

Public SECTOR - TRANSPORT - GENERAL
1983

JANUARY — — JULY

1983

Third-class

Alicedale

to PE fare

up by 400%

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269
2. Post
3/1/83



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Post Reporter

SCORES of commuters on the mainline train from Alicedale to Port Elizabeth faced a 400% increase in their weekly third-class tickets when they returned to work today after the weekend.

A third-class weekly ticket used to cost R3,60 from Alicedale to Port Elizabeth — the same ticket now costs R18,20.

Some could not come to work because they did not have the money for the increased fare.

South African Transport Services had announced increases in train tickets ranging from 10% to 15% from January 1.

The System Manager, for the SATS in the Cape Midlands, Mr G D Engelbrecht, said certain anomalies had existed on mainline seasonal tickets which had been adjusted in the recent price increases.

The weekly third-class ticket to Alicedale was one of them. He said commuters had previously paid less for a weekly ticket than for one return trip between Alicedale and Port Elizabeth.

He said the weekly third-class ticket from Port Elizabeth to Paterson had previously cost R2,90 while one return trip cost R4,60.

These anomalies had to be rectified.

A first-class trip from Uitenhage to Port Elizabeth had gone up from

R1,20 to R1,30 and third class from 50c to 60c.

A third-class ticket from Swartkops to Port Elizabeth had risen from 20c to 30c.

Mr Engelbrecht said the biggest increases had been felt on the mainline seasonal tickets.

Other increases had ranged between 10% and 15%.

Mrs Patricia Schadle, whose husband owns a stainless steel manufacturing business in Kensington Port Elizabeth, said two skilled employees who commuted from Alicedale daily had not reported for work today because they did not have the money for the increased train fare.

She said they had telephoned from Alicedale to tell her about their plight. She had telegraphed money for the weekly train tickets.

Both men had put aside R4 for their train tickets, having worked on the premise that increases would range between 10 and 15%.

Mrs Schadle said she was shocked at the tremendous rise and would have to adjust their wages accordingly. It would cost the men R72,80 in a four-week month to commute.

She said the employees, who were both coloureds, were caught in a Catch 22 situation because they could not get housing in Port Elizabeth and could not get jobs in Alicedale.

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)
Examiners' Initials		

NOTE C

- Ent of t que
- Bl ar ab
- 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
- Do not write in the left hand margin

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- books, notes, pieces of paper or other material may be brought into the examination room unless candidates are so instructed
- 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

GENERAL NEWS

Bid to beat missile threat

~~269~~
269
~~269~~

By John D'Oliveira
The Star Bureau

WASHINGTON — An American firm has asked the State Department for a licence to provide South African Airways with technical data on protecting aircraft from missile attacks.

No official statement could be obtained on the issue but it is understood the firm wants to supply SAA with the information in the hope of later supplying the airline with complex and expensive electronic equipment to protect individual aircraft against missile attacks.

The equipment, which sends out impulses which seek to confuse missile guidance

systems, is particularly effective against missiles similar to the small Russian SAM7, which can be carried and fired by an individual.

The data and the equipment can be supplied to South Africa only with the approval of the State Department.

Washington observers believe the request has given added validity to a report carried by the now defunct Philadelphia Bulletin in November last year in which the newspaper reported on its front page that American "intelligence sources" had confirmed that two missiles had

Both missiles missed and the crew of one aircraft actually spotted the missile coming towards them and were able to take evasive action.

Security forces later recovered parts of a spent SAM 7 missile, claimed the report.

The report was denied by a spokesman for South African Airways.

● Asked to comment on the Washington report, a SAA spokesman in Johannesburg said, "We are continuously looking at the security of our equipment and consequently the safety of our passengers.

"It is not our policy to comment on any security measures."

been fired at a South African aircraft in South Africa.

Report ²⁶⁹

on bus

boycott

for Hotz

NM JAN. 1983

**African Affairs
Correspondent**

A JOINT deputation of bus commuters' committees from Lamontville, KwaDabeka, Clermont, Kilaarwater and St Wendolin's is to present a memorandum on the present Corporation bus boycott to the mayor, Mrs Sybil Hotz, this month.

Representatives of the committees want to arrange an interview with the mayor to discuss grievances as a result of the decision of the City Council to increase black bus fares.

A spokesman for the combined committees said yesterday that it had been agreed to formulate a joint strategy and to ask prominent ministers of religion to form part of the delegation to see the mayor.

The spokesman said the meeting had decided that the bus boycott issue should be given wide publicity. It was felt that the public did not have a clear understanding of the grievances of black bus users.

He said it had been agreed in principle that a Black Commuters' Association should be established to act as a watchdog to serve the interests of those who used public transport.

The boycott of Corporation buses is still continuing.

By Richard Paris,
Transport Reporter
Natalians as well as
Transvaalers will soon be
able to go to Sun City by
passenger express trains
if Southern Sun Hotels
succeeds in forming a
partnership with the
South African Railways
later this month

The group's managing
director, Mr Peter Bacon,
said the company, which
manages and partly owns
the Bophuthatswana re-
sort, has been negotiating
with the Railways for
passenger train services
to Sun City and a decision
was "only a couple of
weeks away".

Sun City is 20km from
a branch railway line
whose nearest station is
Heysteckrand, inside the
homeland

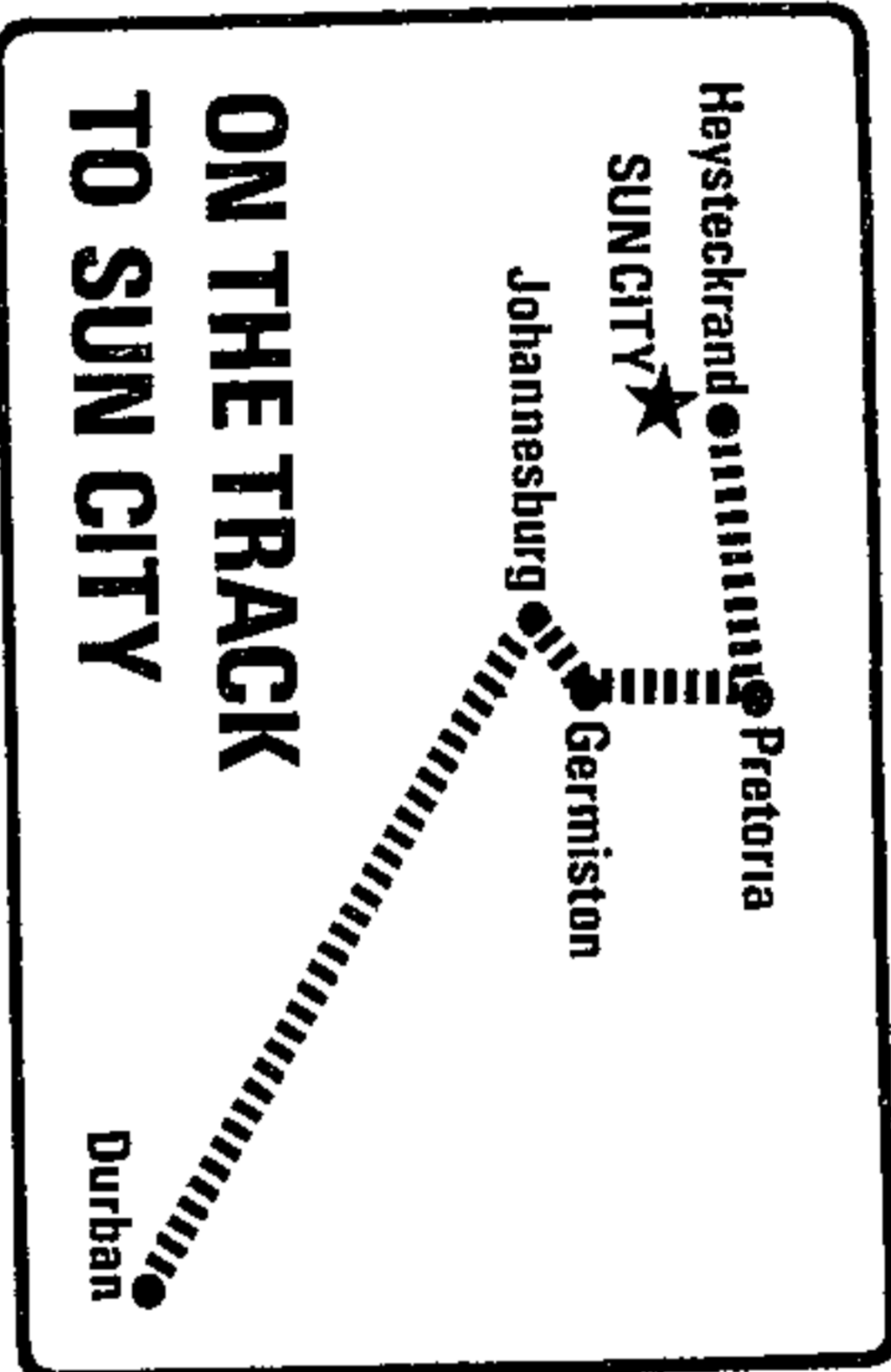
South African Trans-
port Services sources
said that as early as May
train services could be
operating to the rural
station where passengers
would be met by coaches
for a short ride to Sun
City
To capture the Durban

Sun City tries to get its clients on to the right track

and Natal midlands mar-
ket, Southern Sun is try-
ing to persuade the Rail-
ways to take four
coaches which were for-
merly lounge cars on
major express trains and
turn them into a single
"Fun" City Express

SAR passenger ser-
vices director Mr Hen-
drik Hamersma said
"These coaches have al-
ready been converted
with 52 aircraft-type
seats which recline with
pull-down tables, air-con-
ditioning and music

"Although we do intend
to use them part of the
time on express trains as
an inexpensive alterna-
tive to sleeping berths,
we are out to make
money and if Southern
Sun wants to hire them to



make up a train, of
course we are interest-
ed," he said
He pointed out that the
planned one-way fare for
the Johannesburg-Durban
sit-up service to start in
May was R27 and would
be just as reasonable on
routes to Bloemfontein

and Kimberley. However
Southern Sun could
charge even less a km for
its Sun City service
should it get the go-
ahead
Southern Sun is also
negotiating with the Rail-
ways for a frequent and
fast rail service between

Johannesburg, Pretoria
and Sun City which would
take less than three
hours

The train earmarked
for this service is the new
Jacaranda Express de-
signed as South Africa's
first high speed commu-
ter train to travel be-
tween the Golden City
and the capital at
150km/h. Test runs with
the new train start next
month

The express comprises
several coaches designed
in Nigel with luxurious
upholstered seating. It is
stabilised by the South
African Scheffel bogey,
enabling transport engi-
neers to overcome the
limitations of the coun-
try's exceptionally nar-
row track

"We could not start the
new train in commercial
service in April as
planned because of a
delay in getting the nec-
essary funds to complete
track alterations and
computerised signalling,
but we hope to have it in
operation by November,"
said Mr Hamersma

He said it was unlikely
that the 150km/h train
would be profitable. It
would probably be with-
drawn soon after its in-
troduction. The express
would reduce the travel-
ing time from 60 to 45
minutes but would reach
the higher speeds for only
a short distance between
Germiston and Pretoria
because of heavy traffic
elsewhere

The country's most
modern and fastest train
is likely to be used to get
the gamblers to Sun City
in under three hours
which Mr Bacon said
"would relieve traffic on
the roads, and stimulate
more people to go".

269 Spar 6/11/83

Containerised freight costs surge upwards

By DAVID PINCUS

THE recent round of SATS tariff increases that came into effect a few days ago has set in motion a chain reaction that will add to inflation and take some of the gilt off the gingerbread of exports coming from inland.

Inland importers and end-users of imported goods, including capital equipment, will have to grit their teeth and pay more for their goods as a direct result of the hike.

Apart from the substantially increased cost of railing their goods to say the Reef from Durban, the cost of railing empty containers back to Durban has risen by about 33%.

Containerised freight is divided into FCL — full-container loads — which are destined for one address, and LCL — less than container loads — which are packed with goods destined for several addresses.

The one charge that affects both types of container is the container handling charge for general cargo which has gone up to R81 from R72 for a 6m container and from R108 to R122 for a 12m container.

The service charge for LCLs on the 'Durban and Cape Town range' has been increased from R12 to R14 per freight-ton and the haulage charge from Durban to Johannesburg for LCLs has gone up from R34 to R37,75 per freight-ton.

The charge for moving an FCL from Durban to Johannesburg has increased from R666 to R728 for a 6m box and from R1 330 to R1 454 for a 12m box.

The charge for delivering them to consignees has been increased by about 18%.

The cost of exporting in LCL containers has been increased from R23 to R28,75 a freight-ton — an increase of R5,75, or R2 more than the R3,75 increase in the per freight-ton cost of imports. These increases will obviously not lead to significant cost increases in small, high-cost manufactured items, but could mean the difference between profit

and loss for those who export bulky, low-value items.

Most machinery arrives in containers so, apart from the other increases, a manufacturer who imports a machine that has to be packed in a 12m FCL can look forward to it costing him R124 more in railage.

It may not be a large amount on a machine costing several thousand rands, but an amount, nevertheless, that will have to be recovered from somewhere — possibly by increasing the price of the product, it makes.

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Bus careers out of control down a hill

10/1/83

Mercury Mercury Reporter

AT LEAST 16 people were injured — one seriously — when the bus in which they were travelling careered out of control down a steep hill in Mariannridge at the weekend.

A resident, Mr Dan Naidoo, said the brakes of the bus appeared to fail and the driver had unsuccessfully tried to steer the runaway bus to safety.

Fifteen injured passengers were treated and discharged from King Edward VIII. One was admitted

Hope rises for *Mercury* 'green belt' walks *11/1/83* along the Umgeni

Municipal Reporter

A COMPROMISE between the South African Transport Services and Durban City Council has renewed hopes for 'green belt' walks along both sides of the Umgeni River

Several weeks ago the city's Environmental Committee was shocked to learn that the SATS intended developing its 80 ha site at Springfield Flats right to the water's edge

The committee's plans to establish walks along the river banks appeared to be torpedoed and an urgent meeting between SATS officials and council representatives was arranged

Yesterday SATS resident engineer Roy Miller revealed that all was not lost

Along all but the narrowest stretch of the Railways site there had always been provision for

a 5,5 m gap between the security fence and the canal. At the narrowest point of the site, where the SATS already had a space problem, the canal had been rerouted right next to the fence

'But,' he said, 'the Environmental Committee chairman, Mr Donald Smith, said the council could erect a cantilevered platform along the canal so people could still walk along that 0,5 km stretch. We, in turn, will be greening the whole site as we have done on several of our other sites

'Unfortunately we have to fence for security reasons and we can't have trees close to the fence, but we will make the whole site as parklike as possible,' he said.

Mr Smith said the council had to share the blame for giving little thought to the effect on the sensitive river environment.

Replacement for Muller may be announced tomorrow

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Mercury

12/1/83

THE Minister of Transport Affairs is expected to announce Mr Gys Muller's replacement on the Local Road Transportation Board tomorrow.

Meanwhile, the two board meetings scheduled for this week were cancelled and the backlog that has built up in the Durban Metropolitan area over the holiday period has increased.

A spokesman for the Department of Transport said although only two of the three board members needed to preside at a hearing, the board was not legally constituted until all three members had been appointed.

Municipal Reporter

Mr Muller, a Durban City Councillor, had already served two terms on the board when the Minister re-appointed him for the 1983/4 term which began on January 1. The appointment was made in the face of a clear indication from the City Council that it wanted Mr Muller replaced by either Mr Charles Williamson, a former deputy mayor, Mr Pieter Breytenbach or Mrs Libby du Toit.

On December 23 the council lodged an urgent application in the Supreme Court to contest Mr Muller's appointment. The matter was settled out of court according to a confidential circular sent to councillors, the minister agreed to rescind Mr Muller's appointment, pay the council's legal costs and indicated that one of the council's nominees would be appointed.

A spokesman for the Department of Transport said the minister, Mr Hendrik Schoeman, had not had time to consider the new appointment until this week but the new board member would probably be announced on Thursday.

In terms of the Transportation Act, the appointee should possess wide experience of, and show ability in, transport, industrial, commercial or financial matters or in public affairs.

The board meets once or twice a week. The chairman of the board is Mr J Haak of the Department of Transport. The other member is Mr Pieter Conradie, former assistant general manager of the South African Transport Services. This is his second term. Yesterday Mr Gys Muller said he had still not received notification that his appointment had been rescinded. A deeply religious man, Mr Muller has said the turn of affairs was an act of God — and not of the courts.

Pretoria Correspondent

At least 50 million more people were transported by train and bus last year than in 1981

While thousands more travelled third class on trains or on transport arranged by private groups, the number of passengers travelling first class and second class on trains or using municipal transport dropped compared with 1981

This is clear from statistics on train and bus travel patterns in South Africa, released by Cen-

50 million more are

using public transport.

tral Statistical Services in Pretoria

Although accurate figures are available only up to October 1982, it is clear that the average number of passengers transported increased from 170 million a month

in 1981 to 175 million a month last year.

The average number making use of transport arranged by private groups increased from 85 million a month in 1981 to 90 million a month in 1982. The num-

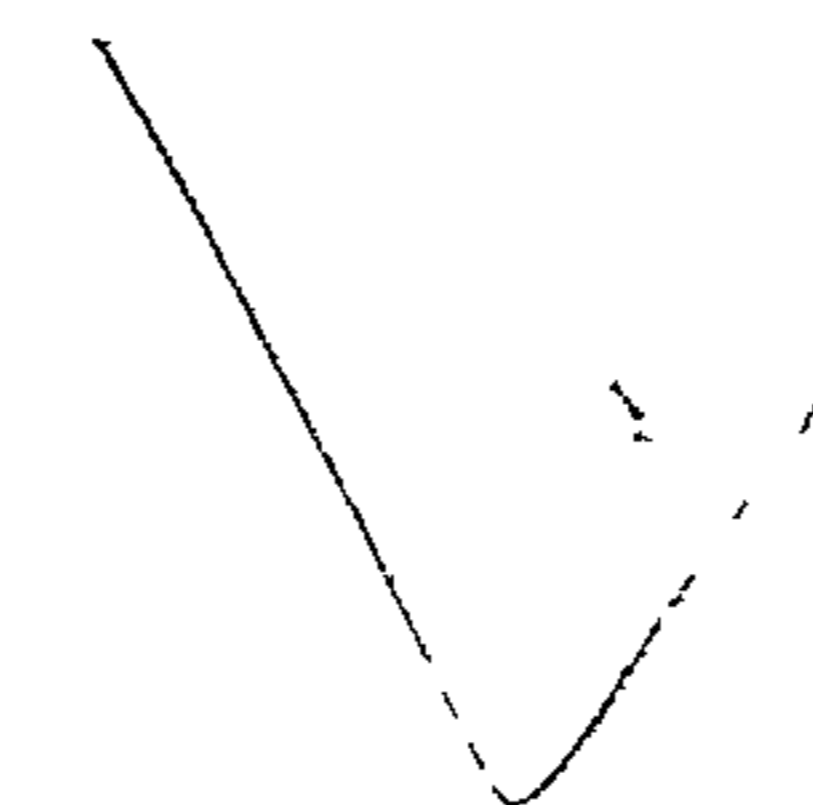
ber travelling third class on trains (black passengers) increased by more than 200 000 to 51.8 million a month last year.

The number of passengers using first and second class train transport decreased by about

800 000 to an average 10 million a month in 1982. The number of municipal passengers dropped by about 87 000 to about 21,4 million a month.

The percentage increase of people using trains and buses dropped between 1979 and 1982.

Only 2,6 percent more people used trains and buses in 1982 compared with 1981, while 6,5 percent more used these forms of transport in 1981 compared with 1980, and 7,8 percent more in 1980 compared with 1979.



26 Mercury 32
**Boycott
nears end**

Mercury Reporter
AN END may be in sight to the six-week-old boycott of the Durban Transport Management Board's bus service by commuters in Lamontville, according to the board's general manager, Mr Marshall Cuthbert

Residents of Clermont decided to end their boycott at the end of last month.

Mr Cuthbert said the response to the bus service by Lamontville commuters had been very positive yesterday

The buses carried more passengers than they had done for a long time, he said

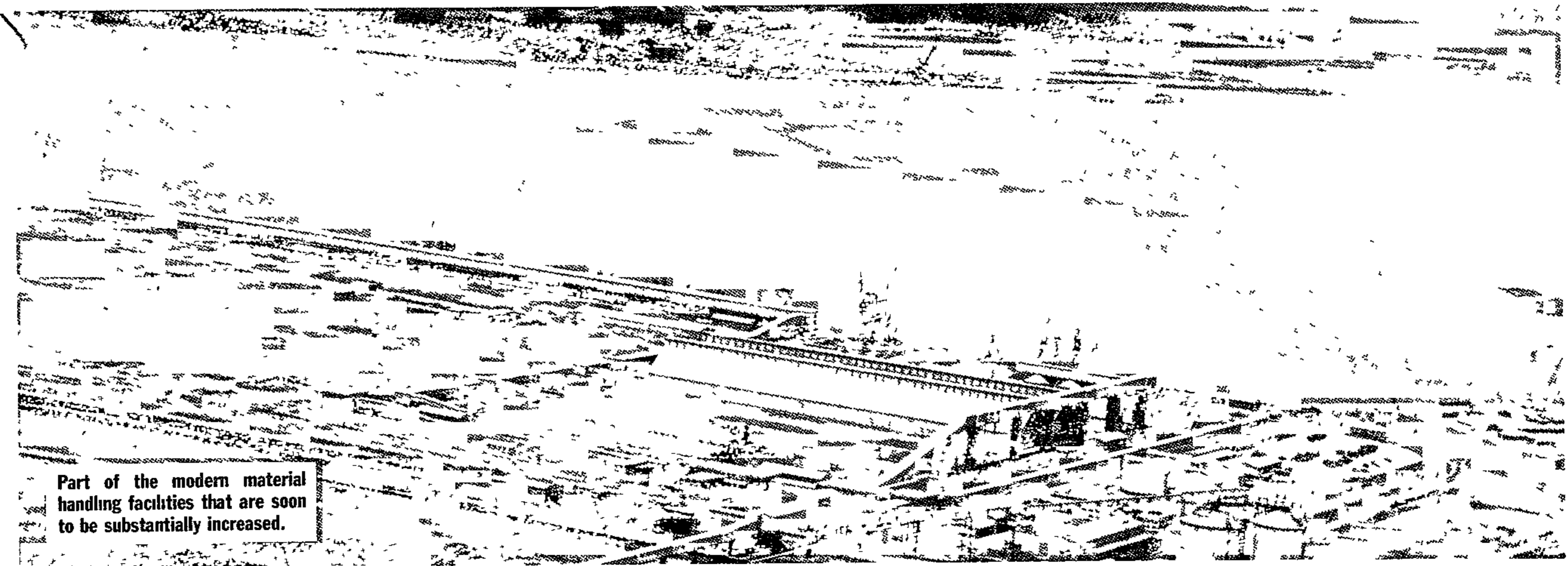
Marcus
Black bus
(26) 4/1/83
fare hike

Pietermaritzburg Bureau
CASH fares on the African bus services here are to go up on January 24 by 2c a trip the Director of Transport Mr D D Schumann has announced

Adult cash fares on the Sobantu route will now be 23c and on all other African service routes the adult cash fare will be 25c

Coupons for pupils will now cost R1.40 for a book of 10, while children will pay a cash fare of 16c

Workers using clincards — 10 single journeys in 14 days — will not be affected



Part of the modern material handling facilities that are soon to be substantially increased.



Triomf's phosphoric acid plant from where effluent will be pumped 5 km out to sea via the controversial Richards Bay pipeline.

PIPELINE SAVES BAY

269 Industrial Waste 18/1/83

By Hugh Poulter and Lynn Carlisle

FINAL authority to build the controversial 12 km effluent pipeline at Richards Bay has been given and this is being regarded as the "escape line from poverty" in the area.

Adjudication of tenders will be given next month for the world's most advanced effluent scheme which could cost around R34-million, while its associated R15-million water supply system will also be built, boosting on-going and planned projects there to about R1 700-million.

In addition, the pipe-

line over which industrialists and environmentalists have wrangled for years is certain to attract additional growth, mainly from the "dirty" industries which have concentrated their operations in the PWV Complex, top local sources predict.

Scientists and industrialists assure en-

vironmentalists that the effluent from the giant Mondi Paper Mill (under construction), Triumph Fertiliser Plant and the Town Board will dissolve completely 5 km offshore when pumped into "nature's infinite dustbin".

"The pipeline should be operational by July next year and the bulk water supply system may be commissioned a few months earlier," a spokesman from consulting engineering firm Campbell, Bernstein and Irving

in Durban told Industrial Week.

With more than 2 000 workers expected to be on site late this month to begin the R600-million construction of the Mondi Mill, Richards Bay looks set for a bustling 1983, said Dr "Jay Cee" van der Walt, the town's mayor and a regional development committee member.

"The 1,2m diameter pipeline will accelerate industrial growth, and its construction at a depth of 25 m under the sea will

involve formidable challenges with the use of ships, dredgers, huge towers and other equipment," said Van der Walt.

He added that he had already received calls from two industrialists last week who were attracted to the area because of its "oversupply" of water following the recent completion of the R37-million Goedertrou dam and the water scheme improvements about to be tackled.

Further investment for vital coal line

IN line with the upgrading of the Broodsniersplaas to Richards Bay rail link to carry R40-million tons of coal a year, Westinghouse Bellambie has signed the last of three contracts for the provision and installation of signalling equipment which are worth a total of R55-million.

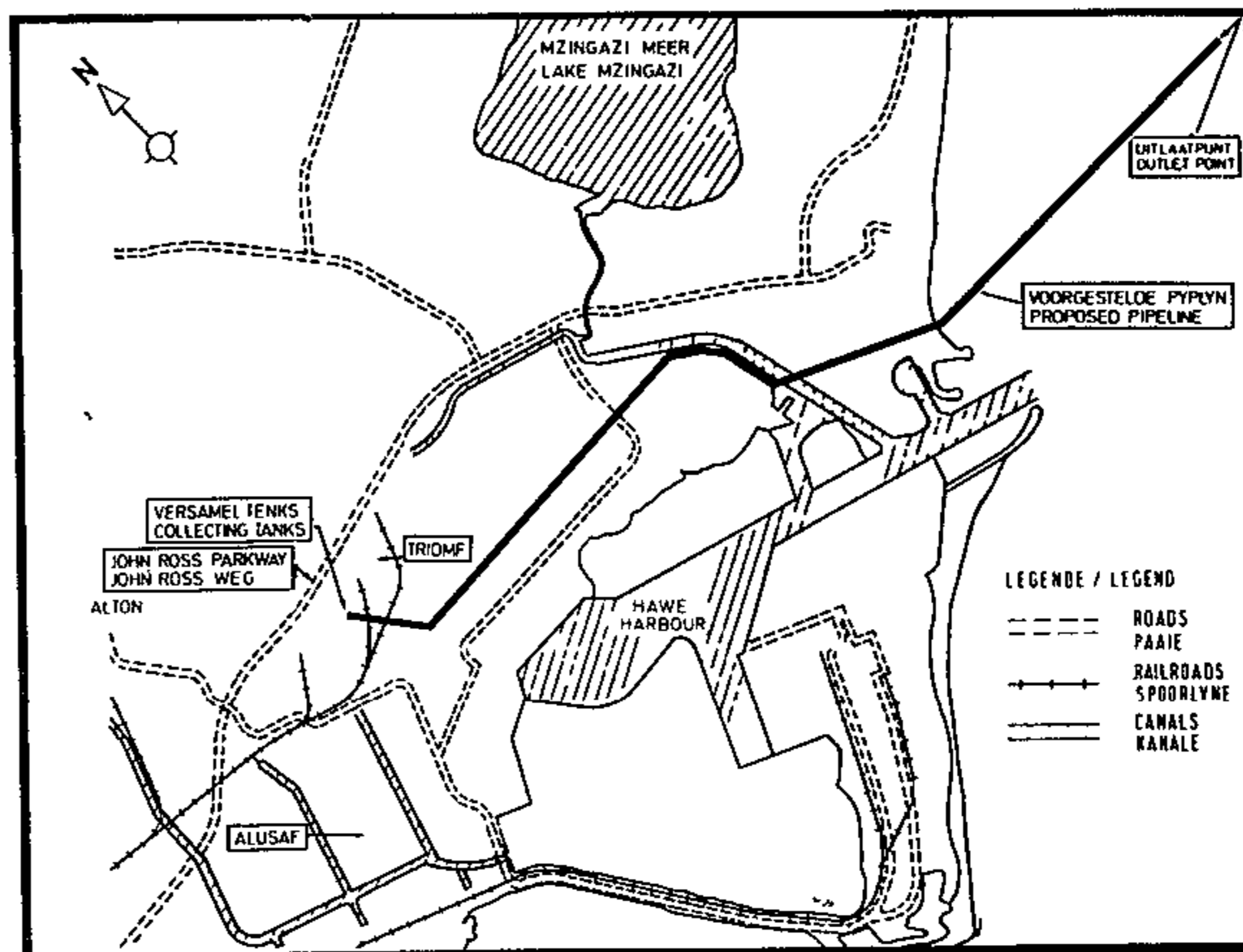
It forms part of the total upgrading and doubling of the 550 km line which has some 80 stations along the route.

The project, which will be carried out in three phases, is scheduled for completion in 1986. Work is underway and some interlockings have already been commissioned, a

Westinghouse Bellambie spokesman disclosed.

"The immunisation problems caused by the extremely high traction currents (25 kV AC) and the difficulties arising from the fact that the work has to be carried out without interruptions to the traffic, are just some of the special features of this project," he said.

Coinciding with the award of these contracts, Westinghouse Bellambie - a company in the Murray and Roberts group, has installed a R500 000 computer-aided design (CAD) facility to computerise the design process.



A map of the Richards Bay area showing the proposed pipeline and the industries which will use it.

Housing

Van der Walt regards Richards Bay as being unique in its advanced white-black labour relations policy and claims that black housing facilities are superior to any in the Transvaal.

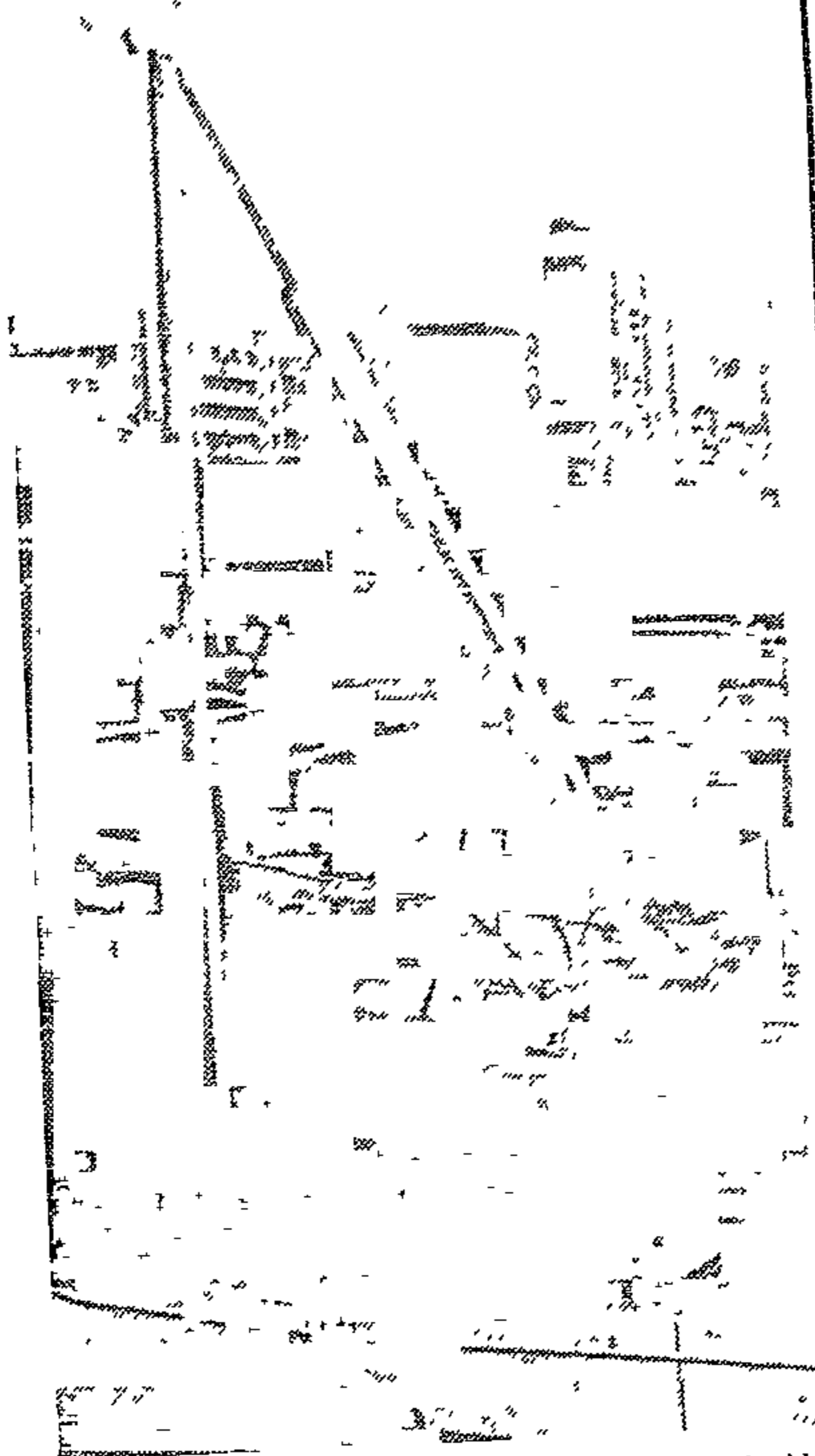
"The private sector offers its black workers 100% housing loans with extremely favourable interest rates," he added.

Thoe Tolmay, local director of municipal planning, added that building plans totalling R66-million were passed in the first 11 months of last year.

Meanwhile a fleet of ships have been sailing in

P.T.O.

Popular piler



A new ground auger piling system, which is highly manoeuvrable, vibration free and reduces noise was recently used on Durban's beachfront by Esor Ground Engineering.

includes 7 items
saves 269
bay 1/183

Imports

and out of the harbour bringing a dismantled smelter plant from Nippon Light at Miigata part of Alusaf's R280 million expansion to double aluminium at its existing 1.4 km long factory there

Harbour improvements by the South African Transport Services (Sats) are substantial while the Richards Bay Coal Terminal Company's R360-million extension to its coal handling facilities for 44-million tons of exports annually is in full swing

A dredging pond being built by Richards Bay Minerals at a cost of R25 million, IA Bell's erection of a R10 million plant and Suncrush's R10 million bottling plant underway complete the line up of main work

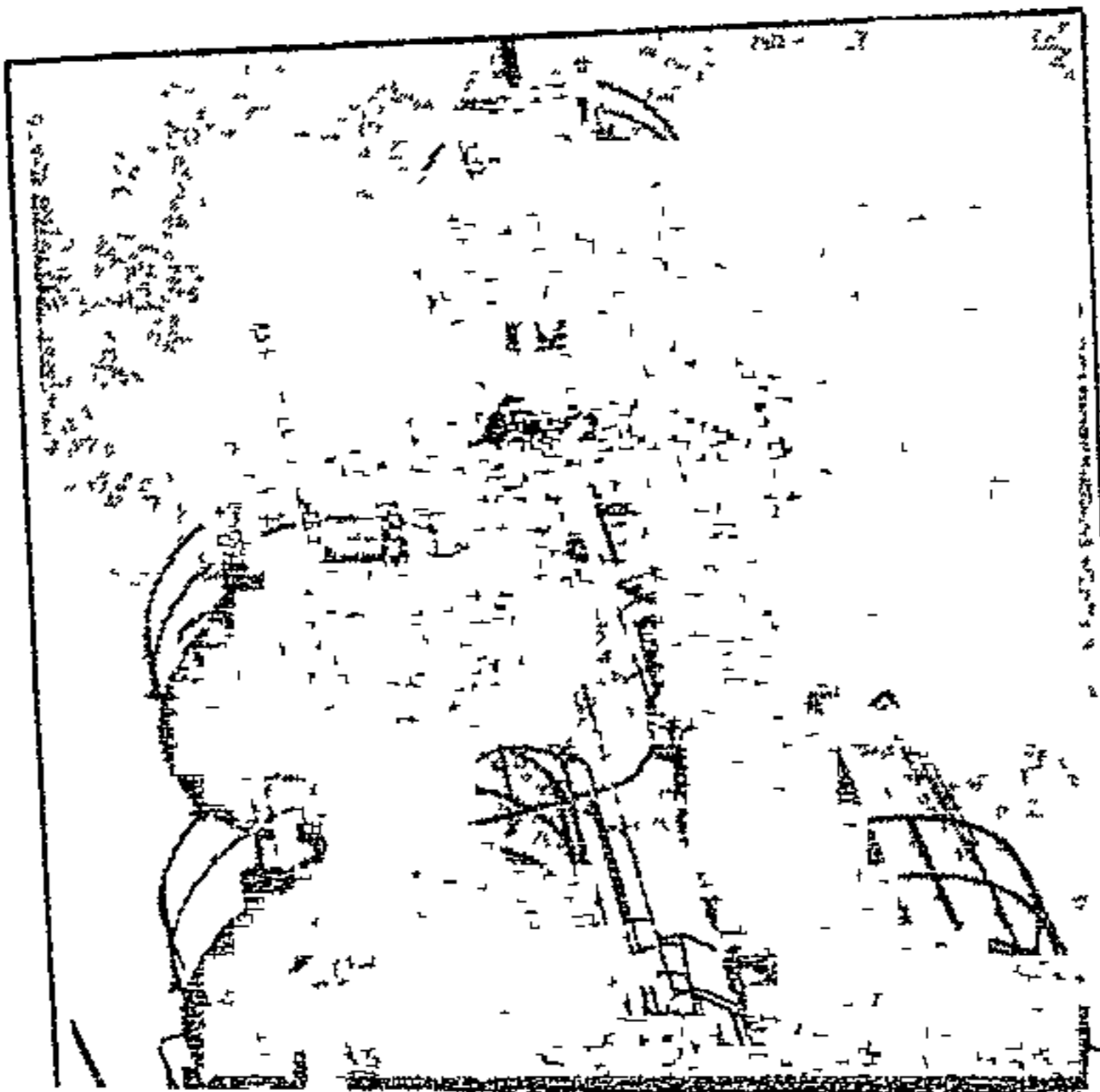
"A number of companies are believed to be finalising plans for lesser expansion work so I cannot foresee any work shortages occurring in this field this year," said Van der Walt

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In H m pr sa

f M L E A I S I C

Leaders In Stainless Steel Fabricating



Distillation columns manufactured by Almaks



By Fiona Macleod

Jailed for push from train

Star 19/11.83

On September 8 last year Mr Phineas Mshevu bought a first-class train ticket at Toronga station, near Springs, and climbed into a coach from which he saw three black people descending

The train had begun moving when he realised he was in a "whites only" coach and a ticket inspector, Christoffel George Petzer, was ap-

proaching.

Petzer told Mr Mshevu to get out of the coach, but he was unable to switch to his allotted section while the train was moving. Petzer threatened him and they argued.

Petzer ordered Mr Mshevu to jump through

the open door and, when he refused to do so, pushed him out.

Yesterday a Johannesburg magistrate, Mr M E Muller, jailed Petzer for nine months for assault with intent to cause grievous bodily harm.

Mr Muller said, although Mr Mshevu had

not been seriously injured, society had to be protected from such ruthless action.

Petzer, address given as Geoffrey Flats, Claremont, pleaded not guilty and said Mr Mshevu had jumped from the train as it was approaching Denver station.

He had not stopped the train because "there are hundreds of blacks who jump on the trains and fall off and the conductor must look out for them."

"I did not look to see if he was hurt because I did not want to endanger my own life by sticking my head out of the door," he said.

A disciplinary investigation will be held by the South African Transport Services.

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own estimated yields are given in Table 3.

normal year if the rains were moderately good. Both these and

Reporters had reported the yields that would expect in a

3.3 Production

meales it was learned from the reports that they did.

people rarely have a surplus and do not like to sell their

in small or large amounts in time of need, and although

maize, as well as being the staple food, is easily saleable,

would have grown more Amambha had they been able to sell it.

does enter the calculations; several respondents said they

Nevertheless there are hints that some idea of marketability

less seed now the price had risen so much.

said they grew fewer beans this year because they could afford

negative influence on the amount grown. Some poorer families

If anything, the price of crops other than meales may exert a

the family only want to consume.

(Kaffircorn), but they also are grown only in the proportions

provided by planting beans, pumpkins and sometimes Amambha

in loss if the harvest should fail. A slight degree of insurance

purchase of fertilizer is probably also affected by this increase

small spend or experiments which might not come off. The

R6.5m (269)
~~10~~
bus depot
D. Pishu
planned

19/1/83
KING WILLIAM'S TOWN — An approximately R6.5 million bus depot planned for Potsdam is related to projected development in the Potsdam area an official of the Ciskeian Transport Corporation (CTC) said yesterday

"We are building with a view to ten years from now, when Potsdam will be bigger than Mdantsane," said Mr H G Kaiser, CTC's managing director

Tenders have been called for the depot

The CTC estimated that the bus fleet serving the area will more than double, to 615 vehicles, by 1992. Existing depot facilities will be inadequate to cope with this increase, he said

The new depot will house 500 buses

"It is hoped to start this project as soon as possible," Mr Kaiser said

He said the proposed depot is part of plans for overall transport development in Ciskei and adjacent areas

The plans also include "the establishment of a new well-equipped technical training centre at the new Bisho capital," Mr Kaiser said — DDR

Death fall: SAA 'not to blame'

CAPE TIMES 19/1/83

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JOHANNESBURG. — South African Airways said yesterday it could not accept responsibility for the death of a 54-year-old Johannesburg man who fell from a staircase while disembarking from an aircraft at Jan Smuts airport last month.

wine on the flight from Cape Town

However, "he did not eat his meal or speak to other passengers during the trip and seemed as if he was in a slight daze, rubbing his face and shaking his head now and again"

However, the airline intends altering the staircase used on its Airbus and 747 flights to close a 43cm gap between the aircraft body and the stairs through which Mr G A W Jackson fell

'Feeling fine'

Asked by cabin staff whether he needed help, Mr Jackson had replied that he was "feeling fine", the spokesman said

The spokesman added that the opening through which Mr Jackson fell was just big enough for a slightly-built adult or child to slip through. He could not say whether Mr Jackson was a small man, but said the gap was so narrow that Mr Jackson must have slid against the aircraft body as he fell

"SAA cannot accept any liability for the tragic accident caused without any negligence on the part of the SAA or its employees," a spokesman said in Johannesburg

'No evidence'

He said it was found in SAA's investigation that Mr Jackson had fallen through the narrow gap as he stepped out of the plane

Although the staircase used on the night of the fall complied with international specifications, SAA was looking for ways to close up the "V" gap between the staircase and aircraft body

"We have no evidence that Mr Jackson stumbled but we do have evidence that he was not feeling well on the flight"

The spokesman said the investigation by the South African Railways Police was continuing — Sapa

The spokesman said that Mr Jackson had drunk only one glass of

Trade

ne: (011) 838 5386

Year	Membership			
	African	Asian	Coloured	White
1980				257
1979				242
1978				251
1977				228
1976				222
1975				204
1974				171
1973			171	171
1972				193
1971				204
1970				220
				Total

Industrial C
Registration
Founded:
Area of Op
Officials:
Address:

269 Mayor told

No money for fare increases

241183

Van every

Pietermaritzburg Bureau

GO BACK to your city council and tell them we don't have the money for bus fare increases.

This was the message given to the Mayor of Pietermaritzburg, Miss Pamela Reid, at the first public meeting in Edendale to be addressed by the mayor of the city.

Miss Reid told about 250 people on Saturday afternoon that costs had risen and the council had to increase cash

fares by 2c to reduce transport department losses.

She said only the cash fares would be increased and clip-cards, which were subsidised by the Government, would remain unaltered.

