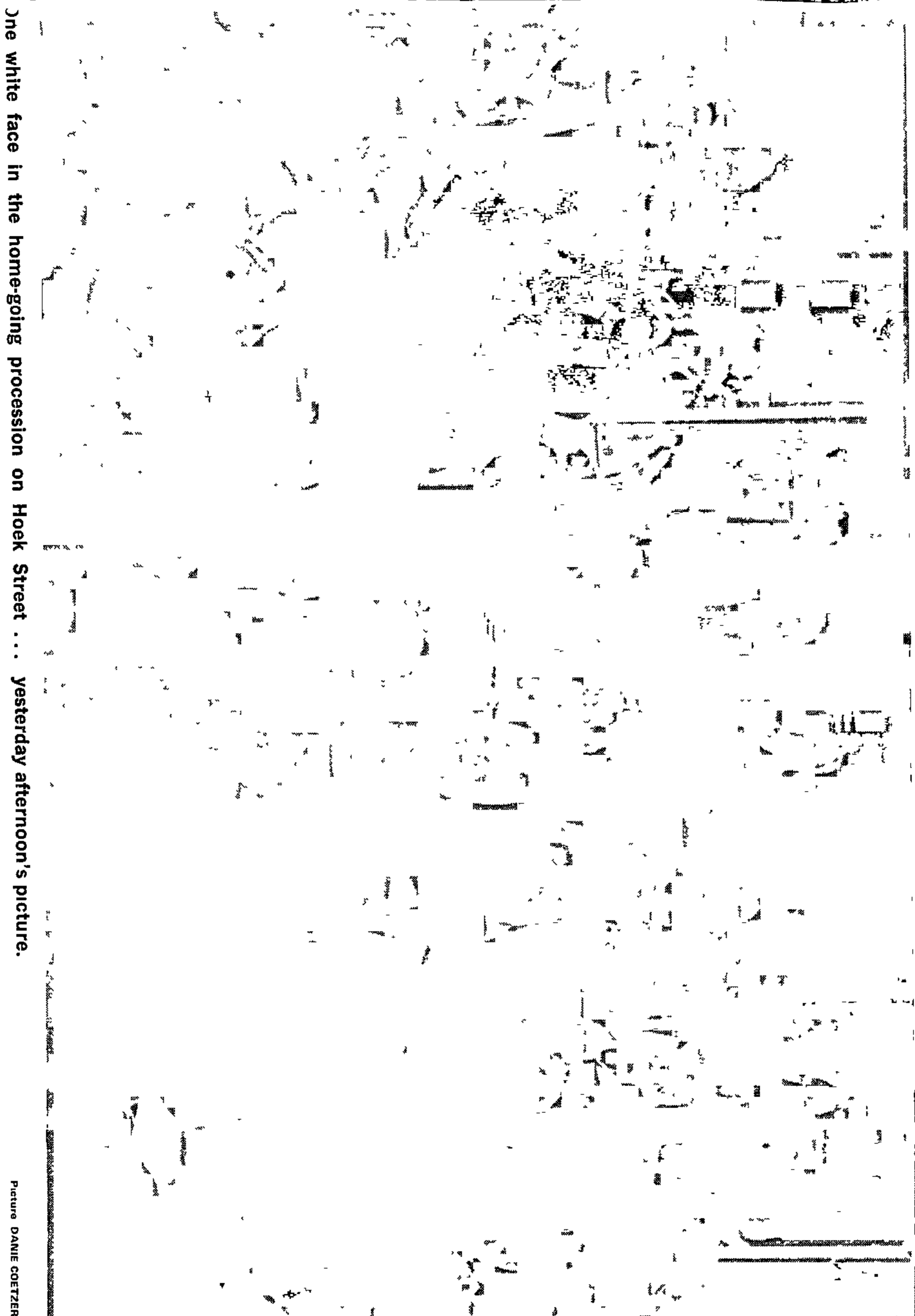
maybe he's just a delivery man on his day off, living out a fantasy.

There are the aged whites, many of the half-crippled, clutching their small shopping bags. A reporter and photographer rushed to help a woman who collapsed in the street with a sudden dizzy spell. That frail old thing was the superintendent of a block of flats.

Talk to ministers of the Central Methodist Church if you want to know about the unseen city life, the numerous pale children who answer the door in those poky flat blocks, the overcrowding — four or more adults sharing a bachelor flat, the terrible emotional scarring of an elderly woman who finds her flat not only burgled but vandalised — the carpets urinated and defecated on.

You can be lucky and not be mugged, or see a single crime in three weeks of pounding pavements. Or more than two, uniformed policemen. But then you left your handbag back at the office, just in case.

The wonders not that there is so much crime, but that there is so little, given the copy of provided for criminals by those huge crowds near the station and the barrenness of some blocks of banks and offices, with no shops underneath, no pavement traffic. The old flat blocks are death traps. There are no guards, no lights on the stairs or outside the lifts above the first couple of floors. Climb the stairs quietly and an unexplained black man leaps out of a room combing his hair. Or you meet up with giggling, thuggish white teenagers or heavy-set unemployed adults. Feet undernourished adults. Feet round a ground-floor corner and you find a gate or dog, open to a dark alleyway lined with dustbins.



Picture DANIE COETZER

One white face in the home-going procession on Hoek Street ... yesterday afternoon's picture.

BLOW TO TOURISTS AT PEAK OF SEASON

# 269 Air fares surge as the rand plunges

Skw 8/7/82

By Richard Paris, Air Correspondent

South Africans travelling abroad will from August — the height of the tourist season — have to pay a surcharge of 8,7 percent on their air fares because the rand has become so weak.

The Minister of Transport, Mr Schoeman, last night gave his approval to the "currency surcharge" on flights to all foreign destinations from South African cities except Swaziland, Lesotho, Botswana and Transkei. They were announced by SAA's chief executive, Mr Frans Swarts, at a Press conference today.

South African Airways, currently R57 million in the red and expected to lose R80 million in the 1982-83 financial year, is believed to have invoked a resolution of the International Air Transport Association (IATA) which entitles a national carrier to adjust fares, if exchange rates vary by five percent or more.

As the rand has shrunk in value against the American dollar by 36 percent since January 1981 and shows no sign of stabilising, theoretically SAA could adjust fares several times a year.

Mr Swarts said the carrier had no choice but to raise fares in view of the fact that 85 percent of its equipment had to be bought in dollars, including most spare parts and fuel.

### All airlines

To remain competitive, the airline had insisted that all other carriers flying from South Africa raise their fares accordingly.

He pointed out that many airlines readjusted fares following currency fluctuations and that a 15 percent surcharge had been introduced on all South African international fares in 1975.

In spite of the weakening of the rand, no currency adjustment had been made even though the airline had acquired a number of expensive American aircraft since then.

The currency surcharge comes into effect on August 1. Passengers already holding tickets for future trips up until August 31 will not be liable to pay the surcharge, nor will any holders of advance purchase excursion fare tickets, regardless of the date of travel.

### Domestic routes

To soften the blow of the surcharge SAA also announced a new range of discount airfares on internal routes which Mr Swarts claims may make flying less expensive than driving families to certain destinations.

The discounts, effective immediately, entitle passengers to 15 percent off the full fare if booked 14 days before departure, 25 percent off if booked 45 days in advance and 30 percent if booked 60 days in advance.

A stand-by cash-only fare that is 30 percent below the full fare will be offered on the last flight of the day between all domestic points.

# Rail <sup>(269)</sup> post tariffs rocket 400%

Post Reporter

RAIL post tariffs have shot up nearly 400% since July 1

A daily package which used to come to Port Elizabeth by rail post from Uitenhage at a cost of 32c now costs R1,26 — a staggering 393,75% increase

The reason according to Mr G D Engelbrecht, systems manager for South African Transport Services, is that the service has been running at a huge loss

There is a considerable amount of work involved in rail post, and we have been running at a loss for years. We did a very intensive cost study and found we would have to increase the rates

"We have been doing this service as a favour for people who forgot to, or couldn't, post their letters in time. It's a job we do for people who didn't do their job properly — they should post their letters at the Post Office

"We should have put up the price years ago. All our tariff increases are decided by our general manager in Johannesburg, and it's a countrywide rise"

Allowing that a rise was necessary, why was it so steep?

"The rise could have been 500, 600 or 700% if that would have covered our costs. Why does the price of anything go up?" said Mr Engelbrecht

A rates' clerk gave a price break-down before July 1: it cost 10c rail post fee, plus postage, to send a letter from Uitenhage to Port Elizabeth. The price is now R1 10 rail post fee, plus postage

The increases were officially timed to come into operation on July 1, but the telegrams of notification arrived only yesterday.

## Fights in bread lines

HARARE — Fights broke out as people rushed to buy bread at Beitbridge's two largest stores this week

## RENEWED calls for another major arterial road to Summerstrand

have followed the announcement yesterday of a huge R20-million luxury housing development being planned for the suburb.

A city councillor, Professor L G Simpson, and the chairman of the central executive of ratepayers' associations, Dr H van der Merwe, both emphasised the need for an alternative access today

Prof Simpson has campaigned for a road connecting La Roche Drive and Strandfontein Road for several years

However, the chairman of the Works and Traffic Committee of the Port Elizabeth City Council, Mr W M Hayward, said that Port Elizabeth would not see the Strandfontein Road before 1985 at the very earliest

He said this road was only 40th on the list of priority projects for the Greater Algoa Bay Metropolitan Area, which includes Uitenhage and Despatch.

The housing scheme was announced in Cape Town by the chairman of Kaap Kunene Investments Limited

The proposed beachfront site in Blackpool Street, opposite the Torquay Shopping Centre, was bought for R750 000 and will eventually consist of 200 cabana-type housing units

Twenty-two group housing units are also planned for a site on the corner of Bognor Street and Seventh Avenue

"I am very much in favour of any development for this area, but these plans only emphasise the need for an access road," Prof Simpson said

The new road had been "on the drawing board" since 1974, but the Provincial Council did not appear to be convinced of the need for it, he said

## Israel optimistic about peace plan but rejects call for PLO presence

JERUSALEM — Israel says it remains optimistic that Palestinian forces trapped in Beirut will agree to withdraw peacefully but has rejected a United States call for a token Palestinian political and military presence in Lebanon

Israeli officials spoke of continued Government optimism yesterday after the Cabinet discussed a nine-point US plan for the evacuation of about 6 000 Palestinian guerillas from West Beirut to the Syrian port of Latakia

Israeli Radio said last night that Israel had given US peace envoy Mr Philip Habib until Sunday to secure agreement to put an

should have a political office in Beirut and military units serving under the Lebanese Army, he said

Military sources in Tel Aviv said yesterday a first group of Palestinian guerillas captured since Israeli forces moved into Lebanon on June 6, were being moved into a fenced detention camp being set up in southern Lebanon near Ansar

They said the guerillas were being treated as criminals, without prisoner of war status

Flames lit up the Beirut skyline late last night after an evening of artillery and rocket exchanges between the Palestinians and Israeli forces

and other diplomatic contacts on the central problem causing deadlock in efforts to end the fighting

In Washington, the Defence Secretary, Mr Caspar Weinberger, was quoted today as saying "if American troops were put ashore in Lebanon they would safeguard checkpoints, embarkation points and depots where departing guerillas could leave their weapons. He also said they could have a role in keeping apart Palestinian and Israeli forces

● Soviet President Leonid Brezhnev today warned President Reagan against sending troops to Lebanon. Tass news agency said

## Building plan will worsen congestion

During peak traffic, Marine Drive two-way highway, carried only a few vehicles than Cape Road, a four-lane highway, he said

During the holiday season, after events and graduation ceremonies it was "hazardous"

Dr Van der Merwe said it was the situation in Summerstrand had improved

If the housing project went ahead traffic provided by the building factors and their equipment alone would lead to "impossible congestion"

"I predict the situation that will exist there in the near future will be hair-raising," Dr Van der Merwe said

Mr Hayward said that he was very conscious of the need for additional access to Summerstrand, but he was also mindful of the ceiling which the Government placed on the amount of money to be spent in the area

The Provincial Administration has yet consented to an additional access to Summerstrand as a subsidised road

The cost was too high for the City Council to bear on its own

An interim road would be a waste of time and money because of the maintenance

"I'd love to see the Strandfontein Road materialise soon but there are many other top priority roadworks needed in Port Elizabeth," Mr Hayward said

# Commuters are furious

269

Sowetan

8/7/80

Reports that the South African Railways intends to increase train fares by 10 percent every six months has been received with anger by black commuters.