But a line of speakers followed her to the microphone to say her explanation was just not good enough.

The bus service was erratic, operators were stealing fares, there were no bus shelters and the people had no

money to pay the higher fares, they said.

But the major grievance appeared to be the lack of consultation before the council's decision to increase fares.

To Miss Reid's explanation that community councils had been consulted, the gathering shouted: 'We do not know them.'

At one stage the proceedings were disrupted by a large contingent of young people singing and shouting slogans. When the mayor, answering a speech which questioned

the merits of her visits, said: 'If you would rather I didn't come, I won't come again.'

She was answered with applause from the same section of the audience.

When asked how she would react if she were a black breadwinner faced with continually rising costs, Miss Reid responded: 'Probably exactly the way you have.'

One man, however, congratulated her for being the first mayor of Pietermaritzburg to visit Edendale.

(269) ROM 24/1/83

Mayor told to back off on bus fare rises

Mall Correspondent
MARITZBURG — "Go back to your city council and tell them we don't have the money for bus fare increases"

This was the message given to the mayor of Maritzburg, Miss Pamela Reid, at a public meeting in Edendale township.

In the first public meeting in the township to be addressed by a mayor of Maritzburg, Miss Reid told about 250 people gathered at the Lay Ecumenical Centre at the weekend costs had risen and the council had to increase cash fares by 2c to reduce transport losses

She said only the cash fares would be increased. Chip-

cards, which were subsidised by the Government, would remain unaltered

Several speakers said the bus service was erratic, operators were pilfering fares, there were no bus shelters and the people had no money to pay the higher fares. But their major grievance appeared to be the lack of consultation

At one stage the proceedings were disrupted by a large group of young protestors

When asked how she would react if she were a black breadwinner faced with continually rising costs, Miss Reid responded "Probably exactly the way you have"



Wembezi votes 269 against new ~~KDC~~ 25/1/83 KDC bus company

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Paper N (to be

African Affairs Reporter
 WEMBEZI Town Council and the South African Allied Workers Union in Estcourt have jointly opposed the introduction of a new KwaZulu Development Corporation bus company to serve the township

At a weekend meeting the council and union indicated that they wanted to retain an Indian-owned bus company in the area
 In 1981 Wembezi residents boycotted the privately-owned Khulani bus company for almost six months after they had increased their fares

The company was eventually forced to leave the Wembezi area and the Indian-owned Bhayla's Bus Service took over and has been in operation since then

SAAWU and the Wembezi Town Council have written to the Local Transportation Board stating that Bhayla's Bus Service ran an efficient service at reduced fares and that the owners had shown interest in the welfare of the community

The meeting at the weekend was told that the Transportation Board had not replied, but workers

insisted that they would like to retain Bhayla's

Workers said the Indian owned bus service was efficient, enabling commuters to arrive at work on time, and they were not prepared to allow a new company to take over

Meanwhile at a meeting of residents in Kwa Makutha the Putco Bus Company was given an ultimatum to reduce their bus fares within a month, failing which the local town council would invite the KwaZulu Transport Company to operate in the area

Businessman

Putco buses have been boycotted since their 13 percent fare increase two months ago. The town council reported that its negotiations with Putco to reduce fares had failed

A local businessman, Mr F S Ndlovu, told the meeting that he could introduce 20 buses to the area

The local Taxi Association was asked to reduce fares and was requested to operate in remote areas and carry school children at cheaper rates while the council negotiated with Putco

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Exami- ners 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
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- 3 No part of an answer book is to be taken away from the examination hall
- 4 All answer books must be handed to the invigilator or to an invigilator at the end of the examination

Any dishonesty will render the candidate liable to disqualification and to possible action by the University

More rail tariff hikes are likely

By GERALD REILLY
Pretoria Bureau

FURTHER rises in railways tariffs are possible in the SA Transport Services budget on March 2, it was learnt in Pretoria yesterday.

Tariffs were raised by 15% from the beginning of January.

If they are raised again the fight to keep inflation below 14% may be lost, economists claim.

And from Cape Town yesterday the Minister of Transport Affairs, Mr Hendrik Schoeman, said that during the next two weeks he would have discussions with his senior officials on the financial plight of the administration.

"We will come to certain decisions after studying the available figures, which will be made known in the budget," he said.

However, Mr Schoeman indicated that the fuel pipeline tariffs would not be raised because of the undertaking given by the Prime Minister of a 1c cut in the fuel price from April 1.

"For the foreseeable future there is no intention of adjusting the pipeline tariffs."

However, the SATS was still suffering severe losses and the prospects of an up-

turn in revenue were grim against a background of the current depressed state of the economy.

"A measure of the severity of the recessionary conditions on SATS revenue is that this morning there was only one ship docked in the Cape Town harbour," Mr Schoeman said.

The whole scene was "very depressing", he added.

The general manager-designate of SATS, Dr E L Grove, said he feared the situation this year would be worse than last year.

Although the official estimate of the total SATS loss for the 1982-83 financial year was R350-million, observers claim it could be substantially more.

For the first eight months — to the end of November — the loss was just short of R300-million.

It was pointed out that December, even under normal conditions, was a bad month for the railways.

So even if tariffs were raised by 15% from January 1, it was probable that for the remaining three months of the financial year the administration's deficit would continue to pile up.

Dr Grove said traffic had fallen off by at least 25% in the past few months.

CAPITAL MARKET (269)

In SATS' wake

FN 28/1/83

Next week the SWA Administration will be in the capital market seeking to raise R40m. The banks handling the issue will be UAL and Volkskas Merchant Bank (VMB).

The pair will be pitching the terms in the wake of the R100m fund-raising operation conducted by SA Transport Services (SATS) which they also arranged in conjunction with Senbank. The SATS issue formally opened on Wednesday and closes today (Friday) after the FM went to press.

There was little initial indication of just how successful the issue would be. Most signs were, however, that much of the short-term paper would be taken up. Some support was extended to the medium-term part of the issue, while little or no interest was apparently being shown in the long-dated stocks.

The 19-year stock had a yield to redemption, including commission and brokerage, of 10,80%, the four-year issue one of 10,60%, the 25-year one of 10,75%, and the 11-year also a yield of 10,75%.

There were suggestions in the markets that the long-dated paper bore rates that were too fine, indicating perhaps that SATS was not looking for longer-term funds. To one banker this suggested that the borrower might be a little short-sighted, since in two or three years' time it might have to pay higher rates for its longer-term funds than those ruling at present.

However, more fundamental was the point about the burden on the taxpayer. SATS constitutes about 40% of the government's total annual spending budget, according to one estimate.

Until last year, it received its funds from government. Now it has gone into the public capital market, it is raising its money at rates which are above the prevailing RSA levels.

Against this, however, the move should be seen in the context of allowing organisations like SATS to develop their own financial disciplines in the light of what the markets are doing. Their presence also, of course, contributes to the development of the capital market in SA.

Another borrower in the market this week was the OFS Goldfields Water Board, which was raising R18m. Two banks, Standard Merchant bank (SMB) and VMB, were

TURNING THE TABLES

The reduction of one percentage point in Trust Bank's 12-month fixed deposit to 13%, effective January 24 1983, may well give the building societies the upper hand. Both sides have been waiting for the other to make a move on retail rates and both have been reluctant to be the first to do so.

Several sources indicate that other banks will very shortly follow suit, giving societies a one to one-and-a-half percentage point advantage. And investors will be keen to jump into the fixed deposit options as expectations strengthen of further declines in interest rates.

The table seems to have turned on the banks. Previously, demand for credit was so great that banking sector rates rose rapidly, pushing building societies hard to keep up, and causing a drought of mortgage funds. But now wholesale rates have been falling for some time as demand for credit slackens. As this trend underpins the banking sector's rate structure, the growing disparity between money market rates and retail rates is forcing them to make the first move.

While demand for credit in the banking sector is falling off, this is not the case for mortgages. With a buoyant demand the building societies are more concerned with maintaining inflows than with reducing rates. It is this demand differential which could force the banks into leading retail rates downwards.

arranging three loans: a four-year issue priced at par with a coupon and yield of 11,75%, a 15-year stock, also priced at par, with a coupon and yield of 12%, and another 15-year issue, priced at R82,14% with a coupon of 9,50% and a yield also of 12%. The formal closing date is next Thursday, February 3.

UAL recently completed a private placing of R3,5m for the Municipality of Brakpan. The 15-year loan was done at par with a coupon and yield of 11,75%.

Earlier in the month, UAL arranged three minor placings — R3m for Witbank, a

16-year loan yielding 12%, R1,25m for Ladysmith, a 20-year issue with a 12,15% yield, and R3m for Umzinto Regional Water Services, 16-year paper yielding 12,2%. At the time of the placings, the rate structure was generally different from that seen at the moment.

Elsewhere, Warmbaths Municipality, which was down in the list to seek R3,4m, is understood to have pulled out for the time being.

Tembisa group takes SAR to task

THE TEMBISA Transport Committee has complained to the South African Railway passenger services about the number of commuters who have been assaulted and mugged at two railway stations in the township because of a lack of security

The committee wrote to the systems manager of the railway passenger services complaining that a number of commuters have been robbed, assaulted and even murdered at the Limindlela and Leralla stations, mostly in the evening and at week-

ends because no Railway Police were on patrol

Booking clerks at the Limindlela station, the committee claimed, usually closed their ticket windows at 6pm instead of 7pm and a number of commuters could not buy their tickets because of this inconvenience. The railways were also asked to extend service hours for ticket selling at the station, especially at weekends and month-ends, and that two ticket windows should be opened during peak hours instead of the one which is usually opened

"Another station is needed between Limindlela and Leballa stations because people are sometimes assaulted and others killed by thugs while travelling to or from any of the stations which are far from their homes. If another station could be erected, these assaults and robberies could be greatly reduced," the committee stated in their letter.

A spokesman for the South African Railways confirmed yesterday that they had received a letter from the committee and that they were at the moment still investigating the allegations.

2/2/83

Swe fan



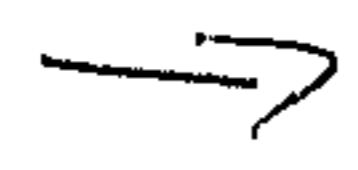
269

2/2/83
 Durban Local Road Transportation Board
 269 Howard Q. Col. 6-8
 Mr F J LE ROUX asked the Minister of Transport Affairs †

- (1) Whether any non-Whites are at present serving on the Durban Local Road Transportation Board, if so, (a) by whom were they appointed and (b) what are their names,
- (2) whether such persons have (a) full or (b) limited voting rights, if so, from what date?

†The MINISTER OF TRANSPORT AFFAIRS.

- (1) Yes
 - (a) By the Minister of Transport Affairs
 - (b) Mr M Gasa (Black)
 Mr A P Moodley (Indian)
 Mr D Lottering (Coloured)
- (2)(a) and (b) Co-opted members have full voting rights. Such members are, however, only co-opted when matters which may influence the interests of their respective communities are to be discussed. Said persons have voting rights from the date on which their services commenced, namely—



WEDNESDAY 2 FEBRUARY 1983

Mr M Gasa On 9 December 1982
 Mr A P Moodley On 29 July 1981
 Mr D Lottering On 2 April 1980

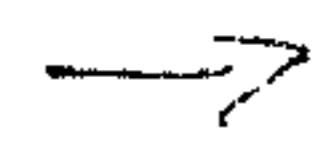
Durban Local Road Transportation Board

*8 Mr F J LE ROUX asked the Minister of Transport Affairs †

Whether any appointments have been made to the Durban Local Road Transportation Board since 1 November 1982 if so, (a) who were so appointed (b) when were the appointments made, (c)(i) for what periods and (ii) in whose stead were these members appointed and (d) what qualifications are required from them?

The MINISTER OF TRANSPORT AFFAIRS

- Yes
 - (a) Mr G J Muller
 Mr P G Conradie
 Mr M Gasa
 Mr P Breytenbach
 - (b) Messrs Muller and Conradie On 7 December 1982
 Mr Gasa On 9 December 1982
 Mr Breytenbach On 12 January 1983
 - (c) (i) Messrs Muller and Conradie 2 years
 Mr Gasa As long as it pleases the Minister
 Mr Breytenbach Until 30 April 1983
 - (ii) Messrs Muller and Conradie were re-appointed
 Mr Gasa is the first appointment of a black co-opted member
 Mr Breytenbach was appointed in the place of Mr Muller
 - (d) The requirements for appointment are enunciated in section 4(2) of the Road Transportation Act, No 74 of 1977



Durban Local Road Transportation Board

*9 Mr F J LE ROUX asked the Minister of Transport Affairs †

Whether the Durban City Council recently instituted legal proceedings against him in connection with an appointment to the Durban Local Road Transportation Board, if so, (a) on what legal grounds, (b) what was the outcome of the court case and (c)(i) what were the costs of suit and (ii) who paid these costs?

The MINISTER OF TRANSPORT AFFAIRS

- Yes
 - (a) Non-compliance with the requirements of section 4(3)(b) of Act 74 of 1977
 - (b) The parties came to an agreement which was subsequently made an order of the court that Mr Muller's appointment would be terminated on 1 January 1983 and that Mr Breytenbach would be appointed in his place for a period not exceeding four months
 - (c) (i) Costs are still to be taxed by the Supreme Court
 - (ii) The Department of Transport shall bear all costs

269 (225) (107) Hansard Q Col.
Republic/Bophuthatswana: bus services 26 -

4/2/83

*11 Mr T LANGLEY asked the Minister of Foreign Affairs and Information †

- (1) Whether the Government has entered into a bilateral agreement with the Government of Bophuthatswana regarding bus services between the Republic and adjacent towns in Bophuthatswana, if so, what are the details of this agreement,
- (2) whether he will make a statement on the matter?

The MINISTER OF FOREIGN AFFAIRS AND INFORMATION

(1) Yes There exist bilateral agreements between the Government of South Africa and the Government of Bophuthatswana regarding bus services with Bophuthatswana as well as between South Africa and Bophuthatswana. One agreement concerns the exploitation of rail and road transport services to, within and through Bophuthatswana. The other agreement concerns the subsidizing of the cost of transport of workers. The relevant agreements were published in *Government Gazette* Nr 5823 of 6 December 1977

(2) No

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- east field operations.

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(269) Hansard Q. Col. 25
Sale of South African Transport Services

*9 Mr J H VISAGIE ^{4/2/83} asked the Minister of Transport Affairs.†

- (1) Whether the Government recently entered into negotiations in connection with the sale of (a) the South African Transport Services or (b) certain sections thereof to consortiums, if so, (i) what consortiums and (ii) which sections were or are involved in these negotiations,
- (2) whether the Government intends to proceed with the negotiations, if not, why not,
- (3) whether he will make a statement on the matter?

†The MINISTER OF TRANSPORT AFFAIRS

Mr. Speaker, the reply to (1), (2) and (3) is no but I should like to know from the hon. the member for Nigel who this person is who wants to buy this business because I would like to get into touch with him

New transport system

269

Sowetan

9/2/83

THE MASSIVE R170-million transport system between Pretoria and Mabopane is expected to be used by more than 46 000 daily commuters when it is completed at the end of June.

The project was started in 1980 to connect the northern town-

ships of Mabopane and GaRankuwa in Boputhatswana, and So-shanguve with the city. It is a combined rail/bus changeover station in Mabopane and an improvement to the Hercules/Winterness section.

The railways' systems

manager in Pretoria, Mr Daan Fourie, said yesterday work was progressing well on the R47-million Belle-Ombre station near Marabastad. The station is scheduled to be officially opened on July 4.

—Sapa

2/2/83

2/2/83

(269) Mercury
Twelve drivers laid off

~~221~~ African Affairs Reporter

9/2/83

THE Durban Transport Management Board has re-trenched 12 black drivers, Mr Marshall Cuthbert, the board's general manager, confirmed yesterday

He said the reason was the down-turn in the economy

Mr Cuthbert said there would also be retrenchments among white staff but could not say how many

49
 X
 Railways: Irregularities in single-ticket system
 269 *Hansard Q. Col. 49-51*
 *16. Mr G S BARTLETT asked the Minister of Transport Affairs;

- (1) Whether any investigation has taken place in regard to barrier attendants and ticket examiners on the Railways being involved in irregularities concerning the collection and cancellation of single-fare tickets since the introduction of the single-ticket system, if so, (a) what is the nature of such irregularities, (b)(i) where and (ii) to what extent have they occurred and (c) what is the estimated loss of revenue (i) on the routes involved and (ii) for the commuter service as a whole,
- (2) whether any action has been taken (a) against the persons involved and (b) with a view to remedying the situation; if so, what action in each case?

The MINISTER OF TRANSPORT AFFAIRS:

- (1) Yes.
 - (a) Mainly the reselling of uncancelled tickets collected at barriers and the pocketing of the proceeds thereof.
 - (b) (i) At stations in suburban areas
 - (ii) The actual extent cannot be determined but isolated instances have come to notice
 - (c) (i) In respect of all the cases where offenders have been found guilty, the amount totals less than R500
 - (ii) Unknown, apparently very small
- (2) (a) Yes Offenders where discovered, have in all cases been prosecuted in Courts of Law and also

under the S A Transport Services' disciplinary code

- (b) Yes. Various remedial measures have been introduced such as the motivation of the staff concerned, regular surprise spot checks, and in the long term the installation of electronic ticket checking devices.

Witwatersrand commuter line: inspection

*17 Mr G S BARTLETT asked the Minister of Transport Affairs

- (1) Whether a task-force comprising South African Transport Services inspectors, police, ticket inspectors and clerks conducted an inspection of passenger tickets on a Witwatersrand commuter line for a short period during 1982, if so, (a) which commuter line and (b)(i) when and (ii) for what period;
- (2) (a) what was the value of (i) excess fares collected from persons commuting without being in possession of valid tickets and (ii) the normal fares collected on that route during the period in question and (b) what are the reasons for this money not being collected in the normal manner;
- (3) whether he will make a statement on the matter?

* The MINISTER OF TRANSPORT AFFAIRS.

- (1) Yes
 - (a) On all commuter lines in the Witwatersrand area
 - (b) (i) and (ii) Inspections were carried out at intervals throughout 1982
- (2) (a) (i) Particulars of the actual amounts collected in excess fares are not readily available. However, during the period January to June 1982

*18 Dr F HARTZENBERG - Post and Telecommunications [Withdrawn]

- (3) Yes The present system of ticket issuing and passenger control has many weaknesses. An experimental electronic gate control system has been ordered and will become operational during 1984. Modern electronic ticket issuing machines have also been ordered to improve the security of the system. Delivery is expected during 1984. The trains are so full nowadays that nobody can move in them and as a result no conductor can do inspection. This is one of our problems, but we are busy solving it.

- (b) The main reasons are commuters evading the payment of fares, and the inability of barrier attendants to check every ticket or to ensure that every passenger is in possession of a valid ticket during peak periods.

(ii) Approximately R28 million in special squads (comprising mainly clerks) collected a total of R314 252

269 ~~330~~ Hausard
Commission of Inquiry into Bus Passenger
Transportation in the Republic of South
Africa

Q. Col. 62 9/2/83
36 Mr G B D McINTOSH asked the
Minister of Transport Affairs

Whether the final report of the Commission of Inquiry into Bus Passenger Transportation in the Republic of South Africa has been completed, if so, when will it be made available, if not, when is it anticipated that it will be completed?

The MINISTER OF TRANSPORT AFFAIRS

No Tentatively towards the end of June
1983

4/2

102

(10/2/83) 269 10/2/83

Minister's wife tells of ^{D. Disputat} assault

JOHANNESBURG — The wife of Transkei's Minister of Justice, Mrs Pamela Letlaka, told the magistrate's court here yesterday that she was assaulted three times by a South African Railways employee

She was giving evidence in the trial of two SAR employees, Mr Gert Petrus Slabbert, 38, and Mr Gerrit van Rooyen, 34, both of Volksrust, who are charged with assaulting her, Mrs Glenrose Mwanda and Mrs P L Koyana

Mrs Letlaka said she had arrived at the Johannesburg Station at

5 45 pm on June 9, 1981 to catch a train to Transkei

"We had looked for our names on the listings as we had booked first class but couldn't find them"

She said when they entered the first class carriage as their train was leaving at 6 pm, she was confronted by Mr Van Rooyen who demanded to know what they were doing

"I was then asaulted three times by Mr Van Rooyen The first time he grabbed the collar of my coat and shook me Then he hit on the back of my neck when I went to pick up my ticket

"My handbag fell to the ground and its contents spilled out including R4 000 in cash The third attack came when he slapped me in the face with his open hand

"He cut the bridge of my nose with this blow I had already decided by this stage to leave the train"

The case was adjourned until tomorrow
— DDC



Transkei Minister's wife tells court of assault

269
Staw
10/2/83

MRS LETLAKA

OK

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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Numb
Numb

The wife of the Transkei Minister of Justice told a Johannesburg magistrate yesterday that two train conductors assaulted her at Johannesburg Station because she was in a "whites only" coach

Mrs Pamela Letlaka was giving evidence at the trial of Mr Gert Petrus Slabbert (38) and Mr Gerit van Rooyen (no age given), both of Volksrust They have pleaded not guilty to assault

Mr Letlaka said she was assaulted by Mr van Rooyen on June 9, 1981, when she and four other people boarded a Maritzburg-bound train at Johannesburg

Surname

She said she and other got into a first-class coach because they had bought first-class tickets

First Name

"I am not used to travelling on South African trains because it is 17 years since I last visited this country I also did not know that there were black and white coaches on the trains"

Date

Mr Letlaka said Mr van Rooyen asked "What are you people doing in here?" when he found them in the compartment.

Degree/
you are

"He grabbed me by my coat and hit me at the base of my neck The contents of my handbag spilled on the floor He then hit me across the face with his open hand I am still sporting a scar above my nose as a result"

Subject
(to be

Mrs Letlaka also she she was assaulted twice by a man named Vosloo He was not in uniform
Mrs Letlaka said she was examined at her home in Cofimvaba two days later The doctor found that she had also had an injury to her groin, she said

Paper No

2

(to be copied from the heading on the Examination Paper)

	Internal	External
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2	11	
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
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Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University

Assault ^(12/183)
case to ²⁶⁹
D, Dispatch
continue
in May

12/183
JOHANNESBURG —
The case against two South African Railways employees charged with assaulting the Transkei's Minister of Justice's wife and two other women has been postponed until May 2

Mr Gert Petrus Slabbert, 38, and Mr Gerit van Rooyen, 34, both of Volksrust are charged with assaulting the minister's wife, Mrs Pamela Letlaka, Mrs Precious Nozikhumbuzo and Mrs Glerose Mwanda by hitting them with an open hand — DDC

gers of all classes conveyed on all routes and (b) the actual number of passengers travelling (i) third-class and reserved on the Johannesburg-Bloemfontein route and (ii) on all other routes, if not, why not, if so, with what results?

The MINISTER OF TRANSPORT AFFAIRS

- (a) A comparison is made continually between computer print-outs and the actual number,
- (b) (i) and (ii) of passengers travelling in first and second class accommodation with a view to accommodating unreserved passengers en route and monitoring no-shows

Particulars of third class bookings are at present not computerised and these passengers travel on a first-come-first-served basis

However, to satisfy the demand for better class accommodation for these passengers, a sleeper class accommodation for Black, Indian and Coloured passengers for which booking by computer will be possible, will be introduced shortly

Railways. catering car

*8 Mr G S BARTLETT asked the Minister of Transport Affairs

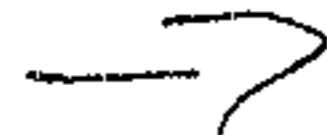
- (1) Whether a trial run of a catering car, as opposed to a dining car, has been conducted in the Transvaal during the past three years, if so, (a) on what routes was it used, (b) how many staff were employed to operate it, (c) what service was provided and (d) what was the average revenue earned per day,
- (2) whether a decision has been taken on the future prospects of this type of service, if so, what was the decision?

†The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes

Handwritten: 269 Main-line passengers 11/2/83 80
 Mr G S BARTLETT asked the Minister of Transport Affairs

Whether any investigations have been conducted during the last three years into a comparison between the (a) computer print-out of numbers of main-line passen-



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Airport

issue

to be

raised

Natal Mercury
Property Reporter

14/2/83

THE controversial La Mercy Airport, Durban's proposed new international airport, is to be discussed in Parliament this week

Mr Brian Page, MP for Umhlanga, said yesterday the Minister of Transport Affairs, Mr Hendrik Schoeman, is scheduled to answer questions on the progress of the project on Wednesday

Reports published this week said the whole scheme could be scrapped because of the potential lack of passengers.

However, Mr Leslie Clarke, director of Airport Systems and Development, has denied that work on the airport had stopped. He refused to release further details and said the matter would be discussed in Parliament.

Mr Page said the minister should be clarifying whether the department intended to recommence work on the airport and, if so, when

Details of the total cost of the temporary developments at Louis Botha Airport during the last quarter of 1982, should also be revealed, as will be the latest decision on the new terminal buildings for Louis Botha. These were announced last year at a proposed cost of R8 600 000.

The La Mercy project began in 1970 with R8 000 000 being spent in land expropriation. Initial earthworks began in 1975 and were estimated to cost R18 million. However, the project was shelved due to lack of funds and work only recommenced in 1980.



THE new magnetic Unicon connector is seen holding a boom to the side of a vessel

New boom to control oil pollution

Natal Mercury
16/2/83 Shipping Reporter

A BRITISH company which produces some of the world's most advanced oil spill control booms, Hoyle Marine Ltd of Wallasey, Merseyside, has recently completed production of an entirely new design based on technology made possible with the development of PU polyurethane coated nylon

Previous booms designed by the company were originally made as an extremely robust semi-rigid fibre-glass and coated canvas construction designed to give years of protection in all conditions

This type has been in use in South Africa and overseas for more than a decade and according to local stockists, Drizit South Africa, has proved invaluable for the protection of water intakes, debris control in land reclamation schemes as well as marine protection.

Mr Hardy Wilson of Drizit said that in the air filled version great compactness had been achieved without sacrificing reliability

'The system also makes a one-man operated "rising and sinking" boom a reliable and viable possibility in many harbours throughout the world,' he said

Trailer-mounted

The 'rising and sinking' boom is one that is permanently installed and when needed can be inflated and then deflated when not in use. The boom then rests on the seabed until it is needed again

'Where space is not a problem the boom can be manufactured with a suitable foam filling which means inflation during adverse weather conditions is no longer a problem

'This type of boom is best suited to the protection of a fairly restricted area and can be trailer-mounted for fast response times,' Mr Wilson

added
One form of the new boom is being studied locally with the view of protecting Durban harbour and other environmentally precious waters throughout the country

Magnetic link

A lightweight low-cost version, known as the Minipak 5, is also available locally and is in widespread use as an emergency boom for use on rivers, dams, and stormwater systems

Together with the new boom, a further facility has been added to the Unicon universal boom connector with the addition of a magnetic version for attachment to a ship's side or any steel plate to provide an efficient seal

SHIPPING



THE mv Kowie of Unicorn Lines seen at Durban's ship repair jetty is to replace the Gamtoos on the coastal run. The Gamtoos, together with the Gouritz, are to be diverted on to the foreign trade routes while the Nahoon joins the Kowie on the coastal runs

'Sisters' replaced on coastal run

Natal Mercury
16/2/83

(269)

Shipping Reporter

TWO sister ships of Unicorn Lines are to be replaced on the South African coastal run by two larger sister vessels from the fleet, increasing the container capacity along the coast in an effort to meet the demand during peak periods.

The first vessel to be rescheduled will be the mv Kowie, 8 676 dwt, on the coastal run from February 19. She replaces the first of the Trampco-class sister ships, mv Gamtoos of 8 650 dwt.

The other Trampco-class vessel, mv Gouritz, will be replaced by the Nahoon in May this year. The mv Nahoon, sister to the Kowie, was built in Japan in 1978 and although not a cellular vessel, has the capacity for 128 TEU's above deck and a further 180 below

After a period of seven years of successful trading between coastal ports, during which more than 100 000 containers and in excess of one million freight tons of general cargo were carried, the Gamtoos and Gouritz will be diverted for use on Unicorn Lines foreign trade routes.

Unicorn Lines play an important role in the transport of goods to all ports between Durban and Walvis Bay and are an integral part of the national transport system

(269) Hansard E2 Col. 149
Removal of apartheid signs
16/2/83

*40 Mr C W EGLIN asked the Minister of Transport Affairs

Whether his Department is giving consideration to the removal of the apartheid signs from the suburban trains in the Cape Peninsula, if not, why not, if so, when can a decision be expected?

The MINISTER OF TRANSPORT AFFAIRS

No The *status quo* will be maintained in terms of existing policy aimed at eliminating fiction

b

†The MINISTER OF COMMUNITY DEVELOPMENT

No (a), (b) and (c) fall away

269 Howard Q 61, 56
Sishen-Kuruman-Pudimoe-Schweizer-Reneke
connecting line 9/2/83

*26 Mr G S. BARTLETT asked the Minister of Transport Affairs

- (1) When is it expected that the Sishen - Kuruman - Pudimoe - Schweizer-Reneke connecting line will be completed and open to traffic,
- (2) whether this line will be used to transport block-loads only, if not, what other types of traffic will be conveyed,
- (3) what will be the total estimated cost of constructing this line?

†The MINISTER OF TRANSPORT AFFAIRS

- (1) An item for the construction of the proposed Sishen - Kuruman - Pudimoe - Schweizer-Reneke, connecting line is included in the S A Transport Services' programme in respect of capital works for possible financing during the 1988/89 financial year. This proposal will be considered together with all other proposals in accordance with the procedure normally adopted. Should finance be available for this project in the 1988/89 financial year, the line could be completed and opened to traffic by 1993,
- (2) No The proposed line will cater for all types of goods traffic
- (3) Approximately R340 million based on present day costs

requested to monitor passenger volumes

1 1 The Orange Free State Roads Department to provide increased road capacity as required to cater for 50 000 single trip passengers daily

1 2 The South African Transport Services to continue planning for a rail line to provide a service once trips exceed the above-mentioned figure

(2) When the Bloemfontein Metropolitan Transport Area is declared the Bloemfontein City Council and the Administrator should consider a new multi modal terminal and improved bus routes for incorporation in the transport plan

(3) The South African Transport Services be requested to make available the area east of the station, currently used for housing, for public transport purposes

3 1 The South African Transport Services to make provision in planning the new station, for a possible suburban service and for a bus station for line haul and distribution services

(4) The Department of Co-operation and Development to make adjustments in the development of Onverwacht to allow for—

4 1 adjustment of the main access route

4 2 a transfer point at the proposed main railway station

4 3 bus and taxi facilities at the other stations

4 4 the provision of reasonable passenger facilities at bus stops, and further to give high priority to surfacing of roads on bus routes

(5) The report should be made available to the Government of Bophuthatswana for noting and possible co-operation in establishing an optimal transport system in the subregion

(6) An investigation be made in terms of Act 74 of 1977 to determine whether it is desirable for only one operator to provide non-White commuter services in the Bloemfontein subregion

(7) The Department of Constitutional Development and Planning be advised that a high quality rail service would only be economically justified when passenger volumes reach 50 000 single trip passengers a day and that the most economical new industrial area from a passenger transport point of view, is that area closest to Bloemfontein

Minister of Transport Affairs

*43 Prof N J J OLIVIER asked the

Bloemfontein/Onverwacht Transport of

Passengers

Hansard Q 61.151-

Whether the feasibility study to establish the best mode of transport for passengers between Bloemfontein and Onverwacht, as referred to in his reply to Question No 11 on 3 February 1982, has been completed, if not, when is it expected to be completed, if so, what were the findings of such study?

THE MINISTER OF TRANSPORT AFFAIRS

The study has been completed The recommendations were as follows

(1) The Bloemfontein City Council to be

269
16/2/83
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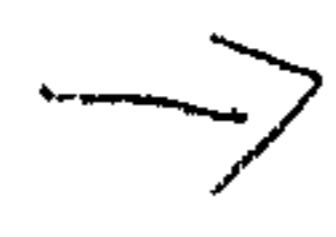
269 Hansard Q. 67. 125-
Road Transport Service: 126
Durban/Cape Town
16/2/83

*3 Mr G S BARTLETT asked the Minister of Transport Affairs

- (1) Whether the Road Transport Service of the South African Transport Services has recently changed the route for hauling goods between Durban and Cape Town; if so, (a) what route (i) is being used at present and (ii) was used previously and (b) what were the reasons for changing the route,
- (2) whether the present route is longer than the route used previously, if so, (a) how many additional kilometres are being travelled per trip and (b) at what average cost per ton-kilometre one-way?

†The MINISTER OF TRANSPORT AFFAIRS

(1) No



(a)(i), (ii) and (b) Fall away

(2) For the information of the hon member it should be mentioned that since the inception of goods haulage between Durban and Cape Town the route via Harrismith and Bloemfontein is used. However, vehicles operating from Durban and effecting deliveries to East London, Port Elizabeth and Cape Town on the forward or return journey follow a route via Transkei.

It also happens that vehicles from Durban to Cape Town with loads for East London and Port Elizabeth return to Durban via Bloemfontein and Harrismith with direct loads

269 (723) Hansard
Railway houses: political meetings
~~2077~~ Q Col. 128 16/2/83
Mr J. C. B. SCHOEMAN asked the
Minister of Transport Affairs:†

Whether he or the management of the South African Transport Services has issued any directive in regard to the holding of political meetings in Railway houses, if so, what instruction?

The MINISTER OF TRANSPORT AFFAIRS

No

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Statement on La Mercy airport

'not satisfactory'

Natal Mercury 17/12/83

Property Reporter

THE statement by the Minister of Transport Affairs on La Mercy airport yesterday left many questions unanswered, said Mr Brian Page, MP for Umhlanga.

Mr Hendrik Schoeman, answering questions put to him in Parliament on the progress of the La Mercy project, said work was proceeding although the final plans were still being drafted.

'This is a most unsatisfactory answer. Work started on the airport 12 years ago and Natal is tired of being stalled. The Government has taken R23 million of the taxpayers' money and

we have nothing to show for it.'

'The development of the whole area depends on the completion of the airport.'

He said he would be pursuing the matter and intended getting a more definite answer from the minister.

In answer to questions about Louis Botha Airport, Mr Schoeman said R2 200 000 had been spent in the last quarter of 1982 on the resurfacing of runways and approaches. He said work on the planned new terminal building would commence in June or July this year and should be completed in 1985.

Ntuzuma

road

7/1/83

blocks

269

to be

280

re-erected

Natal 17/2/83
Mercury Reporter

THE road blocks at the Ntuzuma turn-off at Inanda near Durban will be re-introduced on Monday after being discontinued earlier this month

A statement from Mr A B Eksteen, Director-General of Transport, said that it had been decided to re-impose the blocks because the Putco bus boycott was still in force and pirate operators had become active again

Mr Eksteen said the decision to reintroduce the system had been taken at a meeting in Pietermaritzburg this week involving the Department of Co-operation and Development, the Police, the Department of Transport Putco and Ilanga Transport

Choice

Replying to criticism of the way the matter had been handled, he said no force had been used in previous road blocks by any of the officials employed by the Department of Transport. They were executing their duties, he said in terms of Act 74 of 1977 (Road Transportation Act)

Mr Eksteen said motorists involved had been given the choice of either paying admission of guilt fines or appearing in court

A number of people had appeared in court he said and all of them had been fined R40 (or 40 days)

In cases where Court appearances had been preferred vehicles had been confiscated and subsequently returned

Mr Eksteen said that, during the operation, no vehicle had been found to belong to a legal lift club

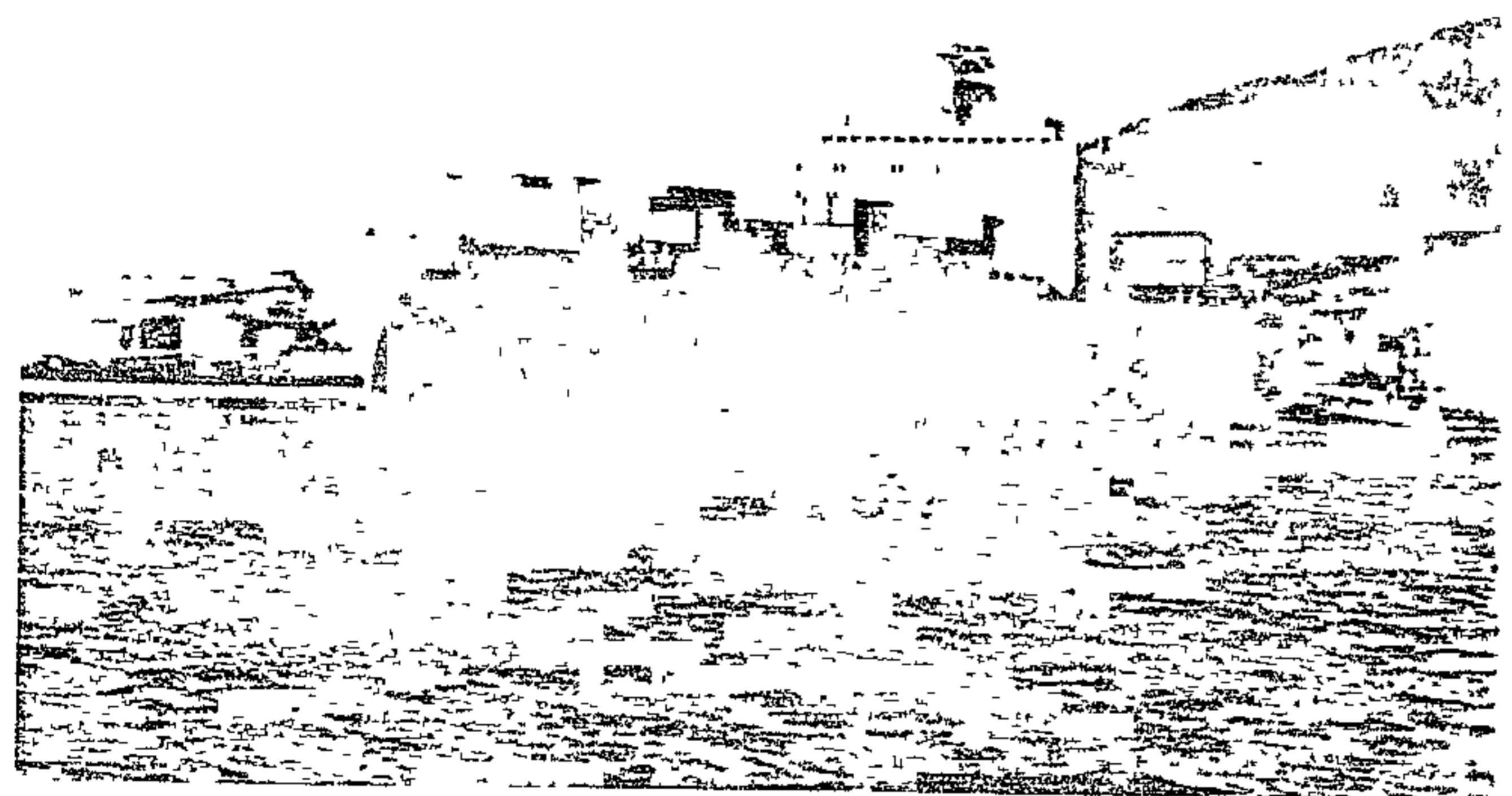
AP 31
269 E. Post 18/2/83

WHILE all South African terminals are feeling effects of the downturn in traffic, East London — "the fighting port" — looks likely to lose the battle to export citrus

In future all cargoes will be moved through Durban and Port Elizabeth Cape Town, which in former years also handled a small quantity of citrus, must rely only on deciduous in future

Friendly persuasion

Director-General of Transport Adriaan Eksteen has been writing to organised commerce and industry and service organisations suggesting, in low-key fash-



Conference ship ... a little help from the Director-General

ion that users of shipping should give greater support to conference lines

Without trying to convey the impression that the conference lines (especially SA-Europe container services) are extensions of the government transport business, he has been reminding users that the service is only as good as the support it receives. In

terms of the ocean freight agreement between government and the members of the South and South-East African conference lines, the former is bound not only to place as much government business as possible with conference, but also to encourage others to make as much use of the service as possible

For obvious reasons government would not resort to coercion to achieve this objective — although there was an attempt about 15 years ago to link import permits to an undertaking from receivers that they would ship conference. Nothing came of it.

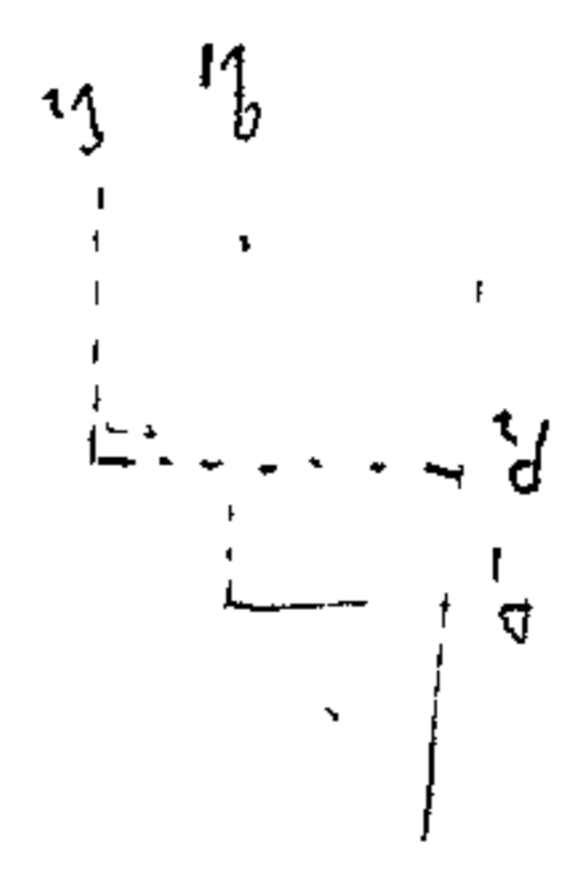
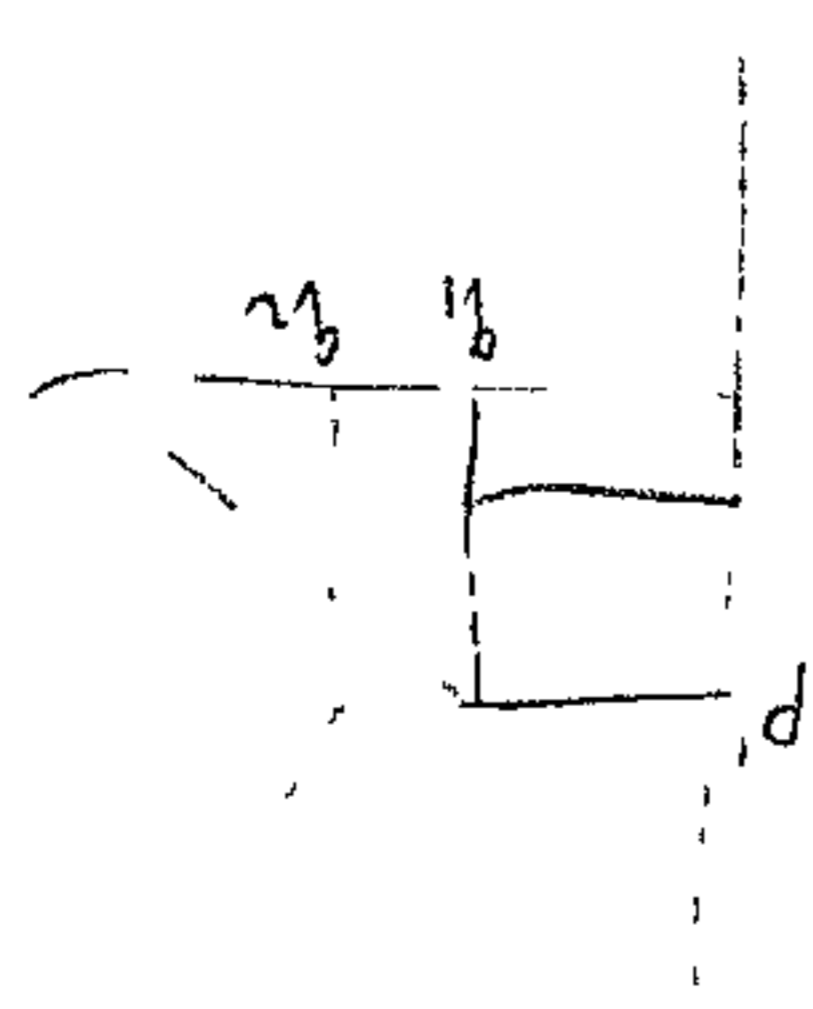
Possibly in response to Eksteen's letter, certain Assocom members have circulated pro-conference arguments in their weekly newsletter.

Conference members say they are quite happy in general with the degree of support they have been getting from government and agencies. It would be better though if Eksteen would use his influence with Minister of Transport, Schoeman to obtain volume related discounts for users of SATS facilities.

Ship-owners say that one of the fundamentals of operating in a commercial environment is the practice of negotiating discounts for high-volume throughputs of services offered by port authorities. It is part of shipping practice all over the world except SA.

Ever since the introduction of containerisation in 1977 owners have been trying to persuade the port authorities and the railways administration to permit volume tied discounts to big users. There have been small concessions in the past such as special tariffs for unit trains between Durban and City Deep container terminal, but they hardly add up to a row of beans according to owners.

SATS's big problem, of course is that it needs the positive cash flows from its harbour services to subsidise divisions of its service that run at a loss.



Plan for Embankment railway lines to run on stilts

Natal
Merrifield 18/2/83
269

Municipal Reporter

THE railway lines on Victoria Embankment will run along stilts, allowing the harbour water to flow underneath and very much closer to the city — if South African Transport Services agree to renew the council's leases in that area

Mr Donald Smith, chairman of the city's Environmental Committee, said the council leased most of the land along the embankment from the Railways. These leases would

expire early next century — which was not far off in view of the need for a long-term plan for the area

Although the committee had made suggestions which included a marina development for aquatic sports and permanent and holiday accommodation, the city council would need an assurance that the leases would be renewed before it went ahead

The committee's 'idea' plan aims to enhance the view of the bay down CBD

streets. A number of pedestrian links over, under or across Victoria Embankment would serve as a link with the water

A road link is envisaged from Albert Park to the marina development

Residential development would be encouraged on the southern and eastern fringes of Albert Park, with barriers as protection against wind and the traffic noise from the Southern Freeway feed-off

The proposals include two yacht club buildings with extended mooring facilities, cafes and a maritime museum

TRANSPORT FM 18/2/82
Pirates harry SATS

269

The Road Transport Amendment Bill, currently before Parliament, has assumed new meaning in the light of the Central Statistical Services' latest news release.

This shows that South African Transport Services (SATS) carried only 40% of all goods transported in SA last year, with the rest carried by private road transport. SATS had a 50% share in 1979.

This could explain the urgency with which government is pushing through the new Bill, which seeks to protect SATS against what are claimed to be illegal transport operators who pirate its business.

The release shows further that SATS now carries 12 Mt/month, some 4 Mt/month less than it did a year ago. The SATS share of all goods transported was 50,4% in 1979, 47,9% in 1980, 43,0% in 1981 and 40,4% last

year

The figures reflect the inability of rail services to match the service and cost effectiveness of road transport in general. SATS is obviously keen to unleash its own road transport services in competition with the private sector to win back business.

It has a long way to go. SATS road transport is carrying only 290 000 t of freight a month at the moment, or only 1,4% of total road tonnages reported. Last year, it carried 320 000 t/month before the recession set in. Furthermore, some 80% of its business is tied to delivering and collecting

goods consigned to rail

The release suggests that there will be no drop for 1982 on the total of 420,7 Mt of goods carried in 1981. This is due to the high peak at the beginning of last year (over 38 Mt by road and rail), before the recession reduced traffic to 32 Mt/month two months ago.

(269) Hansard Q61220
Rail commuter services
18/2/83

142 Mr A SAVAGE asked the Minister of Transport Affairs

Whether the South African Transport Services made a profit or sustained a loss on rail commuter services in the 1981-'82 financial year, if so, (a) what was the amount of such profit or loss and (b) (i) in which areas and (ii) in respect of which services was the profit made or loss sustained the highest?

The MINISTER OF TRANSPORT AFFAIRS

A loss was sustained

(a) R382 million

(b) (i) All areas (ii) Third class

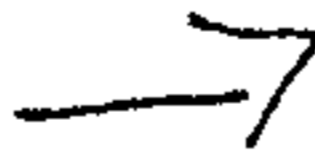
18/2/83
 269 Road transportation inspectors
 145 MI P R C ROGERS asked the
 Minister of Transport Affairs

- (4) No, but they are issued with semi-automatic fire-arms by the Department of Transport
- (5) Yes

- (1) Whether in the execution of inspections of vehicles on the open road road transportation inspectors of his Department are required to indicate their presence; if so, by what means,
- (2) whether they are accompanied by members of the South African Police while carrying out such inspections,
- (3) whether they are entitled to carry fire-arms openly when stopping approaching vehicles, if so,
- (4) whether they are permitted to carry automatic rifles, if so, who supplies them with these weapons,
- (5) whether they are trained in the use of such weapons?

The MINISTER OF TRANSPORT AFFAIRS

- (1) No However, in terms of the provisions of regulation 26 (1) of the Road Transportation Regulations, 1977, every inspector must wear an identification card issued by the Director General Transport When so requested an inspector must show his identification card to any person with whom he is dealing in his official capacity For their own safety and to make them clearly visible, especially during the night hours, inspectors wear luminous sleeves and girdles and make use of luminous stop signs blue flickers and lights and identification plates on their motor cars
- (2) No Not during the normal course of their activities However, occasions do arise during which inspectors are assisted by the South African Police or when they assist the South African Police, e g during boycotts, organized road blocks etc
- (3) Yes





269

Cut in maize exports will hit harbour

EAST LONDON — Harbour business here would be hit hard if maize exports dried up with a substantial drop in the number of ships calling at East London

This was the view yesterday of the South African Transport Services (SATS) systems manager, Mr A J Jonker, and the chairman of the chamber of commerce, Mr George Ormond, who is also a

member of the Harbour Advisory Committee.

They were asked to comment on a prediction by the general manager of the National Maize Producers' Organisation (Nampro), Di Pieter Gous, that maize exports next year would be practically nil.

Dr Gous said that the country's maize producers were facing the worst drought in living mem-

ory, and the country was close to having to import maize for domestic consumption.

Mr Jonker said that maize was the harbour's primary export commodity

"If that dries up, we could face difficulties in time with employing people at the grain elevator," he said

"But this is the sort of fluctuating situation one

finds oneself in, we have had it before when for a period there have been no maize exports, and no doubt we will experience it again

"I think good times will come again. It will not be the end of the world."

Mr Jonker said if maize exports stopped, however, it would give the harbour an opportunity to overhaul the grain elevator

"At present we have had very little time for maintenance. When the elevator is out for a long period of time, we could take advantage of the opportunity to have a general overhaul without interrupting an export programme"

Mr Ormond said a halt to maize exports because of the drought would mean a substantial drop in the number of ships coming to the harbour.

But, he said, there was no point in panicking.

"It will enable the harbour to give their facilities an overhaul. They have been working at such top capacity that they have not really had much chance to give the elevator a thorough overhaul

"It just shows, though, why a drought has such vast repercussions" —
DDR

System Manager (269) Mercury 21/2/83 answers critic

SIR — I was equally amazed when I read, in the Mercury of February 9, Merle Holden's letter on the S A Transport Services.

In writing on this subject my prime objective was to enlighten readers on their apparent misapprehension regarding the operation and financing of the S A Transport Services' activities. A study of the facts before reaching for the pen would ensure greater clarity and obviate some unnecessary writing.

Nowhere did I claim a 50 percent compensation on S A Transport Services' losses. What I clearly stated was that the reimbursement on passenger-service losses amounts to +50 percent. And this reimbursement is made because of the socio-economic nature of passenger services (Establishing what subsidies private and local-authority passenger-service operators enjoy would be an eye-opener to many).

Literature

Regarding the alleged monopoly, I can only assume Dr Holden is referring to the Road Transportation Act and its enforcement through the Road Transportation Board, a statutory body which is not controlled by S A Transport Services. Space does not permit of going into all the detail, but I would suggest appropriate literature on the establishment and subsequent development of railways in South Africa to gain appreciation of the complexity of S A Transport Services and the manner in which it is operated.

In short, it has always been a service department, and in order to provide that service infrastructure is required — and money. Again, because of the very nature of this country's development and the present strong competitive export-marketing climate, transport is the first item looked at for 'concessions'. The result is that a vast quantity of goods is to be carried (not at own free choice) at less than cost. This 'loss' on goods traffic is not made up from subsidy, and the only obvious way to do it is by cross-subsidisation, hence

higher-rated traffic

This brings me to the crux of the issue. By legislation the S A Transport Services may not refuse any goods rendered for conveyance at a point where its services apply. The private operator has the privilege of selectiveness, and it is obvious from which tariff category he will choose to be competitive — let alone the cost for infrastructure which he does not have to carry.

No way do licence fees and other levies paid by the private carriers compare with financing cost paid by S A Transport Services for a railroad itself, public facilities, land which is rateable, signalling systems, protection services and many other systems — an investment which in the past often had to be made because of extraneous pressure.

Free radius

And even today, when the withdrawal of a totally uneconomical service such as the narrow-gauge and other branch lines is suggested, there is immediate reaction from the public, commerce, industry, farming communities and elected members holding public office.

While on the issue of private hauliers, may I correct and further enlighten Dr Holden. The free radius is 40 km in respect of private hauliers and 80 km for a person conveying his own goods by means of his own vehicle, and not 50 km as stated by Dr Holden. Furthermore, there are virtually countless items which are exempted, this apart from the numerous exempted areas where no permits are required. For distances in excess of those mentioned Transport Services' road vehicles are also subject to the provisions of the Road Transport Act (Act No 74 of 1977), and therefore also required to obtain the necessary permits for road haulage.

I would also suggest that an opinion be obtained from the Public Carriers Association on the 'abolishment of all restric-

tions' as propagated by Dr Holden. If I interpret it correctly, she wants no regulation of private haulage.

I sincerely hope that Dr Holden does not have road transport only in mind when belittling my quoted figures, because if her suggestion entails the handing over of railways to private concerns, on condition that operation overall has to be met, as now, who would offer to take it over? Who ultimately had to take over the Sishen-Saldanha line?

Drydocks

When, because of criticism over drydock charges, the largest drydock of S A Transport Services was offered to private industry there were no takers. There are other similar examples.

The example of the stolen money from a post-bag is admittedly a regrettable incident. Transport Services has a work-force of approximately 250 000, with some of the finest people in this country, including economists and others trained in our country's excellent institution. By far the majority of this staff is loyal and reliable, but we are not so perfect that we do not have our share of human nature.

As a senior lecturer Dr Holden would no doubt be keen to broaden her knowledge on transport economics, and I would be only too pleased to have her visit us for any discussions on our activities. We are never too perfect to learn, and who knows what mutual benefit could be derived from a better appreciation of each other's points of view?

W J MITCHELL
 System Manager
 Natal

Tsakane transport problems may be something of the past

269 Some town 22/2/83

TRANSPORT problems experienced over the past two years by commuters in Tsakane near Brakpan, are now a thing of the past.

Last Friday, eight new buses worth thousands of rand were delivered to the Brakpan Council at a ceremony held at the council offices. The bus service operating between Tsakane town-

ship and the town is owned by the town council.

SOLVED

Residents interviewed yesterday said it was good news to hear that their transport problems

had been partially solved. They called on the town council to buy at least another 10 buses to cope with the thousands of commuters using buses daily in the area.

CONFIRMED

A spokesman for the town council yesterday confirmed the purchase of the new buses. He said however, there was a great shortage of buses

in Tsakane but with the arrival of the new buses the situation would greatly improve.

The spokesman also said the council was planning to buy more buses in the near future. In the past, some commuters in Tsakane had to walk about 8 kms to get transport in near-by KwaThema township to get to work, because of the shortage of buses in their area.

Four killed on E Rand

TEN PEOPLE were reported killed, another 13 were robbed and 10 women raped on the East Rand over the weekend.

Most of the murders took place in Tembisa near Kempton Park. Four people were killed there, three in Katilehong near Germiston, one in Tsakane near Brakpan and another in Ratanda near Heidelberg.


Colonel A Smith, the acting PRO for the East Rand police, said yesterday no arrests had been made in connection with the murder and rape

cases. He said, however, that four arrests had been made in connection with four of the reported 13 robbery cases.

Colonel Smith said 24 cars were reported stolen and that six house-breaking cases were reported. Two people, he said, had been arrested in connection with two of the 24 car theft cases but none so far in connection with the house-breaking incidents.

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A T 65, an out-of-job
 Mr Penaar Madide
 is struggling to qualify
 for pension.
 A victim of retrench-
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 ployment ranks in the
 area. He has been out of
 a job for the past five
 years.
 I have been to va-
 rious offices to find out
 why my applications
 have not been approved

Latest
two waits
patently
to that
phone call



Y 22, 1983

Principal denies wanting to stop transport of pupils

By SELLO RABOTHATA

THE PRINCIPAL of the Ezibeleni School for Cripple Children in Natalspruit has refuted allegations that he intended withdrawing transport facilities for children attending secondary schools in the township.

Mr J C H Durand said this after a number of parents had accused him of issuing a directive advising the children of the move. They said he told the children that the school could no longer afford to transport them as it (the school) could not afford the petrol

One parent said "My child, who is attending form two, said the principal had told

them to inform their parents that the school would no longer provide transport for them. This move will deprive our children of their education and we are now at our wits' end as to what steps to take"

But yesterday Mr Durand denied these allegations. He said most parents had been misled by their children who had not understood him. He said most of the

23/2/83
children who were attending school in the township were those at secondary school level and over the age of 16

ORPHANAGE

Mr Durand said "We only offer primary education and those who pass to secondary school are presently being transported to the township schools by me. I told the children to tell their parents. I would like to meet them for some discussions. Most of these children are supposed to be back home with their parents as they are above 16

269
Some of them
years and in secondary school. Now some parents think this is an orphanage

Sats slips behind in cargo race

269

272

Industrial Week 23/3/83
Staff Reporter

SOUTH African Transport Services (Sats) is carrying only half as many goods by rail as private transport contractors carry by road, and is carrying four million tons less than a year ago.

Private operators carry over 20 million tons a month and Sats less than 12 million.

These figures are a depressing reflection on the way in which Sats has failed to match the ser-

vice and cost effectiveness of road transport in the past two years

Its own Road Transport Services carries a relatively insignificant 300 000 t each month, of which 80% represents collection and delivery of goods consigned to rail

Private transport contractors on the other hand, have moved in a big way

Early in 1980 they were on level pegging with the rail services, carrying just over 15 million tons a month, each

Then rail slipped out of gear and went slowly downhill until at the end of last year it was carrying less than 12 million tons a month

Road transport, meanwhile, took off and peaked in excess of 22 million tons a month at the beginning of last year, later slipping 20 million tons because of general economic conditions

The recession has done nothing to dent the 420,7 million tons carried by road and rail in 1981

In that year traffic started out at a low point and finished the year at a peak of over 38 million tons a month

Sats will doubtless be considering these figures carefully in its strategy planning, currently in hand

The Road Transport Amendment Bill, now before Parliament, also contains measures against illegal road transport operators who Sats believes are largely to blame for the competition it is facing from private road transport contractors

269 Star
23/2/85

New class for black travellers

By Joao Santa Rita

The South African Transport Services are to introduce a new facility for black passengers next month

Called the "lala class" (from the Zulu word "lala", which means sleep), the new service, which will be introduced on March 3, will guarantee black passengers sleeping facilities.

The service will first be introduced on the Johannesburg-East London, and Johannesburg-Durban lines.

A single lala class ticket on the Johannesburg-Durban line will cost R25 — R6,50 more than a third-class trip.

SATS is also introducing new facilities for users of the Blue Train

Reservations on the train can now be made 11 months in advance through the SATS computer system

The Blue Train computerised booking facility is available in Durban, Pretoria, Johannesburg and Cape Town

Row over 'noisy blacks'

269 24/2/83 Sowetan
THE BRAKPAN Town Council is investigating allegations that residents living in Minnebron, a white suburb, are experiencing problems with blacks using a bus stop in the suburb.

Residents of the suburb are now demanding to improve the situation and, if necessary, to move the bus stop. Most of the commuters using the bus stop, which is situated in Lower Road, are women from Tsakane township who work in the suburb as domestics.

According to reports in a local weekly newspaper, a Mrs A Kruger, complained that blacks used the bus stop as a resting place during the night and also created a disturbance.

She said they fought among themselves and on one occasion found a number of blacks sitting on her verandah claiming they had sought shelter from the rain.

Mrs Kruger is quoted as saying: "The final straw came when my ten-year-old son was allegedly hit by one of the men at the bus stop as he was riding past on his bicycle. On inquiring, some men told me that he hit my child because he had called him a kaffir."

Mrs Kruger is further reported to have said that when she arrived home last week, she discovered refuse had deliberately been strewn about the pavement and her garden.

A spokesman for the Brakpan Town Council confirmed yesterday that a number of residents in the suburb had complained to the council about problems they experienced at the bus stop, which are alleged to be caused by blacks. He said that the council was at the moment investigating the whole matter and that as soon as the investigations were through, the council would decide on the necessary steps.

A NUMBER of train commuters between Soweto and Westgate, Johannesburg yesterday complained of being stoned by coloured youths at a bridge near Riverlea, causing injury and breaking windows.

The commuters claimed that the group of youths, who were between the ages of 12 to 15, always hung around the bridge waiting for trains to pass. Most of them used catapults to stone the passengers and

break windows on the train. This usually happened when most people are going to or coming back from work.

One of the commuters, Mr Solomon Vilakazi, said every time his train passed the Riverlea bridge stones rained

on the train and passengers had to scuttle for shelter.

He said "On Tuesday afternoon one woman was badly injured by the stones catapulted by these boys. These young boys are making our lives difficult. We can't go on like this. The rail-

ways have to take some action against them for our safety."

Mr A M Thomas, public relations officer of the SAR, yesterday said "We have not been aware of this, but have established a radio control centre in Johannesburg. Commuters are

advised to always ring radio control to report such matters. We have various squad cars who will receive the message and rush to wherever commuters are encountering problems. We would not like to see commuters being subjected to this kind of treatment. Steps will be taken to sort this matter out."

He said the radio control number which is displayed in coaches in the trains is 713-5511.

Handwritten notes at the bottom of the page, including "102207" and "1-1-1983".

D. Vimp Paktel 25/2/83

~~2009~~

2009

EL harbour loses citrus exports

By ROBIN LARSEN

EAST LONDON — The Perishable Products Export Control Board (PPECB) announced yesterday that citrus shipped through East London had been rerouted through Durban and Port Elizabeth

The chief executive of the board, Mr C C Meeker, said from Cape Town yesterday the volume of citrus exported through East London was too small to be an economic proposition

"It's far cheaper and more beneficial to the

fruit-growing industry to utilize facilities at Durban and Port Elizabeth," he added.

Last year 3 157 tons of citrus was shipped from East London compared to 478 613 through Durban, and 52 616 through Port Elizabeth

South African Transport Services system manager here, Mr A J Jonker, said he was sad that citrus would not be handled at the port, but added he felt the PPECB

had made the right decision

"It's a loss to us, but it's beneficial to the fruit industry in the long run. The maintaining of pre-cooling facilities here is not justified by the amount of citrus exported through the port

"There is also no possibility of fruit being rerouted from Durban and Port Elizabeth to East London — we're too far away from the production areas to be a cost-advantageous proposi-

tion," he added

"When farmers in the Kat River Valley were still major citrus producers, East London provided a much-needed export outlet, but production in the valley has dropped substantially over the past few years and no longer warrants the maintenance of pre-cooling facilities in East London," Mr Jonker said

During the mailship era, East London had fitted into the fruit export

network, but since the demise of the mailships and with the advent of the container it no longer had a role to play as far as citrus exports were concerned, he added

East London handled Transvaal fruit during peak periods, but this had gradually been transferred to Durban since the inception of the container service four years ago

"It's more cost-effective to load fruit

into containers in Johannesburg, put them on a fast train to Durban and export it there than to send it to East London," Mr Jonker added

"I'm all in favour of bringing more traffic to the harbour here, but it must be beneficial in the national context and not an artificially created route. Therefore I believe the PPECB has done the right thing," he added

The chairman of the harbour advisory board

Mr G Orsmond said he was "very sad about the move", but added there was little the harbour authorities could do

"One can understand the PPECB's motive though. In the past during the mailship era it was a worthwhile proposition to export through East London but that's not the case now and it's far cheaper to utilize Durban for citrus exports," Mr Orsmond said

The pre-cooling shed here, by far the biggest

shed in the harbour will be converted into a warehouse

"Hopefully we will attract other traffic which needs warehouses," Mr Orsmond added

Citrus fruit exports have also been with drawn from Cape Town which will now only handle deciduous fruit. Last year Cape Town shipped 732 976 tons of deciduous fruit compared to the 575 tons at Durban and 36 375 at Port Elizabeth

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 Bus operators
 Col. 331 - 335
 Hansard 25/2/83
 81 Mr G S BARTLETT asked the Minister of Transport Affairs

- (1) (a) How many (i) private and (ii) South African Transport Services bus operators provide passenger services between Johannesburg and Sun City, (b) how many buses does each operator use on this service and (c) (i) how many trips per week are offered by, and (ii) what are the return fares charged by, each operator,
- (2) whether any special package deals including hotel accommodation are offered, if so, (a) what are they, (b) at what cost and (c) by which operators,
- (3) what was the number of passengers transported per week by each operator in respect of each type of service offered in each of the latest specified twelve weeks for which figures are available?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) (i) One, between Jan Smuts Airport and Sun City
- (ii) One
- (b) (i) Pool of six
- (ii) Pool of 37 for this and other services
- (c) (i) Private Operator as and when required South African Transport Services seven
- (ii) Private Operator not available South African Transport Services R17,60
- (2) Yes
- (a) and (b) Transport fare includes hotel accommodation at Sun City

Two day excursion
 Three day excursion
 Four day excursion

Weekdays	Weekends and in Season
R58	R70
R92	R116
R126	R162

- (c) S A Transport Services Details of private operator's package deals are unknown
- (3) S A Transport services

Week Commencing	Number of Passengers
2 November 1982	100
14 November 1982	114
21 November 1982	118
28 November 1982	96
5 December 1982	52
12 December 1982	98
19 December 1982	119
26 December 1982	100
2 January 1983	107
9 January 1983	105
16 January 1983	82
23 January 1983	92
Details in respect of the private operator's activities are unknown	

Bus operators

82 Mr G S BARTLETT asked the Minister of Transport Affairs

- (1) (a) How many (i) private and (ii) South African Transport Services bus operators provide passenger services between Johannesburg and the Kruger National Park, (b) how many buses does each operator use on this service and (c) (i) how many trips per week are offered by, and (ii) what are the return fares charged by, each operator,
- (2) whether any special package deals including hotel accommodation are offered, if so, (a) what are they, (b) at what cost and (c) by which operators,

- (3) what was the number of passengers transported per week by each operator in respect of each type of service offered in each of the latest specified twelve weeks for which figures are available?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) (i) Unknown
- (ii) One
- (b) (i) Unknown
- (ii) Pool of 37
- (c) (i) (a) Unknown
- (b) Three
- (ii) (a) Unknown
- (b) See part (2) of reply
- (2) Yes
- (a) Transport fare includes accommodation and meals for duration of tour
- (b) Three day tour—R178
 Four day tour—R336
 Five day tour—R329
- (c) S A Transport Services Details of private operator unknown

Date of Departure	No of Passengers
5 November 1982	19
12 November 1982	18
19 November 1982	17
26 November 1982	11
3 December 1982	15

Date of Departure	No of Passengers
9 November 1982	28
16 November 1982	27
23 November 1982	24
30 November 1982	8
7 December 1982	24
14 December 1982	30
21 December 1982	20
28 December 1982	24
4 January 1983	32
11 January 1983	14
18 January 1983	21
25 January 1983	33

Five Day Tour

Date of Departure	No of Passengers
15 November 1982	21
22 November 1982	26
29 November 1982	21
6 December 1982	9
13 December 1982	17
20 December 1982	26
27 December 1982	19
3 January 1983	16
10 January 1983	13
17 January 1983	5
24 January 1983	6
31 January 1983	8

Four Day Tour

10 December 1982	12
17 December 1982	18
24 December 1982	28
31 December 1982	33
7 January 1983	28
14 January 1983	29
21 January 1983	19

269 Hansard Q. Col 319-
Durban station 25/2/83

*30 Mr S S VAN DER MERWE asked the Minister of Transport Affairs

- (1) What is the total cost of the new Durban station,
- (2) whether racial segregation is applied at such station, if so,
- (3) whether services and facilities have been duplicated because of segregation being applied there, if so, what is the estimated additional cost of duplicating such services and facilities?

The MINISTER OF TRANSPORT AFFAIRS.

- (1) Approximately R140,06 million
- (2) Yes, in respect of certain catering facilities and toilets
- (3) No The station is segregated operationally on the basis of class of ticket held Total capacity of the facilities provided matches estimated future passenger figures

Cape Town/Mitchell's Plain: railway service

*31 Mr S S VAN DER MERWE asked the Minister of Transport Affairs.

- (a) What was the total cost of establishing a railway service between Cape Town and Mitchell's Plain and (b) what is the anticipated annual profit or loss in respect of such service?

†The MINISTER OF TRANSPORT AFFAIRS

- (a) To establish a suburban train service between Cape Town and Mitchell's

FEBRUARY 1983

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Plain a line from Nyanga to Strandfontein was constructed at R19,5 million

- (b) Separate figures for specific train services are not available

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~~50~~ Hansard

Transport Services. leasing of properties
Q. 61.306 25/2/83
*11 Mr G S BARTLETT asked the
Minister of Transport Affairs

- (1) Whether the South African Transport Services intends to lease portions of its properties at railway stations to supermarket companies, if so, (a) which properties are involved, (b) at what rentals will they be leased and (c) how were such rentals determined,
- (2) whether any of these properties have already been leased, if so, (a) to whom and (b) at what rentals,
- (3) whether tenders were called for, if not, why not?

†The MINISTER OF TRANSPORT AFFAIRS

- (1) No, but the feasibility of developing available space at stations commercially, is being investigated

(a), (b) and (c) Fall away

(2) and (3) Fall away

SAA ends year with R58m loss

Cape Times 26/2/83 (269)

Chief Reporter

SOUTH African Airways (SAA) ended the 1981/82 financial year with a deficit of nearly R58-million, which is R18-million or 45 percent greater than the operating loss in the previous year

There was also a slight falling-off in the number of passengers carried, compared with 1980/81.

SAA's greatly-increased deficit was part of an overall international airline loss last year that has been estimated at nearly R3 000-billion

The latest annual report of SA Transport Services (Sats), tabled in Parliament this week by the Minister of Transport Affairs, Mr Hendrik Schoeman, shows that while revenue for the past year increased by 25,68 percent, from R695 191 130 to R873 749 650, expenditure



Mr Schoeman

rose by 26,78 percent, from R734 814 734 to R931 599 140

The increase in expenditure has been put down mainly to higher fuel prices and additional flights, salary increases, increased maintenance and overhaul costs and the replacement of irreparable aircraft components.

Other factors mentioned are higher commission paid to agents because of increased sales revenue, the conver-

sion training of flight-deck crews for Boeing 737s and overtime paid to catering and cabin services flying staff

● The annual report, the last presented by Dr J G H Loubser who retired as general manager of Sats at the end of last month, ascribes a drop of 0,68 percent in the number of passengers carried by SAA — from 4 003 955 in 1980/81 to 3 976 559 in 1981/82 — mainly to the high rate of inflation in South Africa and abroad

There was an increase in tonnages of cargo and mail carried — cargo by nearly 10 percent and mail by 1,5 percent.

● SAA took delivery of nine Boeing 737-244 airliners and one Airbus A300 in 1981/82, and had another four Boeing 737s, two Airbuses and two Boeing 747 SUDs (stretched upper deck) on order.

Train apartheid stays

APARTHEID on suburban trains in the Cape Peninsula will remain, the Minister of Transport Affairs, Mr Hendrik Schoeman, stated in Parliament last week

Mr Schoeman was answering a written question from opposition member Mr Colin Eglin,

who asked whether the SA Transport Services was giving consideration to the removal of the apartheid signs from the suburban trains

No such attention was being given, Mr Schoeman said, and added that the present position would remain in terms of

existing Government policy, which he said was aimed at "eliminating friction"

The Minister's statement has drawn sharp criticism from Mr David Curry, national chairman of the Labour Party, which has agreed to take part in the Government's new constitutional deal for South Africa

He said, "There's more friction on the railways now than ever before, because of overcrowding"

Commuters, he said, should be allowed to sit where they could afford. The Government's reasons were meaningless, he said

"Did the dropping of Apartheid in Post Offices and on buses cause friction?", he asked

Referring to the recent West Indies tour, he questioned whether the presence of the black players caused friction

SPORTS TEAMS

"Or does this mixing pass, because it brings overseas sports teams — while the fundamental structure of Apartheid does not change"

MONDAY, 28 FEBRUARY 1983

Hansen's Q 61, 361-

†Indicates translated version

For written reply (269) 372

Cape Town/South West Africa. alternative route

98 Mr G S BARTLETT asked the Minister of Transport Affairs

Whether the South African Transport Services has made any investigation into (a)(i) the capital and (ii) the operating costs, (b)(i) any additional traffic and (ii) the revenue derived therefrom, (c) the strategic benefits of an alternative route to Cape Town and South West Africa, resulting from, and (d) the feasibility of the connecting of the Saldanha-Sishen railway line to (aa) System 1 at Saldanha and/or (bb) System 9 at a point between Uppington and Prieska and/or (cc) System 2 at Sishen in order to dovetail into the proposed Sishen-Kuruman-Pudimoe line and/or (dd) the proposed construction of a railway line from Aggeneys to the Sishen-Saldanha line at a point near Halfway, if not, why not, if so, with what results?

The MINISTER OF TRANSPORT AFFAIRS

(ad) No, a connection between the Saldanha-Kalbaskraal line on the Cape Western System and Saldanha-Sishen line already exists at Langeenhaid near Saldanha

(a) (i), (ii) Fall away

(b) (i), (ii) Fall away

(c) and (d) Fall away

(bb) (a) (i) (ii) Yes In the planning of the proposed direct rail link between Sishen and the PWV complex via Kuruman and Pudimoe provision is made for a connection at

(b) (i), (ii)
(c) and (d)

Kleinbegin on the railway line between Uppington and Prieska where this line crosses the Sishen-Saldanha Line The capital and operating costs in respect of this junction have not been calculated separately

(cc) Yes Item 86 of the 1982/83 Capital Budget provides for a permanent connection between the Sishen-Saldanha and the Sishen-Hotazel-Kimberley railway lines However, due to the economic situation and low volume of traffic offered, this proposal will be deferred By agreement with Iscor their siding at Sishen is used to haul traffic between the Sishen-Saldanha and Hotazel-Kimberley lines
(a) (i), (ii) Fall away
(b) (i), (ii) Fall away
(c) and (d) Fall away

(dd) The hon member's attention is directed to part (2) of the reply to question No 131

Railway stations/airports: bookstores

124 Mr G S BARTLETT asked the Minister of Transport Affairs

(1) (a) How many South African Transport Services operated bookstores were there (i) on railway stations and (ii) at airports in the financial years 1958-'59, 1968-'69 and 1981-'82, respectively, and (b) what was the total (i) revenue and (ii) net profit derived therefrom in each such financial year,

(2) (a) how many privately operated bookstores were there (i) on railway stations and (ii) at airports in the financial years 1958-'59, 1968-'69 and 1981-'82, respectively, and (b) what was the revenue derived therefrom in each such financial year?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a)	1958/59	*1967/68	1981/82
(i)	28	None	None
(ii)	1	None	None
(b) (i)	R1 864 532	Falls away	Falls away
(ii)	R26 422	Falls away	Falls away
(2) (a) (i)	22	56	46
(ii)	None	7 (1968/69)	12
(b) South African Transport Services	R8 196	R29 838	R34 846
Department of Transport	None	†R72 360 (1968/69)	†R1 263 624

*The records for 1968/69 were destroyed by water
 †Total revenue derived from catering concessions

Railway stations/airports: refreshment rooms/kiosks

125 Mr G S BARTLETT asked the Minister of Transport Affairs

(1) (a) How many South African Transport Services operated refreshment rooms and/or kiosks were there (i) on railway stations and (ii) at airports in the financial years 1958-'59, 1968-'69 and 1981-'82, respectively, and (b) what was the total (i) revenue and (ii)

(2) (a) how many privately operated refreshment rooms and/or kiosks were there (i) on railway stations and (ii) at airports in the financial years 1958-'59, 1968-'69 and 1981-'82, respectively, and (b) what was the revenue derived therefrom in each such financial year?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a)	1958/59	*1967/68	1981/82
(i)	35	8	8
(ii)	5	None	None
(b) (i)	R3 604 322	R3 114 090	R8 801 240
(ii)	R321 953	R99 850	Loss of R257 439
(2) (a) (i)	31b	305	266
(ii)	None	13 (1968/69)	36

*The records for 1968/69 were destroyed by water

(b) South African Transport Services	R96 032	R281 491	R513 032
Department of Transport	None	†R72 360 (1968/69)	†R1 263 624

†Total revenue derived from catering concessions

Railway stations/airports: bars/lounges

126 Mr G S BARTLETT asked the Minister of Transport Affairs

(1) (a) How many South African Transport Service operated bars or lounges were there (i) on railway stations and (ii) at airports in the financial years 1958-'59, 1968-'69 and 1981-'82, respectively, and (b) what was the total

(1) revenue and (ii) net profit derived therefrom in each such financial year, (2) (a) how many privately operated bars or lounges were there (i) on railway stations and (ii) at airports in the financial years 1958-'59, 1968-'69 and 1981-'82, respectively, and (b) what was the revenue derived therefrom in each such financial year?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a)	1958/59	*1967/68	1981/82
(i)	35	8	7
(ii)	2	None	None
(b) (i)	†Not available	R542 695	R811 803
(ii)	†Not available	R37 993	R106 447
(2) (a) (i)	None	16	16
(ii)	None	6 (1968/69)	20
(b) South African Transport Services	—	R63 840	R103 968
Department of Transport	—	†R72 360 (1968/69)	†R1 263 624

*The records for 1968/69 were destroyed by water

†Figures not available separately

‡Total revenue derived from catering concessions

Sishen-Saldanha railway line

129 Mr G S BARTLETT asked the Minister of Transport Affairs

(1) What was the (a) tonnage of iron ore transported, (b) tariff rate in respect of iron ore transported, and (c) total revenue earned from the transporting

of iron ore, from Sishen to (i) Saldanha and (ii) Port Elizabeth in each year since the opening of the Sishen-Saldanha line,

(2) what were the (a) administrative, (b) operating, (c) maintenance and (d) (i) interest, (ii) depreciation, (iii) replacement and (iv) other related capital costs of operating the Sishen-Saldanha line for each year since its opening,

(3) what was the total White and Black staff establishment, including the local accounts staff, required to operate the Sishen-Saldanha line for each year since its opening?

The MINISTER OF TRANSPORT AFFAIRS

Particulars of iron ore from the Sishen/Postmasburg area are furnished as from 1 April 1977, i.e. the date on which the railway line was taken over by the South African Transport Services

Financial Year	(a) Tonnage	(b) Tariff Rate (cent per ton)		(c) Revenue (R)
		Sishen	Postmasburg	
1977/78	12 912 380	395	—	51 003 912
1978/79	13 353 139	405	—	55 144 929
1979/80	17 590 526	464	528	88 498 860
1980/81	12 783 996	472	646	61 790 181
1981/82	14 355 178	490	—	70 859 976
		489	656	
		(From 1 November 1981)		

1 April—
31 December
1982

7 461 430 568 660 656 — 43 328 773
(From 1 November 1982)

(1) (i) (ii)

Financial Year (a) Tonnage (b) Tariff Rate (cent per ton) (c) Revenue (R)

1977/78 1 242 805 660 7 808 043
1978/79 452 892 710 3 214 857
1979/80 83 799 710 594 979

Since 1 April 1980 Nil Nil

Financial Year	1977/78	1978/79	1979/80	1980/81	1981/82
	R'000	R'000	R'000	R'000	R'000
	504	813	977	1 125	1 457
(a)	6 797	10 319	13 667	11 630	12 792
(b)	7 274	10 209	10 467	13 267	15 491
(c)	25 769	37 228	30 846	31 641	30 126
(d)	11 705	17 657	20 952	22 520	15 768
(iii)	Included in (ii)				
(iv)	None				

(3) Total number of staff employed

	Whites	Coloureds
1977	369	594
1978	477	912
1979	558	1 007
1980	610	1 113
1981	638	1 086
1982	720	1 235
1983	693	1 008

No Blacks are employed on the Sishen-Saldanha line

Saldanha harbour

130 Mr G S BARTLETT asked the Minister of Transport Affairs

(1) What (a) was the tonnage and (b) were the harbour charges for each type of cargo (i) exported and (ii) im-

(1) (a) (i)

Financial Year	Iron ore Ton	Ore concentrates Ton	General cargo Ton
1977/78	11 678 225	—	3 085
1978/79	14 052 990	—	3 702
1979/80	17 014 846	11 732	7 435
1980/81	13 723 290	178 997	4 940
1981/82	13 635 702	183 954	200
April 1982— December 1982	8 285 334	164 976	—

(ii) Financial Year General cargo Ton

1977/78 427
1978/79 5
1979/80 46
1980/81 Nil
1981/82 Nil
April 1982—
December 1982 Nil

(1) (b) (i) Financial Year

Financial Year	Iron ore R	Ore concentrates R	General cargo R
1977/78	18 044 000	Nil	75 000
1978/79	22 448 000	Nil	32 000

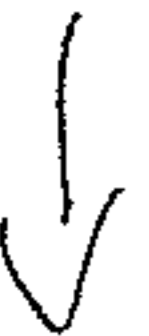
ported through the port of Saldanha since it commenced operating,

(2) What were the (a) administrative, (b) operating, (c) maintenance, and (d) (i) interest, (ii) depreciation, (iii) replacement and (iv) other related capital, costs of operating the harbour for each year since it commenced operating,

(3) what was the total White and Black staff establishment required to operate the harbour for each year since its opening?

The MINISTER OF TRANSPORT AFFAIRS

Particulars are furnished from 1 April 1977, i.e. the date on which the harbour was taken over by the South African Transport Services



Financial Year	Iron ore R	Ore concentrates R	General cargo R
1979/80	23 750 000	114 000	106 000
1980/81	21 311 000	1 379 000	123 000
1981/82	23 216 000	1 820 000	72 000
1 April 1982- 31 December 1982	17 033 000	1 405 000	88 000

(1) (b) (ii) Only a small volume of general cargo was imported. A breakdown of the revenue derived therefrom is not readily available but is included in the general cargo figures reflected under part (1) (b) (i) of the reply.

	1977/78 R'000	1978/79 R'000	1979/80 R'000	1980/81 R'000	1981/82 R'000
(a)	227	629	871	880	880
(b)	2 386	2 307	3 346	4 301	4 800
(c)	1 129	1 550	1 952	2 644	4 270
(d) (i)	11 524	15 731	12 782	13 159	12 985
(d) (ii)	3 198	5 757	5 170	13 511	10 792
(iii)	Included in (ii)				
(iv)	None				

(3)	Whites	Coloureds
1977	40	114
1978	66	153
1979	100	156
1980	127	185
1981	143	177
1982	154	279
1983	153	195

No Blacks are employed in Saldanha Bay Harbour

Australia may ask SAA to cut back on flights

The Star
28/2/83
269

Own Correspondent

BRISBANE — After the closure of the Qantas offices in South Africa last week, the next move that can be expected will be a request to South African Airways to reduce its service to Australia.

At present SAA offers two 747 flights a week to Australia but has authority for only one. The second flight is supplementary.

A Qantas spokesman said there was "no political significance" in the closure of the offices in South Africa.

He said Qantas had repeatedly sought permission from the federal government to resume its service to Johannesburg, but as it had been decided to fly to Harare instead there was no point in maintaining sales offices in South Africa.

Qantas has enjoyed good loads to Harare since the service was introduced in November last year. It is acknowledged that most of the passengers using the service are destined for South Africa.

It is evident, too, that many passengers using Qantas would normally have flown to Johannesburg on special SAA seasonal flights which SAA has previously been permitted to schedule, but which have been refused since the introduction of the weekly Qantas flight to Harare.

With the close of the holiday season there has been a falling off in the demand for services from both airlines, with Qantas being most affected because of the need for passengers to change aircraft at Harare.

Qantas believes if SAA were ordered to withdraw its second weekly flight, most of the traffic which it now attracts would go to the Australian carrier, notwithstanding the need to change planes at Harare.

Neither the present Fraser Government nor the Australian Labour Party has expressed a desire to terminate the air services agreement with South Africa — a process which would take 12 months before it could take effect.

Hand-drawn diagrams and notes. The diagrams show lines representing flight routes or passenger flows between various points. One diagram has labels 'MIR' and 'MC'. Another diagram has labels 'MIR' and 'MC'. The notes are handwritten and somewhat illegible, but appear to discuss flight services and passenger destinations.

Train sleepers

THE SOUTH African Transport Services are next month introducing a new facility for black passengers called the "Lala Class".

Lala — sleep in Zulu — will guarantee passengers sleeping facilities on train trips between the major centres, a spokesman said

Previously black passengers could not book a berth while travelling by train

The Lala class will first be introduced on the Johannesburg-East

London and Johannesburg-Durban trains on March 3 "Within the next few months we will extend the service to other lines," the spokesman said

The price of a Lala Class ticket will be more than third but cheaper than second class

A single Lala Class ticket on the Johannesburg to Durban train will cost R25 or R6,50 more than a third class trip A single Lala Class fare to East London will cost R34,50

"Black passengers

will now be able to book a berth up to five months in advance," the spokesman said

"For a long time there has been a demand for this service and therefore we are sure of success SATS is also introducing new facilities for users of the Blue Train

Passengers travelling on the Blue Train will now be able to have their cars conveyed between Johannesburg and Cape Town on the train It will cost R145 a car for a single trip

SAA threat to get tough with Qantas

By Ernest Shirley

BRISBANE — The regional manager of South African Airways in Sydney, Mr Kobie van Rooyen, has confirmed that Qantas is to force SAA to give up one of its two flights a week to Australia because of the failure of the Qantas service between Sydney and Harare

Mr van Rooyen said that at a meeting in Johannesburg last week Qantas made it clear that SAA would lose one of its two flights on April 1

He said the final destination of almost all Qantas to Harare passengers was Johannesburg and Qantas was now trying to assure itself of half the Southern Africa market by forcing travellers to fly with it at great inconvenience through Harare

SAA is expected to end several associations with Qantas, costing several million

rands a year, if it is forced to reduce its service. It would end a general sales agent agreement and withdraw from aircraft ground handling and catering agreements

Mr van Rooyen said SAA would have to reconsider the connecting service it provides for Qantas passengers travelling between Harare and Johannesburg

He said because of the Qantas action, tours booked by 1 400 Australians were in jeopardy. He said he knew of one agent who is faced with the prospect of paying R45 000 in cancellation fees

Mr van Rooyen said a R100 000 South African travel promotion was "down the drain", the large Mauritian communities of Australia would have less access to their island and the growing market from friends and relatives visiting 20 000 South Africans in Australia would be cut

Australians support close ties with SA

Own Correspondent

BRISBANE — A privately commissioned opinion poll shows that at no less than 75 percent of Australians favour resuming sporting contacts with South Africa.

The poll carried out by Spectrum Research, New South Wales, also found that 79 percent of those questioned disagreed with the decision of Prime Minister Malcolm Fraser to ban from Australia the West Indian cricketers who played in South Africa this year

The Australian-South African Association, composed primarily of Australian businessmen dealing with South Africa, commissioned the poll

Its results have given encouragement to independent negotiator and former test cricketer Bruce Francis, who wants to take an Australian cricket team to South Africa

He said "The poll has strengthened my resolve to give the Australian people what they want

"Not even on questions of the peace-keeping forces (in the Middle East) is there such a strong feeling."