The general feeling among blacks is that the SAR is treating blacks indifferently by proposing train fare increases every six months in the future, "as the SAR is aware that the socio-economy of this country made blacks underdogs to whites," said one disgruntled traveller.

Some of the grievances by blacks who use trains daily to work are:

- dirty rains;
- trains never get to their destinations on time;
- hooliganism is increasing in trains;
- the relinquishing of "returns" has brought problems;
- commuters pay double for what they used to pay;
- another increase is totally unacceptable.

Mr John Ntsabele of Sebokeng said: "We are always late for work as a result of trains that never reach their destination on time.

"If the SAR cannot satisfy us and make us lose out jobs, I do not see why they have to make this ridiculous increase over six months intervals in future," said Mr Ntsabele.

Miss Gloria Makgale of Dube said it should be taken into account that blacks do not get increases every six months. "In this case, I do not understand why the SAR has to increase fares."

By STAN MHLONGO



STAFFRIDER: Will this sight become more common than it already is when rail fares jump?

# SAA sweetener for bitter air fare pill

9/7/82 269 ROM

By DAVID CAPEL

STANDBY passengers travelling on South African Airways' domestic routes will pay vastly reduced fares — 30% lower than normal — following moves by the airline to stave off an expected R80-million deficit this year

This was just one of the measures announced yesterday which include increased international fares to compensate for the falling rand, and reduced domestic excursion rates

Overseas and international travellers will pay an 8,7% currency surcharge, a move which has alarmed travel agents, already apprehensive over the effect of unfavourable currency rates on SA tourists

The "standby fare" will apply to the last flight of the day, is one-way, and will be payable only in cash at the airport.

With standby fares of R99 from Johannesburg to Cape Town, and a 60-day advance purchase Apex fare of R198 (return) for the same route, the SA traveller could make a considerable saving by flying rather than motoring.

The reduced domestic fares come into immediate effect following approval by the Minister of Transport, Mr Hendrik Schoeman, on Wednesday night. The surcharge will

be introduced on August 1

Delivering a "good and bad news" message at a Press conference in Johannesburg, the SAA's chief executive, Mr Frans Swarts, said the almost daily weakening of the rand against the dollar had forced SAA to lift the surcharge from August 1

The airline was facing an R80-million loss for the 1982/83 financial year and was constantly looking for ways to fly out of the red

Mr Swarts said the ever-rising fuel price was another reason for the surcharge increase, which had been negotiated through the International Air Transport Association. Other carriers to South Africa would be raising their fares accordingly.

The airline's surcharge to other countries had not increased since 1975, but a rise was now unavoidable

On the domestic front, Mr Swarts announced additional advanced purchase excursion (Apex) fares which will come into effect immediately

Presently the airline offers an Apex fare which is 15% below the normal economy fare. Additional Apex fares of 25% and 30% below normal economy class fares come into operation

Apart from the normal Apex conditions of travel, the 15% Apex fare must be paid 14 days in advance, the 25% 45 days and the 30% 60 days in advance



# Wool centralisation: board denies EL hit

EAST LONDON — A claim that the harbour here is losing wool exports because of the centralisation of wool sales in Port Elizabeth has been strongly rejected by the Wool Board

In the latest edition of the official journal of the East London Chamber of Commerce Hilite, it was claimed that East London lost 50 per cent and Port Elizabeth gained 50 per cent of wool exports between 1978 and 1981

Using statistics provided by the South African Transport Services (SATS), the journal commented that the figures showed a picture that the chamber had predicted all along — that centralised sales in Port Elizabeth would have an adverse effect on exports through East London's harbour

The statistics showed a drop in export tonnage through East London

from 30 898 tons in 1978 to 16 706 tons last year

The figures for Port Elizabeth rose from 37 576 tons in 1978 to 55 121 tons last year, while the total quantity of wool exported from South Africa rose from 120 775 tons in 1978 to 138 877 tons last year

The deputy director of wool marketing for the Wool Board Mr Jan Allen, said sales were only centralised in Port Elizabeth in August last year, which made the interpretation of the statistics from 1978 in terms of centralised sales incorrect

Using the same statistics, Mr Allen said that if one compared the figures for 1980 with those for last year, there was a greater percentage drop in wool exports through Port Elizabeth than through East London

In 1980, 18 500 tons of wool were exported



MR JONKER

through East London and 66 870 tons were exported through Port Elizabeth

The percentage drop between 1980 and last year for East London was 9,7 per cent whereas for Port Elizabeth the drop was 17,6 per cent

"You can't use export figures as the norm for the inflow of wool into any one port," Mr Allen

said

"If you look at a comparison between the 1980-81 season and the 1981-82 season of the total number of kilograms of wool delivered by growers to East London, there was a reduction of only 1,78 per cent

"If the centralisation of sales has had any effect, it has been very marginal"

Mr Allen said it also had to be remembered that since 1978 a greater quantity of wool was being processed in South Africa as opposed to being exported for process

"What about the wool coming into East London and then being railed to local processing plants at Dimbaza and Uitenhage?"

"One must particularly bear Dimbaza in mind where the plant went

into operation last wool season" he said

The systems manager for the SATS here, Mr A J Jonker, confirmed yesterday that statistics given on wool exports were correct

However, Mr Jonker said that East London harbour was a "feeder" service for cellular container ships because the harbour could not accommodate the ships

He said much of the wool handled by the SATS in East London was railed to Port Elizabeth for export

Ships taking on wool here also sailed to Port Elizabeth, as well as Durban and Cape Town, where the wool was transferred into a cellular container ship

Mr Jonker said there had been no direct export of wool from the harbour since the mail ships stopped coming to East London

"This hasn't anything to do with the centralisation of wool sales in Port Elizabeth," he said

"It simply involves a different pattern of trade routes" — DDR



# Durban harbour

(269) P. Dispatch  
gets a boost 10/7/82

DURBAN — A massive R166,4 million will be spent on major developments in the Durban harbour area in the next five years, creating thousands of new jobs and giving the city a gigantic economic boost

Detailing development plans, Mr P H de Bruin, chief superintendent (Harbours) of the SA Transport Services also told the annual conference here of the Shipping and Forwarding Agents Association that at East London the capacity of the grain elevator would be in-

creased at a cost of R35,6 million in 1985-6 — but not if the Nampo-Maize Board plan for a Richards Bay silo went ahead

At Port Elizabeth two major projects were planned up to 1986 the replacement of the tanker berth (costing R19m) and the lengthening of two quays at a cost of about R14-million

There were plans for Richards Bay to provide a multi-purpose facility to cater for products such as steel, timber, logs, granite and ferro-alloys — SAPA

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What little I can read is  
(a) our success  
(b) intervention

38

# Giant port plan for Durban

(61)  
Mercury 209  
10/7/82

## Financial Editor

RICHARDS BAY may handle paper and paper pulp and serve the nearby area as well as being a massive coal export terminal in the next few years, according to Mr P F de Bruin, chief superintendent of harbours for the S A Transport Services.

The Durban Chamber of Commerce's weekly Information Digest reported Mr de Bruin as saying there were plans to spend R166,4 million to improve Durban harbour.

## Cost

Mr Ken Hobson, the chamber's general manager, said 'We are very happy to hear of these developments'

Most of the plans described by Mr de Bruin were outlined in a Mercury interview with Mr Danie Slabbert, the port director, in October 1980

The difference now is in the cost — for example, the access road between the harbour and Edwin Swales Drive which will now cost R7 000 000 was then thought to cost R4 500 000. Latest plan is to complete this during 1983/4

Mr de Bruin who spoke at the closed annual congress of the Shipping and Forwarding Agents' Association some weeks ago said that if the decision by Nampo and the Maize Board to go ahead with a maize silo at Richards Bay were carried out it could be fully operational by 1988

## Heavy

SATS is to investigate at Richards Bay other bulk commodities for exports through Richards Bay, the need for other handling and storage facilities; and whether the railway line capacity will have to be expanded to cope with additional exports

He said 'We believe the time has come to examine the requirements at Richards Bay for conventional break-bulk traffic'

This would be for the

area surrounding the harbour and could include exports of paper and paper pulp from the R825 million Mondi Paper mill planned for the town or from the Ngoye paper mill

He said that berth 609 used for heavy lifts may get a general purpose shed to handle such commodities

Elsewhere in the country Mr de Bruin said that no major work was planned at Table Bay except for the completion of the container terminal — which includes a refrigerated holding store for containerised fruit

At Port Elizabeth there were two major projects planned up to 1986 — the replacement of the tanker berth (costing R19 million) and the lengthening of No 2 and 3 quays at a cost of about R14 million.

At East London the capacity of the grain elevator would be increased at a cost of R35,6 million in 1985/6 but this plan might be scrapped if the Nampo-Maize Board plan for Richards Bay silo went ahead

Mr de Bruin listed the Durban harbour developments 1984-85 — improvement of the rail entrance to the harbour (at a cost of R2 500 000), extension of pre-cooling facilities at M Shed paid for by the Citrus Exchange (R2 700 000), 1985-6 — replacement of wharf cranes R20 million, improved marine access (stage one), a turning basin at Maydon Wharf 5 (R13 million), 1986-87 — reconstruction of the grain berth at Maydon Wharf No 8 (R19,8 million), re-development of A and B berths (R11,5 million), replacement of the floating dock with a synchro-lift (R13,8 million), 1987-88 — widen and deepen the silt canal (R3 600 000); re-development of the Bluff wharfs (R17,2 million), and improved marine access (stage two) by widening the Victoria Embankment/Maydon Channel (R4 600 000)

# Haulier slams colleagues for

# letting him down

Extract from letter delivered to Industrial Week in which SATS now declare the whole "Transport affair" to be sub judice therefore eliminating the need to reveal the permit numbers.

By Hugh Poulter

THE OWNER of a leading Johannesburg haulage company has slammed haulage operators for being afraid to put their names and money behind the continuing feud between private enterprise and the SA Transport Services, (SATS)

Peter Burkhalter, MD of the Two Way Group of haulage companies has been waging a lonely battle against the Road Transportation Board (RTB) and has spent thousands of rands in legal fees over the last 11 years

"I am not scared of victimisation  
"My conscience is clear I have nothing to hide so how can I be victimised  
"They (RTB) have tried time and time again and have always come short"

### Common front

"I decided that something had to be done to stop RTB inspectors from hammering me  
"I contacted my attorneys and proved to the Board that my company is legal, that they must leave me alone and look for the real culprits, and it appears, they are doing this," says Burkhalter

"Burkhalter would not have had to spend so much money if other haulage companies had backed me up  
I have tried for years to get the haulage companies together to fight on a common front but as soon as you ask people to put their name and money

towards the fight they backtrack"

"Is this because they are afraid of victimisation or is it because they don't have a clear conscience?" asks Burkhalter

"Who carries the most illegal transport the railways or private enterprise?"  
"It has never been proved because most people are too afraid to come forward and add their name to the case No judge in SA will fight against illegal transportation without someone putting his name forward

"Private operators say they are scared of victimisation but if they have a clear conscience they need not be afraid," points out Burkhalter  
He states that one of the main causes of pirating on the roads is that anyone can buy a heavy duty truck and trailer without a permit and start operating illegally

### Magistrate

"Another serious problem is the wording of permits, for they can be interpreted in various different ways  
"If the inspector at the roadblock does not agree with your interpretation then he thinks you are carrying an illegal load and will hold your vehicle

I have to prove to a magistrate that my interpretation is correct  
"The transportation system in this country is costing industry millions of rands every year," says Burkhalter

# INTERCHAMBER

# Free enterprise!

FOR many years the sword of Damocles has hung over the private transport industry.