On the question whether "channels of communication" with South Africa should be closed or kept open, an overwhelming 92 percent voted in favour of maintaining contacts

Star
2/3/83
269

Star
2/3/83

Another ^{Par} rail tariff ^{2/3/83} increase on ²⁶⁹ the cards ²¹⁴

Political Staff

CAPE TOWN — Another rise in railway tariffs can be expected before the end of the year, Mr Hendrik Schoeman said today after introducing a bland and gloomy South African Transport Services budget in Parliament.

Working on a negative growth rate of minus two percent and an inflation rate of 12 percent for the country as a whole, Mr Schoeman has budgeted for a deficit of R634,2 million.

In the budget, totalling almost R8 700 million, there are no pay increases for railway workers.

Mr Schoeman devoted most of his speech to the enormous losses of revenue suffered by the Railways last year as a result of the recession.

But despite the situation he felt that further tariff increases could be warded off until October. The last increase was 15 percent in January.

Mr Schoeman said that although there were signs of economic recovery by South Africa's major trading partners, demand for South African exports could not be expected to improve over the next year.

He added that the severe drought would also negatively affect the position.

Gloomy transport budget: Tariff rise expected and wages frozen

New rail

HAGUS 2/3/83 269

Political Staff

ANOTHER rise in railway tariffs can be expected before the end of the year, Mr Hendrik Schoeman said today after introducing a gloomy South African Transport Services budget in Parliament.

Working on a negative growth rate of minus two percent and an inflation rate of 12 percent for the country, Mr Schoeman has budgeted for a deficit of R634,2-million

In the budget totalling R8 692,5-million, there are no salary increases for railway workers

Mr Schoeman devoted most of his budget speech detailing the enormous losses of revenue suffered by the railways last year, because of the downturn in the economy.

Final figures were expected to reflect a drop of revenue over the budgeted amount of R588-million. The result was that the estimated deficit of R10,5-million was now expected to reach R375-million

Ward off

Mr Schoeman said it was believed that further tariff increases could be warded off until October. Tariff increases were not expected in the budget as there had been a 15 percent increase in January

The capital budget has been trimmed as far as possible with R1 618-million being spent on existing projects and only R8,2-million on new projects

Recovery

Mr Schoeman said although there were signs of economic recovery, South Africa's major trading partners demand for South African exports could not be expected to improve next year, while the drought would also affect the position

A further decline in imports and local traffic was, therefore, also anticipated.

increase

R10m budgeted for EL rail link

Dispatch 269
3/3/82

CAPE TOWN — The government is to spend an estimated R10 million on the electrification of the rail line between Springfontein and East London during the next financial year

This expenditure is part of a number of capital projects the South African Transport Services intend undertaking in the Border area

The SATS capital budget, tabled in Parliament yesterday, allocates a total of R293 000 to extending facilities and services at the East London harbour

This includes R110 000 for container traffic facilities, R100 000 to improve the power supply at the harbour, R54 000 to step up security measures, R27 000 to replace the existing foghorn and R2 000 for fire protection and improving the dust extraction installation at the grain elevator

The largest single amount the SATS plans to

spend in East London, R424 000, will go towards a carriage and wagon depot at the terminus.

Other large amounts to be spent in East London include R232 000 on a gas producer and cleaning plant.

At Cambridge the SATS have allocated R275 000 for a telecommunications depot and R284 000 for a workshop at the mechanical maintenance depot.

Major expenditure on projects in the rest of the Border area includes:

Dimbaza — R80 000 for siding with goods shed and staff facilities,

King William's Town — R100 000 for goods facilities;

Mount Ruth — R78 000 for police offices,

Queenstown — R200 000 for a telecommunications depot,

Sterkstroom — R100 000 for a waiting room and toilet facilities;

Matatiele — R98 000 to replace goods shed and improve loading facilities.

The electrification of the Springfontein-East London rail link, which was stalled last year, will eventually cost R136 million. The Transport Services have already spent R9,5 million

The expenditure on container facilities at the East London harbour will complete the third phase of a project costing R360 million. R138 million has already been spent on the project — PR.

By GERALD REILLY
Pretoria Bureau

COMMERCE and industry yesterday heaved a sigh of relief after the announcement by the Minister of Transport Affairs, Mr Hendrik Schoeman, that transport tariffs would not be increased.

There was, however, gloom that tariff increases might be unavoidable later in the year, unless the economy improved rapidly.

The Afrikaans Handelsinstituut said although no provision had been made in the South African Transport Services Budget for tariff rises, it would be difficult to avoid increases during the months ahead if there were no marked improvement in the economy.

The AHI, however, was thankful efforts were being made to control expenditure more effectively, raise productivity, postpone capital projects, and to increase the share of the transport market.

Business relieved by tariff decision

It warned, however, that the private sector was also affected by the recession, and that competition between the public and private sectors should be on an equal basis.

The president of Assocom, Mr Harold Wilmot, said the budget and the economic forecast it embodied reflected another difficult year ahead for commerce and industry.

Sats' continuing efforts to maintain financial discipline was to be commended, but the Minister's warning that another round of tariff increases was possible later was cause for concern.

Inflation remained a serious problem facing the economy. If increases were contemplated, Assocom hoped Sats would consult the private sector well in advance before making decisions which could worsen the inflation rate.

The president of the South African Federated Chamber of Industries, Mr Ron Ironside, said the Minister had highlighted the problem of keeping transport services operating during the recession without undermining its policy to support the next economic upturn.

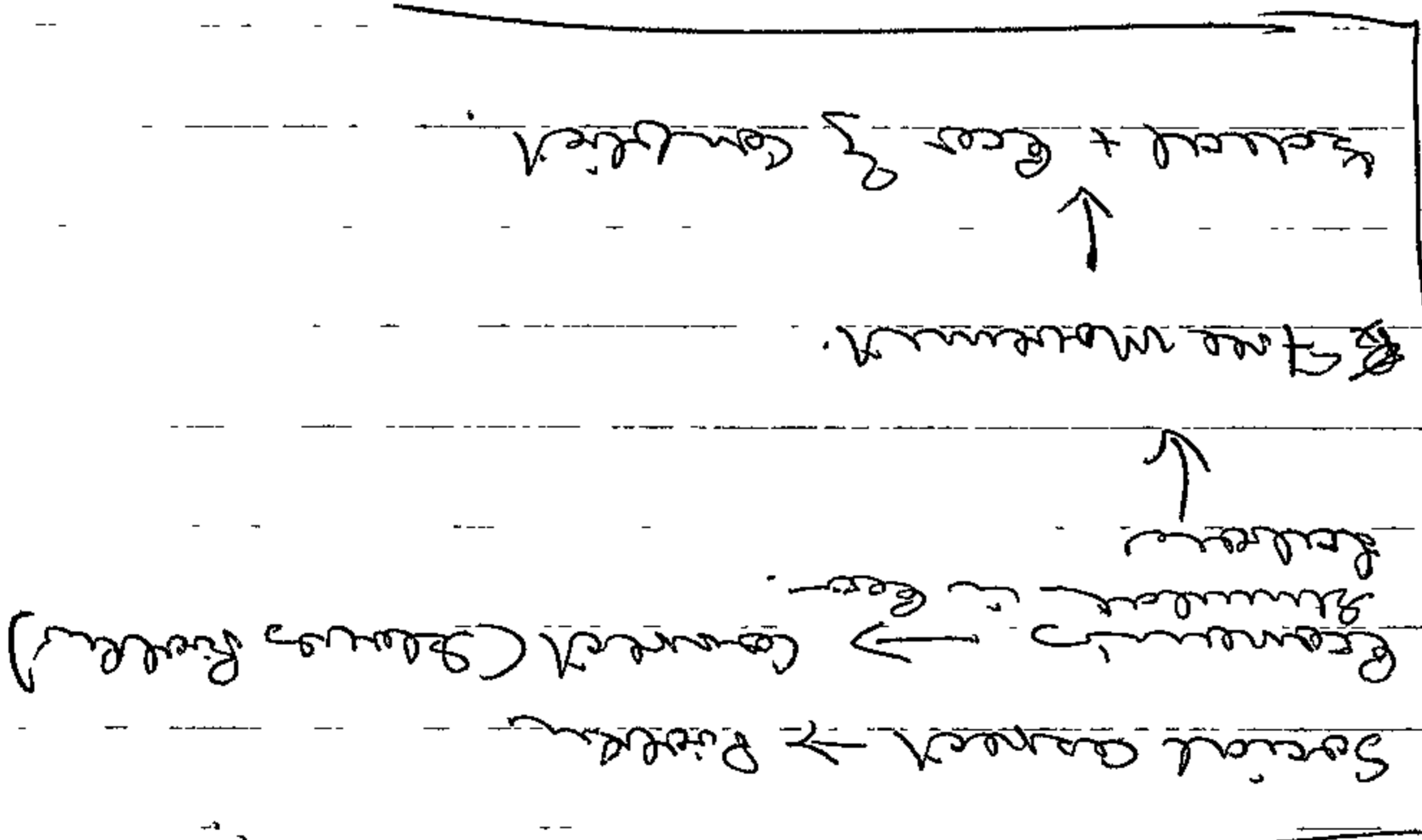
He applauded the decision

not to introduce further tariff increases, and the steps to be taken to make Sats more competitive.

Mr Ironside said it was regretted that the Minister had failed to refer to the sweeping measure before Parliament which would transfer the burden of subsidising sub-economic services to the State.

The president of the South African Agricultural Union, Mr Jaap Wilkens, welcomed the decision not to increase tariffs which had a significant effect on agricultural production costs.

269 RDM 3/3/83



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Sats deficit

CAP Tink
3/3/83

269

Political Staff

HOUSE OF ASSEMBLY
— The Minister of Transport, Mr Hendrik Schoeman, yesterday ruled out further transport tariff increases until October

Introducing the South African Transport Services budget in Parliament, Mr Schoeman also announced that the prospects for salary adjustments in April were extremely slim

He disclosed an expected transport services loss of R373-million for the 1982-83 financial year and said the expected deficit for the coming year was estimated at R634,2-million — almost double that of this year

In his budget speech, Mr Schoeman said no provision for tariff increases during the coming year had been made in the working estimates, but increases might have to be considered later this year

However, at a press conference earlier, he predicted that further tariff increases would not be necessary until October

The tariff adjustments made in January had only a cushioning effect and were not sufficient to make good the decrease in revenue

Mr Schoeman said a continued levelling-off in domestic activities as well as a further decline in imports and local traffic were anticipated during the coming year

The SATS working estimates for 1983-84 were therefore based on a negative growth rate of minus two percent and an inflation rate of 12 percent

Main items announced in the budget speech include

- Only R82-million is allocated for new capital projects

- R1 618-million is to be spent on existing capital projects

- Family concessions

and discount fares are to be introduced on passenger services in off-peak periods

- A bookable class of train accommodation with sleeping facilities will be introduced for coloured, Indian and black passengers

- Emphasis on hiring out trains to companies and sports organizations for special journeys

- Continued investigation into the introduction of new express goods and container services

- Since June 1982 SATS staff numbers decreased by 27 000 — from 279 000 to 252 000

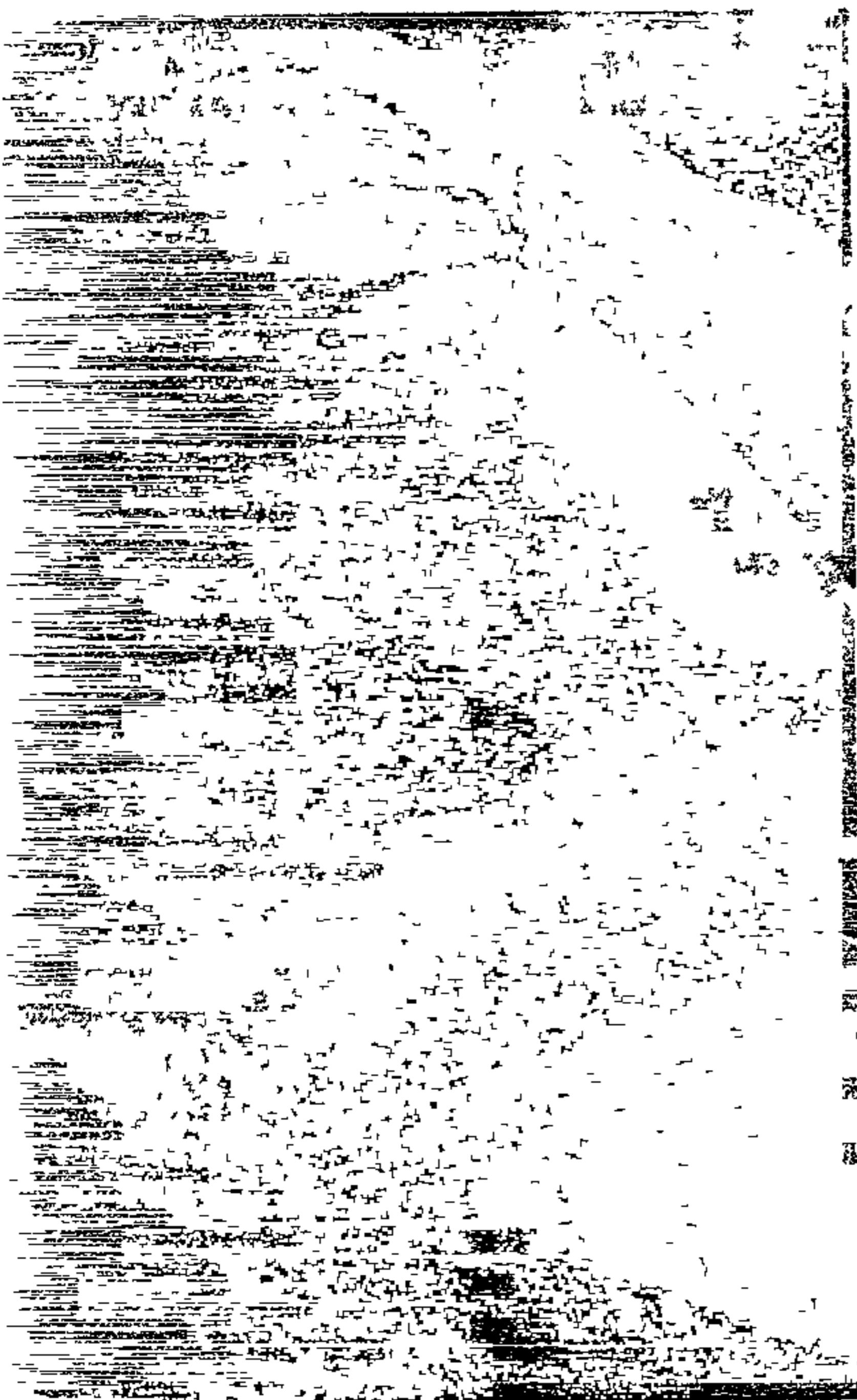
Outlining SATS' performance over the past year, Mr Schoeman said revenue had begun a dramatic decline in June last year. In September and October last year revenue losses (airways excluded) further weakened compared with the budget

"Instead of the expected growth rate of two percent the real rate declined to minus one percent. This placed the transport services under financial pressure. Domestic production declined and goods traffic decreased drastically"

Mr Schoeman said a further reason for the financial pincer situation in which SATS found itself, was the growing number of legal and illegal road hauliers which were entering the transport market.

The hauliers concentrated more on long-distance traffic and were trying their utmost to gain a larger share of the total transport market

SATS share of the market had diminished to about 40 percent while it provided almost 100 percent of its own infrastructure. "We build our own railway lines at high cost. We are therefore obliged to compete on a very unequal footing," said Mr Schoeman



face of a member of "Scanyam", a joint tobogan... Student Christian Association (SCA) and the steps of Jameson Hall Picture Ivor Markman

London flight overbooked, 14 stranded

Cape Times 5/3/83 (269)

Staff Reporter
FOURTEEN passengers booked on last night's direct flight from Cape Town to London were stranded at D F Malar Airport after South African Airways officials told them the flight was "fully booked"

The shock announcement described by disappointed passengers as "an absolute fiasco" came just before the departure of Flight 230 at 8pm

Last night most of the stranded passengers were accommodated by SAA at a City hotel. They will fly to Johannesburg this morning to board the 6pm flight from Jan Smuts Airport to London

Mrs Buntj Spaans of Oranjezicht said that after she had arrived at the airport, SAA officials led her to an office and told her the flight was "fully booked"

Mrs Spaans said she had booked for the Lon-

don flight in June last year and confirmed her booking two days ago

She said many of the passengers had already booked their luggage in before they were turned back

"This means that they will have to stay in the same clothes until they arrive in London on Sunday morning at 7am"

SAA's assistant station manager at D F Malan Airport, Mr John du Plessis said last night he could not comment as bookings were handled by another department and referred the Cape Times to a Mr Venter SAA's customer relations officer

"We have booked them into hotels tonight and they will fly to Johannesburg tomorrow morning to catch the six o'clock flight to London. This is the best we were able to do under the circumstances," Mr Du Plessis said

3 killed, 14 hurt in smash

DURBAN — A rush-hour horror smash at a Durban intersection yesterday claimed the lives of three women and injured 14 other people when an out of control pantechnicon careered into a group of pedestrians

The pedestrians were waiting to cross at a robot at the corner of Centenary Road and Old Dutch Road about 4pm

The shaken driver of the Stuttafords Van Lines pantechnicon, Mr Stanley Naidoo, 20, was unhurt

A driver of a bakkie hit by the pantechnicon, Mr Isaac Gabeni of Kwama shu, and his daughter Doris, 16, were taken to King Edward VIII Hospital with slight injuries

Twelve seriously injured pedestrians were taken to hospital by bus — Sapa

Govt rules out mixed political parties PAGE 4

ells court how n was stabbed

They are alleged to have returned later with Mr Kock and four children, who were staying with Mr Kock. Miss Abrahams, who was still alive, was allegedly stabbed again a number of times by Miss Faro

The two men are alleged to have returned to the site a third time and raped the seriously injured woman, before stabbing her again

The youth told the court that they were playing their "gram" at Mr Kock's farm cottage when a car drew up. He and the other children ran into the house as they thought "the baas" had arrived, he said

Mr and Miss Faro stepped out and told one of the other youngsters to wash blood from the car. Accompanied by Mr Kock and the children, they then returned to the scene

The youth said he and the other children watched as Miss Faro approached Miss Abrahams who was standing in the

light. Miss Abrahams said "Meisie, my husband is already dead," before she was stabbed repeatedly in the chest. She fell to the ground and Miss Faro bent over and continued to stab her, he said

Shebeen

They left soon after and drove to a shebeen, after which they dropped Miss Faro at home. The two men accompanied by the children, returned and the two men went into the bush at the place they had left Miss Abrahams

He said he heard a scream, after which Mr Faro returned to the car and asked one of the older youths whether he would like to have sex with the woman. The youth declined and Mr Faro told him that Mr Kock was "busy with her"

Mr Justice Lategan sat with two assessors Mr S P Tansley and Mr L van Huyssteen. Mr W C Viljoen appeared for the State. Mr C de Kock, Mr L McKenzie and Mr L Matthee appeared pro Deo for the

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RAILWAY BUDGET (269)

Future shocks

FM 4/3/83

Transport Minister Hendrik Schoeman's budget arithmetic indicates that another general tariff increase will be visited on SA Transport Services (SATS) users soon

Schoeman bases his revenue projections for 1983-1984 on a negative gdp growth rate of 2% and an inflation rate of 12%. He reckons that without an intervening tariff increase, SATS finances could go R634,2m into the red by year-end 1984

The January 1 general tariff rise was aimed at lifting revenue 10%. "The tariff adjustments are not, however, sufficient to make good the decrease in revenue. It can only have a cushioning effect. It is expected, therefore, that SATS will close the present financial year with a substantial loss," he said, leaving no doubt in anyone's mind that another increase is only a matter of time.

The expected fall in 1983 revenues against the original budget is truly staggering. Railways income at the end of the current year (March 31) will be R445m off-beam, harbours R86m, airways R33m and pipelines R24m, making a total deficit of R588m

In an attempt to stem the rot, SATS introduced a wide range of economies and capital project cutbacks. It also allowed the staff complement to run down from 279 000 to 252 000. According to Schoeman, savings of R330m were achieved, but financing costs of R75m "had to be incurred to provide the cash flow requirements"

All this means that the year 1982-1983 will end with a deficit of R373m and not R10,5m estimated last March. This must be something of a record in budgetary miscalculation. More so, if one takes into account that the civil works programmes for the current and the 1984 financial years were cut by R650m.

But the affable, wise-cracking Schoeman (known in the lobby as "*inflasië op die stasie*") does have a tough edge. He plans to maintain an iron grip on variable costs and he thinks assets can be more productively employed. He announced, too, that he will no longer continue to play Father Christmas to the Namibian transport system. Total SATS investments in the territory is R254m. Last year SATS incurred operating losses of R70m on various services, excluding harbours. Schoeman now proposes to convert Namibian operating losses into a loan, but did not give details in his budget speech.

Total revenue in 1983-1984 is expected to be R6,24 billion — R4,28 billion from railways, R707,7m from harbours, R1,05 billion from airways and R210,1m from pipelines. Total expenditure is expected to reach R6,88 billion — R5,13 billion on railways, R518,7m on harbours, R1,17 billion on airway, R65,1m on pipelines and a R2,5m appropriation of net revenue, leaving a deficit

of R634,2m for the year

The capital budget provides for spending of R1,82 billion, of which R1,62 billion will be spent on the progress or completion of existing projects, while R115m will be

spent on stock and construction assets

Capital spending and loan redemptions will be financed as follows: domestic loans R890m, foreign loans R350m, and internal sources R791m

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'Time for active S.A.T.S. marketing strategy'

THE South African Transport Services needed an active marketing strategy to encourage the public to make better use of services, according to Mr R. F. van Heerden (CP De Aar).

Speaking during the second reading debate on the S.A.T.S. budget, he said people should be made aware that the transport services belonged to them.

Referring to the budget itself, Mr van Heerden said overall planning had led to a situation which caused flaws in the budget.

SMALLER SHARE

Free competition was a good thing, but so much of this existed in South Africa that the transport services had an increasingly smaller share of the high tariff transport market.

"This is mainly because the services are forced to transport all goods, including the less economic stuff," he said.

The department should guard against trying to save too much on capital works. To do this to too great a degree could lead to a lack of development over the long term — Sapa

269 001
5/3/83

R49m rail link planned

Mail Reporter

A NEW R49-million railway line is to be built to improve the train service for commuters travelling between Soweto and Johannesburg.

The new line, which will be added to the link between George Goch station and Kasern West station, will reduce operating problems and eliminate the need for many trains to turn around at Jeppe.

The laying of the rails is expected to be completed by the end of March this year. A new Kasern West station will be completed by November 1983.

A report released by SATS (South African Transport Services) said the new line would allow for a greater flow of passengers through station platforms and allow for increases in demand.

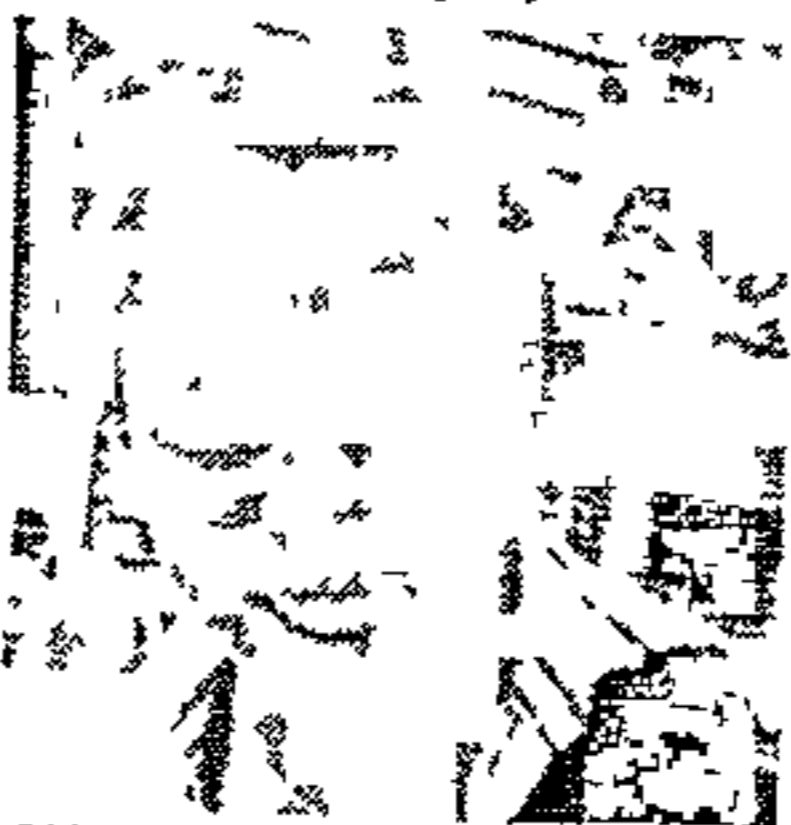
There will be no stopping at George Goch and Kasern West while platforms are under construction.

Death of Soweto socialite

By MONTSHIWA MOROKE

MR Keith Kananelo Sebati, 32, a popular Soweto socialite and sales manager for a leading wine company, died suddenly in hospital this week after a short illness.

Mr Sebati's death has shocked many people in the



MR KEITH SEBATI
Sudden death

township, especially his former fellow students at the University of the North (Tur-floop), and colleagues at Stellenbosch Farmers' Winery, where he had been working for only three months.

He worked previously for Shell for three years, during which period he spent a year in Britain studying marketing.

A grieved mother, Mrs Ann Sebati, a nursing sister, described Keith as "a humorous and loving person".

Mr Sebati, the eldest of three children, completed his university studies in 1974 together with his sister, Dr Konji Sebati, a Kenyan-trained medical practitioner.

Mr Sebati will be buried on Saturday next week.

A statement by the Minister of Environment Affairs and Fisheries, Mr Sarel Hayward, said that unless "drastic" water restrictions were not imposed, certain dams supplying water to strategic industries and towns may experience severe problems by August.

Mr Hayward said South Africa was facing "possibly the most severe drought this century".

He also announced water restrictions that will affect Natal and the Eastern Transvaal. In the Transvaal, Vaal Sterkfontein and Bloemhof dams restrictions of 20% of the corresponding consumption last year have been imposed.

Latest statistics show that the Vaal Dam, water source for the entire PWV complex, has fallen below 38% of capacity from 77% at the same time last year.

He also announced 30% restrictions based on last year's consumption in areas supplied by the Nooitgedacht and Vyeboom dams on the Komati River, the Jericho, Westoe and Morgenstond dams on the Usutu River, and the Grootdraai Dam on the Vaal River.

Similar restrictions would apply to the Natal dam of Chelmsford on the Ngagane River, and the Albert Falls and Midmar dams on the Umgeni River.

Bulk suppliers such as water boards and local authorities have been requested to impose immediate measures to obtain the contemplated savings. Sasol and Escom power stations will not be affected initially, although individual negotiations would take place with them, the statement said.

Mr Hayward appealed to all consumers to do "everything within their means" to cut consumption and prevent more drastic measures at a later date. He said inflow into the Vaal Dam to date this year had dropped by nearly one third from this time last year.

"As soon as sufficient runoff warrants it, the above-mentioned restrictions will be considered," he said.

Meanwhile, JEANETTE MINNIE reports that the Johannesburg Management Committee chairman, Mr Francois Oberholzer, said last night the effects on the council of having to reduce water consumption by 20% was irrelevant. "What is relevant is that it is in the national interest that we do save water, and this council will cut its consumption by 20% by whatever means are necessary."

"We will stop watering all our gardens and parks if necessary. Other services like washing streets and pavements can also be stopped," Mr Oberholzer said. However, water supply to consumers — industrial or domestic — could not be easily controlled or rationed.

The city electrical engineer, Mr Wessel Barnard, said a drop in water consumption would not



Three squatters, temporarily housed. They are Mrs Lydia Monagoo.

Wits dean resigns

Medical Reporter

PROFESSOR Saul Zwi yesterday resigned as dean of the University of the Witwatersrand Medical School as a result of reports that he received gifts from a medical supply company.

The Sunday Express reported last week that Prof Zwi received several credit card payments from the Alumina group of companies in 1975 and 1976.

Five payments — ranging from R45 to R115 — were recorded. A further amount of R386,20 was allegedly paid to Remies Travel for Prof Zwi.

Prof Zwi's position as professor of respiratory medicine would not be affected, Wits vice-chancellor, Prof D J du Plessis, said yesterday.

Koornhof sh 'out of step' o

Political Staff

CAPE TOWN — Mr Jan Lambrechts, Dr Piet Koornhof's chief architect of the urban black measures — which ultimately had to be scrapped after a national outcry — has been shifted.

The Minister of Co-operation and Development announced this and the transfer of another senior official, Mr J.L. Serfontein, in a statement yesterday.

Their transfers are being

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By SCF

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Schoeman rapped for SATS' financial woes

ARGUS 8/3/83 269

Parliamentary Staff
 THE Government had to take its share of the blame for the financial troubles of the South African Transport Services, the Assembly has been told

Opposition speakers in the Transport Services budget debate yesterday called on the Minister of Transport, Mr Hendrick Schoeman, to explain why the difficulties had not been foreseen

Speakers on the Government side rejected most of the criticism on the ground that the effects of a world-wide recession were beyond the Government's control

Mr Ray Swart (PFP Berea) said the "financial disasters" which had overtaken the services during the past year reflected a lack of adequate planning

He accused the Government among other things of having failed to take adequate steps to reduce unnecessary and wasteful expenditure.

Mr Swart said the Minister had leaned heavily on the extent of the world economic recession to justify the fact that an estimated R10-million deficit had ended in a R370-million deficit

This year the department was budgeting for a R634-million deficit

Apart from the recession, the only other reason given by the Minister was a startling one — that the SA Transport Services was facing an equal competition from the private sector and was unable to meet that competition

"The whole situation begs a number of questions and casts serious doubt on the judgment of those responsible for the financial control of the services and the adequacy of advanced planning," Mr Swart said

"A year ago we knew we were in a period of recession and that it was going to deteriorate further. We knew it, the Government knew it, and the private sector knew it

"Why then did it come as such a surprise to the Minister and the SA Transport Services?"

Mr George Bartlett (NRP Amanzimtoti) said the budget highlighted the country's "desperate plight" in respect of inflation and lack of economic growth. The Government had to take its share of the blame for this

The facts were that Government-administer-



ed tariffs of State corporations and Government agencies such as SATS had increased far in excess of the inflation rate

SATS had two increases during the current financial year — 15 percent at this time last year and 10 percent on January 1 this year, bringing the total tariff increase to 25 percent

During the same period the inflation rate was 13,8 percent

Escom and Iscor were following a similar pattern and wanted a 17 percent increase this year

Mr Bartlett asked why it was that public sector enterprises had tariff increases far in excess of the inflation rate

The answer was twofold: inefficient use of assets and profiteering

Mr Bartlett moved an amendment calling for the establishment of a transport commission to investigate and recommend on the role which SATS and private sector hauliers should play in the country's economy

He also called for an inquiry into the composition and duties of the Railways Board with a view to including representatives from organised industry, commerce, mining, agriculture and transport

Defending the Transport Services budget, Mr Myburgh Streicher (NPDe Kullen) said the reason for tariff increases had been clearly spelled out by the Government and included factors such as higher transport costs

The opposition was creating a wrong impression of maladministration while conveniently ignoring depressed economic conditions in the world

One of the most important reasons for the large deficit was the world-wide recession. The effects of the recession were noticeable in South Africa's harbours and elsewhere

It was wrong to blame the SATS losses on a lack of planning, as the opposition had been doing.

"The SA Transport Services cannot take drastic measures to reduce costs like private companies can," Mr Streicher said

"While it is not pleasant to have a shortfall in the budget, the SA Transport Services are succeeding under difficult circumstances"

Mr R F van Heerden (C P De Aar) said it was regrettable that it had become "the fashion" for the Government to increase tariffs when Parliament was not in session

The Minister had left the road open for further tariff increases later this year. It was to be hoped that such increases would come only after the next general election

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The Star Monday March 7 1983

5M

By Jon Qwelane

Railway services between Soweto and various stations in and around Johannesburg will be amended today when "circular route" trains start

The project, completed at a cost of R49 million, will speed up the turn-around times of trains and generate more efficient use of rolling stock

The new line will link George Goch in the north and Kazerne West in the south, and a more comprehensive service will be started by the SA Transport Services later this year.

Circular route on SAR is operating

The circular route will cut travelling time appreciably and will benefit people alighting at Jeppe, Ellis Park and Doornfontein because their route will be shorter than the present one going by way of Langlaagte and Johannesburg

Fares will not be affected, and the turn-around or "all change" in

Soweto will be eliminated

In order to prevent confusion, the SATS has arranged that all trains travelling the new route will display a distinctive yellow board bearing an encircled black letter "C" and will display the number 77 on the journey from Soweto

On the journey back to the townships the trains will display the normal numbers beginning with the figure nine.

First-class ticket-holders will also find a change in the past their coaches were at one end of the train. From today they will be in the middle of the train.

City minibus service may be discontinued

10/3/83
769
Life Times
Staff Reporter

CITY Tramways will discontinue their three-month-old minibus service in the City's Central Business District (CBD) at the end of this month unless use of the service improves.

A City Tramways spokesman said that since the introduction of the service on December 13 last year it had not been well patronized and was running at a loss.

The 30-minute "red" and "green" minibus routes were designed originally for shoppers, office workers and businessmen who required a convenient and continuous form of transport.

Buses run at 20-minute intervals from 8.30am to 4.30pm displaying a red or green board in their front windows to advertise which route they are on. They stop at "City Rover" bus stops.

However, the spokes-

man said that City Tramways could not carry the service if it did not pay for itself. It would cost too much to continue at a loss in the hope that usage would pick up in the winter months.

"There are 49 circuits every day on the 'red' and 'green' routes," the spokesman said.

"The cost is enormous when you consider that there are three cars involved in the service and they are riding around continuously all day. It's just ridiculous for the cars to be riding around empty."

"There are several reasons for the failure of the scheme. People claim ignorance which we can accept to an extent, although it was well advertised through the press and pamphlets. Some people say the timetable is not clear. It could be just a general public apathy."

Check pirates or bus service 'will collapse'

By SHIRLEY PRESSLY
IF pirate taxis remained unchecked, Port Elizabeth would be without a bus service within five years, the managing director of PE Tramways, Mr Carl Coetzer, said last night

Addressing the Chartered Institute of Transport he also said that minibuses operated illegally

Mr Coetzer said he had had to cut back the bus fleet by 50 in the past year

"As a bus company we have to take the good with the bad and we cannot withdraw entirely from routes which do not pay," he said

"When I eventually withdraw, the pirate taxis will operate at exorbitant fees," he predicted

Referring to minibuses, he said they were not taxis

"The legal minibus taxi ignores the limitations placed upon it by its licence to transport passengers and becomes equal in every way to the pirate minibus taxi operator"

Mr Coetzer said bus company employees had monitored 122 pirate taxis one morning in New Brighton and Kwazakele. Each pirate and "legal" minibus

taxi committed about 20 illegal acts in a single trip

"Many of them act like roving taxis and tout for passengers. They charge individual fares, which are not based on time, distance and waiting time. Their fares are often slightly lower than the bus fare — but many of them exploit the passengers as soon as the buses are withdrawn, such as happened in the riots," said Mr Coetzer

He alleged that pirate taxi operators had arranged for his buses to be stoned so that they would be withdrawn

Passengers in pirate taxis were not covered by third party insurance and the driver of the pirate minibus often did not have a driver's licence

Mr Coetzer said he had cut off a pirate minibus in the townships to show members of the Welgemoed Commission

A total of 20 people had piled out of the minibus which had no seats

Pirate taxis allowed their fares to travel on credit for a week — "but if they don't pay they get 'fixed' in true Mafia style", he said

Certain taxis plied fixed routes. This was because they had paid protection money

Pirates also blocked buses and touted for passengers in bus queues

So few were prosecuted that there was no deterrent value

Pirates had concluded contracts with hotels, restaurants and industries to transport staff home late at night

"It's got so bad that the car hire companies make it a business to hire out minibuses to pirates in New Brighton," he said

Warnings to these companies fell on deaf ears

The bus company lost money on routes because of the pirate taxis

Because it then was forced to reduce the service on that route it became even more attractive to the pirates

"Eventually we withdraw, as I have on various routes, especially in New Brighton," Mr Coetzer said

Massive road traffic congestion would result if each Tramway bus was replaced by 10 minibuses, Mr Coetzer said

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11/2/83

E. Post.

†The MINISTER OF CO-OPERATION AND DEVELOPMENT (for the Minister of Transport Affairs)

- (1) No The hon member will appreciate that it is impossible to guard all premises of the Transport Services round the clock He, however, may rest assured that strategic installations and important premises are guarded at all times In case of emergency the services of the Railway Police reservists can also be called upon
- (2) Yes To complement the existing crime fighting and prevention campaigns, such as mobile units, truck detective teams, anonymous telephone information systems, etc. "Radio Control" has recently been implemented in order to render a better and safer service to the travelling public in unison with the aforementioned actions "Radio Control" can be contacted 24 hours per day and police vehicles equipped with two-way radios will be easily identifiable by the railway police badge on the doors "Radio Control" is at present in operation in Johannesburg, Pretoria and Cape Town and will shortly be expanded to other bigger centres The travelling public is requested to make use of these services Telephone numbers are displayed at strategic places on stations and trains

Mr. Brendan Willmer: citizenship

*14 Mr B W B PAGE asked the Minister of Internal Affairs

- (1) Whether a Mr Brendan Willmer applied for South African citizenship recently, if so, when,
- (2) whether his application has been granted, if so, when?

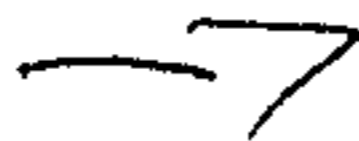
The DEPUTY MINISTER OF INTERNAL AFFAIRS

- (1) No

269 Hansard Q 601. 600
Guarding of railway premises 601
11/3/83

*13 Dr L VAN DER WATT asked the Minister of Transport Affairs †

- (1) Whether the Railway Police have the manpower to guard all railway premises, if not, why not,
- (2) whether the Railway Police make use of the latest technical aids in the execution of their duties, if so, which such aids are used?



No apartheid in the sky so why . . .

Political Staff

THERE was no apartheid in the sky — why then at railway stations?

This was the question Mr Peter Soal (PFP Johannesburg North) wanted the Minister of Transport Affairs to answer in the committee stage of the railways debate yesterday

ARGUS 11/3/83 269
"There are no signs hanging in the aircraft separating white from black Why then are they segregated on the railway platforms and on the trains?" Mr Soal asked

Making his first non- maiden speech, he said Mr Pik Botha had once said he would not die for

an apartheid sign on a lift
What about a sign on a railway station? Mr Soal asked

Apartheid was no longer an irritant to thousands of South Africans using facilities offered by the Post Office, he added

If signs were taken

down at railway stations, stupid racial incidents could be avoided and a genuine contribution made to race relations

Mr Soal said the overwhelming majority of the Minister's "customers" were black He felt Mr Schoeman owed them some consideration

SAA policy 'is losing SA millions'

ARGUS 11/3/83
269

Parliamentary Staff
SOUTH AFRICA was losing millions of rands in foreign currency as a result of South African Airways refusing to confirm certain domestic air bookings for foreign tour groups

Mr Ken Andrew (PFP Gardens) told the Assembly that this was happening under a "short-sighted" policy which had never been officially or publicly announced

Speaking in the committee stage debate on the Transport Services budget yesterday, he called on the Minister of Transport Affairs, Mr Hendrik Schoeman, to "review and abandon this policy without delay"

Mr Andrew said the



South African Tourist Corporation (Satour) was spending time and millions of rands promoting tourism in South Africa

For about a year, however, SAA had been adopting "obstructionist tactics".

SAA was refusing to confirm domestic air bookings for foreign tour groups unless they flew SAA on the international sector.

In theory domestic arrangements for foreign tours were confirmed by

SAA six weeks in advance, but in practice this seldom happened, if ever. The result was that group tours had been cancelled

Mr Andrew said there was widespread belief in the tourism industry that this was happening.

Foreign tour operators did not need South Africa to survive, but South Africa needed them for the country's tourism industry to prosper

For foreign tour groups there was already the problem of distance and high fares, and now this high-handed attitude by SAA was costing South Africa millions of rands

SATS' woes are blamed on economics

ARGUS

11/3/83

269

THE SA Transport Services' financial problems were due to economics and not mismanagement, as some opposition MPs claimed

This was said yesterday by the Minister of Transport Affairs, Mr Hendrik Schoeman

Speaking during the committee stage of the Transport Services Appropriation Bill, he said SATS employees were satisfied not to call for salary increases because they were aware of prevailing economic conditions

SATS would continue with excursion fares because they had proved very successful

SNOB TRAIN

He referred to the high fares for the Blue Train

He said it was a "snob train" for people who could afford it. But in any event it was cheaper than other similar services such as the Orient Express in Europe — its fares were about 90 per cent higher

The fact that road transport services had shown a profit proved they were cost effective

Replying to a question about the cost of meals on trains, Mr Schoeman said that if they were disproportionately higher than those served elsewhere his department would reassess the cost

He also referred to the staff situation on the SAA and said flight personnel could not be cut because they were specially trained to act in emergencies

Mr A M de Jager (NP Kimberley North) said

the Government did not object to criticism by the opposition. But it did expect the criticism to be accompanied by alternative suggestions

"All they do is ask questions — but they offer no answers," he said

SATS should be accepted as a business and should operate as such. The market in which it operated was strongly competitive and for this reason a strong marketing action was required

Mr de Jager asked if it was not possible to establish training programmes for staff to promote the transport services

Mr R F van Heerden (CP De Aar) said he did not think it was right that the fares for all mainline train journeys should be the same

Some trains on these lines had fewer facilities than others and fares should be adapted accordingly

Mr J A van Wyk (NP Gordonia) said that because SATS catered for all population groups its far-reaching service was under utilised

Mr Peter Soal (PFP Johannesburg North) said the Minister should seriously consider allowing discounting of air fares in South Africa

"With the present overcapacity situation in the airline industry the discounting of tickets below approved rates is a widespread phenomenon except in South Africa," he said

Discounting of fares would increase passenger loads considerably — Sapa



Mr Ken Andrew

R755 m aid for 3 states

Political Staff

SOUTH Africa paid R755,4-million to three dormitory states in the 1982/83 financial year in terms of agreements between the countries

The Minister of Foreign Affairs, Mr Pik Botha, supplied this information in reply to questions from Mr Nic Olivier (PFP nominated)

Venda was given R102,4-million, Transkei R411-million and Bophutswana R242-million

Eglin in plea for open Peninsula trains

ARGUS 269
11/3/83

Parliamentary Staff

MR Cohn Eglin (PFP Sea Point) has called for the removal of apartheid on the Peninsula's trains and for a co-ordinated development plan for the strip of land from Granger Bay to the fuel tank farm

Mr Eglin was speaking during the committee stage debate on the Transport budget

He said that the Minister of Transport had indicated last year that apartheid would not be removed from trains because this would result in friction

The Minister should be ashamed of himself for taking such an attitude — he sounded more like Mr Jaap Marais (leader of the Herstigte Nasionale Party) or Dr Andries

Treurnicht (of the Conservative Party) than a "Minister of a Government that says it wants to eliminate discrimination"

He called on the Minister, Mr Schoeman, to open trains to all, and suggested that the only reason he had not yet done so was because "he hasn't got the guts"

Mr Eglin also appealed to Mr Schoeman to initiate a comprehensive study of the railways property between Granger Bay and the fuel tank farm to see how it could be re-developed in the interests of the Peninsula

This was a valuable stretch of real estate with great potential. Co-ordinated development of the area would link the city of Cape Town to the sea once more and revitalise the city.

nr 645 11/3/83 (269)

Whites crowded out at Pietersburg station

Parliamentary Staff

THE Conservative Party has continued its attacks on racial integration in the South African Transport Services

Dr W J Snyman (CP Pietersburg) told the Assembly yesterday that an "intolerable" situation had been created by the removal of apartheid at Pietersburg station

Speaking in the committee stage debate on the Transport Services budget, he said platform apartheid had been abandoned at the town's railway station

The result was that whites were being crowded out by non-whites

Dr Snyman said the separate development policy had become a farce and no longer existed at railway stations such as the one at Pietersburg

He called on the Minister of Transport Affairs to re-introduce "meaningful" measures to separate the races

Mr W N Breytenbach (NP Kroonstad) accused Dr Snyman of dragging politics into transport affairs

Group fare discount ²⁶⁹ on some SAA flights

AGAS 15/3/83
GROUPS of 40 or more will in future be given a 40 percent discount on under-utilised South African Airways flights, according to the Minister of Transport Affairs, Mr Hendrik Schoeman.