Wielded for the South African Transport Services (SATS) by faceless men who bask in the power of Government red tape and who believe they are immune from the normal capitalistic bounds necessary for a healthy industrial environment

Industrial Week as a communications media for local industry recently had the temerity to take up the cudgels on behalf of the long suffering transport industry.

We presented SATS with a particular case and gave it a chance to clear the record

SATS' reaction? To "cut back" in excess of R65 000 worth of advertising in the journals of Thomson Publications

It has also gone to the Press Council for adjudication and has informed us that the whole affair is now sub judice — balderdash!

This decision appears to be nothing more than a petulant retaliation

As a body formed by a legislative process to serve the best interests of the electorate (and supported when necessary by funds from that electorate in terms of taxation), it is morally and financially bound to follow the course of free enterprise.

If the initial decision by SATS to place advertising with Thomson Publications was taken as a sound media policy then the cancellation decision is no more than a vengeful act

Right SATS you have had your turn.

Now lets see the permits that we asked for in order to refute part of the story which we carried three weeks ago.

We try to represent industry as a whole and believe that the burden placed on the transport industry by monolithic organisations such as yourself should be challenged.

Furthermore we ask, does our Minister of Transport support your approach to this matter?

MANAGING EDITOR

13/7/82

269

includes that week

*D. Diapitch*  
60-seat buses **(269)**  
— council has *15/7/82*  
week to decide

EAST LONDON — Nearly nine months after first calling for tenders, the city council has yet to decide on buying four 60-seater buses that will cost the city anywhere between R300 000 and R400 000

The council has now called for tenders on the buses twice, after rewriting the specifications, and it only has a week left to come to a decision before the tenders lapse for the second time

The council first advertised for tenders on October 23 last year, which closed on November 13

On that occasion, four companies offered quotes on bus chassis and only one company on the bus body

But the council did not accept any of the tenders, and four and a half months later, on April 2 this year, the tender was readvertised with more open specifications. The tender period closed on April 13

This time the council received tenders from five companies on the chassis specifications and one company on the body

The tenders received were (the price quoted for each bus chassis)  
M A N 16 220 HOC — R37 510 and 16 200  
FOC — R53 880, Mercedes Benz 0305 — R62

750 and 1624 — R47 500, Leyland VIC J — R48 300, Sigma SQ — R48 300, Foden — R50 819

The only tender for the bodywork came from Dorbyl Busaf, a quote of R35 200 each bus

The quotations mean that if the council decides to buy the four buses it would cost the city between R300 000 and R400 000

At last year's presentation of the capital estimates for this year, the then chairman of the council's finance portfolio, Mr Ian Lipworth, said the bus service would run at an estimated loss of R844 000

He said that on average 10.5 per cent of ratepayers' rates went towards subsidising losses on the bus service

In terms of the standard tender procedure, the council has 90 days after the closure of tenders to make a decision

If, after the three month limit is up, the council has not made a decision, it can either apply to the tenderers for an extension of time or allow the tenders to lapse

It is now 82 days since the last tender offer closed, making the next council meeting on Monday the last chance for the council to come to a decision — DDR

55 die

269

C. Herald

crossing  
railway  
lines

17/7/82

FIFTY-FIVE people have been killed and 109 injured crossing railway lines illegally during the first five months of this year. This was announced by the Railways Police

During May accidents have taken place at Mitchells Plain, Langa, Goodwood, Elsie's River, Parow, Lavistown, Esplanade, Bonteheuwel and Heideveld stations.

In April there were fatal accidents at Nda-beni, Heideveld, Lavistown and Woltemade, while a man had his feet crushed at Kraaifontein station.

An 18-year-old girl seriously injured her left hand while trying to take a short cut under a train in Bellville station in one of the latest accidents.

Railway police are doing their best to convince people about the dangers of crossing railway lines according to Brigadier Piet du Plessis head of the Western Cape Railways Police



# 'Jump-the-gun Fanie' may have halted Iscor project

S. Express 18/7/82

~~245~~  
~~113~~  
 269  
~~260~~

AN R800-million project to mine coal and build a railway line in Venda may be shelved because of Mr Fanie Botha's premature 'final consolidation' plan announced last week.

The Sunday Express has been reliably informed that Iscor is threatening to pull out of the project because Mr Botha announced that a farm on which it planned to develop a coking coal seam was to be handed to Venda.

Mr Botha's announcement has also angered the President of Venda, Chief Patrick Mphephu, who now insists on discussing the issue with South Africa's Minister of Foreign Affairs, Mr Pik Botha.

The South African ambassador to Venda, Mr Piet Palm, would say only "The announcement was made by Mr Fanie Botha on July 7. It has since been announced that further discussions will take place on July 21 between the President of Venda, Chief Mphephu, and Mr Pik Botha.

"In the circumstances I am unable to comment."

The farm involved is said to be Salita, one of two white farms on Venda's western border which Mr Fanie Botha announced would be consolidated into Venda.

Mr Botha said at his Press conference there was "a well-developed seam of coking coal in this area."

The Sunday Express understands

## ROYALTIES THREAT TO R800 m COAL PLAN

By JEAN LE MAY  
 Political Reporter

the R800-million project was planned as a joint venture involving Iscor and the Venda and South African Governments.

Iscor's part, says a reliable source close to the Cabinet, would have been to develop the farm's coking coal seam on South African soil as well as coal deposits within Venda itself and to help build a railway line to link the coalmines with the SA rail system.

This would have provided much-needed infrastructure for the development of Venda — which has no railway line.

The project would have employed thousands of Vendas and provided a boost to the small state's precarious economy.

Iscor is said to have threatened to pull out of the whole scheme because, instead of mining the valuable deposit for its own profit, it

would be obliged to pay substantial royalties to Venda.

Yesterday Mr F P Coetzee, general manager of Iscor, said "I don't think we will be opening a mine anywhere in the area for at least another five or six years. We have been looking at the alternatives and will decide where to start mining operations when the time comes."

"It is true that there are valuable coking coal deposits throughout the area."

Iscor is said to have undertaken to help Venda exploit its own coal reserves on the understanding that it would wholly own the mine on South African soil.

In addition, there was said to be "some uncertainty" about the future political stability of Venda.

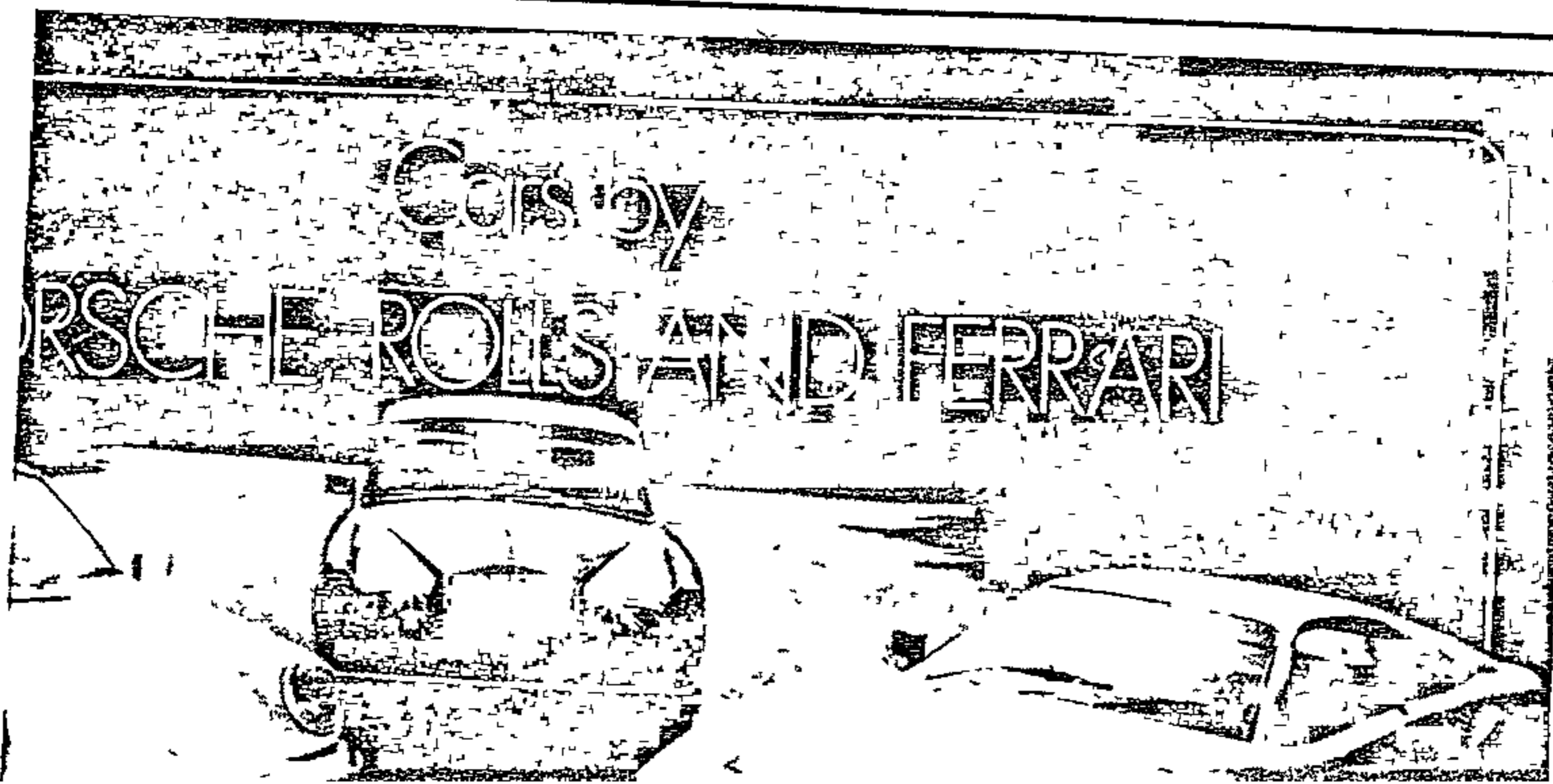
It has been known for some years that Iscor has lodged an application to mine coking coal at Masisi, in north-east Venda.

It was estimated in 1977 that this mine would cost R100-million to develop, would employ 3 000 to 4 000 and would take between 600 000 and 1-million tonnes of coal a year from an estimated reserve of 100-million tonnes.

Later, coking coal was also discovered at Makhado, western Venda.

This is said to be closely connected with the coking coal seam on Salita farm.

It was reported in 1978 that Iscor had spent more than R2-million on prospecting in the area.



# BIG CASH FOR CITY

ARGUS  
20/7/82  
269

**SOUTH AFRICAN Railways are to spend several million rands on streamlining and improving the efficiency of the Western Cape suburban rail service.**

The project includes the introduction of 14-coach sets and the lengthening of station platforms to accommodate them.

This was disclosed today by the head of operations for the Western Cape, Mr W F van Aswegen, who said the improvements were designed to provide a more efficient service and to meet the growing needs for suburban rail transport.

"The additional rolling stock has already been ordered and the next step is to lengthen suburban station platforms to accommodate three extra coaches on each train," he said.

By BILL GODDARD

The longer trains are scheduled to be in use by 1985

Mr van Aswegen said about 300 000 people made use of the suburban rail service in the Cape Town area daily . . . "and the demand in peak hours is growing all the time."