Speaking in the Assembly yesterday during the committee stage of the Transport Services Appropriation Bill, he said every effort was being made to encourage the public to use the transport services.

This was part of the progressive marketing action being undertaken by SATS.

Replying to a question on overbooking of aircraft, Mr Schoeman said airlines throughout the world were doing this to ensure that aircraft did not undertake overseas trips carrying too few passengers.

On smoking in aircraft, he said the demand for non-smoker seats was 60 percent. It had been decided to adapt seating accordingly.

He said segregation was being applied in a logical way.

"In toilets and other facilities on stations, we provide separate facilities in order to prevent friction," he said.

"Or do members want me to make friction compulsory?"

He did not look down upon any other race group, but it was the Government's duty to look after the interests of minorities as well as the majority.

The Bill was unanimously adopted in committee without amendments.

Mrs Helen Suzman (PFP Houghton) warned Mr Schoeman against contemplating fare increases between the residential areas of coloured and blacks and their places of work for at least the rest of this year. — Sapa

Yesterday in Parliament

Bus fares could be hiked twice a year

269
18/3/83
Mercury

Parliamentary Correspondent

Hold fare increase talks in camera, says commission

Political Correspondent
TRANSPORT tariff hearings should be in camera because they had been abused for 'political and other purposes' in the past, the Welgemoed Commission recommended

It found that with increasing urbanisation there would have to be a greater reliance on bus services, and recommended that hearings to increase tariffs should be speeded up so that bus companies could operate more effectively

However, there was a need for Government control.

'The reason for this finding is mainly that bus tariffs are politicised and that

many travellers have no other mode of transport than buses, and that, outside legislation, there is not sufficient protection for the interests of the traveller.'

Later the report said. 'A mechanism should be established for responsible and orderly consultation to be a link between the user and the authorities, to be a forum for reports on possible problems and the elimination of grievances, and to serve the interests of the commuter

'It is further recommended that no public hearings should take place in future, but that orderly consultation with various interests represented should be allowed'

BUS commuters could face twice a-year fare increases if a recommendation from a commission investigating bus transportation is accepted by the Government

The Welgemoed Commission also has recommended that while fare subsidies should be retained and streamlined in the short term, they should eventually be phased out

It proposes that fare increases be implemented twice a year on a regional basis and should coincide, where possible, with railway fare increases

April 1 and October 1 are the dates it has suggested for bus fare increases

The commission, which tabled its report in Parliament yesterday, also recommended that public fare increase hearings be abolished and replaced with a system of private consultation between parties

It found that there was serious need for streamlining and speeding up the processing of applications for fare rises from bus companies.

'The commission found the time lag from application to implementation of fare increases could vary from three to 15 months' The normal delay was about six months

The National Transport Commission should be the only body to consider and decide on applications for

fare increases, it recommended

Evidence before the commission — which surveyed bus transportation systems in Europe, North America and the Far East — revealed that employers wanted fare increases only once a year while bus companies wanted them biannually

The Department of Transport agreed with the bus companies, saying that this would ease the processing of applications

The commission found that ideally every passenger should pay the whole of the fare himself, but that at present there was justification for subsidies to workers who could not afford the total fare

Encouraged

In the long term, however, subsidies should be phased out.

It recommended that only worker commuters should be subsidised, that employers should be encouraged to pay workers enough to enable them to bear their own transport costs, and that a parliamentary select committee be appointed to draw up a timetable for phasing out bus subsidies

The report said that, while there was a great deal of support for regular fare adjustments at fixed periods, there was no significant support for uniform nationwide hikes

SATS takes aim at road hauliers

Finance Reporter

SOUTH African Transport Services is making a determined bid to try to get the container traffic now moving by road, back on its special container trains that ply nightly between Durban and Johannesburg

At the moment SATS loses about 100 containers a night to private hauliers on the route, commercial director Dr Gert Coetzee, said this week

Coetzee, who has been nominated assistant general manager (commercial) designate, said this was the equivalent of "a whole train load every night"

Working on SATS tariff of R726 to move a container by rail from Durban to the City Deep terminal in Johannesburg, Tribune Finance worked out this represents a loss of R72 600 a night, R363 000 in a five-day working week (excluding those moved on Saturday and Sunday) and nearly R19 million a year

"I am one of the few who believes that we can survive only if we meet competition successfully, by introducing a service that our clients want — and I refer to firms and people who use SATS services as clients not customers," said Coetzee

SATS is apparently losing container traffic to private hauliers on the

profitable Durban-Johannesburg run, because they (private hauliers) can offer a 12-hour service from the time they pick up a container in a private container park in Durban until it is delivered to an address in Johannesburg or on the Reef — and because they charge less than SATS

Before a container can be picked up at a private yard it has to go through SATS system within the harbour area and this, according to Coetzee, who calls it the "dwell-time", can take up to two days.

The service SATS will offer to gain traffic back from the road will guarantee the delivery of a container to any address within a reasonable radius of Johannesburg within 24 hours from the time it is unloaded from a ship in Durban harbour

Coetzee said "We have already proved it can be done A container was taken off a ship in Durban on a Thursday and we delivered to an address in Brits in the Transvaal within 24 hours

"We are now trying to establish that kind of service as normal run-of-the-mill stuff and will charge a bit extra for those who need their containers in a hurry and want to make use of it

"We are not charging extra for it at the moment It is available to any industrialist who can

E TOWN
/ER BOOK

Section B.

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)
4a	6	
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Examiners' Initials		

MICHAEL

Com

mination Paper)

prove to us that he is facing an emergency and must get a specific container in less than 24 hours after it has come into the country"

If SATS manages to get this service functioning smoothly it is doubtful if private hauliers can beat it

SATS will certainly not allow private hauliers to take their rigs into the harbour area to load containers as they come off

the ships They will have to wait for containers to go through the normal dwelltime and then load them By that time a container delivered by express could already be on its way back to Durban after being unpacked

Coetzee said speed-freight trains had been operating between Durban and Johannesburg since last April and pro-

vided a container is loaded on to one of these trains before 4 pm in either Durban or Johannesburg it can be delivered by 8 am the next day at the other end

A second leaves both ends at 6 pm and containers are delivered before 10 am

Now SATS has contracted an advertising agency to provide "aggressive support" to the operation

- 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
- 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

S Tribune 20/3/83 (269)

SA trade tumble — the latest

PORT TRAFFIC BADLY DAMAGED — PORT ELIZABETH WORST HIT

By Elizabeth Rouse

THE recession has badly damaged SA trade through the ports, according to the latest official figures

Port Elizabeth harbour has been worst hit in the recession. Total cargo handled was down a disastrous 72% in January this year compared with the same time in 1982

Traffic declines of between 18,6% and 30% were experienced at Saldanha Bay, East London, Durban and Cape Town

Only Richards Bay, through which South Africa's coal is exported on

contract, managed to raise tonnage handled — by 15%

Total tonnage handled at all harbours was down 15%, but harbours, like pipelines, continued to operate profitably for SA Transport Services

Although port costs were up sharply at near R37,4-million in January (R19,6-million in January 1982), higher charges pushed up total income to R51,3-million (R32,4-million)

Railways and SAA continued to incur heavy losses, which pushed SATS's deficit to R56,25-million in the first month of this year from a mere R2,68-million in January 1982

SATS's total losses for the 10 months April 1982 to January 1983 amounted to a colossal R428,4-million against R12,7-million in the previous comparable period

Port Elizabeth suffered a steep fall in exports of ferrochrome, asbestos, steel and concentrates

These commodities accounted mainly for a tonnage slump to 263 471 tons in January compared with 692 517 tons handled in the first month in 1982

The decline in iron-ore exports caused Saldanha Bay's total cargo handled to fall by 30% to 670 002 tons (961 242)

A cut in copper exports from Zaire and Zimbabwe through East London resulted in that harbour's traffic slowing down by 25,3% to 319 012 tons (426 730)

Imports were off sharply at Durban but exports held up well, and the decline in traffic was comparatively mild 19,7% to 1,277-million tons (1,591-million)

Total cargo handled in Cape Town dropped by 18,6% to 344 554 tons (423 461), also due mainly to a sharp cut in imports

Richards Bay's cargo handled rose to almost 2,320-million tons (2,017-million)

The total of ocean-going ships which passed through South African ports declined from 473 to 520

This may not seem a large fall, but some ships, such as the container ships, must be travelling light.

Warning to lifo firms

By Don Robertson

AN insurance claim payout for damage to stock near the end of a company's financial year could result in substantial problems for that company

This warning comes from Tom Healy, local director of PFV Group Broking Services, which has recently introduced an insurance cover against this eventuality

Mr Healy's words of caution are directed at companies that have adopted the lifo method of stock evaluation, which effectively undervalues financial year-end closing stocks, which in turn leads to lower profits for tax purposes

"But were such a company to lose stock towards the end of the financial year and could not replace it before the financial year-end, the increased taxation could run into thousands of rands — because the payout sum would be based on current replacement values," Mr Healy says

As a result, companies could run into severe cash-flow problems

"Particularly vulnerable are those carrying stocks which are concentrated in a single area — and consequently in danger of total loss — as well as those with stocks which are not easy to replace quickly"

Mr Healy says that PFV has recently arranged such cover for a number of clients, while the South African Insurance Association is reviewing the availability of lifo cover

After wobbly Opec: The front-runners

Business Times Reporter

FRANCE and the United States will derive the greatest benefit from reduced inflationary pressures as a result of lower oil prices

This is one of the principal conclusions to emerge from a survey on the global impact of lower oil prices by London stockbroking firm Phillips & Drew

The firm points out that the research was conducted before the outcome of the London Opec meeting was known, adding that, even if a new Saudi marker price were agreed at the meeting, "considerable uncertainty will remain as to whether the agreement will hold"

Germany and the OECD (Organisation for Economic Co-operation and Development) countries will also be relatively well off in an inflation context should the oil price continue to decline, while Canada, the UK and Japan will derive rather less advantage than the other countries studied

In assessing the possible impact on currencies of lower oil prices, the firm finds that the biggest loser would be the British pound, given that the UK stands out among OECD nations as being an important net exporter of oil

The UK also loses from an adverse swing in its capital account, as Middle East oil producers are likely to draw down their significant holdings of sterling to finance their current-account deficits

Against the German mark and the Japanese yen, the US dollar is weakened into the medium term by the fall in oil prices

On current account, the US gains less (as a percentage of GDP) than Japan and Germany

On capital account, the US is particularly exposed to the withdrawal of Opec funds to finance their current-account deficits

The yen is set to gain most from falling oil prices, although its relative strength is likely to be held in check by withdrawal of Opec funds — especially since Opec favoured the yen as a hedge against falling oil prices

Phillips & Drew stresses that its estimates are based on the degree to which oil prices are widely expected to fall

However "For large changes in the oil price, the shock administered to the world economy — particularly in terms of the international pattern of indebtedness — cannot be easily quantified"

Seaside property: It's still h-o-t!

By Vera Beljakova

SEASIDE 'properties have always done well in boom times, but, Boland Bank Property Services division comments, "the desire to have one's own beachfront cottage is still strong, even during periods of slow economic growth"

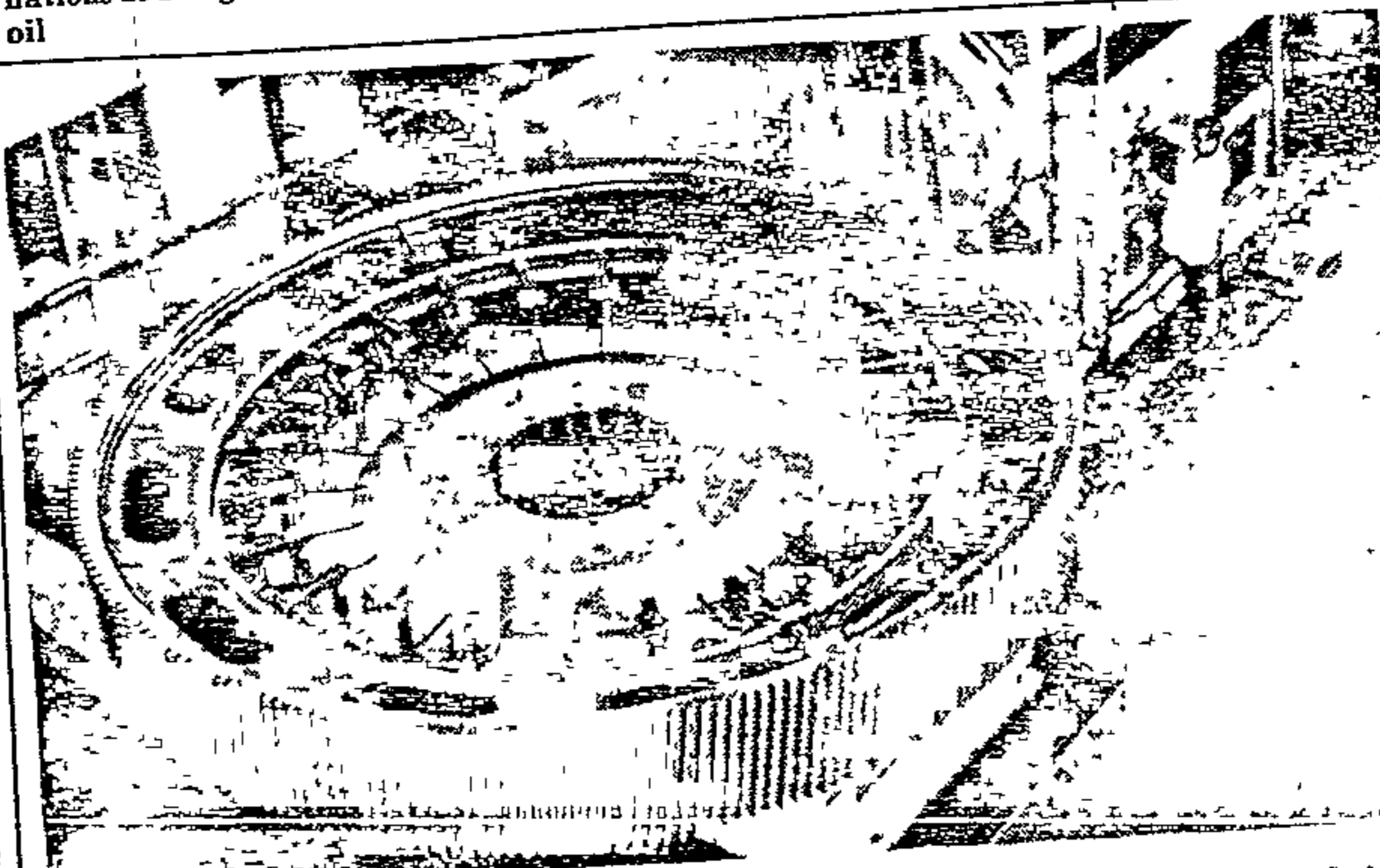
The demand, in fact, is steadily growing as is apparent in Natal, where both North and South coast sites are at a premium, changing hands for up to R250 000

Though the Natal coast has always led in the popularity stakes along with Cape Town's Clifton Beach, the demand has spread — and even plots along the Cape coast, south of Lambert's Bay and along the Indian Ocean coastline, are selling like hot cakes

Boland's general manager says that in many instances prices of coastal properties have doubled in the past 12 months — as long as they have a sea view and are within walking distance of the beach. Though locals have always been good buyers, the strongest demand comes from the interior, especially from the Transvaal and Free State

Flats and similar housing remain popular the Strand, Somerset West and Hermanus, where properties are changing hands at R45 000 to R100 000 a unit

Plots fronting the sea at Lambert's Bay sell for R14 000, but other plots can still be



DAVID Brown Gear Industries has ordered the world's largest gear-cutting machine, costing R5-million, for its factory in Benoni

Flights cut in ^{24/3/83} (269) Qantas ~~row~~ row ~~row~~

By NORMAN PATTERTON

AUSTRALIA has ordered South African Airways to halve its flights to that country in a bid to draw more passengers to Qantas, its own airline.

But in an apparent retaliatory move, SAA will cease its connecting flights to Harare from April 1, from where Qantas flights depart.

In an apparently politically motivated move, Qantas stopped its flights to South Africa in 1977, but last year introduced a service to Harare. At the same time Australia requested SAA to provide a link for their flight from Johannesburg as most passengers to and from Australia came from Johannesburg.

However, passengers preferred to take SAA's direct two flights to and from Australia, which are less time-consuming and expensive than the service via Harare.

Australian civil aviation authorities then told South Africa to reduce its two flights to one, according to sources.

The Minister of Transport Affairs, Mr Hendrik Schoeman, announced this week that from May 1 SAA would operate only one flight a week to Australia.

One SAA plane will leave Johannesburg on Fridays and a return service will arrive back on Saturdays.


The Minister also announced that from April 1 SAA would withdraw its connecting flight between Johannesburg and Harare.

It had been found passengers were reluctant to fly to Australia through Harare. The flight carried few passengers and was uneconomical.

In negotiations SAA had suggested it replace its Boeing 747 Super Bs, which seat 340 passengers, with Boeing 747 SPs, which carry 250 passengers, on its regular twice-a-week service to Australia.

This reduction in seating capacity would have given Qantas an opportunity to operate its weekly service to Harare on an economic basis, the Minister said.

"The suggestion was, however, not acceptable to Qantas," he said.



THE fourth and last in the series by Staff Reporter CHARLES RID-DLE on the dedicated men and women who get thousands of commuters to their destinations on time every day.



Matthys Gerber in the signal box.

the "interests" of all trading partners kept in mind and that the same commodity area are not to be treated as another commodity. No matter how important the OECD economies are to the world production and trade, they are not the only actors. But they are, among the countries which command a large part of available and potential resources, solutions to these problems are more readily facilitated by discussion and agreement. OECD countries themselves have shown recognition of this that they agreed last May, in the light of the report on "The Problems of Agriculture", to undertake an important programme of work. Its purpose is to promote co-operation on agricultural matters and to develop practical solutions which should bring about adjustments in agricultural policies and improve the functioning of agricultural markets. The international significance of this undertaking and the need to participate in it, wherever possible, will surely be recognised by the members of Agriculture.

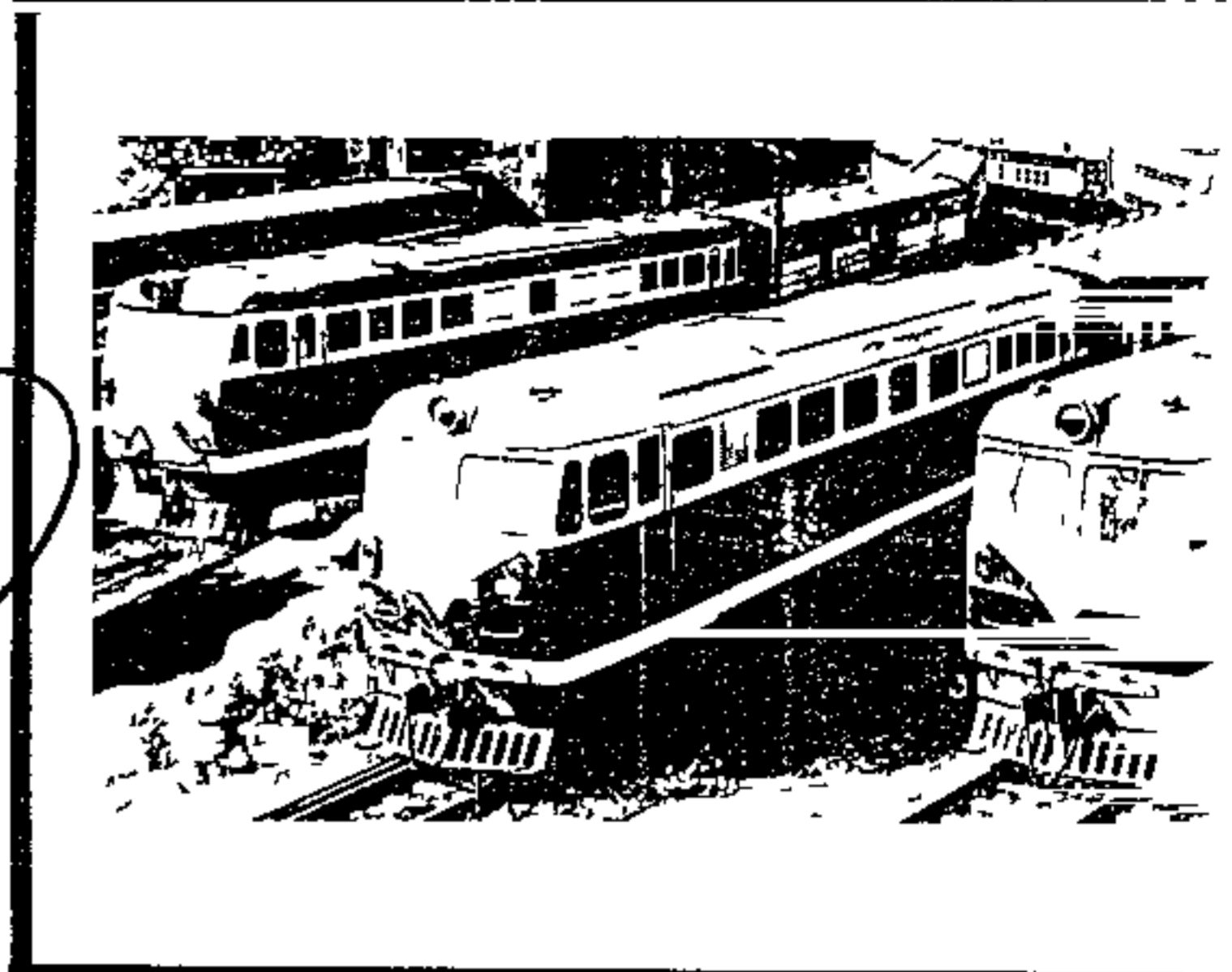
Inter-term Problems

inflation and interest rates a

One has to be a juggler at times

ARGUS 25/3/83

269



YOU are late for work. The train, infuriatingly, has stopped just outside Cape Town station. And there, as the minutes tick away, you sit. And sit.

Ever wondered what was going on?

Mr Matthys Gerber, a train control officer in the signal box just outside the station, could tell you.

He is the man who controls the entrance and exit of trains into the station.

During the rush hour Mr Gerber and his colleagues are responsible for controlling all traffic between Woodstock and Cape Town — 31 lines, and all the signals and points that go with them.

If that does not impress you, it should. Because that is a lot of trains.

Mr Gerber comes from Riversdale, a farm boy who used to spend idle moments watching linesmen working the points outside the town. He has been with the Railways for 32 years, starting on a salary of six shillings and ninepence a day.

He has worked on many stations, some with difficult-to-place names like Kalbaskraal (where they used the old lever system to change the points), and some with far more familiar names, like Muizenberg.

Mr Gerber worked the booms at Muizenberg at the height of that sub-

urb's popularity as a holiday resort.

Boomsmen, to any reporter, are a grand source of stories. Like the time a hawk with a horse and cart full of vegetables misjudged the descent of the booms. Although Mr Gerber tried to hold the booms the cart was swept clean, and the road and tracks became a sea of bouncing melons, squash, potatoes and carrots.

Or the time a car driven by a pensioner became trapped between the booms. When the booms were raised again the old man had hopped out and run away — leaving Mr Gerber to chase him so that the car could be moved.

He remembers also the holiday trains packed with Transvaalers who, before the Atlantic seaboard became so popular, used to rush straight to Muizenberg. Complete with their cars. Fifteen truckloads of them.

And then there were the fish. During moments off, Mr Gerber could walk down to the beach and help the trek fishermen to haul in their catch. His eyes glaze over as he recalls all the free yellowtail, kabeljou and elf he was given.

And they were always eaten fresh because Mr Gerber used to live under the clock at Muizenberg station (now a national monument). He still re-

calls the soporific effect of the noise of the sea (and an occasional train) in the background.

Talk to Mr Gerber of fish (he does a bit of fishing when he has the chance) and he immediately switches to his time at Vredenburg station on the west coast during the 50s. "The station worked day and night for export right through the year, six or seven trains a day sometimes. Trainloads of fish paste, crayfish tails, fish meal. At that time the fish industry was very good," he notes.

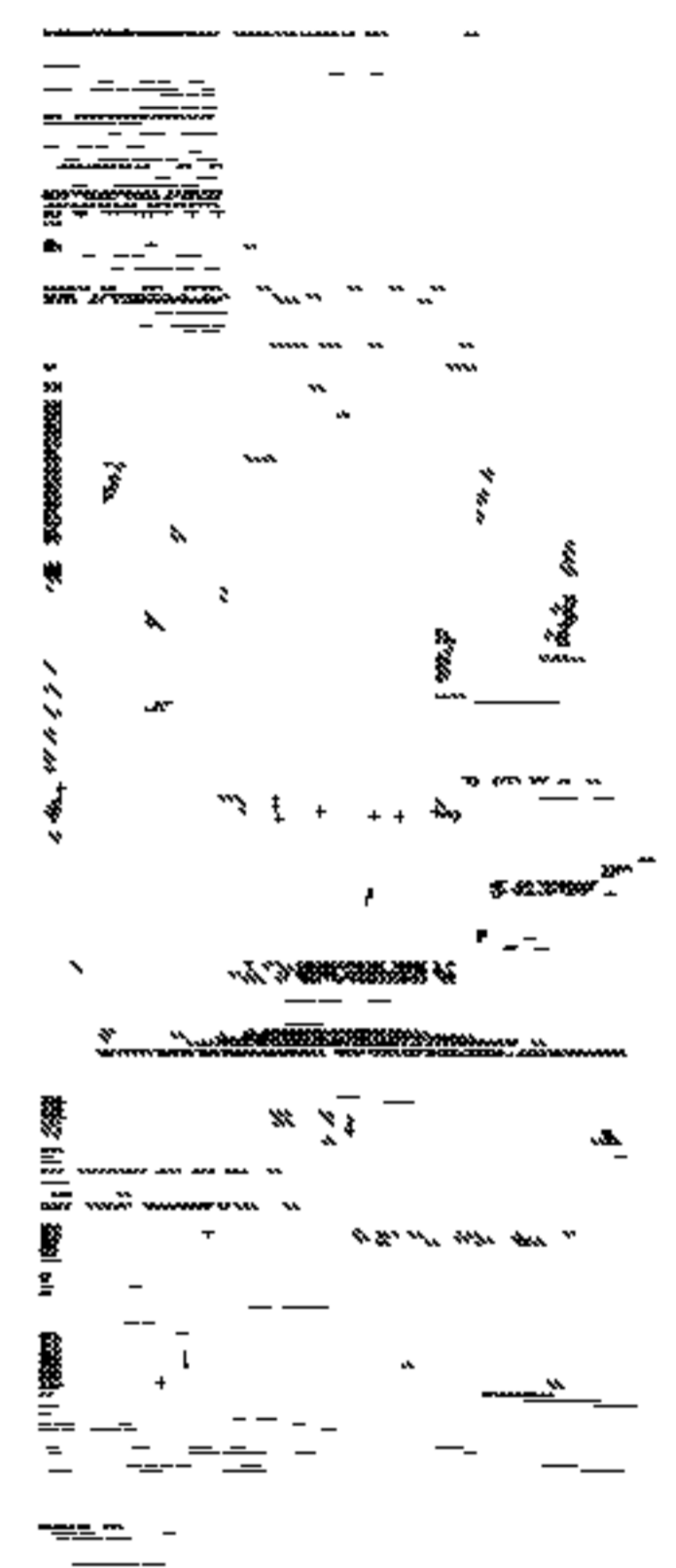
Viewing the trains outside Cape Town station Mr Gerber explained why you sometimes have to wait outside the platforms. Trains in the station, he said, are sometimes late leaving. Others are late arriving. Once the schedule gets thrown out, a little juggling has to be done.

The system of points is interlocked to prevent trains proceeding against contradictory signals and perhaps running on to lines already occupied.

If your train is destined to proceed to a particular platform that is occupied, the system (and Mr Gerber) will leave you sitting outside the station until the line is clear.

If it's any consolation while you sit trapped it might be well to remember that Mr Gerber and his colleagues have a clean record — no accidents.

A record like that is worth waiting for.



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SATS stands to lose millions because of recent increases

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Teaching companies to box clever

By DAVID PINCUS

A JOHANNESBURG businessman has come up with a plan he hopes will save many hassles for companies.

The basic idea of the scheme, called The Document Exchange, is that clients will rent boxes to which only they have keys.

Once or twice a day messengers will take out mail and deposit whatever documents need to be transferred to other members directly into their boxes.

entry fee of R100 and a subscription charge of between R500 and R850 a year.

One snag is that documents can only be exchanged by members.

However organiser John Broadley says the success of the operation hinges on a broad spread of membership within the professions, financial institutions and other sectors of the business community.

He says initial reaction to the scheme has been good. Companies see

it as a means of rationalising their messenger services.

Initially, the operation will work in Johannesburg and Pretoria with transfers between the two centres, but will later expand to other areas.

The idea has been backed by the African Finance Corporation and has the full co-operation of the Post Office, which will transfer items to exchanges in other centres.

After being sealed in a mailbag, documents will be transported in a security cage in armoured PO vehicles.

SOUTH African Transport Services (SATS) stands to lose up to R12,7-million a year of container business because of the recent rate increases.

SATS' commercial director Dr Gert Coetzee told me the organisation was losing up to 100 medium 6m containers, or the equivalent of an entire trainload each night, to private hauliers on the lucrative Durban-Johannesburg run.

This is a clear indication that tariff increases on container and other traffic is not having the desired effect of increasing revenue and will in fact cost SATS money.

Coetzee would not say how much money SATS is losing to private hauliers but working on the assumptions that only half the containers are full and that hauliers normally work a five-day week (they do not accept containers on a weekend), the conclusion is that SATS must face a loss of at least R12,7-million a year at current rates.

The SATS charge for empty containers on the run between the two cities is R248 so its loss on one night alone works out at R12 400. The charge for full containers at R728 each adds another R36 400 a night, giving a total of R48 800.

Main reason for this state of affairs is that SATS has virtually priced itself out of the market. Full container charge from Durban

to Johannesburg by rail does not include delivery to the consignee from the City Deep depot.

When this figure is included, the price moves up from R728 to R801 for premises up to 5km from the depot, R817 for those within 10km, R911 for those within 40km and for those up to 80km the delivery charge alone is R276 plus another R80 for collecting the empty container.

Private hauliers on the other hand charge about R1 400 for two full 6m containers for picking up the goods from a private container park in Durban and delivering to the owner's address and about R350 for the transport of two empty 6m containers back to Durban.

The private companies can deliver a container on the Reef 12 hours after picking it up from Durban compared to up to 24 hours via SATS.

However, in order to use private transport, the container must be addressed to the private container park and will spend at least two days in the harbour area before delivery. Coetzee, a free market man, said he was one of the few in SATS who appreciates the only way it can compete with private enterprise is to offer better service.

"We are working on developing the service of delivering containers to addresses in certain areas of the Transvaal within 24 hours of their arrival and when we have that right we will offer it at a premium," he said.

Subsidies to bus blacks to and from their work in the 'white' cities leap

AWHO PPING R115,8-million was paid out in the 1980/81 financial year to keep South Africa's cities as white as possible

The money was paid to bus companies to subsidise transport for commuting workers

And 23 percent of the income of the country's 970 bus companies now comes from Government subsidies.

With turnover of R612-million and expenditure of R590-million, the bus companies made profits of 3,7 percent

Without the government subsidies — for carrying black workers to their employment and back — most bus companies would go bankrupt

These astonishing facts

Nightmare costs of the apartheid

By BARRY STREEK

emerge from the second interim report of the Welgemoed Commission of inquiry into public transport which was tabled in Parliament recently.

The commission itself admitted that in terms of the Group Areas Act "large numbers of people were resettled, mainly from slums and as a result of slum clearance, in new areas, and in many cases this resulted in employees now living further from their jobs than had been the case before

"In such cases, it is obviously necessary to consider the subsidisation of bus transport"

"To give these people the opportunity to work, transport services were instituted to increase their mobility.

"However, owing to the long distances, transportation costs may be high in relation to their earnings, the Government began to pay subsidies to these workers so as to enable them to be economically active while at the same time retaining their families and so as to make

sources of labour available to the employers of the Republic of South Africa"

What this really means is that taxpayers and industry have had to pay the cost of relocating people in the homelands away from their jobs

The 1980/81 subsidies were a R21,5-million increase — or 22,8 percent — on the previous year and a R69,9-million increase on the figure five years previously — a 152,3 percent increase over five years.

Only R16,5-million of these subsidies were raised in 1981/82 from transport levies paid by employers.

The rest came from funds voted by Parliament. As from November last year, these levies have been increased to R3 a month for black employees and 60 cents a week for coloured and Indian employees

The commission actually urged that the subsidisation of public transport be phased out "in the long term."

This recommendation can only be regarded as a highly optimistic hope. If black commuters had to pay the full economic fare for their transport, they would either have to suffer a substantial loss of in-

come or companies would have to fork out the extra R115,8-million a year.

In any event, the Government is fully committed to promoting the commuter worker system as much as possible.

The Minister of Co-operation and Development, Dr Piet Koorhoff, said in November last year that the number of commuters had increased from 536 100 to 739 700 in 1981.

The old grand apartheid ideal will be taken a step further in June when the R170-million railway transport system between parts of Bophuthatswana

and Pretoria is completed. The line is expected to carry more than 46 000 commuters a day, theoretically ensuring the blacks only come to the "white" cities to work and then return home every night.

The foundations of the system were laid in the 1950s by bodies like Sabra when the commuter concept was promoted with such wonderful ideas as overhead railways and express trains

Now, some 30 years later, the fruits of those apparently radical ideas are materialising — at a tremendous price.

The new Bophuthatswana-Pretoria

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SUNDAY TRIBUNE, MARCH 27, 1983
As to and from their work in the 'white' cities leap to R155-million a year

Are costs of the apartheid dream

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The foundations of the system were laid in the 1950s by bodies like Sabra when the commuter concept was promoted with such wonderful ideas as overhead railways and express trains.

Now, some 30 years later, the fruits of those apparently radical ideas are materialising — at a tremendous price.

The new Bophuthatswana-Pretoria line, linking Mabopane and Gankuwa with the South African capital, underlines the point.

It is doubtful whether the S A Transport Services will recover the capital costs and much of SATS's losses — R373-million last year and R643-million this year — are attributable to the maintenance of uneconomic routes, many of them conveying black workers to their places of work.

The Minister of Transport, Mr Hendrik Schoeman, told Parliament recently that some fares would have to be increased

by 300 percent if the deficit of R690-million was to be reduced.

The financial costs of grand apartheid are bad enough but the human costs are even higher.

In a survey of 1 045 black commuters, the Human Sciences Research Council found widespread complaints of overcrowding, lack of punctuality of both buses and trams, infrequent and insufficient transport.

It found that the average travel time for a black commuter travelling to Pretoria was 106 minutes for a single journey — only two out of 1 045 commuters got to work in 30 minutes or less. In another survey of the commuters between KwaNdxabele and Pretoria, it was found that the majority spent between two and three hours on a bus every day.

As the commuter system has developed, KwaZulu has become the biggest commuting homeland: There were 384 200 commuters from KwaZulu, an increase of 92 900, or 31,8 percent, over five years.

In the name of grand apartheid, the commuter labour system was devised as a means to promote separation.

Government planners must now be asking whether South Africa can really afford this costly ideal

'That's not what I said'

By IVOR WILKINS
and NEIL HOOPER

THE Minister of Transport, Mr Hendrik Schoeman, has strenuously denied that he told a political meeting in the Waterberg this week that a coloured would never be Minister of Transport.

When asked whether a coloured could ever become Minister of Transport, Conservative Party supporters claim Mr Schoeman replied "Never, as long as the National Party is in power."

But Mr Schoeman says "I have enough witnesses to confirm that is not what I said."

The Minister says that he had merely explained that his portfolio was extremely complex and technical and he doubted whether there was a coloured person in South Africa today who was qualified to be Minister of Transport.

"But I added that that did not mean that eventually, some time in the future, a coloured person could not, in fact, take over as Minister of Transport," he said.

Losing

"The Conservative Party are fighting a losing battle in the Waterberg and that is why they are stirring up all these skunder stories," Mr Schoeman said.

Meanwhile the Rev Allan Hendrikse, leader of the Labour Party, will ask the Minister of Constitutional Planning and Development, Mr Chris Heunis, tomorrow for a definite statement on the inclusion of coloureds in the Cabinet under the Government's new constitutional dispensation.

Mr Hendrikse said that the Government had originally agreed to include several members of the majority coloured party in a mixed Cabinet.

The man who put the question to Mr Schoeman at the meeting, a Waterberg primary school principal, Mr J. "Spekkie" van Vuuren, was not prepared to comment yesterday.

Move to close doors on bus fare hearings

CP Correspondent

CAPE TOWN — Public hearings about bus fare increases should be banned because they are exploited by political opportunists.

This shock recommendation has been made by the Welgemoed inquiry into public transport.

The commission says public hearings are being abused for "political and other purposes".

The commission, whose second interim report has been tabled in Parliament, says: "It is an unfortunate fact that in South Africa public bus transport is highly politicised.

"Shrewd observers will see opportunities for making political capital out of the situation."

Because of the viability of services — there were 970 bus companies operating 13 750 buses in 1980-81 — they "easily become a target for malice and political opportunism".

Cross-border transport is also exploited and will become a greater source of conflict than it is now."

It found: "There are certain minorities who influence commuters through intimidation or violence, associated mainly with political motives."

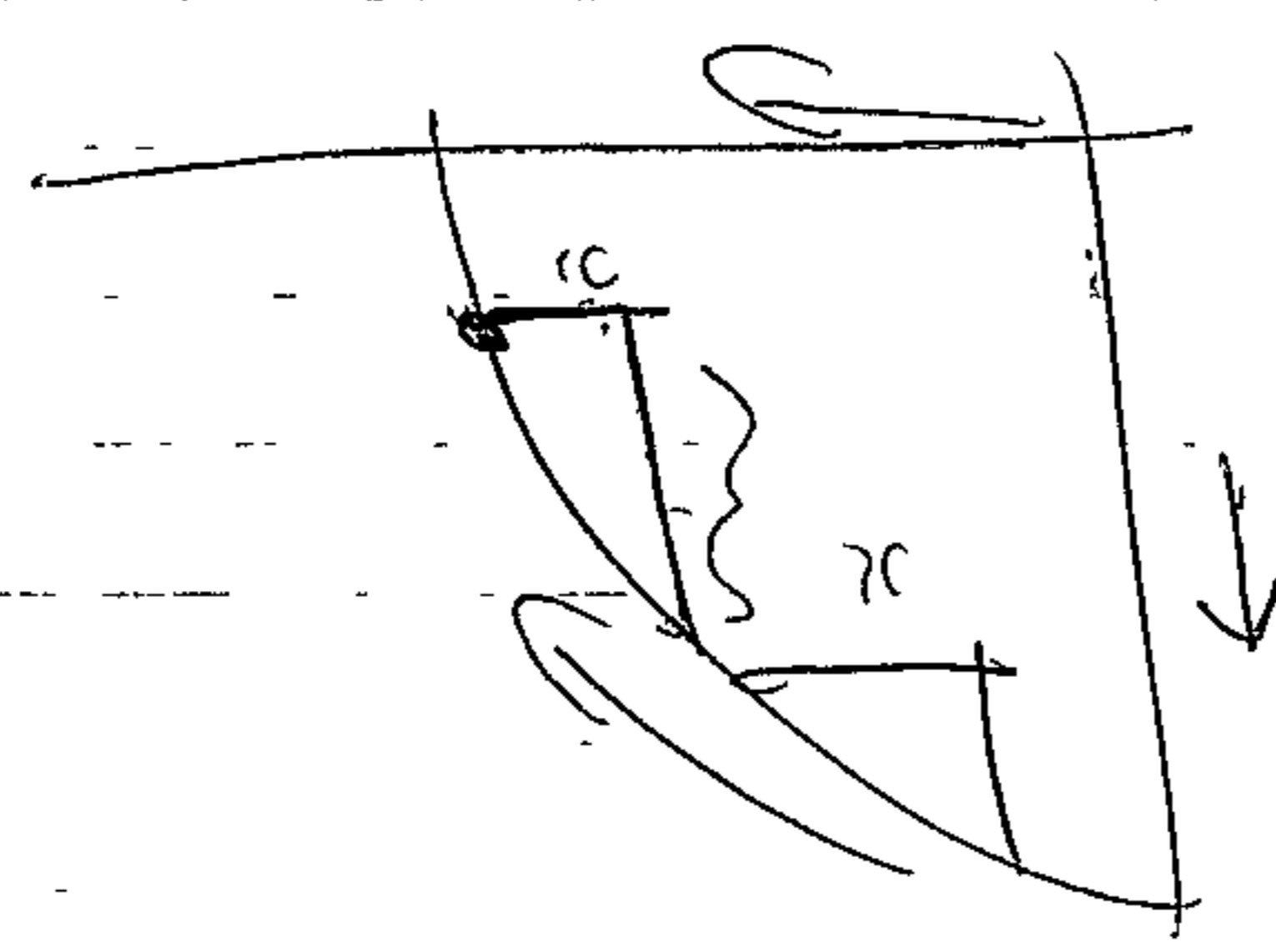
It found much of the criticism about the profits, efficiency, and

ownership of bus companies is "unjustified".

"This criticism is particularly harsh when tariff increases are applied for

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City Press
27/3/83

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ON A recent Friday, the Boeing Corporation of Seattle showed off its latest passenger aircraft — the Boeing 767 — to South African Airways.

SAA is a major fleet operator of Boeing's products and will soon be flying the "stretched" version of the 747 Jumbo jet on international routes

In the early 1960s, when SAA was expanding its embryo jet fleet, there were many ruffled bureaucratic feathers in the local Department of Transport when a Free State farmer used his influence with the late Prime Minister, Dr Hendrik Verwoerd, and the former Minister of Finance (and later State President), Dr Nico Diederichs, to corner the agency for the massive aircraft company

The full story of how he did it — and another story of how SAA bought a Viscount from Cuba at about the same time — have never yet been fully told

Only recently have key figures involved in the transactions agreed to speak

The first story concerns Free State farmer Dr Johannes "Kaalkop" van der Merwe, who made a considerable sum from commissions and caused a parliamentary furore by acting as agent for six SAA jets bought from Boeing.

The other is the story of how a strange American, who was a business partner of Mr Nic Diederichs (son of the late State President), persuaded SAA to buy a Cubana Airlines Viscount through the Russian national bank

After it was delivered the plane was renamed "Rietbok" and crashed near East London

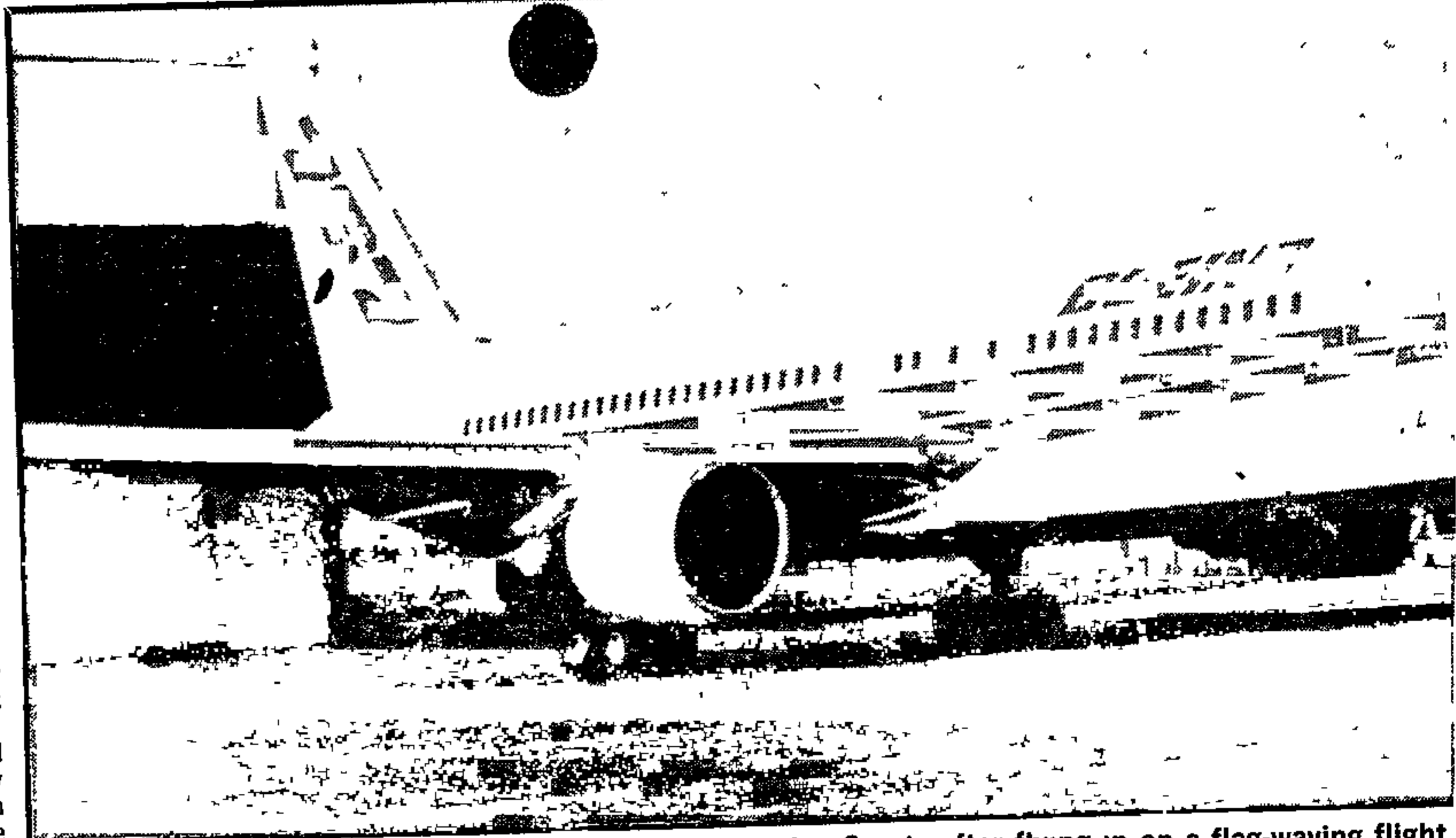
In the early Sixties, SAA acquired six aircraft — one Boeing 707 and five 727s, together worth R19-million — on which Dr Van der Merwe was paid commission after he had used a letter of accreditation from his top political friends to hijack the Boeing agency from a group of local businessmen who had represented the plane builders for several years

During his life, Dr Van der Merwe was widely regarded as a multi-millionaire, with high-flying political friends who helped push business his way

He owned several farms, and a number of garages in the Free State. He founded the Afrikaans Handelsinstituut and became economics adviser to Dr Verwoerd

But his recently published will, lodged in Pretoria, shows that he had an estate valued at a mere R274 000

His most notable coups



BOEING'S NEW BABY ... the 767 pictured recently at Jan Smuts after flying in on a flag-waving flight

By GEOFFREY ALLEN

were using Dr Diederichs to get a seat on the Iscor board through Dr Diederichs, direct intervention, and, through Dr Verwoerd, acquiring the agency to sell Boeing aircraft to the blossoming South African Airways

Both deals ran him headlong into political and financial rows, on which he turned his back

For several years in the late Fifties, three Johannesburg businessmen — Mr Stanley Stern, Colonel Jim Williams and Mr Eugene Pessen — represented Boeing in South Africa and had acted as consultants when SAA bought its first three Boeing 707s for international flights

They were paid an annual R10 000 against expenses

Then Dr Van der Merwe realised that SAA would soon require a fleet of jets to replace its ageing piston engined planes on international routes

Armed with a letter of accreditation from his political friends, he flew to Seattle in 1962 to see the executives of the Boeing Corporation

According to an international aircraft broker who was negotiating deals with Boeing at the time, Boeing believed that Dr Van der Merwe had considerable political clout in South Africa through his well-placed friends

The executive said "When I put a proposal to Boeing I was told by the director of civil aviation sales that there

was a tie-up with a South African group which had strong political connections, and that anything I wanted to do would have to be arranged outside of that framework"

Mr Stern said "It was at this stage that Kaalkop van der Merwe was appointed by Boeing

"We were quite certain at the time that he had got a far better deal than we had.

"Kaalkop had very strong political ties, and I'm sure that that was a prime consideration to Boeing."

On September 12 1965, Dr Van der Merwe confirmed in a newspaper interview that his Vereeniging-based company — Impala Aircraft Corporation of South Africa (Pty) Ltd — had been paid commission on the Boeings

Commission paid to Impala had come from Boeing and not SAA, according to two former chief executives of the national airline

Dr Van der Merwe never disclosed the percentage which Impala had been paid. He would only say "It was very, very small still, I suppose we were lucky to get the agency when we did"

However, estimates among aircraft brokers are that the commissions were in fact substantial

A former SAA chief executive recalled that publicity over the commissions paid on the planes had angered the Department of Transport, and it was made clear to Boeing that SAA intended

handling all of its deals on a one-to-one basis in future and that Dr Van der Merwe's involvement was an embarrassment

The second story starts in 1962, when an American calling himself Dr Leon Perez de Jerez first appeared publicly on the South African business scene

According to Company Office records, he was still in partnership with Mr Nic Diederichs as late as October 7 1970, when he was made a

director of a company "Neder Oranje Beleggings" whose controlling director Mr Diederichs was

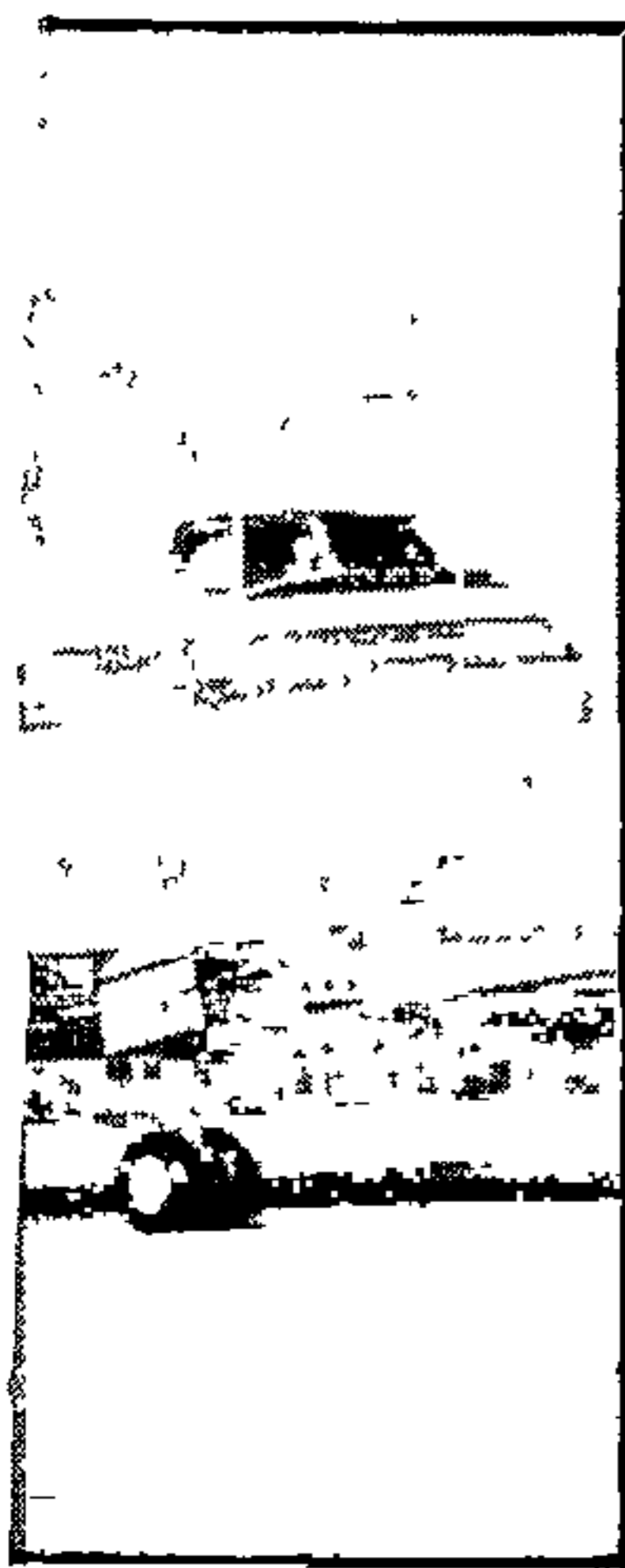
The company controlled the Clifton Beach Hotel, which subsequently was put into liquidation

At the time, Dr Jerez gave his address as 7 Rue Buttini in Geneva

On his first approach to SAA he suggested that he could act as an agent in a deal whereby SAA would buy Cu-

P.T.O.

How Dr ²⁶⁹ Verwoerd's friend fooled SAA



bana Airways Viscounts at bargain prices

There were three difficulties one of the planes was said to be Fidel Castro's own aircraft, Cuba had already become a communist state and the missile crisis between the United States and Moscow over the proposed placement of Russian missiles in Cuba was reaching its dramatic climax, with President Kennedy and the Russian premier on the hotline trying to avert a war

SAA required the planes for its internal routes, but was not prepared to accept Dr Jerez as an agent. It also wished to skirt the thorny political problems

Dr Jerez then decided that he would set the deal up privately with a well-known Johannesburg aircraft broker

This is how the broker told me the deal was structured

● Dr Jerez arrived in Johannesburg claiming to represent Cubana Airways and offered to sell two Viscounts to SAA for R1 540 000 in a swap in which he would be given two SAA Constellation

aircraft and the difference in value in cash

● Vickers Armstrong, which built the Viscounts, told SAA that there were two Viscounts in Cuba which would be ideal for SAA

● Mr Jeffrey Page, of Vickers, told SAA that there was strong United States pressure on his company not to have any dealings with Cuba because of the missile confrontation

● The deal with the private broker was set up through the King James Street, London, branch of the Norodny Bank of Moscow

The planes would be bought from the Cubans by a company especially established in Europe by the local broker and Dr Jerez, and resold to SAA at a profit

Dr Jerez left South Africa to complete the Cuban end of the negotiations and later Mr Trevor Phillips, a senior SAA pilot, flew to the Bahamas to inspect the planes, which were specially flown to Nassau to avoid any direct contact with Cuba

They were also inspected in Nassau by an SAA technical officer, and Vickers issued a certificate to say that they were in good condition

Later, with the deal agreed between the European company and the Cubans, Phillips flew again to Nassau to take charge of the planes and accompany them back to Johannesburg's Jan Smuts Airport

He waited for four days, making several flights to London to try to find out what was going on and why the delivery was delayed

Finally, in August, one of the planes landed at Nassau Airport. The plane was manned by a Cuban crew

The original plan was that they and Mr Phillips would fly the aircraft to Jan Smuts Airport. The Cubans would remain in transit and return home

Mr Phillips told me: "I couldn't believe my eyes when the entire crew came out of the plane, went straight into Customs and asked for political asylum in the Bahamas"

Mr Phillips waited until a SAA crew could fly out to the Bahamas and ferry the plane to South Africa

The second Viscount never arrived. Dr Jerez had sold it in Australia to ANSET airlines. He had been offered about R100 000 more than SAA was prepared to pay

SAA renamed its new Viscount the Rietbok, which crashed into the sea off East London

According to the local aircraft broker involved with Dr Jerez, SAA suffered no financial loss as it never paid for the second Viscount and the two Constellation aircraft were not handed over



Mr Tienie Coetzee, left, and Mr Chris Pofgieter, the site agent and site engineer of Mabopane Railway Station, stand on the SA-Bophuthatwana "international" border on which the station is situated.

Picture GARTH LUMLEY

New railway terminus is borderline case

By J S MOJAPELO
Pretoria Bureau

THE multi-million rand Mabopane railway station near Pretoria will have two different police stations, because it is on the "international" border between South Africa and Bophuthatswana

On the eastern side of the

station, the police station will be under South Africa, while that on the western side will be under Bophuthatswana

The massive modern station is cut in half by an "imaginary" line which can be closed by gates

A special agreement has been reached between the police of South Africa and Bophuthatswana to prevent criminals from running over the "border"

Mr D Fourie, system manager of the South African Transport Services, said the train service between Mabopane Station and Belle Ombre Station in Pretoria would begin on July 4

When completed the sta-

tion will handle more than 120 000 passengers at peak hours and will be the terminus of the 20km railway between Pretoria and the homeland

The estimated costs of the Winterness-Mabopane project is R41-million, that to Hercules' Belle Ombre R48-million

269 269 RSM 31/3/83

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THURSDAY, 31 MARCH 1983

(2) what amount in salaries was paid to officials of his Department in 1982 in respect of periods in that year during which such officials rendered continuous military service?

The MINISTER OF CO-OPERATION AND DEVELOPMENT

(See reply to question 572 on Thursday, 31 March 1983)

Transport Affairs: military service

587 Mr S S VAN DER MERWE asked the Minister of Transport Affairs +

(1) How many officials in the service of the South African Transport Services rendered continuous military service in 1982,

(2) what amount in salaries was paid to officials of the South African Transport Services in 1982 in respect of periods in that year during which such officials rendered continuous military service?

The MINISTER OF TRANSPORT AFFAIRS

(1) and (2) The hon member's attention is drawn to the written reply to the almost similarly phrased question no 221 on 26 February 1981 (Hansard Vol 92, col 281) The circumstances mentioned therein with regard to the furnishing of detailed information still apply

Constitutional Development and Planning: military service

588 Mr S S VAN DER MERWE asked the Minister of Constitutional Development and Planning +

(1) How many officials in the service of his Department rendered continuous military service in 1982,

(2) what amount in salaries was paid to officials of his Department in 1982 in respect of periods in that year during

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which such officials rendered continuous military service?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(See reply to question 572 on Thursday, 31 March 1983)

Transport Affairs: military service

589 Mr S S VAN DER MERWE asked the Minister of Transport Affairs +

(1) How many officials in the service of the Department of Transport rendered continuous military service in 1982,

(2) what amount in salaries was paid to officials of this Department in 1982 in respect of periods in that year during which such officials rendered continuous military service?

The MINISTER OF TRANSPORT AFFAIRS

(See reply to question 571 on Thursday, 31 March 1983)

Hansard Q. 601.920 -
Transport Services: expenditure in Port Elizabeth area
269 31/3/83
612 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) R17 780 000

(b) and (c)

921

THURSDAY, 31 MARCH 1983

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Project	Anticipated date of commencement	Anticipated date of completion
1 Sydenham: Improvements to hotel for Blacks (R893 000) ...	August 1983	September 1984
2 Port Elizabeth Improvements to station (R903 000)	October 1983	1984-'85
3 Aloes Additional line at motor terminal (R60 000)	Work in progress	December 1984
4 Port Elizabeth Harbour New fire fighting depot (R293 000)	January 1984	March 1985
5 Port Elizabeth Harbour Facilities for container traffic (Railways) (R145 000)	Work in progress	March 1984
6 Port Elizabeth Harbour Facilities for container traffic (Harbours) (R40 000)	Work in progress	March 1984
7 New Brighton New hostel for Blacks (R9 294 000)	Work in progress	July 1984
8 Port Elizabeth Extend automatic telephone exchange (R470 000)	July 1984	March 1985
9 New Brighton New tool house and ablution facilities (R112 000)	July 1983	March 1984
10 Port Elizabeth Harbour Transshipping facilities (R57 000)	December 1983	March 1984
11 Swartkops Store for flammable material (R88 000)	July 1983	March 1984
12 New Brighton Improvements to repair shed (R92 000)	August 1983	November 1984
13 North End Workshops for signals and telecommunication (R4 537 000)	July 1983	December 1984
14 Port Elizabeth Harbour Relaying and strengthening of lines (R254 000)	January 1984	October 1984
15 Port Elizabeth Office accommodation for Railway Police (R257 000)	1985-86	1986-'87
16 North End Mess and ablution facilities (R20 000)	June 1983	December 1983
17 New Brighton Shelters for passengers (R42 000)	October 1983	July 1984
18 Port Elizabeth Harbour Improve mess and ablution facilities in Shed No 1 (R28 000)	June 1983	September 1983
19 Port Elizabeth Harbour Toilets for Whites at Slipway (R15 000)	June 1983	September 1983

The following proposals are also being considered The estimated expenditure to be incurred is included in the reply to part (a) of the question These items have been provisionally included in the 1984-'85 programme and are subject to funds being available

- 1 Port Elizabeth Harbour Tug gear store R 100 000
- 2 Port Elizabeth Harbour Extend ore plant workshop R 45 000
- 3 Port Elizabeth Harbour Office for technical superintendent R 35 000

In addition the following proposals have been included in the draft programme for the period 1984-'85 to 1988-'89

Project	Estimated cost	Planned Completion date
Swartkops Container Depot (1984-'85)	R 15,0 million	1986
Port Elizabeth Harbour Tanker Berth (1984-'85)	R 19,0 million	1988
Port Elizabeth Harbour Extend quays Nos 2 and 3 (1985-'86)	R 14,0 million	1988
Swartkops-Uitenhage Electrify section and extend crossing loops (1985-'86)	R 2,0 million	1987
Uitenhage (Cuyler Manor) Administration Building (1987-'88)	R 15,0 million	1992
Uitenhage (Cuyler Manor) Mechanical Workshops (1988-'89)	R140,0 million	1993
Port Elizabeth Replace pilot boat <i>H T V Horner</i> (1988-'89)	R 3,0 million	1990

These projects are subject to economic evaluation studies, and funds and physical capacity being available

Boeing 747 SP aircraft

636 Mr P R C ROGERS asked the Minister of Transport Affairs

- (1) (a) How many Boeing 747 SP aircraft are there in the South African Airways fleet and (b) what are the routes on which these aircraft are used,
- (2) what percentage of each month do these aircraft spend (a) on the ground and (b) in the air,
- (3) what is the (a) revenue earned, (b) (i) operating and (ii) maintenance cost and (c) depreciation *per annum* in respect of these aircraft?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) Six
- (b) Services are operated from the Republic to the United Kingdom, Europe, South America, North America and Far East
- (2) (a) 61 per cent
- (b) 39 per cent
- (3) Based on the period 1 January to 31 December 1982 the information is as follows

Looking again

FM 11/4/83

There is a change of heart in high government circles over transport affairs which could lead to radical legislation next year — if a recent statement by Ronnie Meyer, the deputy director general of the Department of Transport Affairs, is anything to go by.

He said SA Transport Services (SATS) could compete more freely, and win more business, if it was not tied down by its tariff structure and existing transport legislation.

Government's rethink has been brought about largely by the fact that existing legislation has proved almost unenforceable. Pirate road transport operators have been carrying an ever-increasing proportion of road traffic without the necessary permits. This is naturally hurting SATS as well as legitimate transport companies

The only way to determine whether or not a vehicle is carrying a legal load is to offload it and check the contents against its road transportation permit. This is a lengthy process and the department lacks the manpower to check more than a minute proportion of trucks on the road.

One legal operator, Peter Burkhalter, MD of Two-way Transport, says: "Road transport traffic generally is down 30% on last year due to economic forces, and by 50% due to pirate transport activity.

"Our road system covers 180 000 km, of which 45 000 km is blacktop. There is just no way that you can enforce legislation using a police force only. We need a system that is more self-regulating."

This month there was a heavy blitz by the authorities on trucks operating on three main routes connecting Johannesburg and Durban.

"These roadblocks were intended to give us statistics on how much road traffic is carried illegally and the percentage of total goods being carried by road, as well as to catch offenders," says Meyer

The information will be used by a panel of government and private road transport experts currently drafting new legislation expected to reach Parliament next year

R500 fine for police trainee who shot friend

Mercury Correspondent

JOHANNESBURG—A 19-year-old Railways Police College trainee who shot and killed his friend with a 9 mm Uzi sub-machinegun while on guard duty, was yesterday fined R500 (or three months) by a Kempton Park Regional Court magistrate

Mr DJ de Vries found the youth, Stephanus Andries Carse guilty on a charge of culpable homicide

He sentenced him to 12 months in jail, suspended for three years. Carse shot his friend, Mr Gideon Johannes Jacobs, on the night of November 28

Carse pleaded not guilty

Evidence was that Carse and Mr Jacobs were on guard duty at the Esselem Park Railways Police College armoury when the accident occurred

Mr Andre le Roux told the Court he was doing training with Carse and Mr Jacobs at the college. On the night of the shooting they had all just come from the mess at 6 p m to go on guard duty. They were all issued with weapons to guard the armoury. Carse and Mr Jacobs were together in front of the armoury and Mr le Roux and another trainee at the back. They were supposed to change positions every hour

'I went to Carse and Mr Jacobs to change positions, but they refused, saying they were having a chat,' Mr le Roux said. 'I left for the toilet and when I returned to Carse and Mr Jacobs they were laughing at a joke

'It was very dark at the time and raining. Carse said there was a round in the chamber of his weapon. He lifted the gun and a shot went off. Mr Jacobs grabbed his stomach and collapsed'

Mr le Roux said he and Carse had run to the duty room for help

The Uzi was regarded as an unsafe weapon and fired easily

'It was an accident,' Mr le Roux said

Sgt Nicolaas Stephanus Strydom, an instructor at the college said students were trained in all aspects of the weapon and safety procedures played an important part. On the night the weapons were issued, he instructed the trainees not to stand together and talk or laugh. The Uzi was generally regarded as an unsafe weapon

Chamber

Carse told the Court his sub-machinegun was on safety when issued on the night of the shooting. He stood guard with Mr Jacobs

'We stood together because it was raining. Somebody said there was a round in the chamber of my weapon. At this stage Mr Jacobs was standing in front of me

'I slid the mechanism back slightly to see if there was a round in the chamber. It was very dark. I could not see anything, and let the mechanism go. A shot went off. Mr Jacobs fell to the ground'

Sentencing Carse, Mr de Vries said 'A life was taken and it weighs heavily in the Court's decision'

He said he would take Carse's youth into consideration and the fact that he was possibly not adult enough to handle the weapon. It was clear that he was tormented over what had happened and would have to live with it for the rest of his life

Star 14/4/83

278

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SA trawler is forced to sail to Maputo

Own Correspondent

DURBAN — The owner of the Durban fishing trawler Morning Star impounded in Maputo on Tuesday said today that he had encouraged it to try to escape from two East German ships after it was taken in tow.

Mr Aubrey Shooter said the trawler's captain, Mr Peter Davids, had tried to steam south after the tow-rope connecting it to one of the 800-ton East German ships broke, but was blocked repeatedly by the other ship.

Mr Shooter said that Mr Davids had radioed on Tuesday afternoon that the 230-ton Morning Star was at least three sea miles outside Mozambique territorial waters when it was first harassed.

"Captain Davids tried to make a run for it south back towards Durban once the tow rope had been broken, but he became scared when the trawlers warned that they would ram him," said Mr Shooter.

The latest information indicates that the Morning Star — with a crew of two coloured men and 11 blacks, besides the captain — tried for nearly two hours to evade the East German trawlers' attempts to impound it until it was eventually escorted to Maputo at about 4 pm.

The Morning Star had left Durban on Saturday for a 45-day prawn fishing trip off Inhaca Island.

Mr Shooter said the affair was now in the hands of the Department of Foreign Affairs.

Before the Morning Star was impounded the commander of one of the East German vessels had said it was fishing in Mozambican territorial waters, and demanded that it follow him to Maputo.

Mr Shooter said that when Mr Davids refused the commander threatened to ram him.

Mr Davids decided that there was no option but to follow.

Mr Shooter said the Morning Star anchored outside Maputo on Tuesday night and entered the harbour yesterday morning.

The last contact he had with it was on Tuesday at about 9 pm, Mr Shooter said. He assumed it and crew were in Maputo.

"We can only sit and wait now. But my prime concern is getting my crew back," said Mr Shooter.

Asked how the captain knew that the vessels which impounded the Morning Star were East German, Mr Shooter said he had described the flag displayed by them as red with a white centre and a red star.

Mr Aubrey Shooter, owner of the Morning Star, he urged the trawler's captain to make a run for it.

The Morning Star — the Durban-based fishing trawler has been forced into Maputo harbour by East German ships operating off the Mozambique coast.

Figures show Sats sinking

Industrial week

269 4/4/83

INDUSTRIAL WEEK

CONTRARY to the opinions of industry leaders, who report a sharp cut-back of up to 30% in business compared with a year ago, statistics from Central Statistical Services, indicate that private transport contractors are doing very nicely.

Stated briefly, they increased their earnings by 12,5% during 1982 compared with 1981, employed 5,6% more carrier units, carried 4,8% more freight, worked

4,7% more days and travelled 2,2% more kilometres

Reflecting the effects of the economic downturn, however, they had 54% more idle days than in 1981 due to economic conditions, and 11,5% more idle days due to mechanical reasons

Taking the overview, the private sector has little to complain about with total transport earnings exceeding R1 137-billion for the first time

Staff Reporter

They also exceeded 1-billion km for a full year, for the first time, carrying 251 197 000 tons of freight

Another shock is in the number of employees in the private sector They increased by a marginal 2% rather than decreased

The picture for last year was far less gloomy than expected - unless there is something seriously wrong with official statistics

First figures for 1983

are still awaited, but if trends towards the end of last year continue, the private sector should still be faring far better than South African Transport Services (Sats)

Compared with the 4,8% more tonnage carried by private transport operators, Sats slumped 6,9% to just over 168 million tons - only 67% as much as private transport contractors handled

Private operators have also criticised Sats for entering into open competition with them in the road transport sector Statistics contradict this view, however, and show that instead of gaining business Sats road transport last year dropped from 3,694 million tons to 3,677 million

Its tonnages are still up on 1980 when Sats road services carried 3,551 million tons

New Light

Comparing this performance with total tonnages, Sats road transport accounts for nothing more than a drop in the bucket - less than 1% of all freight carried, and only 1,5% of the tonnages carried by private contractors

The figures make interesting reading and throw new light on the state of SA's road transport industry

Concern over continuing heavy losses by Sats is real, and indicates an urgent need to place the State carrier onto a more competitive footing

Current reviews of legislation suggest that the Government may intensify the protective measures that, although punitive in their effect on the private sector, are clearly not working

Many government administrators are known to resist further protection, and suggest that the abysmal situation of Sats indicates a need to return to more open competition, with managements that can exploit the advantages that would result from Sats having a freer hand in fixing its tariffs.

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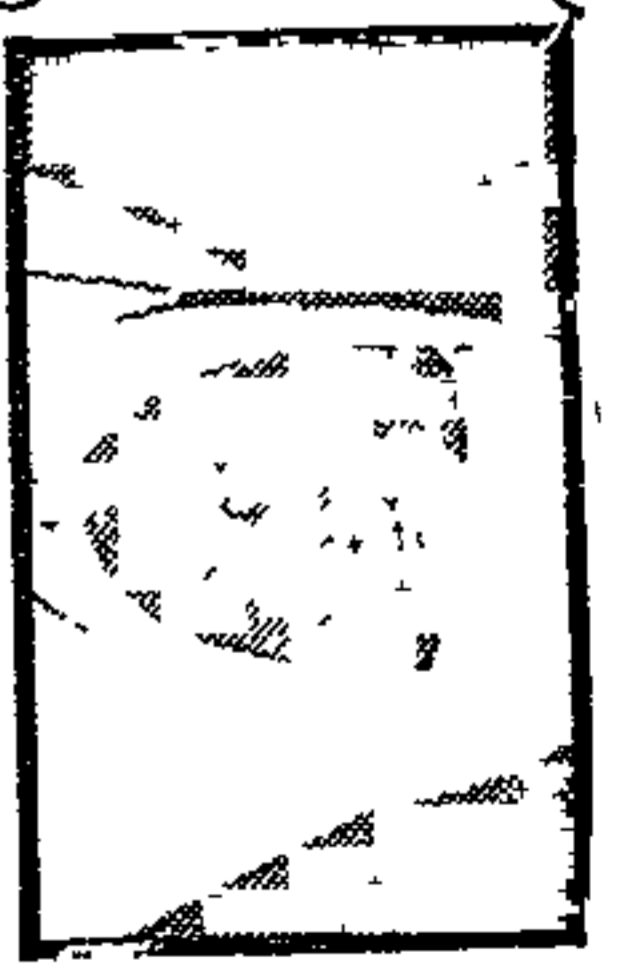
PR

Economic ref

LAND LABOUR CAPITAL

Will I ever see my dad again?

S. Tribune 17/4/83



RIGHT: Sardhna Julius . . . All we can do is pray for my father to return safely

Daughter of impounded trawler's skipper prays for her father

THE last time Sardhna Julius saw her father was when she packed his captain's uniform for him last Saturday. Now she is not sure if she will ever see him again.

By FRANCIS HENNY

Her father, Peter Davids, 55, skippered the Durban trawler, Morning Star, which has been impounded by the Frelimo Government after an alleged fishing zone trespass.

"My mother is dead, we have already lost her. It looks as though we will lose my father too. The only thing that will help him now is prayer," said Mrs Julius Davids.

prosecution and a stiff fine or jail sentence for alleged illegal fishing within Mozambique's 200-mile sea zone.

"I doubt whether he would have taken the chance to fish illegally. He has been a seaman for 30 years and he knows the consequences. We have heard nothing from my father since this happened. We can't even go to Maputo and speak to him. We are very worried. As it is, we live from hand to mouth so we will never be able to get enough money together if he has to pay a fine. All we can do is pray for his safety."

portedly make provision for fines of between R90 000 and R200 000 for fishing transgressions. According to Dr Louis Botha, deputy director of the Department of Sea Fisheries, South African fishing bosses have been warned on more than one occasion not to send their boats into the 200 nautical mile economic zone off the Mozambique coast.

Meanwhile, owner of the Morning Star, Mr Aubrey Shooter, said Captain Davids faced two possible fates — either he would be sent to jail or he would be put up in a hotel. "The skipper may go to jail but I expect the rest of the crew will be released. However, when the last vessel, the Plumstead, was confiscated, the Maputo authorities put the skipper and engineer up in a hotel until the case was resolved."

Boy chained for crossing 'whites only' platform

By Peter Sullivan, Political Correspondent

Railway police were unavailable for comment early today on reports that a 13-year-old coloured child had been handcuffed to De Aar Station railings because he crossed the "white only" section of the platform.

According to reports, the boy, Rodney Cloete, was handcuffed because he and two friends walked among the whites on the platform.

Allegations are that he was handcuffed to chains on the busy station a week ago.

The incident has shocked the coloured community at De Aar and neighbouring Kimberley.

Rodney's father, Mr Dennis Cloete, is headmaster of the local primary school at Sterkaar, a halfway station near De Aar.

Mr Cloete is getting legal advice on how to institute a claim for damages.

Rodney was allegedly "arrested" by a Constable Smit.

In an interview, Mr Cloete said his son's humanity had been diminished by the incident.

Mr Cloete said eye witnesses told him Rodney had just moved among the whites and that this was considered sufficient reason for his arrest.

"Such a cruel, barbaric and unchristian attitude towards a child, purely because he is coloured, is discriminatory and troubles relations between the races.

"The deed shows objectionable qualities in a police officer.

"I am concerned about the psychological affect and what this is likely to do to my child's behaviour.

"Yet, one has to bring up one's children as honest, Christian and law-abiding citizens — how ironical," he said.

Mr Cloete called on both the Prime Minister and the Minister of Transport Affairs to do something about the incident.

Both the departments were unable to comment early today as senior departmental spokesmen were not available.

The national chairman of the Labour Party, Mr David Curry, condemned the alleged action.

Boy, 13, 'arrested' at station

ARGUS 18/4/83

(269)

Political Staff

RAILWAY police were unavailable for comment today on reports that a 13-year-old coloured child was handcuffed to railings at De Aar Station because he crossed the "whites only" section of the platform.

According to reports the boy was handcuffed because he and two friends walked among the whites on the platform

It is alleged that he was handcuffed to chains at the busy station a week ago

The incident has shocked the coloured community at De Aar and neighbouring Kimberley

The boy was allegedly "arrested" by a constable

In an interview the father said his son's humanity had been diminished by the incident

Reason

He said eye-witnesses told him his son had just moved among the whites and that this was considered sufficient reason for his arrest

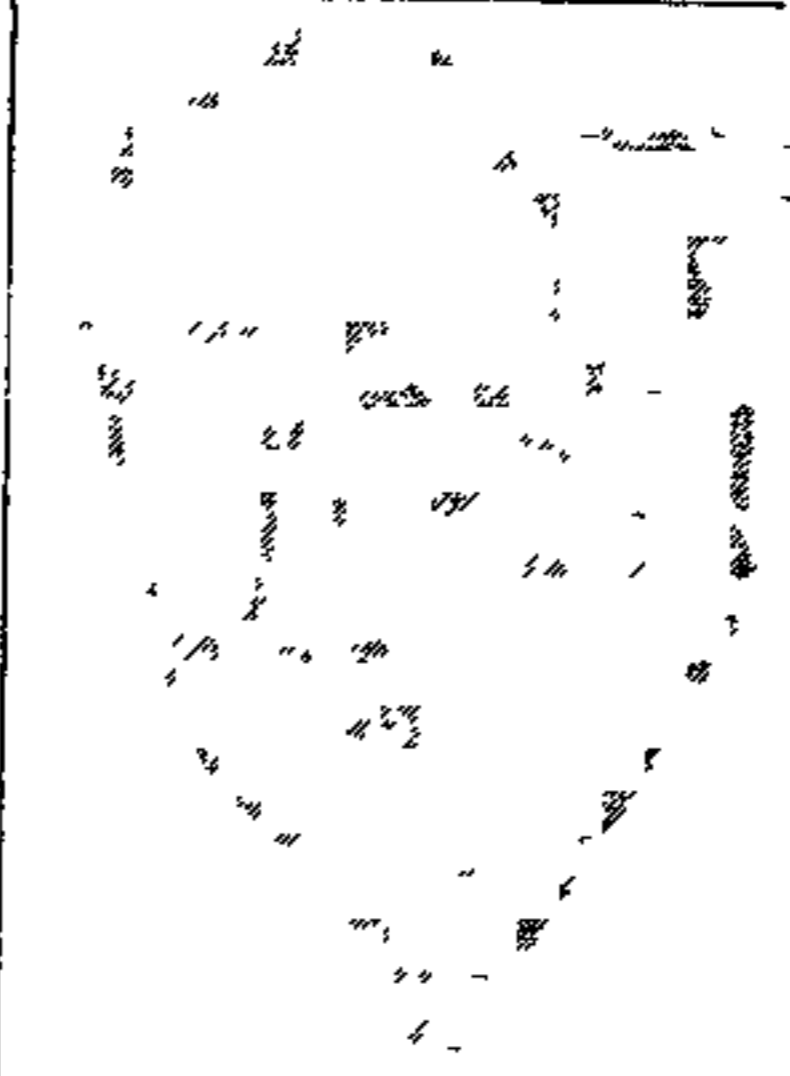
Such a cruel, barbaric and un-Christian attitude towards a child, purely because he is coloured, is discriminatory and troubles relations between the races

"The deed shows an imbalance and is objectionable

"I am concerned about the psychological effect and what this is likely to do to my child's behaviour

"Yet one has to bring up one's children as honest, Christian and law-abiding citizens. How ironic," he said

He called on the Prime Minister and the Minister of Transport Affairs to do something about the incident



Bertie Reed

Bertie sails back into lead

SPRINGBOK yachtsman Bertie Reed has regained his lead over "Flying Frenchman" Philippe Jeantot and is 40 miles ahead of his rival in the BOC world yacht race

The fleet are about 800 miles from Rio de Janeiro and are spread over 350 miles along the South American coast on the final leg of the race to Newport, Rhode Island

During the weekend Reed hurtled along at a daily run of almost 160 miles and is at present 150 miles further east than Jeantot

CURRENT

The Frenchman, in the super modern Credit Agricole, is still hugging the coast in order to take advantage of the favourable current sweeping around Brazil

The two leaders, and the seven others remaining of the original fleet of 17 which started seven months ago are now approaching the doldrums where there are quirky

Briefly

Gold bars go missing

COPENHAGEN — A shipment said to contain 46 gold bars bound for New York disappeared on a Scandinavian Airlines System flight from South America to Denmark, SAS said today

The security manager, Mr Joergen Geltzer, said the cargo, worth R652 000, had been missing since April 8 when it was shipped from Montevideo, Uruguay. It was to have been trans-shipped in Copenhagen to New York, he said — Sapa-AP

Walesa and Glemp talk

GDANSK — Mr Lech Walesa the former Solidarity leader who was questioned by police last week about secret talks with the banned union's underground wing, has met Archbishop Jozef Glemp

No details emerged of the 30-minute meeting last night with the Catholic Primate, but a close friend of Mr Walesa Father Henryk Jankowski, told reporters the situation in the country had been discussed — Sapa-Reuter

Beirut bomb

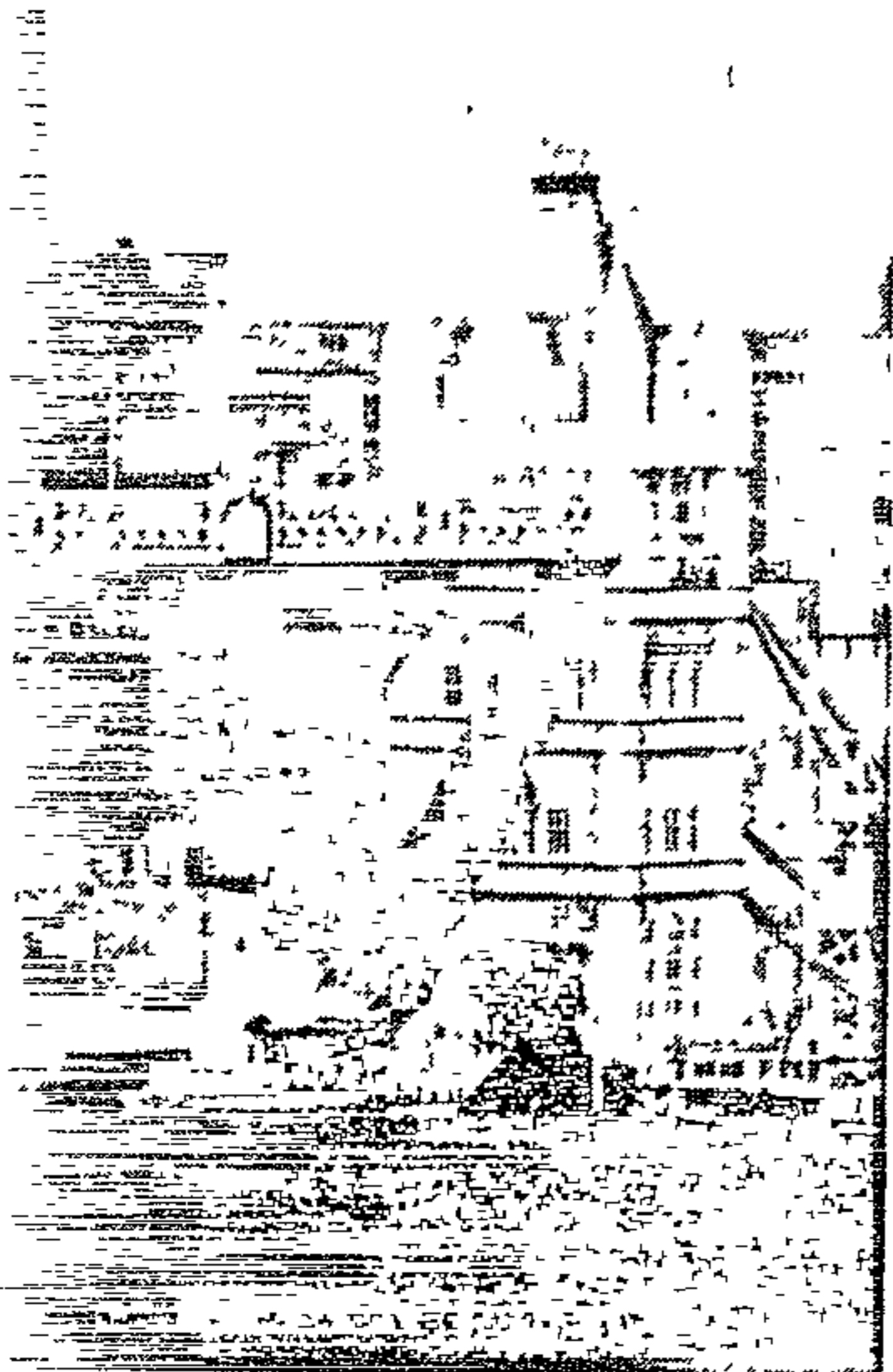
BEIRUT — A massive car bomb exploded outside the American Embassy here today, eye-witnesses reported — Sapa-Reuter

Mass floggings

Argus Foreign Service ISLAMABAD — Pakistan's martial law authorities have carried out their biggest mass floggings in Karachi jail in an apparent attempt to stamp out the recurring outbreaks of sectarian violence in the city. Prison sources said 84 people were given between 10 and 15 lashes

Jail for 'queen'

NEW DELHI — India's infamous bandit queen, Phoolan Devi, accused of murder and kidnapping, has pleaded guilty to relatively minor charges and will serve three years in prison — Sapa-



... the most distinctive on the city's ... are now dwarfed by high-rise ... as cleared ground space becomes ... est commercial districts.

Two hurt as cops open fire

APR 1983
TWO PEOPLE were injured during a shooting incident between South African Railways policeman and about 30 blanket Baskotho tribesmen in Kliptown on Saturday.

Railway officials could not provide the names of the injured people. The SOWETAN established that Mr Andries Modowana of Zone 3, Pinville, and a man known as George were injured during the shooting.

Mr Modowana was hit with a gun butt on his head and the other man was shot in the stomach.

Trouble allegedly started after some of the members of a 30-strong group of blanket Baskotho tribesmen argued with a ticket examiner in a Johannesburg-bound train. The group were returning to Klipspruit after visiting in Kagiso on Saturday. Some of the tribesmen allegedly

refused to pay fares. When the train arrived in Kliptown the ticket examiner called the police.

In the scuffle that ensued between the policeman and the group, Mr Modowana, the oldest member of the group, was allegedly punched in the face and hit with a gun butt on the head. A shot was fired and the man called George was hit in the stomach.

Mr Mike Adendorff, public relations officer of the SAR, confirmed the incident and added that the policemen acted in self defence after the group became aggressive and attacked him. Mr Adendorff said there were about 15 men in the group. The gang split after the two were injured. Later an ambulance was called and both men were taken to hospital where they are being kept under guard.

Probe into handcuff incident

19 APR 1983 The Star
Own Correspondent

KIMBERLEY — Railway police here have mounted a full investigation into allegations that a 13-year-old coloured boy, Rodney Cloete, was handcuffed to railings at De Aar station because he crossed the "whites only" section of the platform.

Mr Leon Els, a public relations officer for the South African Transport Services, said in Cape town the investigation was expected to be completed this afternoon and that "is when we will make a formal comment".

Rodney's father, Mr Dennis Cloete, who is currently studying at Kimberley's Perseverance Training College, said his son's humanity was "diminished" by the incident.

APOLOGIES

Mr Cloete said he had received apologies from two members of the Railways police following the incident but said he was contemplating legal action.

A senior member of the De Aar coloured community said the incident, which was witnessed by about 40 people, had caused a lot of bad feeling and described the situation in the town at the moment as "explosive".