Meanwhile, a completely revised suburban time-table is to be introduced from September 2.

In an effort to cut down losses the railways is to cut out a number of trains during the off-peak periods but at the same time is to increase traffic during the peak periods

The System Manager of the Western Cape, Mr Ernie Kirsten, said there would be nothing startling in the new time-table. "It is merely a revision to cut our financial losses and at the same time to improve the services at times when they are required most."

Early morning, late night and off-peak period trains on all services are to be reduced to a minimum while the number of trains running at peak periods is to be increased

Mr Kirsten said an example of the revised service was the Cape Town-Bellville service via Monté Vista where the number of daily trains is to be cut from 64 to 37.

## Streamlining

"Peak hour commuters will not, however, be affected. It is merely streamlining the service to provide more trains when they are needed and cut out the units which are running empty and simply costing us money," he said.

# TRAIN BOOSTS

Mr Kirsten said that all services will be affected by the new time-table — Mitchell's Plain, Bellville, Southern Suburbs, Cape Flats and the black townships.

"We feel that we will be offering a more convenient and smooth-running service at the times when trains are required most and at the same time cutting our losses," he said.

# Cash problems at SAR may mean fare rises

By GERALD REILLY  
Pretoria Bureau

THE Railways Administration is running into serious financial problems caused by the continuing economic slowdown — and the possibility of interim fare and tariff increases later this year cannot be ruled out, according to Pretoria sources.

And yesterday the Minister of Transport Mr Hendrik Schoeman announced that some uneconomic passenger services in the Eastern Cape which were being under-utilised would be discontinued. Similar services in the Western Cape and the PWV area were also being looked at he said.

The last fare and tariff increases, averaging 15%, were announced by Mr Schoeman in his budget in March.

The big transport losses are on passenger services.

For the 1982-83 financial year this is estimated at a gross R629-million. However a Government subsidy of R314-million will keep the heavily uneconomic service running.

Huge losses are being run up by SA Airways. The estimated deficit for the financial year is R83-million.

The railway official pointed out that the administration's fare and tariff-raising policy was flexible. However he declined to comment on the likelihood of interim increases.

Authorities said the Franszen Commission recommended several years ago that suburban passenger fares should be allowed to rise to an economic level.

ban passenger fares should be allowed to rise to an economic level

This view is supported by the Railway Unions chairman of the Federal Council of SATS Staff Associations, Mr Jimmy Zurich. He said yesterday there was wide backing for a gradual increase in fares to an economic level.

But the underlying reason for the financial stringency was that the transport budget was based on a growth rate of about 2% and an inflation rate of 13,5%, a railway official said.

The growth rate has fallen to about 0,5% and the inflation rate is bouncing around 16%.

In an effort to cut expenditure instructions have gone out to all system managers to cut overtime to the bone and to allow Sunday work only when it is absolutely essential, it was stated.

The official said capital expenditure had been cut by more than R400-million to R2 225-million.

But he stressed there were limits to the extent essential capital projects for which contracts had been awarded could be cut.

The financial performance of the administration in April, according to economists, is an indication of the extent of the problem.

Instead of an estimated operating surplus during the month of R13-million an actual loss of R24-million was suffered.

The Minister budgetted for a deficit for all services of about R10-million, but this will now obviously be greater as the economy appears set to continue its down-turn.

769  
20/7/82



Inside the bus the council decided to buy last night. Explaining the features, Mr John Lockwood from UCDD headquarters, Pretoria (right), talks to city councillors (from left) Mrs Elsabe Kemp, Mr Robbie de Lange (Snr), Mr Glen Warner and Mr Joe Yazbek

## New buses to cost council R315 000

*269 D. Dispatch 20/7/82*

EAST LONDON — Three buses, costing a total of R315 600, will be bought by the municipality

This was decided last night by the city council

Although the tender called for quotes on four 60-seater buses, the council decided to buy three Mercedes-Benz 0305 buses

Each of the bus chassis, according to the tendered price on three chassis, will cost R70 000. Each bus body will cost R35 200

The decision came nearly nine months after the tender was first called on October 23 last year

The first tender lapsed and a second tender was called for the buses on April 2. Tenders closed on April 23, and, according to standing tender regulations, last night was the last chance the council had to make a decision before the second tender either lapsed or had to be extended with the consent of the tenderers.

In the last tender, five

companies offered quotes on bus chassis and only one tender was offered on the bus body

The chassis tenders were Mercedes-Benz 0305 — R70 000 each for three or R62 750 each for four, 1624 — R53 000 each for three or R47 500 each for four, M.A.N. 16 200 FOC — R53 880 each, 16 220 HOC — R37 510 each, Leyland Vic J — R48 300 each, Sigma SQ — R48 300 each and Foden — R50 819 each

The only bus body tender was from Dorbyl Busaf for R35 200 each

Only one city councillor, Mr Vossie Bezuidenhout, said he opposed the council decision

Announcing the decision, the Mayor, Mr Errol Spring, said the bus was a rear-engined bus that would make it easier for people to get in and out

He said the new buses would go a long way towards helping the municipality provide an efficient bus service during peak periods

The chairman of the

city council's transport portfolio, Mr Glen Warner, said the council decision was not based on the capital cost of the buses only but on the running costs and resale values of the buses as well

"Personally, as a layman, it makes sense to me that if we are going to decide to give up the bus service at a future date we should buy a bus that we could sell later at a good price

"I believe we will get more for the buses we have bought after 50 000 kilometres than for any of the others that were offered on tender"

Competition on the tenders was so intense that yesterday afternoon two of the tenderers brought bus chassis and buses to East London for the councillors to examine

One company brought a bus chassis and a complete bus from Benoni Municipality, while the other tenderer brought a bus chassis from Durban — DDR

# Train services cut, harbour plans shelved

By SHELAGH BLOOMFIELD

SEVERAL major harbour projects in Port Elizabeth have been postponed for years because of a projected loss of R690 million by the South African Transport Services on its nationwide rail passenger service.

In addition, Sunday pay and overtime are being pared and some trains running in off-peak hours between Port Elizabeth and Uitenhage will be stopped.

In an interview the System Manager for the Cape Midlands, Mr G D Engelbrecht, said projects which would have to be postponed included a R19 million scheme to replace the tanker berth in the harbour and a R14 million scheme to extend quays.

Work was to have begun on both later this year, according to an announcement in Parliament in March by the Minister of Transport Affairs, Mr Hendrik Schoeman.

Mr Engelbrecht said the earliest work would now begin on both was the 1985/86 financial year.

At present ships were not berthed against the quay wall. "We will just have to cope with the existing facility which is not as safe as we would like it to be," he said.

The cut-backs are part of an "on-going" and country-wide programme to prune costs because SATS faces a massive loss of R690 million for 1982/83 on its rail passenger services.

In an interview the SATS public relations chief, Mr Leon Els, said the postponement of projects in the East Cape was until "funds became available".

Projects under construction, such as the building of a hostel in New Brighton, would not be affected.

Earlier this month it was

learnt that the proposed re-vamping of Port Elizabeth's station would be a casualty of the cutbacks. Renovation was to have started this month and the project had a budget of R928 000.

Work will now start next year at the earliest.

Asked if the project might be postponed indefinitely, Mr Engelbrecht said that if the downswing in the economy continued then "one could not say what might happen". This year only R20 000 would be spent on replacing window frames and laying cables.

Regarding staff, Mr Engelbrecht said no employee would be paid off but vacancies would not be filled unless absolutely necessary.

"We intend to improve productivity, to render a good service with less staff doing more work," he said.

Overtime and Sunday time would be cut as far as possible.

It could not be established today exactly how many trains will be withdrawn from the Uitenhage/Port Elizabeth run but Mr Els confirmed that trains operating with less than 20% occupancy in "off-peak" periods would be withdrawn with effect from September 5.

He said certain suburban trains between Cape Town and Bellville would also be withdrawn and SATS was looking at train services in Durban, Pretoria and Johannesburg with a view to economising.

26/7/82  
269  
E. Post

# RAIL SQUEEZE HITS PORT HARBOUR

# Homeland routes put SAR deep in the red

4/21/82 269 Star 21/7/82

By Sheryl Raine,  
Pretoria Bureau

Uneconomic train services for millions of black commuters in the homelands have weighed heavily in the massive financial losses suffered by the Railways

A spokesman for the South African Railways told The Star yesterday the operation of uneconomic train services to black residential areas — and particularly over long distances to the homelands — together with escalating running costs, had resulted in a projected loss of R629 million on passenger services for the 1982/3 financial year

There were certain train services which the Government expected the Railways to continue running at a loss and which the Railways accepted, the spokesman said

But Government subsidies for such passenger services amounted to only R27 million for the current financial year, about R360 million short on the projected loss

Another major factor contributing to the serious financial problems of the SAR was the method of budgeting

The transport budget was based on a growth rate of 2 percent and an inflation rate of 13,5 percent

In reality the growth rate had fallen to 0,5 percent while inflation had soared to 16 percent, the Railways spokesman said

The Minister of Transport, Mr Hendrik Schoeman, announced this week that in view

of the present economic recession and the Railways financial difficulties, the following measures had been adopted

- Thousands of the Railways' 279 000 workers will have their overtime curtailed

- Train services running at below 20 percent capacity will be axed from the timetable. This will mostly affect white services. Those affected include services in the Cape Peninsula, Pretoria, Johannesburg and Durban

From September 5 train services between Uitenhage and Port Elizabeth and between Cape Town and Belleville will be cut

Announcements concerning suburban services in other areas are expected this week

A Railways spokesman has assured commuters that peak-hour travelling will not be affected.

There is widespread speculation that passenger fares and service rates will be increased later this year although no official indications of this have been given

But there is a discernible drive to place the Railways on an economic footing

Fare increases of 60 percent would have to be introduced to make railway services economic, the Railways spokesman said

Both the SAR and the SA Transport Services Staff Association have agreed it is not expedient in the present harsh economic climate to increase fares substantially

ARGUS 21/7/82

# Cutback on rail projects

269

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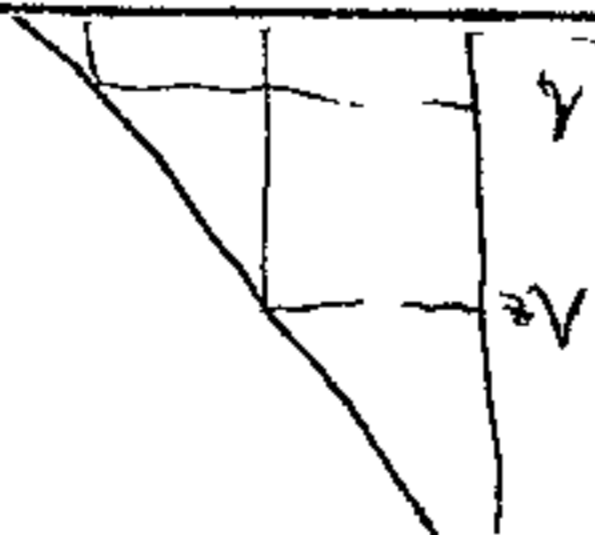
THE Department of the He River Mountains Transport Services, is to slow down work and temporarily shelve a number of projects in its R345-million scheme to improve and modernise rail services and facilities in the Western Cape, Boland and Karoo.

This was announced today by the manager of the department's public relations division, Mr. Thennie van der Berg, who said that although all the projects had already been approved, the present economic climate is forcing us to spread them over a longer period than originally intended.

A number of the multi-million-rand works have already begun and are fairly well advanced, while others are being temporarily shelved until finances are available. The move is in keeping with announcements made earlier this week that the department is to take drastic steps to cut down losses.

### ON THE LIST

Projects which have been put on the "go-slow" list include the R63-million regrading and deviation of the De Doorns-Kleinstaat line, which includes the building of a 13-km tunnel through



the longest rail tunnel in Southern Africa when completed.

Other projects being spread out over a longer period than initially planned are the R177-million remodelling of the Bellville marshalling yards and the R50-million Bellville goods depot.

Work on the goods depot has now reached a fairly advanced stage with R22-million already having been spent.

Projects temporarily shelved include Bellville's new R5-million station building and the R7-million scheme to remodel and improve the area's signalling system.

### CENTRALISED

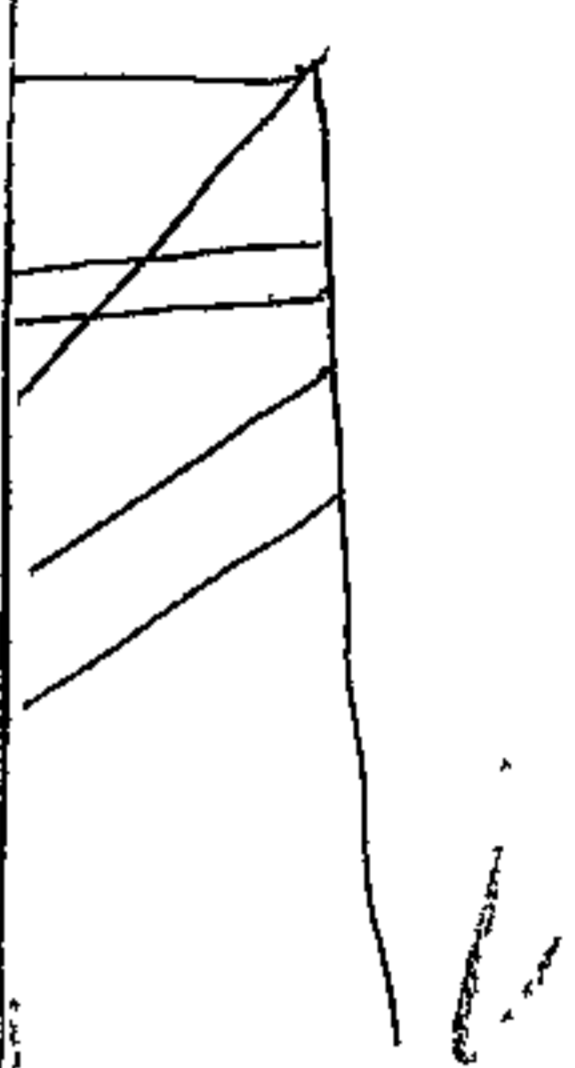
Some projects, however, will go along at the same pace — including the R59-million electrification of the Beaufort West-De Aar line and the R29-million centralised traffic control system for the Wellington-Touws River lines.

The CTC system, which will enable all trains in the Wellington-Touws River area to be controlled from Worcester, is due for completion early next year.

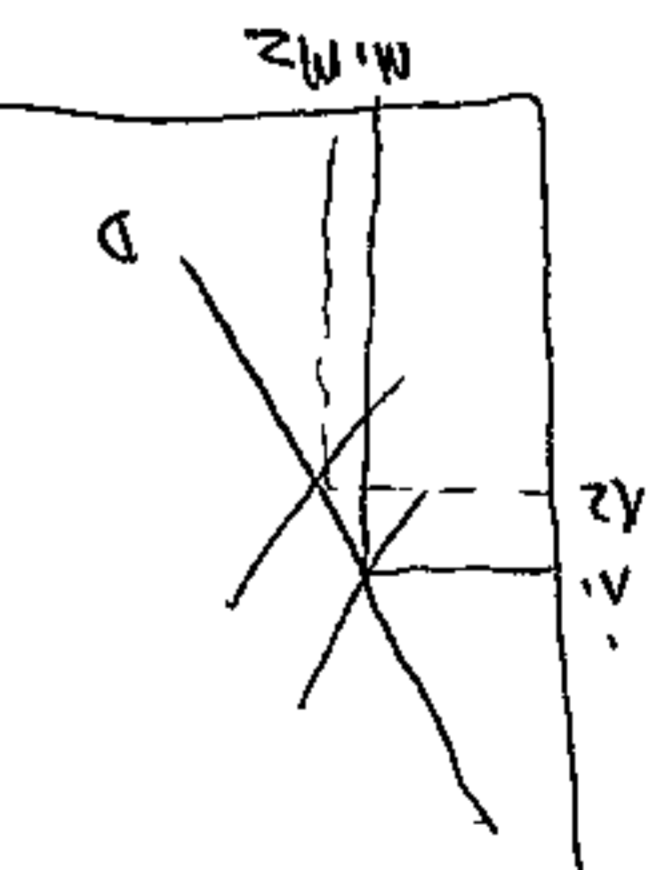
Improvements to the Touws River-De Aar line to accommodate longer trains will cost R28-million and is due to be finished by the end of the year.

The department of Transport Services is to spend R49-million on improving the Cape Peninsula's suburban service extending loops on the signalling system and R27-million on passenger facilities in the rest of the Western Cape.

Among the projects put on the long-term list are the third line with bi-directional signalling for goods trains between Bellville and Kraaifontein and a new station on the Blackheath-Eerste River line.



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# Pretoria mid-air collision had long been expected Government may have to act on flying safety

269

Stav  
21/7/82

By Richard Paris  
Air Correspondent

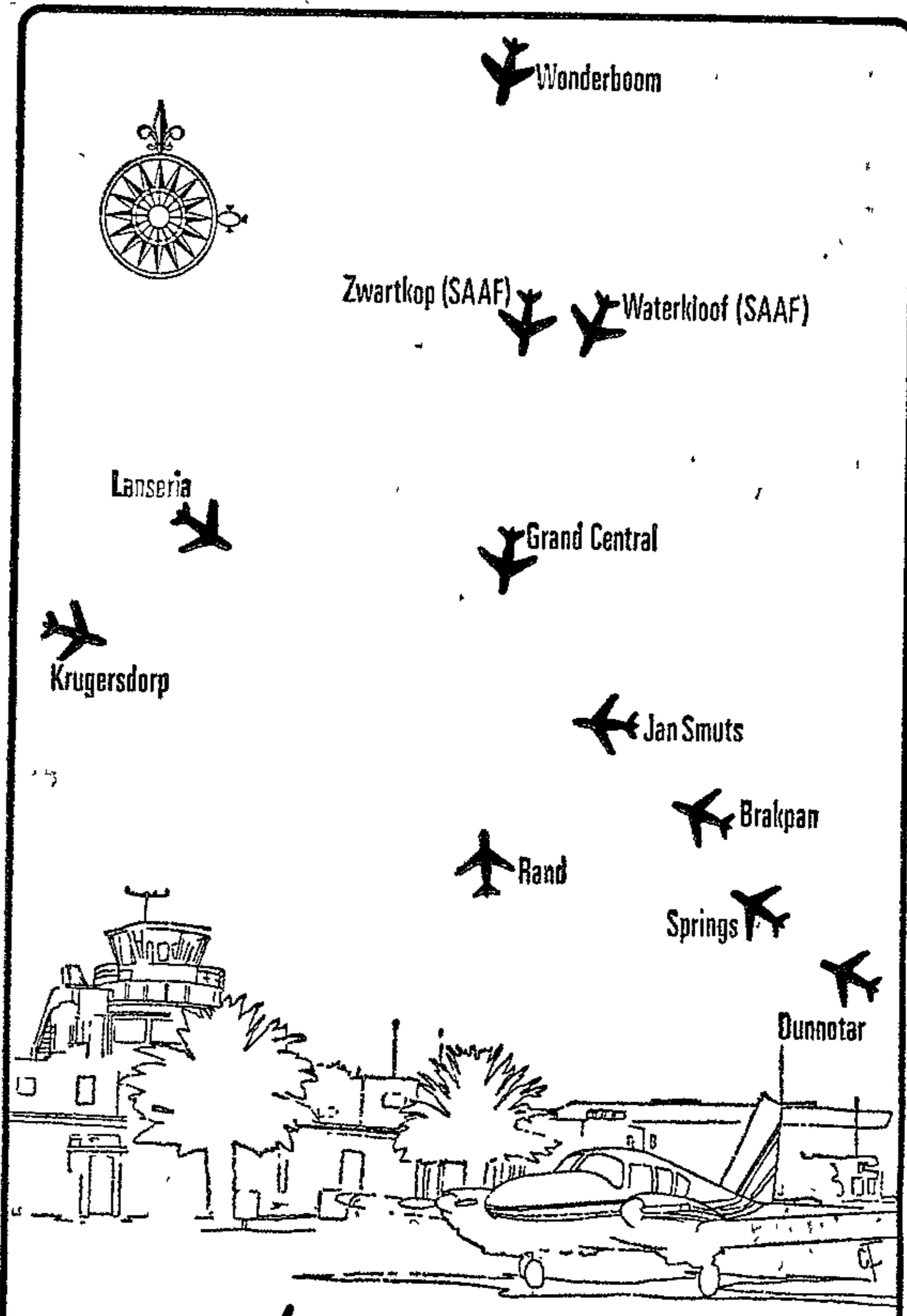
As the investigation into last week's mid-air collision between a civilian and a military aircraft starts, aviation circles in Johannesburg are hoping for major changes in flying regulations and conditions.

Interviews with pilots, airport employees and airline management spokesmen since the accident have revealed that no one who knows the peculiarities of the air traffic control system for the Witwatersrand was surprised by the long-expected tragedy. The number of near misses (in which evasive action is necessary) officially reported and those that go unreported is rumoured to be more than 30 a year — and rising.

In a world in which flying has become as commonplace as motoring, the average traveller knows remarkably little about how his aircraft gets from point A to point B

### GUARDED

To give a comprehensive picture of air traffic control to the public is difficult because of its abstract highly technical nature. This is greatly accentuated in South Africa by the guarded





attitude of aviation authorities who are afraid of encouraging sensationalism when an incident does occur

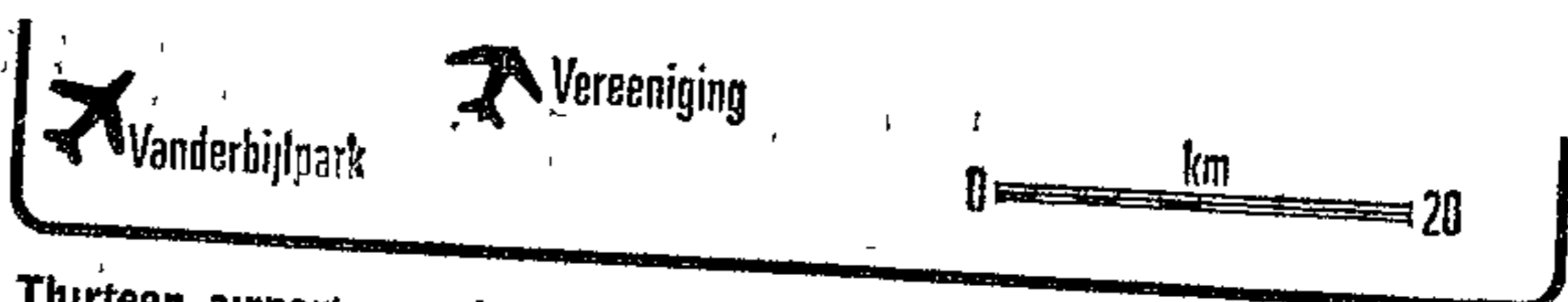
After last week's crash, the aviation community has suddenly become even more uncommunicative. Government employees will say nothing and spokesmen in aviation's private sector are reluctant to comment unless their anonymity is assured.

But what has emerged from the verbal "post mortems" is that, even if an inquiry pins the blame on one or more individuals, much that causes dangerous flying situations in South Africa's skies lies at the highest levels of government.