Mr Johnnie Clark, the chairman of De Aar Coloured Management Committee, said it could adversely affect race relations in the town.

The investigation into the incident is being conducted by Lieutenant-Colonel T J van den Heever, Commanding Officer of the Railways Police at Kimberley.

1017

269

Hansard

WEDNESDAY

~~2~~ 10-ride clipcards' subsidy 20/4/83
Q 61, 1017
*9 Mr S S VAN DER MERWE asked
the Minister of Transport Affairs

Whether the National Transport Commission has received a request for an increase in the subsidy in respect of the 10-ride clipcards used on the bus services serving the (a) Mitchell's Plain and (b) Atlantis routes, if so, (i) when, (ii) from whom and (iii) what is the attitude of the said Commission to these requests?

†The MINISTER OF CO-OPERATION AND DEVELOPMENT (for the Minister of Transport Affairs),

(a) and (b) Yes

(i) On 25 January 1983

(ii) Associated Bus Holdings Limited

(iii) The National Transport Commission on 25 March 1983 recommended that increased subsidy be paid with effect from date of implementation of increased fares. This recommendation must still be considered by the Minister of Transport Affairs

DISRUPTION

Argus 20/4/83

269

Thousands in rail hold-up

Argus Staff Reporter

THE overhead electric supply lines of the Western Cape suburban rail service were ripped down by the pantographs on electric units at two different points yesterday and caused one of the most serious "peak hour" disruptions — resulting in 130 trains being cancelled or delayed for up to 2 ½ hours

Railway operating staff said today the incidents occurred at Bellville station and at Netreg — blocking the lines to Wellington, Stellenbosch, Strand, Paarl and Mitchell's Plain

RIPPLE EFFECT

The bottleneck on these two lines had a ripple effect which spilled over on to the Cape Flats line — leaving only the Southern Suburbans service running according to schedule

According to railway officials a section of the overhead power line was burnt out at Bellville station after being ripped apart by the pantograph of an incoming train just on 5.20 pm

This resulted in 12 trains that make use of this line being cancelled and 48 ran up to 138 minutes late

SAT IT OUT

Eight trains were caught in the section between Cape Town and Bellville and passengers had to sit it out until the service was restored

The breakdown on the Settlement line occurred 15 minutes later when the overhead supply line was torn down by the pantograph

of an electric unit as the train was moving into Netreg station

This resulted in 11 following trains being cancelled and 38 being delayed for up to 160 minutes

TEN BUSES

Ten buses were brought in to ferry passengers between Langa and Nyanga and Nyanga and Kaptein's Klip

Railway officials conceded today that the number of buses used were a "drop in the ocean" but the best that could be done at such short notice and at the time

A senior operating official said the hold-up on these two lines created a ripple effect which spilled over onto the Cape Flats service where two trains running out of Cape Town had to be cancelled and 19 others were delayed for up to 145 minutes

100 000 AFFECTED

"The only service that was not affected was the Southern Suburbs line", he said

Railway officials said that it was impossible to estimate the number of passengers affected by the breakdown, but taking a it at a minimum of 1 000 passengers on each train the total would have been well over 100 000

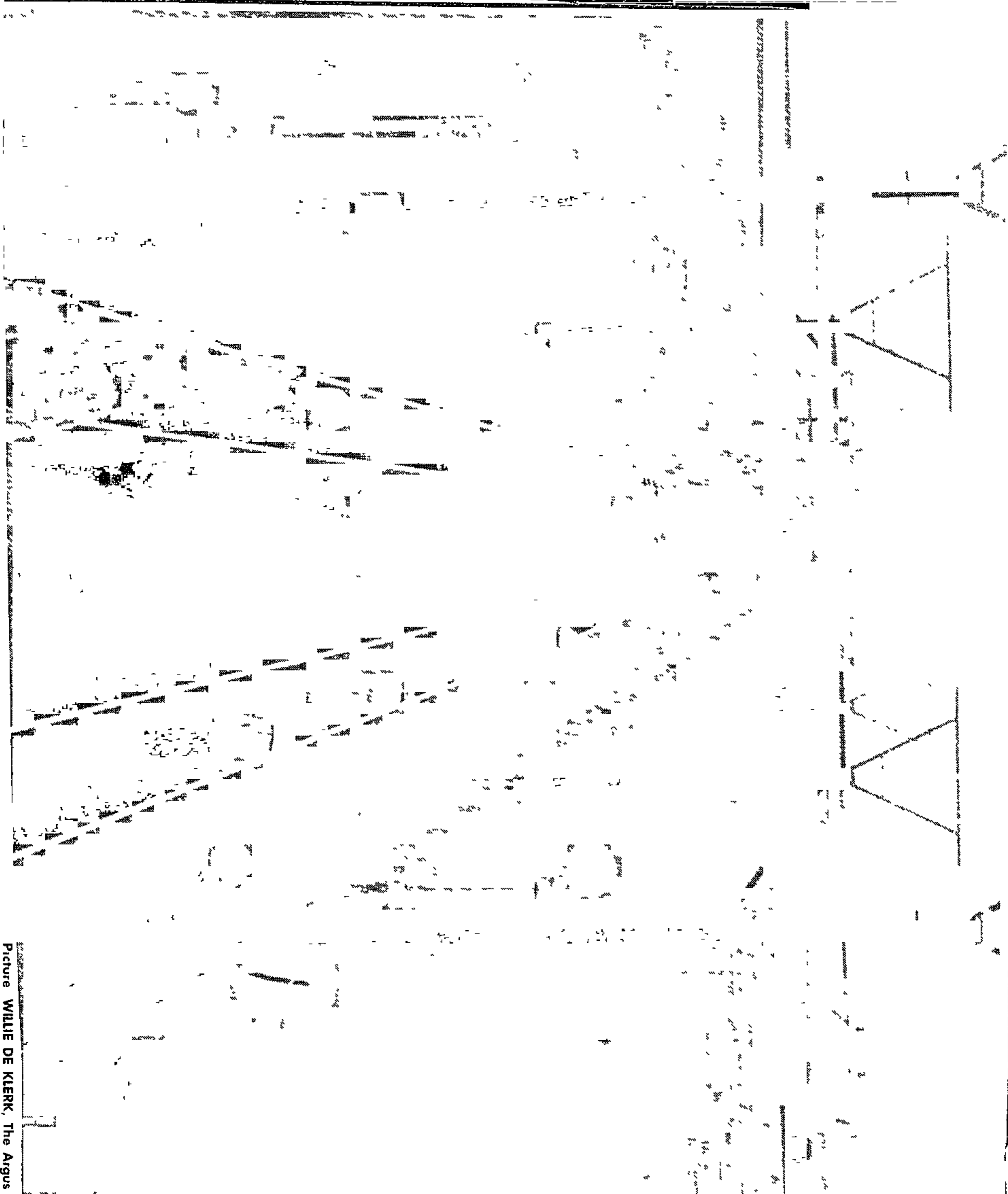
"It was during the late afternoon peak and there were one hell of a lot of people going home", said one official

WALKED HOME

Many passengers who were caught on trains that were in the system at the time of the breakdown got fed up of waiting after a time and got out and walked home

Irate walkers were predominant on the Mitchell's Plain line

Picture WILLIE DE KLERK, The Argus



MANY passengers decided to take to the tracks themselves after the suburban rail service came to a stop. Other passengers, however, were content to sit it out and eventually arrived at home up to 2 ½ hrs late.

Power failures disrupt trains

CAPE TIMES 26/4/83 269

By MARTINE BARKER

THOUSANDS of rush-hour commuters reached home at least three hours late last night when power failures disrupted two of the Peninsula's busiest suburban train routes.

More than 90 trains were affected on the Cape Town-Kraaifontein and the Cape Town-Mitchells Plain routes when, for reasons as yet unknown, overhead power lines at Bellville and at Netreg became entangled soon after 5.15pm, short-circuiting the lines on the rest of the routes

A spokesman for the Railways said temporary power had been restored to the Kraaifontein line just after 7pm and that slowly traffic had been able to pass through Bellville station, using alternative platforms

The train at Netreg on the Mitchells Plain line, however, blocked the route completely and the

first train to reach its destination arrived at 8.40pm — more than three hours after it was stopped

Because the hold-up on the Mitchells Plain line had blocked up the section of line between Cape Town, Woodstock, Salt River and Maitland, the Kraaifontein trains had had to be diverted.

Annoyance

Annoyed passengers using the Mitchell's Plain line complained that there was a lack of information about the hold-up and alternative transport.

When buses did arrive "a mad rush ensued which was used to the full by the skollie elements", said one

Passengers also complained that the 10 buses provided were not sufficient to ferry the passengers from the 17 outward trains to Mitchells Plain

A spokesman for the Railways said it was suspected that a "power dip" had caused the problems

PRETORIA TRAINS DELAY

269

PASSENGER trains travelling through the Hercules Station near Pretoria, will be late this weekend, due to major alterations to the track, the South African Transport Services announced yesterday.

In a statement re-

leased yesterday the system manager also announced that it would be impossible to operate any passenger trains on either Saturday or Sunday from or to Pretoria/Saulville between Hercules and Capital Park. Such trains will be oper-

ated via Rissik and Queenswood in both directions with Capital Park serving as a temporary terminal.

Passenger trains from the Pretoria North area will operate normally but slightly late to and from Koedoespoort, via Capital Park and Hercules.

Passenger trains operating from Saulville/Pretoria, to and from Koedoespoort/Eerste Fabrieke, via Capital Park will, from April 25 to May 15, travel along the goods train line between Hercules and Mitchell Street, making it impossible for the trains to stop at Golf and Schutte stations.

Passengers wishing to travel to and from Golf or Schutte street during this period will have to change trains at Pretoria West Station. Passengers who temporarily travel on re-routed trains or have to change trains as explained above, will not be called upon to pay extra charges. They can use the normal tickets.

22 APR 1983

SSWETAN



MINISTERS

(269) Hansard
Cape Town station: third-class passengers
Q. 61, 1056 - 1057 22/4/83
*4 Mr R A F SWART asked the Minister of Transport Affairs

1057

FRIDAY, 22

- (1) Whether third-class passengers are permitted to (a) gain access to and (b) leave platforms via the main concourse of the Cape Town station, if not, why not,
- (2) whether any steps are planned to change the existing position, if not, why not, if so, what steps?

The MINISTER OF TRANSPORT AFFAIRS

- (1) No Cape Town station comprises two separate complexes, i.e. one for first/second-class passengers and one for third-class passengers. If third-class passengers were allowed to gain access or to leave the platforms through the main concourse, it would cause severe congestion and impede the flow of passengers. This would lead to dissatisfaction amongst users.
- (2) No For the reasons mentioned in the reply to part (1) of the question.

PRETORIA TRAINS DELAY

269

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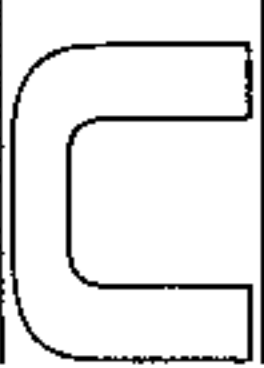
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22 APR 1983

SSWETAN



Transport Bill not in our interests say private hauliers

269
22/4/83

By SIMON WILLSON
Industrial Editor

PRIVATE-sector road transport hauliers have attacked Transport Minister Mr Hendrik Schoeman over the introduction of the Road Transport Amendment Bill

The Bill was introduced in January, has passed its third reading stage in Parliament and is headed for the statute book

Its intention is to regulate "pirate" road transport operators and prevent undercutting of existing licensed hauliers

But two private-sector road transport pressure groups, the Public Carriers Association (PCA) and the National Association of Private Transport Operators (Napto), say the Bill's legislation will be difficult to implement and will not be in the economic interests of the private sector

Napto's chief executive, Mr Jack Webster, also claims that the authorities have taken little, if any, notice of the views it expressed in consultations before the Bill was tables

The two pressure groups

question whether Mr Schoeman, as parliamentary sponsor of the Bill, has the private sector's interests at heart since private hauliers are in direct competition with SA Transport Services

The PCA and Napto have sent documents setting out the private-sector's case against the Bill to Mr Schoeman and to Mr Adriaan Eksteen, the Director-General, Transport

Parts of the arguments against the Bill will make sobering reading for Mr Schoeman. The two pressure groups say at one point

"It would appear that the Minister (Mr Schoeman) is not genuinely concerned with the interests of our country or the economy as a whole because, as Minister of Transport, he is responsible for the SATS results (and) is primarily concerned with protection of SATS

"The interests of the private-sector road transport industry and the interests of commerce and industry appear to be of little consequence to Mr Schoeman"

The wrangle between PCA, Napto and the Transport Ministry is part of a long-running saga which is dupli-

cating, on land, the maritime skirmishing between conference sea-freighters and their non-conference, "pirate" opposition

Recent figures showed that SATS carried only 40% of all goods transported by road in South Africa last year against 50% in 1979

Subsequent Government moves to regulate the road-haulage industry have been widely interpreted as part of a campaign to protect SATS against undercutting by private competition

In support of this view, PCA and Napto quote Mr Schoeman in Parliament during the Bill's second reading

In response to accusations that the Bill would reduce transportation efficiency and have a detrimental effect on the national economy, Mr Schoeman is quoted as having replied "What about the 250 000 people who are employed by SATS?"

The pressure groups' documents list detailed complaints against 10 sections of the Bill. The Government is accused of "creating" sweeping powers which are not necessary or justifiable"

Own Correspondent

23 APR 1983
Railways

CAPE TOWN — The SA Transport Services have expressed regret about an incident at De Aar station last week in which a 13-year-old coloured boy was handcuffed to railings by a policeman.

The director-general of public relations, Mr G J le Grange, said however that the Railways policeman had acted under pressure.

The reaction came five days after the first report of the incident was published, and after numerous inquiries by the Press.

Mr le Grange said there had been complaints of theft at the station, where congested conditions created opportunities for petty theft and pick-pocketing.

On the day of the incident a policeman noticed three coloured boys moving around among articles of luggage on the platform. When he confronted them they ran away.

regret'
handcuffs
incident

He chased them and caught one.

At this stage a passenger on a stationary train loudly called out to the policeman. He then handcuffed the boy to railings and gave his attention to the passenger.

In the meantime bystanders had gathered and were noisily protesting. The constable freed the boy because there was no proof that he had committed a crime.

Transport Services regretted the incident but believed that the constable was under pressure at the time of the incident and had done his best under the circumstances.

Girl's R15 000 claim against SATS fails

2014
23/4/83 By J S MOJAPELO
Pretoria Bureau

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A CLAIM for R15 000 by a 14-year-old Winter-
veldt girl against the South African Transport
Services and a train driver was dismissed
with costs by the Pretoria Supreme Court
yesterday.

Annah Tsatsawana Resenga, who was re-
presented by her father, Mr Resimati Wilson
Resenga, brought the action for damages
against SATS and the driver, Mr Josias Jo-
hannes Erasmus.

The girl was shot with an unknown object
from a catapult by a white man from a
moving train between De Wildt and Pretoria
at Lunross Station on December 10, 1979.

The girl, who with two friends was walking
along a private railway line, alleged she was
shot by Mr Erasmus. She was injured in the
left eye, which was later removed.

In her evidence, the girl said she had not
tried to hide when told by one of her friends
that a white man was aiming a catapult at
them. She explained she had never thought a
white man would do such a "bad thing".

Mr Erasmus denied he had had a catapult
while driving the train that day. He further
denied he had shot at the girl.

Mr Acting Justice I W B de Villiers said in
his judgment he could not find that the evi-
dence of Mr Erasmus was true or that the girl
was not telling the truth. The court could not
find that Mr Erasmus had fired the catapult.

The judge said, however, Mr Erasmus had
made a good impression to the court when he
gave his evidence. The court regarded him as
a reliable witness and he gave the court the
impression he was telling the truth.

The girl and her friends were not reliable
witnesses. They had given evidence which
differed from that they had given before the
regional court. The girls seemed to be adding
to their evidence as they went along, the
judge said.

The judge added that it was improbable the
girl could not hide when she was warned
about a white man in the train who was
aiming a catapult at them.

Mr Erasmus had been found guilty in the
Pretoria Regional Court on a charge of as-
sault with intent to do grievous bodily harm.
He was fined R400 (or 100 days).

On appeal against the conviction and sen-
tence, Mr Justice Grosskopf upheld the ap-
peal and found the State had not proved be-
yond reasonable doubt that Mr Erasmus was
the assailant of the girl.

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STRACKJED!

20 MINUTES OF HELL FOR HANDCUFFED RODNEY AS DE AAR CROWD SNEERED

Reports by LIZ VAN DEN NIEUWENHOF

THE small and timid coloured school-boy who one minute mingled with passengers at the De Aar railway station and the next found himself handcuffed to a chain cordon, has told for the first time of his ordeal.

"I didn't know what was happening or what I had done wrong I was so frightened I couldn't say anything," 13-year-old Rodney Cloete said this week as he and his teacher re-enacted the incident. This, according to witnesses, is what happened.

The time on the station clock was 3 17pm as Rodney accompanied his friend Freddie van Wyk, who was to collect his pocket money from someone at the station.

They were stepping through a crowd of people waiting for a train to depart when all hell broke loose.

Rodney, about 1,3m tall, felt a blow on the back of his neck and looked around to see the blond Railways policeman who grabbed him from behind.

The boy was hoisted up by the scruff of his neck and handcuffed to chains surrounding an old steam locomotive displayed on Platform 2.

In full view of the crowd Rodney broke down in sobs — only to draw laughter from the whites surrounding him.

Mrs Felicity Filles, a teacher at Rodney's school, was at the station seeing friends off, when the sudden commotion and the size of the crowd caught her attention.

"I went to have a look. It was the most heartaching sight I have ever seen." She saw Rodney crying and cowering from the crowd.

"It was a circus — no-one seemed to care that he was only a child." Mrs Filles said she asked the Railways policeman, a Constable Smit, who was in a train compartment talking to friends, what Rodney had done wrong.

"He said it was none of my business and that Rodney was to stay tied to the chains until the train had departed.

"I was furious and decided to ask a friend of mine, a coloured South African policeman, to help."

Constable Barend Robertson, dressed in civilian clothes, insisted on being told exactly what the charge was that warranted such action.

"He told Constable Smit it looked bad seeing a child tied up."

"The Railways policeman was terribly hot-tempered and said it had nothing to do with us, but as we persisted he said that the child was guilty of the crime."

I went on being told exactly to look and it was the most heart-aching sight I have ever seen.

THE FOLK ON THE OTHER SIDE OF THE TRACKS...

DE AAR is a hub of railway traffic in the middle of the dusty Karoo.

But the railway lines that converge at one of the busiest junctions in the country are important for another reason: they separate coloureds and blacks from the whites.

The 10 000 coloureds and nearly 5 000 blacks live on the 'other side of the track' — far from the town's 6 000 conservative white residents.

And last week's incident involving 13-year-old Rodney Cloete indicates that apartheid lives in De Aar.

The coloured community, rocked by Rodney's treatment at the hands of the SAR police, feel that racial relations in the town have been

adversely affected by the "humiliating discrimination".

Since last week's happening old sores concerning enforced discriminatory measures have been picked open again.

Coloureds said they were denied entry into 'whites only' bottle stores and were restricted to a 'non-white' bottle store opposite the station.

An attempt a few years ago to open a hotel and bottle store in the township failed because of restrictions on the title deeds of the proposed site.

Coloureds resent the absence of these facilities in their township. And coloured visitors to De Aar are presently compelled to seek

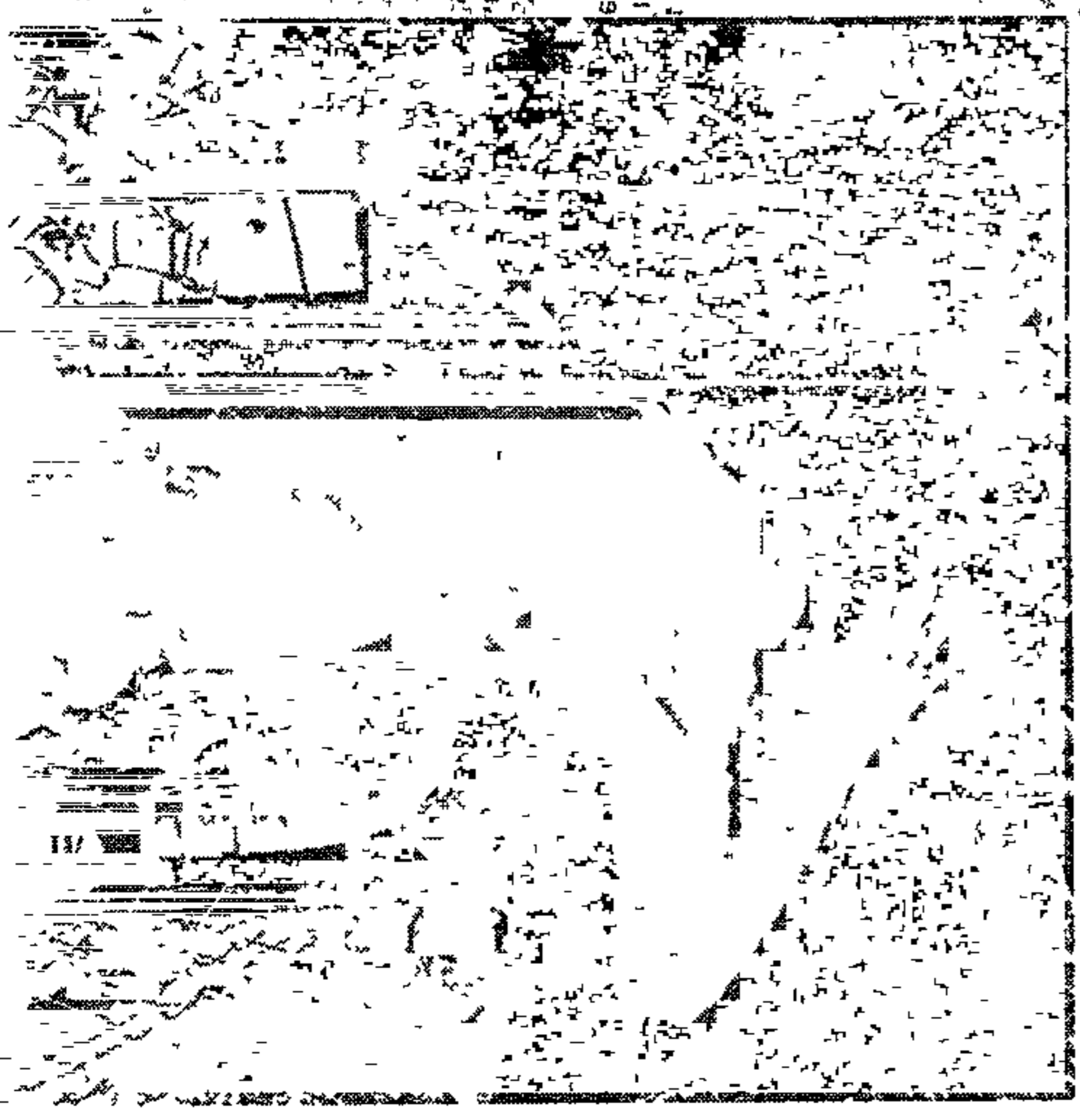
hotel accommodation either at Kimberley 200km away, or at Beaufort West, 180km away.

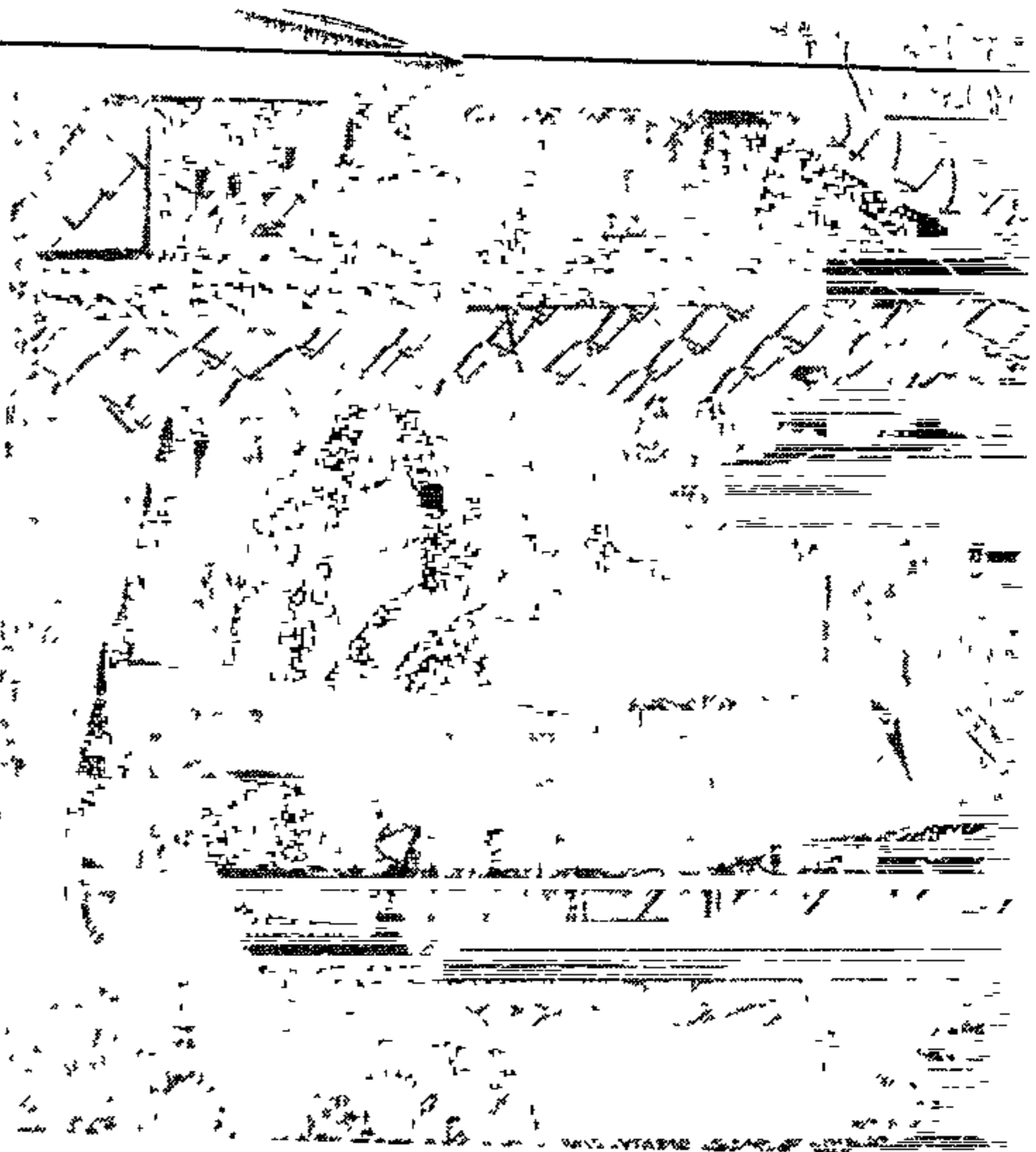
Rodney Cloete's experience at the station has also upset some white residents. Miss Marianne Booysen, who works in a local restaurant, said: "It is sickening, there's nothing more to say".

An SAR employee, Mr Pieter Bekker, said, "To subject a young being to such humiliation is disgusting. I have nothing against racial mixing personally and this kind of incident upsets me."

But it is older residents such as Oom Raddolp du Plooy, who has just turned 80, who think segregation is a good thing. He would be extremely upset if he saw it otherwise in De Aar.

Already we have seen... reasons for rejecting a 2% increase... The Minister gave 11 reasons for rejecting a 2% increase... It would have been an... centive for planting on marginal ground... The high price would have created problems if large quantities of maize had to be exported next year... Consumer resistance to high a price... Farmers would the maize this year because of the drought... The Minister said the Government had given the maize to supplement the...





A carriage full of coloured students from Kimberley then insisted that they all be arrested on the same charge

The scene, said Mrs. Filhes, became ugly and Constable Smit called other Railways policemen

Then Rodney's older brother Glen, who had also been seeing friends off, tried to intervene on his brother's behalf

He was grabbed by one of the Railways policemen, had one of his arms twisted and was told to "stay out of this"

For 20 minutes Rodney remained handcuffed

After that he was accompanied by Mrs. Filhes and Constable Robertson to the Railways police station where they laid a charge of assault

Rodney, one of four children, comes from a closely-knit and religious family

Now his father, Mr. Dennis Cloete, a former principal of Sterkaar Primary School near De Aar, feels the child's trust in people has been shattered

However, he said, he had withdrawn charges concerning the incident because Constable Smit had apologised to the family

"I told him I accepted his apology but, for my son, still felt humiliated by the act

"My son has lost trust in people, especially adults not to mention what he must think of the law"

● Young SAR policeman Constable Smit hides his face from Sunday Express Chief Photographer DOUG LEE at the railway station in De Aar this week

Sorry, but that young constable did his best, say the officials

SA TRANSPORT Services says it regrets the De Aar handcuffing incident, but believes the constable involved "did his best in the circumstances"

Mr G J le Grange, director of public relations for SATS, said in a statement, "De Aar is a large railway junction where trains come from all directions and are broken up into other trains.

"They set off in different directions and some passenger carriages have to stay over and wait on the platforms for connecting trains.

"This has led to occasional crowding on platforms and, in turn, to pick-pocketing and petty theft at the station"

Between last October and March 31 this year, 20 complaints of theft were received, four arrests made, and 58 people who had no legal business on the station were warned and asked to leave the premises, he said

A white constable of the SAR noticed three coloured boys "dawdling" among the passengers and luggage. "When he confronted them they ran away. He chased and caught one of them."

A passenger called for the constable, who then handcuffed the boy to a chain railing to attend to the passenger.

Mr le Grange added, "The passenger further indicated to more children on the other side of the train where they were not supposed to be. In the meantime some bystanders protested loudly and a large number of people gathered at the scene

"The constable then uncuffed the boy. There was no proof of a crime and he was set free. Transport Services regrets the incident, but believes that the constable, who at the time was under pressure, did his best in the circumstances."

An inquiry into Constable Smit's actions was being held all week.

Warrant Officer Hannes Smith, station commander for the SAR police at De Aar, said 20 statements had already been made

He said records at the station showed a large number of young children had been warned for wandering aimlessly around the station

Rodney Cloete, he said, had been with a group of children who all ran away at the sight of the SAR policeman, and to be able to pursue them, he handcuffed the boy to a chain on the platform

W/O Smith that it was unfortunate that the policeman involved was young and had only been working at De Aar for a short while

"He's also one of our best rugby players," he said.

25/4/83
New radar
equipment
for SA ~~(10-285)~~

RPM London Bureau (269)

LONDON — The British firm, Marconi, is to sell radar equipment worth R8 500 000 to South Africa for military purposes, the Observer of London reported yesterday

The Department of Trade has confirmed that it has granted an export licence for the equipment, which updates the S247 surveillance system which Marconi supplied in the 1960's

The anti-apartheid movement has announced that it will protest that the deal breaches the UN arms embargo

A spokesman for the SADF said last night it was SADF policy not to comment in any way whatsoever on allegations about the sale or acquisition of weapons or weapon systems

Sanca set to launch all-race bid t

By J Manuel Correia

The Johannesburg branch of the SA National Council on Alcohol and Drug Dependence (Sanca) is to launch an immediate all-race drive on two fronts to combat alcohol and drug abuse among youth.

Sanca's Johannesburg director of clinical services, Dr Sylvain de Miranda, told The Star "I am tired of the procrastination that seems to have shipwrecked the aims of the SA Foundation for Addiction Research and Education"

The foundation, supported by the Government and enthusiastically backed by big business, has been promised millions of rands by

the country's top corporations to combat the twin menace on a long-term basis

Dr de Miranda said "I and my colleagues and the people involved daily with the disasters brought about by alcohol and drug abuse cannot wait any longer for things to get moving

"The toll in human suffering is too great and the need to do something to help future generations is urgent

"We know that our programme will enjoy the support of organisations like Lions International and we are hoping part of the money earmarked for the foundation will be diverted

to this vital project"

Dr de Miranda refused to say who was responsible for the procrastination but it is understood it has not come from big business

He said the recent tabling in Parliament the Department of Health's report on 'dagga and alcohol menace, and the announcement of a national conference on the subject Durban in September, which he would add had helped prompt the programme's immediate launch.

Since the report, the incidence of conviction and abuse had risen dramatically

Sanca's Johannesburg campaign will fo-

Railway land deal to alter face of cities

25 APR 1983

269

A multimillion-rand spread of new business and commercial development is almost certain to come about with the opening up of South Africa's railway properties to privately-backed projects.

New legislation in the Railways Act which allows the sale, let or hire of movable and immovable property for any purpose" will mean that those 'shanty town' sidings which are a blot on modern city centres could eventually give way to office and residential blocks, hotels and retail complexes.

Areas which would be obvious targets for property development are in the vicinity of Johannesburg's main station

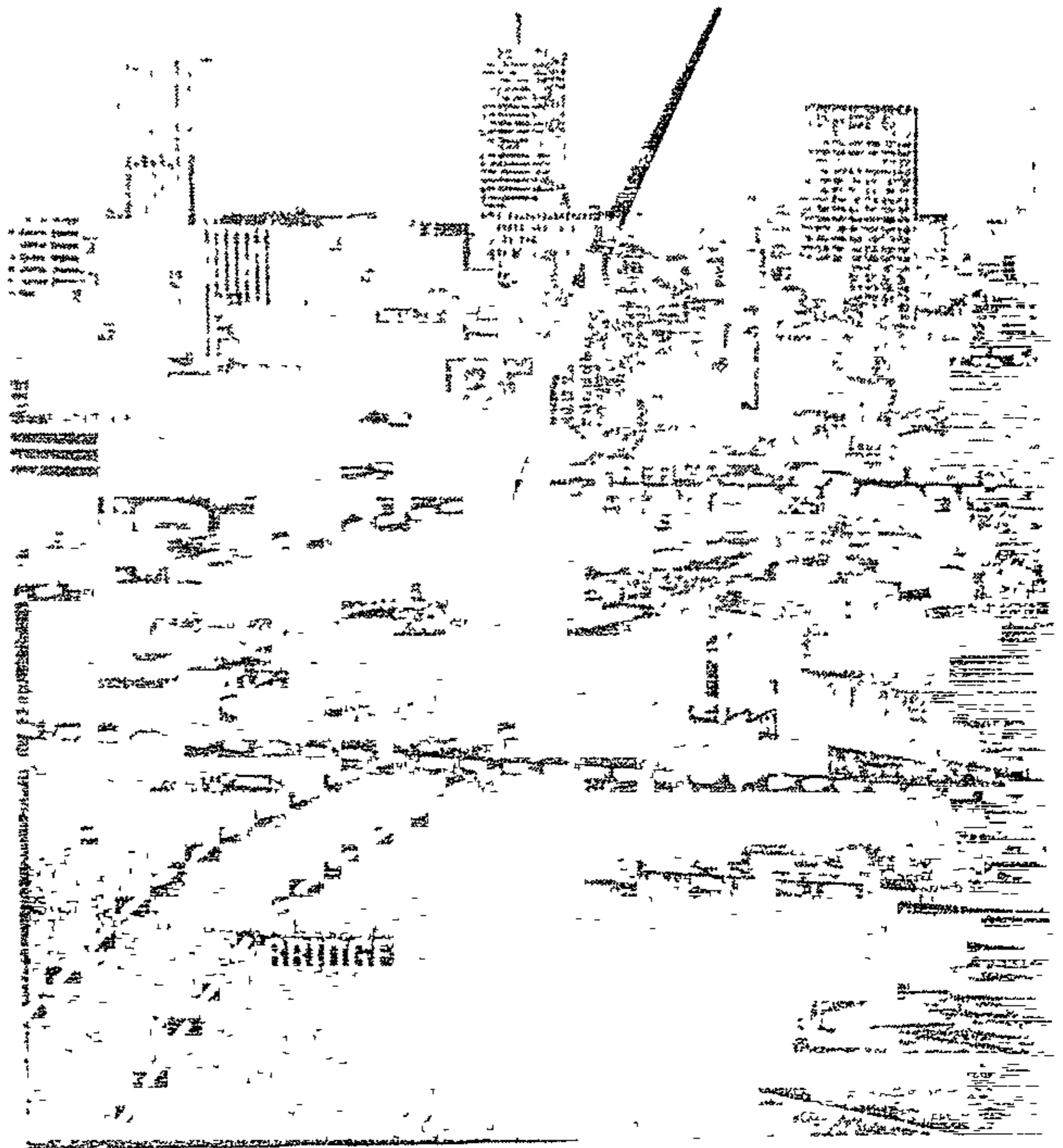
The massive rail property build-up will be nationwide

By Frank Jeans

Reef mainline centres such as Germiston and Roodepoort will also benefit

While actual build-up on rail land might still be a long way off, the Railway authorities will surely waste no time in looking now at potential projects to complement city developments

Railways officials must also be taking note of overseas rail networks, which have long developed unused land in



South African Railways are to sell off underutilised land on the north-western Braamfontein. Such a venture would have a direct effect on Newtown (to the right of)

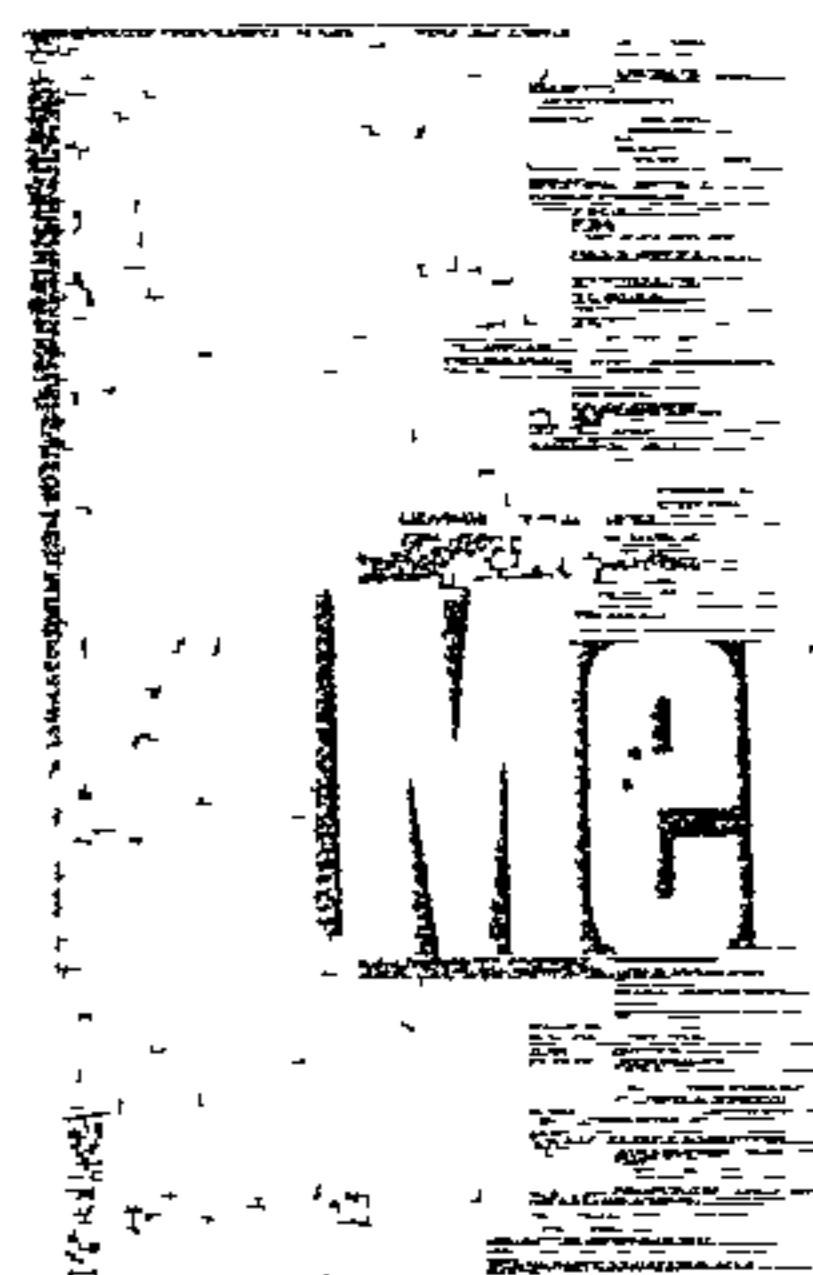
partnership with private enterprise

The 'freeing' of air rights over city rail tracks clears the way for exciting new projects, with commercial blocks straddling lines and, for instance, bridging the gap between Braamfontein and central Johannesburg

Mr Alastair Barclay, executive director of property economists Richard Ellis says This is

an excellent opportunity for future development. The area around Johannesburg station is a natural one for office projects because of access for commuters — important in the light of the parking problem

"We also have a divided city at present because of the rail lines. Development above and beside them could spark off a whole new business expansion phase in the south which has always been a dead area



Govt must

act to save Sats

Industrial Week

26/4/83

269

~~222~~

Staff Reporter

THE Transport Industry is at the crossroads as South African Transport Services (Sats) - an ailing giant that has lost over R500-million in the past 11 months - seeks a solution to its massive drop in goods traffic

Of the R514-million deficit shown by Sats, lost goods revenue accounts for R385-million, or 75%. Sats is slowly bleeding to death, and the Minister of Transport Affairs, Hendrik Schoeman is expected to act fast

Industry sources say that the Department of Transport will have to revise radically the Road Transportation Act which, until now, has succeeded in protecting Sats from private sector competition. For a time it looked as though the philosophy of tying private transport operators to a rigid permit system, with every application closely scrutinised by the Road Transporta-

tion Board and Sats, was working

But the deepening depression has exposed a vital flaw. A boom-time tariff book for rail traffic doesn't work when times are bad, say observers

This is why business is being switched to road traffic legislators and Sats top executives acknowledge that Sats is not able to compete with the private sector on its present basis of operation. Neither are the authorities able to police the permit system

Hence the need for drastically revised rules which, in the opinion of many, will necessitate giving rail services a freer hand in fixing tariffs

Review

Said a senior Sats executive "The difficulty with rail is that it is at its most efficient when carrying low-tariff traffic, such as minerals. Unfortunately, this traffic doesn't merit the revenue requirements and we must have high tariff traffic, too"

Sats says it is in the advanced stages of a total transport review, embracing all related services, air, land and sea

One informed source said that among options that might be considered is the abandoning of the Sats road operation in favour of private road transport facilities

"One argument says that since Sats road transportation handles little more than 1% of total goods traffic travelling by road, this could be carried by private operators. But

they would also have to take on the uneconomic rural and border services which are causing Sats to run into the red," said the source

This would be counter to Government's declared intention to push Sats road transport deeper into the private sector market in competition with professional carriers

It would also effectively eliminate a potentially vital buffer for rail services against competition from private road transport operators

The situation has reached stalemate because Sats Road Transport is hamstrung by the same legislation that shackles private operators - the permit system

Beta deal for experts

ITALIAN manufactured Beta Utensilli range of tools, used exclusively by "formula one" racing teams such as Ferrari, Brabham, McLaren and March, are now available locally through Tool Tyrequip, writes Lynn Carlisle

According to marketing director Des Hillary, the range is backed by a lifetime guarantee

"As exclusive franchise holders we will stick to the last detail of the warranty," said Hillary

A full complement of tools for the panel beater is also included in the range

For further details contact Tool & Tyrequip, (011) 739-2484/5

Private operators, in the meantime, carry on hauling anything and everything that they can get hold of

There is no shortage of customers as the battle for business intensifies

so what were the circumstances surrounding the shooting

- (2) whether any persons were shot and (a) killed and (b) wounded if so, (i) how many and (ii) what are their names in each case
- (3) whether any persons were arrested in connection with the incident, if so for what offence in each case,
- (4) whether any inquiry into the incident is being held if not, why not,
- (5) whether he will make a statement on the matter?