**FRUSTRATED**

Air traffic controllers, whose frustration is mounting daily over low salaries, virtually compulsory overtime, understaffing and lack of professional status, have warned the Directorate of Civil Aviation of the growing problems they face in juggling traffic around the country.

Nor have airlines of all sizes, flying clubs and private pilots been reticent. But the DCA, for all its secrecy and its stubborn unwillingness to acknowledge publicly any faults in the system, has a small



Thirteen airports are located in the PWV triangle, and with the exception of Jan Smuts, all operate on the Visual Flight Rules (VFR) principle — "see and be seen." There is little or no radio communication with air traffic control on the ground.

team of hard-working professionals who earned the highest praise in the report of the Margo Commission into Civil Aviation which was presented to Parliament last month after a four-year investigation

The commission clearly states that the DCA should be given more power and that the Government should make more funds available for everything from pilot training to navigational aids for airports

● There are 13 airports between Pretoria and Vereeniging. Only at Jan Smuts are there large commercial airliners flying in and out of the area

At all others most air traffic is light or military, flying on Visual Flight Rules (VFR) — "see and be seen" — with little or no communication with air traffic control on the ground but with radio communication to other aircraft

● The average height of the land on

the Witwatersrand is 6 000 ft above sea level. Aircraft flying by VFR must remain below 7 000 ft above sea level to avoid confusion with private and commercial aircraft flying on instruments.

With the highest buildings on the Reef considerably above 6 000 ft and the internationally accepted minimum height above the ground over a built up area of 1 500 ft by night, the safety margin is unsatisfactory.

This maximum 1 000 ft ceiling also greatly reduces the amount of space in which light aircraft may move around

● Unlike large metropolitan centres overseas, there are no corridors for air traffic over the Rand. Here, the VFR aircraft may move freely in largely uncontrolled space, providing that they avoid the areas immediately around Jan Smuts airport and the three air force bases.

● There is little

co-ordination between civil and military air traffic control systems and no buffer zone between the military air space and the uncontrolled civil air space around air force bases.

● Pilots flying by VFR may fly over the Reef at night, although many pilots may not be familiar with the terrain, even in daylight. The metropolitan area around Johannesburg has notably fewer landmarks that can be easily distinguished in the dark than other cities

● Congestion of air traffic is worsening because of the location of some airports — either too close together or too near Jan Smuts.

● Most civilian air traffic, controlled from the Johannesburg flight centre at Jan Smuts, is not supported with sufficient ground communications at other airports, particularly non-directional beacons.

269

Star  
21/7/82

# Sats — no large Border cutbacks

EAST LONDON — There will be no large cutbacks on capital projects in the Border area, a spokesman for the South African Transport Services (Sats) said yesterday

The SATS public relations chief, Mr Leon Els, was commenting on a country-wide programme to prune costs because SATS faces a massive loss of R690 million for 1982-82 on its rail passenger service

Mr Els said the electrification of the East London to Springfontein line would "suffer to a lesser degree" but added that it would not be "serious"

"A few minor projects in the Border area will suffer because of our problems. But they will not be cancelled, just postponed until funds are available," he said

Turning to staff, Mr Els said SATS was looking at cutting down on Sunday work and over-time for all employees "We are not cutting back on employment, but where vacancies occur they will only be filled if necessary"

Diesel services, currently being introduced on East London branch lines, would be con-

tinued with, and there would be no changes to the suburban train service

"The East London suburban service is very small and there is not much one can do to cut back on it," said Mr Els.

Several major harbour projects in Port Elizabeth have been postponed for years as result of the projected loss, and some trains running in off-peak hours between Port Elizabeth and Uitenhage will be stopped

Suburban trains between Cape Town and Bellville are to be withdrawn, and the SATS is looking at train services in other major centres with a view to economising

In Johannesburg, the general manager, Mr Kobus Loubser, said yesterday Sats would reduce its staff complement by 7 000 people because of the recession

The reduction would be made by not filling vacancies as they occurred

Addressing the Wits Graduate School of Business, Mr Loubser said he had had to choose between increased tariffs or improved efficiency

Among measures

taken by the giant staff enterprise to improve efficiency were closure of several shunting yards on the Reef, scrutiny of aviation fuel contracts (the price of fuel was dropping on the London market and this was being investigated) and switching of airbus flights to smaller aircraft when there were fewer passengers

Mr Loubser said the SATS hoped to reduce SAA's deficit by R30 million to R40 million with these measures

He said he had spent an entire day with the Sats's trade unions

"We have formed working committees with the trade unions to improve efficiency and to cut back wherever possible," he said — SAPA

## Girl dies on hunting trip

WINDHOEK — A schoolgirl died in a shooting accident during a hunting trip in the Mariental district

Magdalena Francina Nel, 15, of Klerksdorp, was holding two loaded rifles in the back of a moving bakkie. A shot went off and a bullet struck her in the head, police said — SAPA

# Blacks forced off <sup>269</sup> <sup>Soweto</sup> 'white' <sup>22/7/82</sup> coach

A GROUP of black train commuters were this week allegedly ordered to leave a "white" coach by a gun-toting South African Railways policeman to make room for "about three whites".

This happened at Johannesburg station when commuters in the 9123 Lenasia-bound train refused to leave a first-class coach, in which there were no whites, to cram into one already full.

An angry commuter, Mr Ravutsi Luvhenge, said he was a passenger in the coach when he was thrown out by the gun-toting policeman.

He said "Usually there are two coaches supplied for black commuters and two for the whites. But on Tuesday afternoon there was just one for blacks and two for the white passengers. Anyway, there were about three white passengers on the train and the coach we were in was not marked — so we didn't know if it was for whites or blacks. We went in and sat down."

Mr Luvhenge said a white ticket examiner approached the passengers and told them the train would not leave until they had all left the "white" coach.

"We refused to get out and demanded to see the stationmaster. The examiner left the coach and returned several minutes later with an armed policeman, who pointed the gun at us and ordered us out. We are disappointed at the kind of treatment," he said.

A Railways spokesman said it was "definitely not SAR policy to point guns at passengers."

He said "If the passengers had taken down his number, we would have had to deal with the policeman concerned. If what the passengers are saying is true, it is completely against the training of our policemen."

## the roads

By Sue Leeman

Young motorcyclists on unlicensed and unroad-worthy machines are becoming a hazard on Johannesburg's roads

This is the view of Mr Laurie Ramsden of Turffontein who has formed an off-road club, where riders can learn to handle their bikes before venturing into the traffic

The father of two young bikers says "If we help to save just one life we will have achieved something"

### PRACTICE

The club's 21 members have been for rides at Durban Deep and Wadeville and the search is on for an off-road site where they can practise regularly.

The Johannesburg Traffic Department's public relations officer, Mr Errol Peace, called the club an outstanding idea, and said it could contribute to road safety

"The traffic department is willing to help in any way possible. We have offered to give driving lectures and show films on motorcycle riding," he said.

### CENTRE

General manager of the Johannesburg Parks and Recreation Department Mr Paul Loubser, said it was possible the club would be allowed to use a site to the south of the city centre.

If the management committee agrees, the council will rent the ground, which is being used as a builders' dump," he said.

Anyone interested in joining the club can telephone Mr Ramsden after hours at 683-8727.

## Bid to reduce transport losses

Erik Larsen  
East Rand Bureau

Public transport on the East Rand, which is at present being run at a considerable loss, is to come under close scrutiny next year

This was announced at the inaugural meeting of the East Rand Metropolitan Transport Advisory Board in Springs this week

The board is the decision-making body of Ormet (Oosrand Metropolitaanse Vervoergebied)

Mr Ben Kruger, Ormet's forward planning engineer, said a survey of bus services on the East Rand would take about two years to complete

The objectives of the survey were to coordinate and improve public transport in the Ormet area of Springs, Benoni, Brakpan, Boksburg and Nigel.

Ormet was hoping to reduce losses on these services by between 30

and 40 percent.

Mr Hein Kruger, a member of the Transvaal Provincial Administration's executive committee, said "The continued use of the private car can be regarded as one of the major causes of the urban transport problem"

He said the increasing prosperity of the black population in the metropolitan areas and adjoining homelands would create an increasing demand for urban transport

"One of the best solutions seems to be the greater provision of public transport," said Mr Kruger

Projects at present being undertaken by Ormet include a road survey, a traffic-counting programme, a census of all the businesses in the Ormet area and an investigation of land use. A detailed map of the Ormet area has also been prepared.

## SA complaints over race heard in NZ

Own Correspondent

AUCKLAND — Twenty complaints by South Africans were among the 273 grievances heard last year by New Zealand's race relations conciliator, Mr Hiwa Tauroa.

There were 14 cases where white South Africans were aggrieved and another six where black South Africans were offended

The total number of complaints received by Mr Tauroa was a record

No indication is given in his annual report, tabled in Parliament yesterday, as to what the outcome was of the complaints by South Africans

But Mr Tauroa said the Springbok rugby tour in particular had given rise to a large number of complaints last year

Of the 273 cases, five were "justified and rectified" and another 45 were rectified without a decision being taken. Forty complaints are still being investigated

## Bursary for traffic chief

Mr I M J Rossouw, superintendent of the Sandton traffic police, is among four people granted a bursary by the Automobile Association to pursue studies overseas

Mr Rossouw will at-

## Elegance, finery at car show

Cars and their owners will be judged in the National Classic Car Show being held by the Round Table at Milner Park on Sunday.



In a caption to a map that accompanied an article entitled "Government may have to act on flying safety" in The Star on Wednesday, it was incorrectly stated that all airports, other than Jan Smuts, operated on Visual Flight Rules (VFR)

The article underneath the caption explained that most traf-

269 WDM  
23/7/82

# Money losses force railway staff cuts

Pretoria Bureau

THE Railways have introduced a number of drastic measures "including big staff cuts" to reduce the threat of critical financial losses in the current financial year.

According to the chairman of the Federal Council of South African Transport Services Staff Associations, Mr Jimmy Zurich, the unions "are right behind the Minister".

Earlier this week the general manager of SATS, Mr Kobus Loubser, said SATS' staff of 210 000 workers, black and white, would have to be reduced by 7 000 because of the worsening recession.

Further evidence of the parlous state of railway finances was given by the Minister of Transport Affairs Mr Hendrik Schoeman this week when he announced that overtime and Sunday time would be cut to the bone.

Mr Loubser announced that several shunting yards on the Reef would be shut down and aviation fuel contracts carefully scrutinised to see what savings could be made.

Mr Zurich said a special working committee had been formed in the general manager's office.

It included representatives of the railway unions who

would study economic measures, especially where they affected staff.

"However, there are to be no sackings. But people who retire from the service will not be replaced.

"Employees may be retired at the minimum age of 60 and re-employed pensioner's posts are being looked at closely to determine whether they are really necessary."

Mr Zurich stressed, however, that the fact that efforts were being made to recruit 2 800 apprentices for railway workshops indicated the needs of the future were being taken into account.

"There is no hiding the fact that the administration is heading for an extremely tough period and that drastic defensive measures have to be adopted. But I repeat there are to be no retrenchments."

Earlier this week Pretoria sources warned of the possibility of interim increases in railway rates and fares.

They were increased by 15% on average from April 1. Losses on passenger services have reached a record level. This year they will amount to R629-million, according to railway headquarters.

However, a government subsidy of R314-million will keep the heavily uneconomic services running.

# 32 fewer <sup>269</sup> trains at <sup>ROOH</sup> weekends <sup>23/7/82</sup>

Mail Reporter

THIRTY-TWO weekend train passenger services on the Reef are to be discontinued, from tomorrow, a spokesman for the South African Travel Services said yesterday.

Mr Jan Havenga said these passenger services, five on Saturday and 27 on Sunday, were all running at less than 20% capacity, and were therefore not economically viable.

The move is in line with SATS policy to reduce massive passenger service losses wherever possible. A spokesman for SATS, Mr M Adendorff, said three weeks ago that SATS could not keep subsidising passenger rail services with profits made in other sectors.

The services to be discontinued are listed below, in the following order from to, train number, time of departure and time of arrival.

## SATURDAY

Johannesburg to Roodepoort, 0098, 12 17-12 54, Roodepoort to Springs, 0195, 13 03-15 01, Springs to Braamfontein, 0140, 15 23-16 41, Braamfontein to Springs, 0101, 12 03-13 24, Springs to Braamfontein, 0124, 13 44-15 08

## SUNDAY

Braamfontein to Johannesburg, 0371, 21 55-22 00; Johannesburg to Randfontein, 0170, 22 10-23 23, Randfontein to Johannesburg, 0183, 23 43-00 57, Johannesburg to Braamfontein, 0302, 01 06-01 11, Braamfontein to Johannesburg, 0363, 20 00-20 05, Johannesburg to Randfontein, 0150, 20 14-21 27, Randfontein to Springs, 0179, 21 55-00 34, Jeppe to Nancefield, 9278, 21 55 22 04, Nancefield to Johannesburg, 9265, 22 33-22 48; Johannesburg to Braamfontein, 9874, 22 57-23 02; Midway to Faraday, 9955, 17 11-17 57, Faraday to New Canada, 9540, 18 17-18 35, New Canada to Westgate, 9659, 18 44-18 56, Westgate to New Canada, 9646, 19 05-19 17, New Canada to Faraday, 9961, 19 26-19 46, Faraday to New Canada, 9546, 20 01-20 19, New Canada to Faraday, 9969, 20 30-20 48, Faraday to Midway, 9116, 21 00-21 40; Midway to Orlando, 9095, 21 49-22 01, Germiston to Kaalfontein, 1603, 05 20-5 52, Kaalfontein to Johannesburg, 1604, 06 00-06 50; Johannesburg to Kaalfontein, 1607, 06 57-07 48, Kaalfontein to Johannesburg, 1608, 07 55-08 47, Johannesburg to Kaalfontein, 1609, 08 55-09 46, Kaalfontein to Germiston, 1610, 09 50-10 22; Germiston to Natalspuit, 1105, 03 08-03 35, Natalspuit to Germiston, 1104, 03 42 04 10

# Automatic train-fare collection on the way

C T 23/7/82 (269)

Staff Reporter

SOUTH African Transport Services is to introduce automatic fare collector (AFC) and gate control equipment at 500 suburban stations throughout the country to crack down on non-paying commuters

The first of the AFC units, which are widely used in Europe, are expected in South Africa in 1984 and will be put on trial at stations on the Rand

The assistant chief superintendent (commer-

cial) in Cape Town, Mr TK Moore, said yesterday free-travelling commuters had become a major problem on suburban trains

These were mainly people who did not buy tickets and managed to board trains without passing ticket-examiners on the platforms

The railway authorities had conducted an experiment from mid-June to mid-July in which four railway stations on the Cape Flats line were "blockaded" by the railway police. In this period,

about 100 000 more commuters had been forced to buy tickets under police supervision and Sats had gained about R40 000 more in ticket revenue

Mr Moore said Sats had sent a mission overseas in 1979 to examine the automatic gate control systems

A report tabled by the mission in 1979 estimated that R45,5-million would be needed for alterations and additional fencing at 450 stations and about R104,5-million for the purchase and installation of AFC equipment at 500 stations throughout the country

Mr Moore said these estimates would have increased considerably since then

The AFC units consist of an automatic ticket dispenser and gate control system

The commuter "buys" a magnetized ticket from the dispenser and puts it into a slot in the gate control unit, which then allows access to a specific platform for one person only

The passenger can only travel to the destination stipulated on the ticket. If he goes beyond, the ticket will not open the exit gate at the next station

# Govt's huge orders boost cost of drugs

By SALLY KERNOHAN

BLAME for the soaring price of drugs in retail chemist shops was this week laid at the door of the Government, which secures such an advantage with its huge bulk orders that it does not contribute a "fair share" towards the manufacturing costs

This was stated by the Cape Midlands branch of the Pharmaceutical Society of South Africa, and the view was endorsed by manufacturers themselves

The State buys 60% of all medicines produced in South Africa and in this way is able to secure tenders on extremely favourable terms

This situation came to light when a Port Elizabeth doctor drew Weekend Post's attention to a prescription which had been presented to a Railways dispensary, and later taken for a comparison of prices to an ordinary retail chemist

The cost at one of three local Railway dispensaries was R36,18 The patient — a member of the Railways Transmed Medical Aid Scheme — was liable only for a percentage not payable immediately to the dispensary

At a retail chemist, the cost would have been more than three times higher — about R120, which the patient would have had to pay in full to the chemist before claiming her share back from the medical aid scheme

To confirm this surprisingly large disparity, Weekend Post took the same prescription to three other chemists

One gave the cost at R124,14 and the other two both

quoted R112 84 The difference of R11 30 was put down to price increases on new stock

Weekend Post took these figures to the chairman of the Cape Midlands branch of the Pharmaceutical Society, Mr C Hurter, to find out why there should be such a tremendous variation in the prices, and why costs of drugs should be so high

Mr Hurter said he was only too well aware of the tremendous variation in the prices and explained "There is no comparison between prices paid by the ordinary distributionary sector — that is, the retail pharmacist — and the State, semi-State, and in fact the dispensing doctor

"The State is, in fact, buying 60% of the medicines from the manufacturers in South Africa and in reality paying far less than purchasers of the remaining 40% — because of its tender system in the drugs market"

Because of this, Mr Hurter said, the society was looking at a different way of distribution in which private enterprise would carry the entire burden of the costs There would be open competition with no protected areas

"The society is busy on an extensive survey which leads us to believe that the private sector could establish health-care centres which would be scaled to the needs and the incomes of the groups that it would serve

"At present the private sector is carrying the overheads in the drug manufacturing industry," he said, "and the

● Turn to Page 3



# Big bulk orders by Govt blamed for soaring price of drugs

S. Post 24/7/82

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● From Page 1

State and semi-State organisations such as the Railways are not sharing sufficiently because of their tender system

"To equalise it, the State should drop the tender system and buy their drugs at standard factory costs"

Mr Hurter added that the State already had a strict mechanism to control prices and to ensure there was no profiteering

He said the present system of medical aid schemes had made patients and medical advisers unaware of prices. The concept of health-care centres would tighten up the number of visits people would make, and discourage wasted time and money which the medical aid system encouraged

He explained that the centres would consist of doctors, nurses, pharmacies and all other allied services, like dental and eye care

"The society is making positive efforts to establish these," he said

The time had come to change the entire system of medical aid care throughout South Africa, from one based on insurance principles to a completely different concept

Manufacturers confirmed the society's view that the Government was not contributing its fair share to production costs, but did not want to be quoted by name

A spokesman for one of the leading manufacturers said "The industry basically supports the private enterprise system and believes that the retail pharmacy can play a much larger part in the distribution of medicine to the community," he said

If this happened, it was likely that medicines would reach the consumer at lower prices

# Students boycott trains

27/7/82 269  
Sowetan

**TURFLOOP** University students living in Johannesburg and surrounding areas are boycotting trains following the SAR's withdrawal of coaches with compartments on trains traveling between Johannesburg and Pietersburg

Mr Dix Madingoane, a Turfloop student, told **The SOWETAN** that since the boycott decision was taken in April this year, students have organised themselves into groups and are hiring private buses to transport them to the university and back for holidays

He said the railways withdrawal of coaches with compartments started during the Easter holiday weekend when the students were returning to Turfloop

"We found the situation intolerable because Pietersburg is a 10-hour journey from Johannesburg and compartments are a necessity because we need to sleep at some stage during the night

"So we decided that we would boycott trains and devise other means of travelling to Pietersburg and back," he said

A spokesman for the South African Railways yesterday promised to investigate the matter

# SAR cuts loans by 25%

Pretoria Bureau

ANOTHER economy measure has been introduced by South African Railways — the R300-million budget housing loan allocation for workers has been slashed by 25%.

A railways headquarters spokesman said yesterday this was part of the economic squeeze being applied by the SAR administration.

The housing loan cut will mean that once the reduced allocation has run out workers will have to queue for loans.

Last week the Minister of Transport Affairs, Mr Hendrik Schoeman, announced that some under-utilised, uneconomic suburban rail services in the Eastern Cape would be discontinued.

Similar services in the Western Cape and the PWV area were also being studied.

The Federal Council of South African Transport Services Staff Associations was represented on an SAR working committee studying further economies, according to the president of the associations Mr Jimmy Zurich.

Among them, he said, were retiring personnel at the minimum retiring age and close scrutiny of the jobs being done by re-employed pensioners.

But, he stressed, there was no talk of sackings.

The general manager of SATS, Mr Kobus Loubser, has indicated that efforts would be made to reduce the total staff complement of nearly 280 000 by 7 000.

## Terminus not wanted

THE SPRINGS Town Council will meet within the next few weeks to discuss the future of the bus terminus near the Springs Railway Station, which is used by thousands of commuters

So we fear

(269)

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29/7/82

Early this year the liaison committee of the East Rand Metropolitan Transport area sent a memorandum to the Springs Town Council, asking that the terminus should be moved in order to eliminate among other things racial conflict at the station

The liaison committee also recommended that the bus terminus should be moved to Pollack Park Station — about five kilometres from Springs — to allow free movement of public transport and people at the station

Mr J van Loggensberg, the town clerk of Springs said yesterday that the liaison committee's recommendations were still at the planning stage and that the town council had not made a move to accept the recommendation as of yet

He also said that the town council would meet within the next few weeks.

# Beware the ticket squad!

THAT "free" tram ride costs the SAR in excess of R600-million a year. And in a move to curb this commuter piracy, you will pay a R2 spot fine if found without a ticket.

The standard penalty is irrespective of the distance travelled, and this exercise means that a passenger may be fined R2 for a journey that might have cost him 10 cents if he had bought a ticket before boarding the train.

The facts were given to The SOWETAN by a senior railway spokesman who said that thou-

sands of people were commuting daily but evaded paying. In a bid to stop this practice, the SAR introduced "flying squad" ticket collectors whose duty is to impose heavy fines on tricksters.

## TRIPS

Our investigation follows complaints from commuters who say "squad" collectors made them pay R2 for short-distance trips, a journey that may cost you only 10 cents under normal circumstances. There are also allegations that these ticket collectors

handcuff commuters who cannot pay the penalty.

The spokesman said this was part of the plan to recover losses suffered over the years.

The spokesman said: "Who knows, that particular man might have been boarding the train a thousand times without a ticket, and not been caught. We have established that commuter piracy is out of habit. We impose the R2 to discourage them."

He added: "We are giving people a service — and we want to be

paid for it. We are now going full force to recover our losses.

We have made extensive investigations into these losses and their causes and we found that thousands of passengers of all races are not paying for their train journeys."

The official said commuters tend to skip buying a ticket from the station's office with the hope of a possible free ride if a conductor is not around. It is this sort of practice that has forced the SAR to resort to the tough penalty measure.

(269)

Sowetan

29/7/82

# SATS 'must help fight recession'

ARGUS 29/7/82 (269)

Argus Correspondent  
JOHANNESBURG —  
Drastic steps to cut costs and improve productivity will have to be taken immediately by the South African Transport Services if the country is to pull itself out of the recession by the mid-80s, says the head of the SATS

Speaking at an urgently called Press conference yesterday, SATS' general manager, Mr Kobus Loubser, said it was imperative that commerce, industry and the public realised the serious

nature of the country's economic malaise and the responsibility all transport departments had to alleviate it

"We will not see a substantial growth in the economy for at least two and possibly three years. Next year should be worse than 1982 and if we do not take drastic steps now to contain losses and improve productivity now, we will not be able to cope with the next boom period," he said

Mr Loubser said there was no better barometer of the state of the eco-

nomy than the SATS as the organisation was able to monitor the movement of imports and exports and passengers from month to month

Even with the Government's subsidy, the SA Railways' deficit was about R400-million in 1982 with monthly estimates of expenditure con-

siderably higher than budgeted

"Yet we planned our budgets after consulting with the Economic Advisory Committee, all banks and commerce and industry using conservative estimates based on what we thought the gold price, exchange rates and interest rates would be" he said

# SATS on drastic

## economy drive

By DAVID CAPEL

THE South African Transport Services — already R85-million in the red for the first three months of the current financial year — will soon begin a massive countrywide programme to cut costs in all areas.

The organisation's general manager, Dr Kobus Loubser, spelled out this tough message, which will have far-reaching effects both on passengers and SATS's 279 000 staff, at a Press conference in Johannesburg yesterday.

He said the organisation was facing a different, and more difficult, ball game than in the past. As a business concern it needed to tighten its belt and reduce wastage.

Among the methods being employed to cut costs are:

- Improvement of productivity in all areas
- Reduction in overtime and Sunday work
- Delays in several construction schemes
- Cancellation of certain passenger train services
- Increased use of electric trains, which are cheaper

The mutually agreed laying off of about 400 people over the age of 60 who, in many instances, were being employed as a "convenience" and were not absolutely necessary.

Dr Loubser said all the 400 that had been spoken to individually. He said it was not a matter of sacking people. Dr Loubser said that, on the whole, the SATS was better off than transport organisations in the rest of the world.

This was particularly so with regard to South African Airways, although they too face serious financial problems. Among methods being employed to cut costs in SAA are the use of more fuel-econom-



The general manager of South African Transport Services, Dr Kobus Loubser, at yesterday's gloomy Press conference with him are (from left) managers Mr B J Groenewald and Dr E L Groenewald

Picture ROBERT TSHABALALA

ic planes, like the Boeing 737, instead of the Boeing 727.

Dr Loubser said fuel costs alone amounted to R400-million a year, and it should be remembered that SAA got all its spare parts and new planes from the USA.

The unfavourable rand/dollar relationship made

this more and more expensive.

Dr Loubser added that the shortest possible international air routes would be used in future and the flight to Tel Aviv via Lisbon would be withdrawn. Instead, one flight would now serve Rome and Tel Aviv.

Dr Loubser confirmed the delivery to South Africa of the new Boeing 747 stretched upper deck (SUD) aircraft next April.

He also said the Airbus currently being used on the domestic service would, not fly if there were not enough passengers on a particular

flight. The cheaper 737 would be used instead.

Also, the allocation for housing loans had been reduced from R320-million to R245-million. But commitments made up to September this year would be honoured, Dr Loubser said.

# Kobus Loubser defends role (269) of SATS

*Star 29/7/82*

By David Braun

Allegations that the SA Transport Services used its influence to prevent certain private road-hauliers from being licenced to operate should be seen in the light of the SATS's massive socio economic commitments

Mr Kobus Loubser, general manager of the SATS, said this recently at a management course of the University of the Witwatersrand's Graduate School of Business

## NATIONAL JOB

"We are the national carrier and we are told to operate on business lines. We must also pay attention to necessary socio-economic factors

"How can we operate on business lines when we have to subsidise transport to border industries?"

"We bring the labour force into the working areas at between 05c and 1c a kilometre and incur a loss of R700 million. We can recoup that loss only by marking up tariffs on higher-grade traffic."

Mr Loubser pointed out that the German national railroad company was losing about R5 000 million a year. It recently appointed a former IBM director to run the railways on

business lines.

Even in Japan, whose railways were renowned for speed and efficiency, the local railway enterprise swallowed one-third of the Japanese national budget every year (losses ran into thousands of millions). The Japanese national railways company spent R300 for every R100 it earned.

South Africa had to be careful that its national railways enterprise did not fall into the same trap. To this end the SATS was interested in only viable propositions and would install railway lines only on paying routes

## MORE EFFICIENT

SATS had already lost half of the available traffic in the country to the roads. Yet it had been proved that for distances over 90 km the railways was up to nine times more efficient in terms of energy expended than was road transport.

If the SA Railways were allowed to operate at cost and it did not have social obligations, there would be no need for a road-transport permit system.



# Loubser wields the hatchet

SA Transport Services (SATS) has not taken lightly its R85,1m deficit for the first three months (April to June) of its financial year, and will embark upon its biggest cost-cutting and productivity improvement scheme ever. It will also chase new business more aggressively.

GM Dr Kobus Loubser says the deficit for the quarter was R71,3m greater than the R13,8m originally budgeted for. The cost-saving measures, which will take some time to implement, are expected to save at least R150m/year.

Much will come from savings on the SAA's R400m annual fuel bill. This will be helped by the replacement of Boeing 727s with the new 40% more fuel-efficient 737s. Loubser says SATS can be thankful that this programme was begun two years ago.

Shorter and more direct routes, lighter equipment and flying at slightly slower speeds should save R12m a year.

While SAA will continue to fly to all its hard-won overseas destinations, this will be done by lengthening current runs or coming to unspecified "mutually beneficial agreements" with other airlines such as El Al. Negotiations are currently under way.

The Tel Aviv to Lisbon flight will be withdrawn, to be replaced by another which includes Rome as well. The Rio de Janeiro and Buenos Aires flights have already been combined, and these two cut-backs alone should save nearly R10m annually. The use of an Airbus instead of a 747 to Mauritius should save R0,5m annually.

In the SAR, overtime pay should be cut by R50m a year by limiting Sunday goods train services to animals and perishables only. Goods trains will run only if they are full length, and electric trains, far cheaper than diesel, will be used wherever possible.

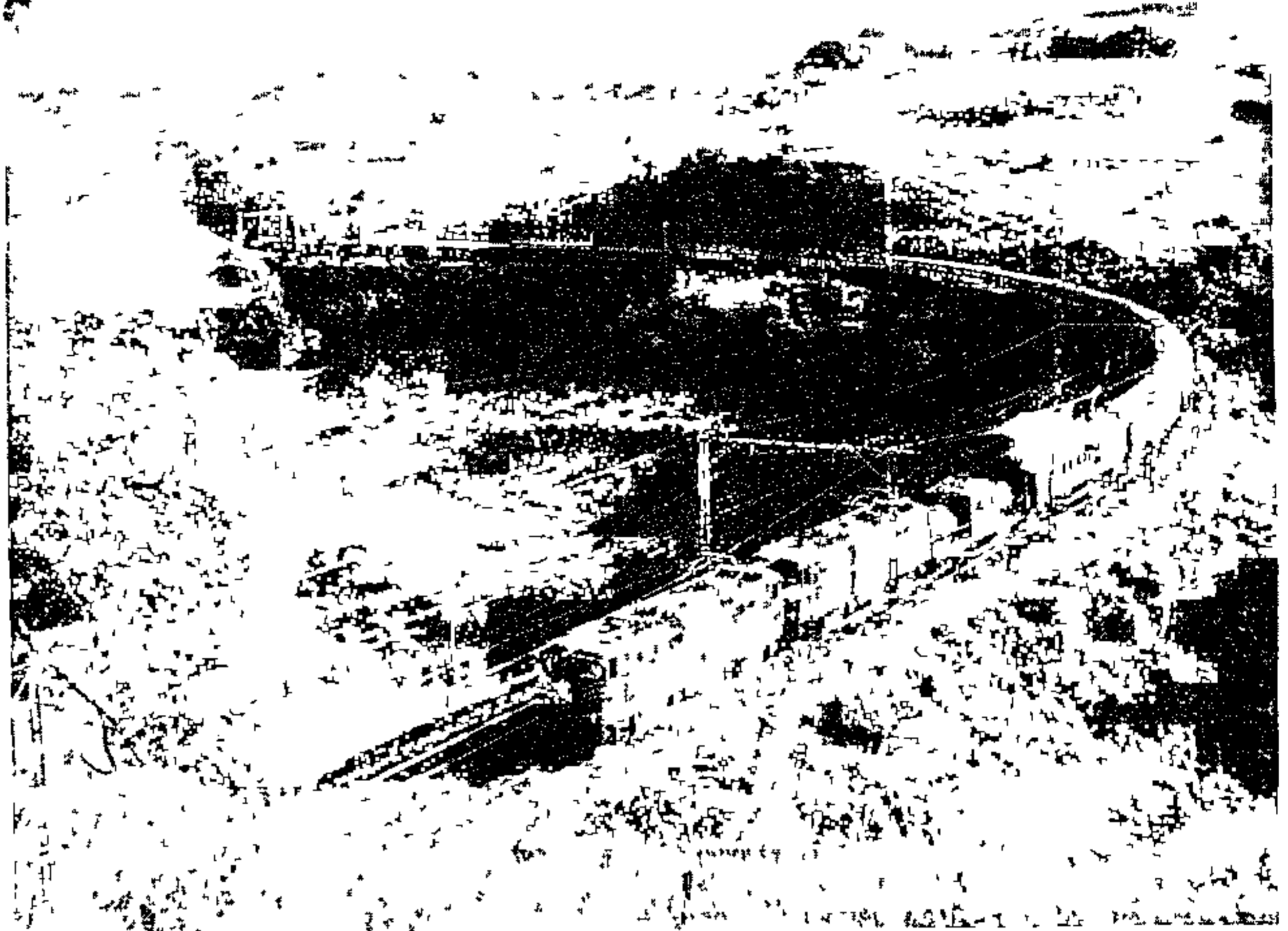
Some rail services, which carry as few as six passengers between some Orange Free State towns, could also be scrapped.

Obsolete electric locomotives will be taken out of service sooner and scrapping programmes stepped up.

Non-replacement of departing permanent staff should save at least R2,5m a year and dismissing casual labour is expected to save over R50m. The 279 000 strong workforce will be cut by 7 000, although SATS points out that this will be done through non-replacement of permanent staff rather than retrenchment.

Pension benefits will not be reduced.

While housing subsidies have been cut, this will not materially affect staff at this stage due to the shortage of housing. At worst, says Loubser, staff will merely have to wait a little longer for their subsidies.



SATS train ... packing in the passengers

Loubser hints that the Richards Bay coal export facilities could be completed by 1985-6 as originally proposed if private enterprise steps in with the necessary funds. This, however, is "negotiation I cannot comment on," he says. "They will have to talk fast if such plans are to go through."

SATS is also endeavouring to increase revenues by being more competitive, says Loubser. Private hauliers could face fierce competition from new rapid steel-carrying services between Newcastle, Elandsfontein, Germiston, Witbank and other manufacturing areas.

Night services for container and high tariff traffic are also to be introduced within a 240 km radius of the Rand complex. The fast overnight goods service between Kazerne and Durban — just over 13 hours — is still on an experimental basis but could succeed in diverting road traffic.

Airline-type seats will be introduced on the Trans-Natal Express to attract more passengers paying lower fares.

Loubser says inventories have grown enormously over the past few months because SATS suppliers have tried to combat generally slack business by delivering to SATS sooner than expected.

In the period under review, SAA lost R23m, and the SAR lost R134m. The harbours and pipelines divisions showed profits of R71,4m and R31,9m respectively.

SATS has been working to a capital budget of 2% growth with an average gold price of \$350/ounce. But SATS was

unprepared for inflation above its estimate of 13,8%, and was hard hit by the 10% import surcharge.

The strong dollar in comparison to the rand has also played its part in pushing up the cost of imported aircraft, spares, and fuel by 30% this year.

There has also been a considerable traffic fall-off. Chrome exports are 39,2% lower, local chrome 26,3% down, timber 38,8%, and iron ore, 12,7%.

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