The MINISTER OF CO OPERATION AND DEVELOPMENT (for the Minister of Transport Affairs)

- (1) Yes Two Black members of the SA Railways Police Force on duty in plain clothes were confronted and attacked by four Black males suspected to be members of a gang of robbers. An effort was made to rob one of the policemen of his official fire-arm. The policemen acting in self defence fired several shots
- (2) Yes
 - (a) (i) Two
 - (ii) Johannes Mogagala and Zambulani Klossi
 - (b) (i) One
 - (ii) David Siphwe Magagalo
- (3) Yes, one was arrested on a charge of robbery
- (4) Yes
- (5) No, as the matter is *sub judice*

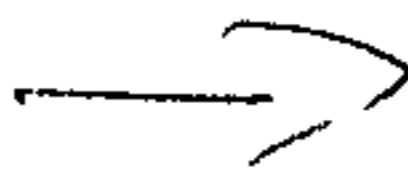
†Indicates translated version

For oral reply

269 *Harvard Q. Col. 1139-1140*
Railways Police: shots fired in train compartment *29/4/83*

*Mrs H SUZMAN asked the Minister of Transport Affairs

- (1) Whether any members of the Railways Police Force fired shots in a compartment of a train *en route* to Soweto on or about 15 April 1983 if



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Act 'will force small hauliers off market'

SMALL road hauliers face being forced out of the market if they have to contend with falling volumes and "protectionist" amendments to the Road Transportation Act introduced recently

"The amendments are bound to lower the efficiency of transport and have a detrimental effect on the economy," says the Public Carriers Association

The rapid development of the inter-city express parcel delivery service unquestionably demonstrates the need for normal postal and SATS services to be complemented, according to the PCA

A slump in the economic growth rate from 8% in 1981 to negative growth last year is one of the reasons necessitating "protectionist" amendments to the Act, according to the Ministry of Transport.

When the economy began to slump and goods volumes fell, increased competition in the industry led to contraventions of the Act which necessitated stricter measures

The amendment to the one-ton vehicle exemption means that operators of these bak- kies will now have to apply for a permit to operate an inter-city express road service

The PCA fears that implementation of this amendment will render "a necessary service impracticable and inefficient"

By Amrit Manga

In addition, amendments to section 2 of the Act imply that the transport authorities could prevent the conveyance of any goods even if a valid permit is held for the transport of such goods, says the PCA

"To remove or curtail the service of private road carriers will certainly force commerce and industry to revert to the already inadequate State services," says the PCA

The PCA objects to these amendments, saying they are unwarranted interference in private-sector operations which will lead to wastage and an increase in costs to both the public and private permit holders

"SATS increased the volume of goods handled by its road operations by 29% over the past year at the expense of the private sector and regardless of the economics of the situation," says PCA vice-chairman Phil Erasmus

The SATS has been quoting tariffs up to 50% lower than the private sector and so introducing a substantial loss into the industry, says Mr Erasmus

~~203~~ 269

Court told of train assault

By Fiona Macleod

The wife of the Transkei Minister of Justice was assaulted by two South African Transport Services employees when she entered a "whites only" coach at the Johannesburg station, a city magistrate heard yesterday.

Mr John Khaka, who accompanied Mrs Pamela Letlaka and two

friends to the station, described the alleged assault at the trial of Mr Gert Petrus Slabbert (38) and Mr Gerrit van Rooyen (35), both of Vrystraat Street, Volksrust.

He said the women had first-class tickets and they boarded a Maritzburg first-class coach

He said he accompanied them to their compartment when a conductor and another man pushed him and said "We will kill the kaffirs"

Mr Khaka said the conductor hit him with an open hand on the back of his head. "Another conductor

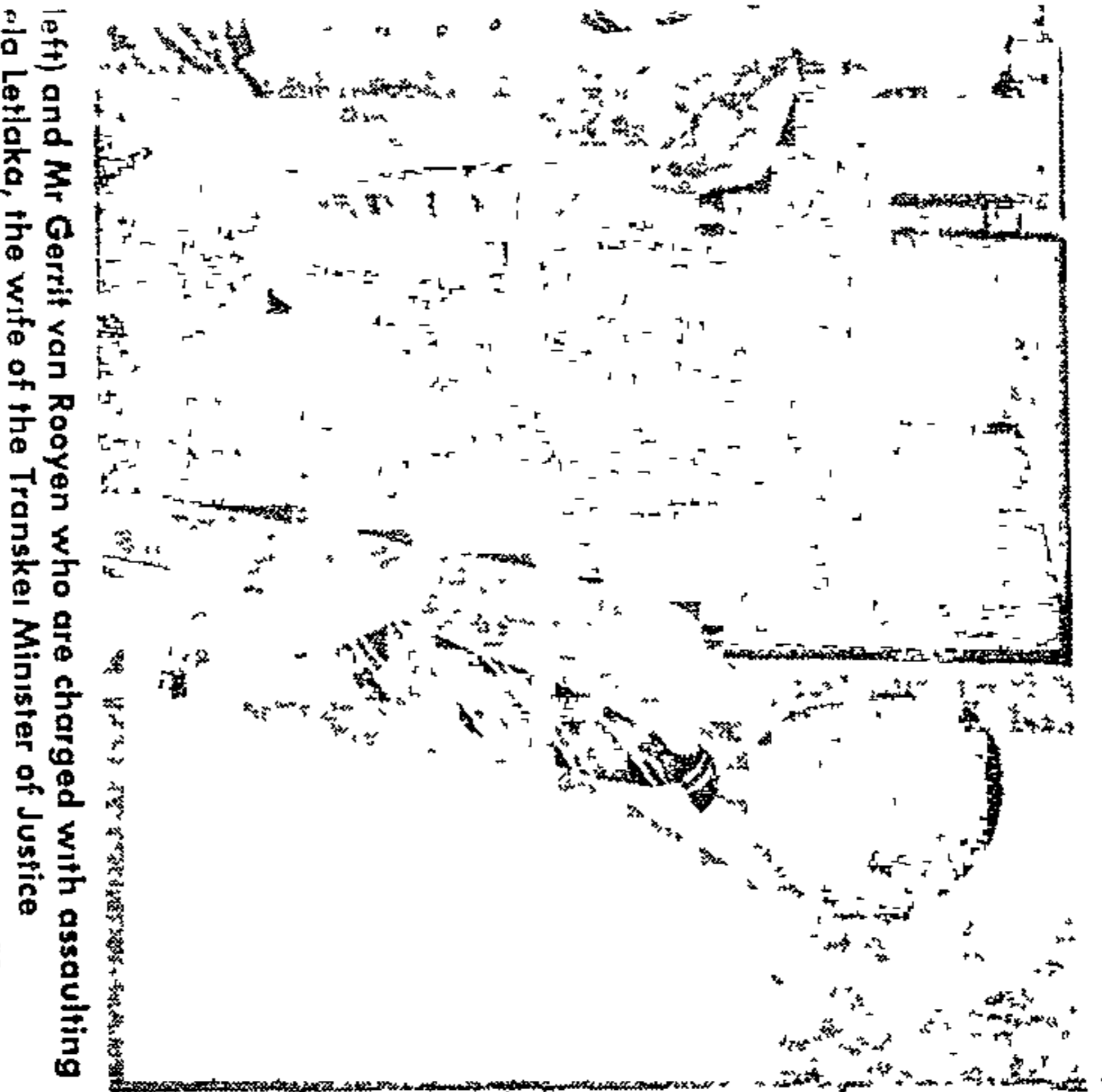
came and Mrs Letlaka told him she had a first-class ticket. He threw the ticket on the ground and grabbed her jacket."

Mr Khaka said he left as the conductor started shaking Mrs Letlaka. When he returned, the conductor was hitting her. She was fighting back

"I managed to stop them and we ran off the train," he said

Mr Slabbert and Mr van Rooyen have pleaded not guilty to assaulting Mrs Letlaka, Mrs Precious Nozikhumbuzo and Mrs Glenrose Mwandia on June 9 1981

The trial continues today. Mr C.A. Alcock is on the Bench. Mr T. Triantafyllou is prosecuting and Mr I. Greyling, instructed by the State Attorney, is appearing for the two men



left) and Mr Gerrit van Rooyen who are charged with assaulting Pamela Letlaka, the wife of the Transkei Minister of Justice

itzburg

AND ALLIED WORKERS UNION

New island playground for SA? ⁽²⁶⁹⁾

By Richard Paris,
Air Correspondent

3 MAY 1983 SAA

South African Airways is to inaugurate a regular air service between Johannesburg and the Indian Ocean island of Moroni in the Comores within weeks, claim tour operators

The operators have been advised that SAA is in the final stages of negotiations with the Comores Government for an air service that will begin with a weekly Boeing 737 flight from Jan Smuts to Moroni which, with other islands in the group, are being developed as the next major holiday playground in the Indian Ocean

Chartered jets and turboprop aircraft already take tourists from the Reef to the islands in two and a half hours.

"The Comores, including the French dependency of Mayotte, are the nearest tropical paradise islands for South Africans and it should cost little more for people to fly there than to Cape Town from Johannesburg," said one tour operator

The public relations officer for SAA, Mr J C van Rooyen, said yesterday the link was still speculation

SAA was interested in expanding its network but traditionally did not discuss details

until they were finalised.

Should such a service be started, it would be announced by the Minister of Transport, he added.

The claims of a scheduled jet air service for the Comores follow a report in a Johannesburg morning newspaper that a group of South African and French businessmen have joined forces with the Comores Government to build a string of luxury resort hotels in the islands

A company called the African Environmental Association was expected to begin construction in June on projects costing up to R100 million on Moroni and Moheli, the report said

The hotels would be managed by the Sheraton Hotel Corporation based in the United States

It is understood SAA is keeping a low profile about the new service at the request of the Comores Government until an agreement has been finalised, possibly this week

Hotel accommodation is said to be limited, but adequate for a weekly service from Johannesburg

Connecting air services to the other islands in the Islamic republic and French Mayotte — most of which are in sight of one another — will focus even more attention on the area

Men deny assault on Transkei VIP's wife

By Fiona Macleod

South African Transport Services workers yesterday denied assaulting the wife of the Transkei Minister of Justice, Mrs Pamela Letlaka, when she entered a "whites only" train coach.

Mr Gert Petrus Slabbert (38) and Mr Gerrit Thomas van Rooyen (35), both of Vrystaat Street, Volksrust, appeared in the Johannesburg Magistrate's Court.

They are charged with assaulting Mrs Letlaka and two friends, Mrs Precious Nozikhumbuzo and Mrs Glenrose Mwanda, on June 9, 1981.

They have pleaded not guilty.

Mr Slabbert, a conductor, said the train was about to leave when an excited woman demanded his name and number, saying he had assaulted her. He did not have the time to question her about this.

Mr van Rooyen, a ticket inspector, said he politely asked Mrs Letlaka and her companions to leave the "whites only" coach after people had complained to him.

He said he saw a colleague, Mr Vosloo, assaulting them as they left the coach and told him "Vossie, don't hit the people". Vosloo, who was not on duty that day, had since been convicted of assault.

At a previous hearing Mrs Letlaka told the court Mr van Rooyen hit her with his fists and open hands.

The magistrate, Mr C A. Alcock, postponed the case to May 25 for judgment.

Muller reappointed in defiance of council wish

269 *Muller*
Municipal Reporter 5/5/83

THE Minister of Transport has ignored objections by Durban City Council and reappointed Mr Gys Muller to the Local Road Transportation Board.

Last night Mr Muller, who has already served two terms on the board said: 'I left the matter in God's hands and I see the outcome as His will. I am looking forward to getting back to work. It is one of those

jobs where you can really do your very best to serve your country and your community'

But the city's Management Committee chairman Neil MacLennan sees the appointment as an extraordinary slap in the face for the council

He pointed out the council had made it quite clear it did not think Mr Muller a suitable representative on the board

Mr Hendrik Schoeman was not available for comment yesterday but Mr Riaan Ecksteen, Director-General of the Department of Transport, confirmed Mr Muller's appointment

'Mr Muller has plenty of experience in board matters. He has proved capable and made a valuable contribution to the board in the past.'

The appointment marks the end of months of wrangling, including a council application to the Supreme Court to challenge Mr Muller's place on the board.

The matter was settled out of court when the minister backed down on Christmas Eve.

Although the council had voted R30 000 for legal expenses, it was agreed that the Department of Transport would pay the costs.

Changed

Another city councillor, Mr Pieter Breytenbach, was appointed on a temporary basis until May 1.

Since December the minister changed the Transportation Act and the council no longer has a say in board membership.

He had asked the Natal Municipal Association to forward names.

The council forwarded the name of Mr Trevor Potgieter, a Coloured-Local Affairs Committee member.

Instead the municipal association had forwarded the names of Mr Johnny Wragge, Mayor of Port Shepstone, Mr Phillip Steenkamp, Mayor of Empangeni and Mr Willem Coetzee - a Stanger councillor

TUCSA reversed its previous decision and voted at its Conference to exclude unions that were not registered in terms of the Industrial Conciliation Act. Subsequently several unions reaffiliated.

1971 Urban Training Project established to provide organisational, administrative and educational assistance to workers and their organisations. General Factory Workers Benefit Fund formed in Durban to assist workers in Natal

1972 Black Allied Workers Union formed

1973 TUCSA recommended that its affiliates set up parallel unions for black workers

Trade Union Advisory and Co-ordinating Council (TUACC) was formed in Durban to assist and advise workers and workers organisations.

For Industrial Education established in Durban to provide resources for workers

ve Committee of Trade Unions founded in the Transvaal. It will the unions associated with the Urban Training Project

Province Workers Advice Bureau formed in Cape Town to provide information about working conditions and rights.

ed to reopen its membership to black unions.

L Aid Society formed in Johannesburg to provide assistance to ent trade unions

onsultative Council of S.A.R. & H. Staff Associations with- group membership of the S.A. Confederation of Labour enabling rs to join on an individual basis.

ican Central Labour Organisation formed by the General Secret- two unaffiliated unions, the Amalgamated Engineering Union and Footplate Staff Association

or Industrial Workers of the Witwatersrand formed as the ng and co-ordinating body of the Industrial Aid Society and vual branch of the Metal and Allied Workers Union

Province General Workers Union grows out of the W.P. Workers Bureau

ican Allied Workers Union formed by breakaway members of BAWU meeting of the Federation of South African Trade Unions

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Turn was inadvisable, officer tells inquest

269

STAR E 6 MAY 1983

Own Correspondent

CAPE TOWN — The officer of the watch on board SAS President Pretorius said SAS President Kruger's turn towards the fleet replenishment ship SAS Tafelberg during anti-submarine exercises in February last year was "inadvisable".

Sub-Lieutenant Kevin Ernest Packer was giving evidence yesterday at the inquest into the death of Chief Petty Officer Donald Webb

Chief Petty Officer Webb's body was recovered from the sea after President Kruger sank as a result of colliding with Tafelberg. Sixteen men were lost and Chief Petty Officer Webb's body was the only one recovered.

Sub-Lieutenant Packer said he saw the echoes of Tafelberg and Kruger on the bridge radar display at about 3 50 am.

He could not see the ships as they were on his stern, he said.

He saw the echoes of the two ships gradually draw closer and then merge.

Sub-Lieutenant Packer said that at 3.51 am a signal from Kruger reported that she had collided with Tafelberg and was sinking.

"About 6 000 yards separated Pretorius from Kruger's position. I altered course for her position and, under command of the captain, Commander Vorster, the ship was readied for a rescue operation.

"On closing Kruger's position it was not possible to see the extent of the damage. She was listing to port. Pretorius engaged in rescuing survivors from the sea in the immediate vicinity and at 5 28 am it was logged that SAS President Kruger had disappeared. I did not see her sink as we were going about rescuing survivors," Sub-Lieutenant Packer said.

The inquest continues.

The presiding officer, Mr C F W van Zyl has two assessors, Mr L P Francis and Rear-Admiral G N Green. Mr Frank Kahn is leading the evidence for the State assisted by Mr J H Barnard.

Kruger officer admits he disobeyed instructions

17 MAY 1981

Stat 269

Own Correspondent

CAPE TOWN. — A South African Navy Lieutenant-Commander yesterday admitted that he had disobeyed orders by not complying with the minimum passing distances specified in the captain's standing instructions.

Lieutenant-Commander F H Visser, Officer Commanding the Tactical Anti-submarine School at Simonstown, was giving evidence at the inquest into the death of Chief Petty Officer Donald Webb when SAS President Kruger sank last year.

In reply to questions by the Deputy Attorney-General, Mr Frank Kahn, Lieutenant-Commander Visser said his training and seagoing experience had taught him that infringing the laid-down minimum distances was normal practice.

Throughout his naval career he had very seldom seen them complied with.
His interpretation of the mini-

imum distances was that they were valid for shipping encountered and not for ships involved in exercises. If officers had to comply with the minimum distances when changing sectors in an anti-submarine exercise they would lose a lot of time and leave waters unswept.

He agreed with Mr Kahn that the captain would not know ahead of time whether his ship would turn inward or outward from the main body when changing sectors or how close it would come to the main body.

Mr Kahn said the captain would therefore not know how safely his ship was passing another ship. "This is the crux of the case," he said.

Lieutenant-Commander Visser said all captains had to rely on the judgment of their officers at some stage to manoeuvre the ship safely.

After further questioning by Mr Kahn, Lieutenant-Commander Visser said he felt the inquest was holding him personally responsible. "I am being taken to the cleaners and I am a bit upset," he said.

He felt that the evidence he was giving and reports in the newspapers would reflect badly on his career. "Disobeying the captain's orders was a serious offence but it was accepted practice and was being blown into proportions he personally did not like," he said.

Discipline on Kruger tight, says officer

Own Correspondent 18 MAY 1983

CAPE TOWN — A Principal Warfare Officer (PWO) on board the South African Navy flagship SAS President Kruger yesterday denied that the frigate was a "slack ship".

Lieutenant-Commander F H Visser told the inquest into the death of Chief Petty Officer Donald Webb that he must remove himself completely from Mr J P van Niekerk's assertion that in terms of discipline the Kruger was slack.

Discipline was tight, the ship was well run, and nobody would convince him otherwise.

Commander Visser agreed with Mr van Niekerk that on board a well-run ship everyone should know and understand all the rules and regulations.

Mr van Niekerk put it to Commander Visser that the captain should have decided the minimum passing distances to be adhered to.

Earlier Commander Visser told Mr van Niekerk (for Sub-Lieutenant R Pickstock) that he was profoundly unhappy with evidence he gave admitting he had disobeyed his captain's orders by infringing minimum distances and not calling the captain for changes in station.

The presiding officer, Mr C F W van Zyl, asked Commander Visser what example he as training officer had given junior officers regarding minimum passing distances. He replied that he went inside the minimum distances and that the junior officers must have seen him do it.

Referring to earlier evidence about possible dissatisfaction among junior officers on board President Kruger, Commander Visser said junior officers always "muttered".

Mozambique slaps ban on SAA flights

By GEOFFREY ALLEN

MOZAMBIQUE has imposed a ban on South African Airways using its airspace following the SAAF raid on ANC bases near Maputo. The airline does not know when the ban will be lifted.

The next scheduled SAA flight to Blantyre, Malawi, is on Monday. But it won't go unless the airspace ban is lifted.

"We do not know what the situation will be on Monday but at the moment the airspace is closed to us," said Mr J C van Rooyen, an SAA spokesman.

On Monday, following the SAAF raid on Matola, SAA cancelled flights to Maputo and Blantyre.

Mr Van Rooyen confirmed that the airline had been notified of "the events in that airspace" while the SAAF attack was in progress.

"As we are users of that airspace, it is fair to assume that we were aware what was going on," he said.

Road and rail links with Mozambique were as busy as ever yesterday and police spokesmen in Komatipoort,



Mozambique's Foreign Minister, Mr Joaquim Alberto Chissano... no UN Security Council session.

the main border link, said everything was normal.

Railways spokesmen said there had been no interruption in passenger and goods train services.

In Maputo, Mozambican Information Minister Mr Jose Luis Cabaco yesterday warned Mozambicans to ex-

pect more South African air attacks, reports Sapa-Reuter and Associated Press.

However, he said Mozambique would still hold talks with South Africa and was "prepared to participate in any initiative designed to preserve peace in the region".

In New York, Mozambique's Foreign Minister, Mr Joaquim Alberto Chissano, said yesterday his government would not ask for a United Nations Security Council session on the SAAF attack because "we have other ways to respond to provocations".

Mr Chissano met UN Secretary-General Mr Javier Perez de Cuellar to discuss the raid and said afterward his government would continue to support the ANC.

He denied that Mozambique had anything to do with ANC raids inside South Africa but added "We will continue to fight until apartheid is down".

He said Friday's car bomb explosion in Pretoria "belongs to South Africans internal struggle against apartheid".

Mr Chissano is one of about two dozen foreign ministers who are at the United Nations to take part in a Security Council debate on the South West Africa issue.

He said he would denounce the South African air raid when he speaks in support of early independence for South West Africa.

269) Hansard Q. Col. 1385-1386
Trains separate travelling facilities
25/5/83

*19 Mr J H VAN DER MERWE asked the Minister of Transport Affairs †

What is the policy of the Government in respect of separate travelling facilities for Whites and Non-Whites on trains?

The MINISTER OF TRANSPORT AFFAIRS

To provide separate travelling facilities to White and Non-White passengers. However, exceptions are made under special circumstances

25 MAY 1983

1386

Black person in passenger coach for Whites

*20 Mr J H VAN DER MERWE asked the Minister of Transport Affairs †

(1) Whether a Black person, particulars of whom have been furnished to the South African Transport Services for the purposes of the Minister's reply was conveyed on the Johannesburg-Port Elizabeth train in a passenger coach for Whites in May 1983 if so why

(2) whether he will make a statement on the matter?

†The MINISTER OF TRANSPORT AFFAIRS

(1) and (2) Yes, the passenger was one of 180 scholars from a private school who travelled as a group on the train in question



Currently some 25% of bus companies' income is derived from subsidies, but this system must be phased out. Ultimately commuters, such as these passengers waiting to board their buses below Port Elizabeth's Market Square, will have to pay more.

269 *E. Post* 26/5/83
Transport subsidies very costly

KLERKSDORP — In the past financial year, R920 million was paid out in direct and indirect subsidies to public — train and bus — transport Dr P J Welgemoed, chairman of the Commission of Inquiry into Transportation, said here

Opening a new R3.2-million Western Greyhound bus depot Dr Welgemoed said bus companies in the Republic obtained about 25% of their income from subsidies

And he added, "subsidisation of worker commuters will have to be phased out in some or other way in the long run"

"Since subsidies have economic, social and political connotations the commission recommended a select committee of all parties in Parliament to draw up a timetable to phase out subsidies"

Dr Welgemoed said long talks had been held about the desirability or undesirability of subsidies

"The commission received a great amount of oral evidence and literature about subsidies

"From this it is clear that by far the majority of peo-

ple and bodies with practical knowledge of the passenger transportation business are of the opinion that it is necessary to subsidise bus passenger transportation

"However, there is also a school of thought that subsidies will probably not be needed if all restrictions on passenger transport are lifted and the free market is allowed to determine fares"

There had been a number of reasons why the commission could not support this view

"The commission came to the conclusion that we cannot continue with subsidisation at the present rate," Dr Welgemoed said

"Politicisation," he said "is one of the most serious problem areas developing in public transport, and in bus transport in particular

"The commission has underlined the subject heavily, because of the grave consequences this matter has This is a matter which is slowly but surely getting out of hand

"I do not wish to throw stones, but I do wish to request that all political par-

ties, and denominations that play a part in this, refrain from doing so Disturbances continue to occur and are not always concerned with bus transport, and if the situation is not defused in some way, it will become progressively worse

"It is already happening that when people no longer get beer, as happened a short while ago, they burn buses The worst thing about this is that tariff increases are not at issue here The matter goes deeper than tariff increases These are people who use bus transport for political purposes

"The fact remains that it is much more difficult to get things done when those who should be helping you are trying to block progress merely in order to try and score political points Bus passenger transport is too fundamental a need for economic progress for it to be left at the mercy of those who do not mean well with it

"The fact that the commission is in favour of de-politicisation of the subject does not mean that the in-

attention is to sweep the problem under the mat but rather that the problem can be addressed free from the deliberate bias or distortion or overemphasis, call it what you like, which is inherent in party politics"

On tariff increases, Dr Welgemoed said the present procedure in regard to applications for tariff increases can be improved and speeded up

"The delays experienced at present make it not only difficult for the supplier of transport services but also for the Department of Transport to follow a sound financial policy The result of this is that tariffs have to be adjusted by large amounts at times and these large adjustments arousing some degree of resistance among travellers

It was found by the commission that the time lag from the date of application to the date of implementation could vary in practice from three to 15 months The normal period seems to be about six months

The commission therefore recommended that the procedures related to tariff

increases be adjusted so that it not only speed up the procedure, but also that a mechanism should be established for responsible and orderly consultation This consultation must be between the bus user, the authorities and the supplier of the bus service

"In our country we are fortunate in that our slum problems are, seen in terms of the world picture, relatively minor

"It is, however, most important that we should be aware of the situation and that the danger of the problem getting out of hand should be kept in mind

"Transport plays a primary role in the process of economic development The problem of getting people to work at reasonable cost is fundamental but transportation costs alone should perhaps not be the deciding factor

"The overall considerations should be whether people are economically active or not, whether transport costs are justified or not in a wider sense, social stability, etc

Memo highlights 'shocking' plight of private hauliers

269

Mercury 2/6/83

Mercury Reporter

THE 'shocking' plight of hundreds of private hauliers refused permits by local road transportation boards to transport goods in competition with the Government-owned South African Transport Services has been highlighted in a memorandum drafted by the Private Hauliers' Association

Mr Ramcharitar Panday, the South African Indian Council's spokesman on transport matters, said last night the 'free right' of people to earn a livelihood from their businesses was being threatened

'This is a shocking state of affairs and we want the Government to investigate it as a matter of urgency,' he said

'It is no secret that SATS is running at a great loss. It is also ironic that one of their first attempts to recoup some of the los-

ses was straight away aimed at private truckers who are mainly Indian,' he alleged

'It points towards an ominous sign of latent discrimination'

Mr Panday, who is also the chief spokesman for the hauliers' association, said the memorandum had been given to the SAIC for forwarding to the minister

'We are pressing for an urgent investigation,' he said, claiming that many industrialists, particularly on the Reef, had been 'coerced' into using the Railways because private hauliers were often denied permits

Mr Panday said the minister was being urged to grant annual permits to private hauliers to enable them to offer their services even in competition with the Railways

Crackdown on truckers is intensified

By Colleen Ryan

The Department of Transport and police are intensifying their crackdown on hauliers who transport goods illegally.

Last Friday scores of trucks travelling on the Johannesburg/Durban road were stopped at a roadblock in Grootvlei. One truck was confiscated and 30 drivers later appeared in the Balfour Magistrate's Court charged with infringements of the Road Transportation Act.

The roadblock was manned by police and Department of Transport officials who were checking that trucks had permits to transport their goods.

The chief magistrate of Balfour, Mr P J Venter, confirmed that one truck was impounded and that 30 drivers were fined R500 for transporting goods without a Road Transportation Board permit.

Roadblocks are being set up regularly in an effort to curtail the activities of illegal operators.

Similar checks were made in Maritzburg and Villiers in March when

police checked the contents of some vehicles.

The situation has reached crisis point because of the decline in transport trade.

A 30 percent reduction in traffic through Durban Harbour, coupled with the general decline in the country's economy, has resulted in a deterioration of the relationship between private transporters and the SA Transport Services (SATS).

Faced with a staggering R514 million deficit in its last financial year, SATS is making a determined effort to capture a larger share of a declining market.

The executive director of the Public Carriers Association (PCA), Mr Jack Webster, said today his organisation was not opposed to the crackdown on "unauthorised" transporters.

"While we do not support all aspects of the road permit system, we have to obey the law.

Unauthorised hauliers were taking business away from members of the PCA who held the necessary permits, he added.

269 Hansard 3/6/83
National Transport Commission
Q. 61. 1462 - 1463
13. Mr. D. W. WATTERSON asked the
Minister of Transport Affairs.

1463

FRIDAY, 3

(a) What are the names of the members of the National Transport Commission, (b) what companies or bodies does each such member represent and (c) what are the (i) qualifications and (ii) professional achievements of each member?

The MINISTER OF TRANSPORT AFFAIRS:

(a) Mr A. B Eksteen, Chairman (Department of Transport—*ex officio*)
Mr H. C. van Zyl (Commissioner for Road Transportation)
Mr B Slabbert (Commissioner for National Roads)
Mr J J S Germishuys (Commissioner for Civil Aviation)
Mr E F Nicksch (Commissioner for Urban Transport)
Mr J C. de Waal (nominated by S A Transport Services)
Mr M. J. van Zyl
Dr R Knobel
Capt. S Pienaar (nominated by the Civil Aviation Advisory Committee)
Prof D. W de Vos
Mr J A. S Louw
Lt Genl I Lemmer

(b) and (c) (i) and (ii) The present members are all appointed in terms of section 3 of Act 44 of 1948 and comply with all the requirements of that section with regard to expertise.

Black ²⁶⁹

~~Mercury~~
women

can be

7/6/83
Durban

bus
drivers

African Affairs Reporter

THE Durban Transport Management Board has thrown its doors wide open to African women — and they could become bus drivers

Mr Alan Dray, deputy general manager of the board, said the women were paid the same as men.

The women were being trained in various fields such as bus parking in the depot

Some were petrol attendants, some were bus cleaners and they undertook any job which had been regarded as exclusive for men

Asked if they could become bus drivers, Mr Dray said there was nothing to stop them if they qualified

He said the women had undergone the department's test and those who passed would be employed in all capacities.

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a

in *Annie Hall* Her performance, free of her familiar manner is sensitive and... is perhaps a little too much contrast in role as a dedicated teacher of deaf children and a pill-popping freewheeler by

the film offers a... and if it does not... come over in... Africa, that's cen... for you
Lynne Kelly

Arto val

onrad Hoekstra (cel...), Gerrit Hoekstra (trumpet), Andrew Arburton (piano), Richard Cox (tuba) and... Diegel (piano);... items — the... Overture... Beethoven and the... Rossini... Musicales —... open and close the... programme... for soloists will include the first movement of *Oboe Concerto* by Mozart, the second movement from... Mozart's fourth *Horn Concerto* *Kol Nidrei* for... by Max Bruch... *concertino for Trombone* composed by... Michael Hankinson, and for piano the... *Polonaise brillante* by Chopin and Cesar Franck's... *phonie Variations*... concert will begin at 7.30 pm and tickets are 150 and 50c for students, children and... Admission free to members of... of Music Seats are unreserved but... are available in... at the City... all

itts in ncert

... Visions Fugue for piano She is a... performer on... and TV... Coutts is also in... to accompany... acclaimed counter... Richard Cock in a... re-recital at the... Hall on Friday... has chosen a... programme for... lunch-time... items will include... by Dubois, *Bells*... *Three Characteristic*

Durban's bus appeal postponed

Municipal Reporter 8/6/83

DURBAN City Council's appeal to desegregate some of the city's bus routes has been postponed until August 1

The National Transport Commission was due to consider the appeal yesterday but cancelled the hearing

Mr Alan Bray, deputy general manager of the Durban Transport Management Board said the only mutually satisfactory date was in August.

In December last year the council was refused

permission by the Local Road Transportation Board to make some routes multiracial. The ruling was greeted with shock and dismay by most councillors because the application had been based on advice by the Minister of Transport Mr Hendrik Schoeman

He had suggested that the council should apply to desegregate only those routes which would not affect private bus operators

This was done and there was only one written objection to the desegregation of the black service and three written objections to the white service going multiracial

The council wants to give the choice of the more expensive blue line service (now for whites only) or the cheaper green line

... going through the bus, I will consider doing regular stunts,' she said.

Yvonne said she did motorcycle scrambling 'just for fun' and also rode a 750 cm³ motorbike

The manager of Kings Park raceway, Mr Buddy Fuller, said as far as he knew the stunt had never been done by a woman

'Yvonne will be using quite a large, powerful car, probably an old Valiant. The ramps will be set about 8 m from the bus, and she will hit them at around 100 km/h, and travel through the lower deck

BLARNEY BROS.

PARTY TONIGHT!

AND EVERY WED. & FRID. at THE BARN

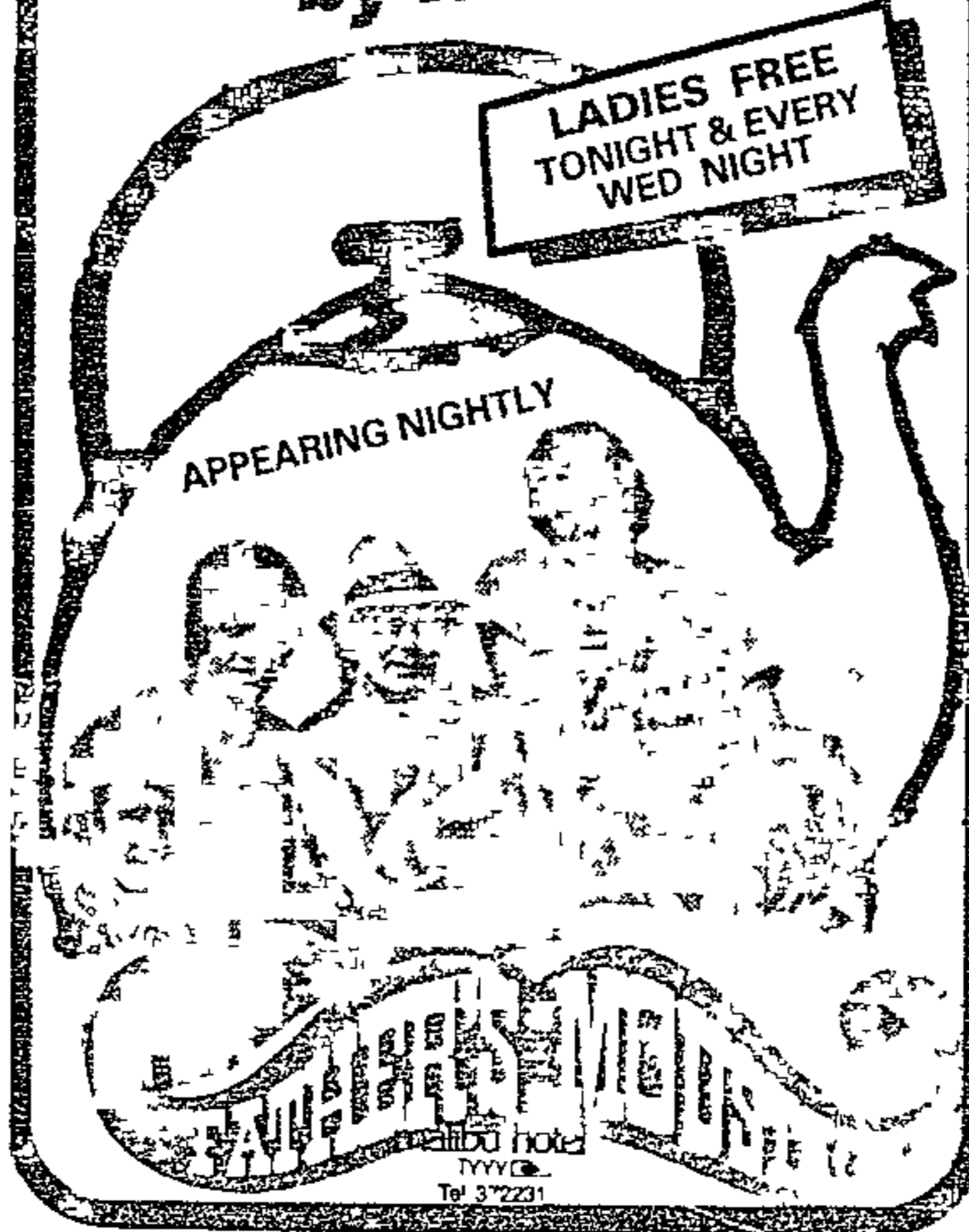
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WITH OUR LOVELY EXOTIC DANCER

NO COUVERT MON TUES W

TONITE! 4th HEAT

CHEEKY CHEEKS

1st PRIZE R500

Union member detained on train

D. M. P. A. L.
9/6/83
11/5/81
OK

EAST LONDON — A member of the African Allied Workers' Union, Mr Cunningham Ngcukana, was held for questioning while he was travelling on a train from Johannesburg to East London this week

This was confirmed by Major J F van Wyk of the South African Railways Police, who said Mr Ngcukana had been released yesterday morning

He would not comment on claims by Mr Ngcukana that he had been assaulted while he was moved from one compartment to another for questioning

"All I know is that he was questioned because we thought he had illegal publications with him," Major Van Wyk said yesterday "I don't know anything about assaults"

Mr Ngcukana said he intends laying charges of assault against the persons involved

Mr Ngcukana said the documents he had been carrying included a supplement to Muslim News entitled Message to the Oppressed and the Oppressor, and a publication by the International Union of Food Workers —DDR

D. Dispatch 10/6/83

ig's

SS



IAN GREIG

"My feelings go out to my captain John Barclay Everything is on his shoulders now Garth le Roux, Tony Piggott, and Chris Waller are unfit Imran is on world cup duty and now I am injured," he said

Ian's mother, Mrs Joyce Greig said from her Queenstown home yesterday that she wasn't aware of the incident She later contacted her daughter-in-law, Cheryl, who told her the news

"We are waiting to hear more about Ian's injuries from either Tony or Cheryl," she said

Ian matriculated from Queen's College in 1978

and played cricket for Border and SA Schools. He was also a Border schools' rugby player

He studied law at Cambridge University and gained the residential qualification necessary to play cricket for England He has since made a name for himself as a Sussex all-rounder and gained his first England cap against Pakistan in 1981 — DDC

Major plans for EL airport

269

GRAHAMSTOWN — Major improvements are planned for the East London airport and would start within the next five years, the Director General of the Department of Transport, Mr A G Eksteen, said here last night

Mr Eksteen, who was opening a regional congress of the Southern Cape and Cape Midlands Chambers of Commerce, said the improvements included extensive enlarging of the passenger terminal and the construction of an additional terminal building

As an interim measure the arrivals hall would be enclosed and a conveyor belt installed

Mr Eksteen said "I trust this will relieve the almost unbearable situation and appeal to the public to bear with us"

There were also plans for enlarging the public parking area, improving the access road and extending the main highway, he said

"All this will take time, but I assure you it will be worth waiting for," he said

Improvements are also planned at the airports in Port Elizabeth and George

The improvements for Port Elizabeth include an extension of the main runway, runway lighting and certain navigational aids, he said — DDR

Women self defence

Page 11

Thatcher crush

LONDON — Britain's two national television networks last night forecast a landslide victory for Prime Minister Margaret Thatcher's Conservative Party, as voting in the general election ended

Computer forecasts after the first two results promised Mrs Thatcher the biggest majority for any leader since 1945

The British Broadcasting Corporation (BBC) and Independent Television News (ITN), forecasting the outcome on the basis of straw polls conducted during 15 hours of voting, said the government would be returned to power with an increased majority of between 116 and 130 seats in Parliament

The BBC forecast

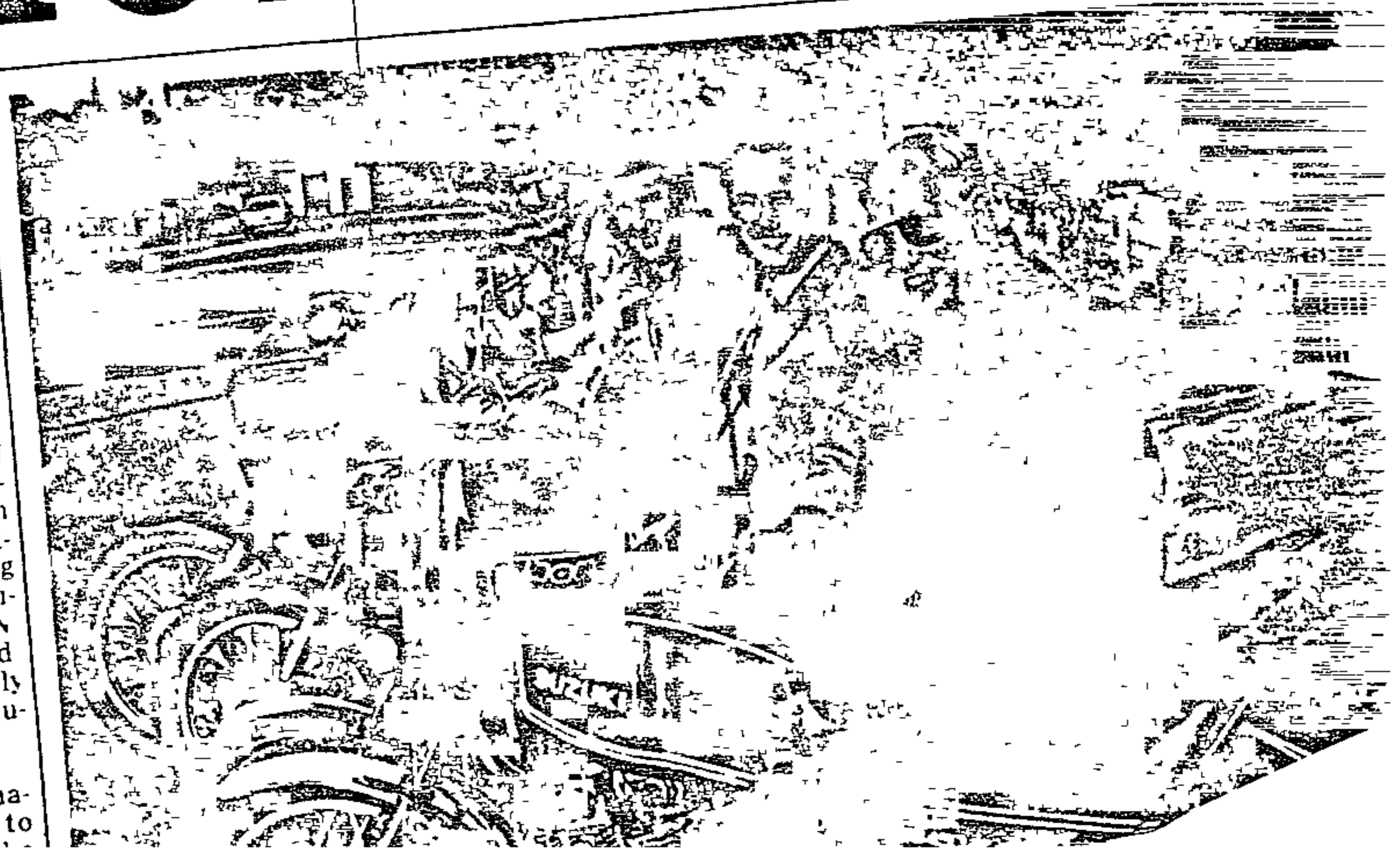
Tests after caution

Spread international yesterday's execution in Pre-

students security council and an expression of shock from Secretary-General Javier Perez de Cuellar capped United Nations reaction to yesterday's hangings

block a way from UN headquarters — demonstrators chanted through Wednesday night outside the office building housing the South African mission to the UN concluding around mid night — approximately the time of the executions in Pretoria

The European Parliament will protest to



modate and (iii) what arrangements have been made for the schooling of these children in the interim?

The MINISTER OF EDUCATION AND TRAINING

Yes

(i) January 1984

(ii) 1 000

(iii) The provision of temporary classrooms is receiving attention

Khayelitsha

*15 Mr K M ANDREW asked the Minister of Transport Affairs

(1) Whether he or his Department plans to build a railway line to serve the residents of Khayelitsha, if not why not, if so, (a) what facilities are to be provided and (b) when will they be in operation;

(2) whether he will make a statement on the matter?

†The MINISTER OF POSTS AND TELECOMMUNICATIONS (for the Minister of Transport Affairs)

(1) and (2) Before finality can be reached in the matter the local Metropolitan Transport Advisory Council must determine the most economic and suitable mode of transport, i.e. bus or rail

Handwritten: (26) Hansard 17/6/83
Khayelitsha
Q Col. 1597-1598
*14 Mr K M. ANDREW asked the Minister of Education and Training

Whether provision is to be made for a primary school at Khayelitsha, if not, (a) why not and (b) what arrangements have been or are being made for the schooling of children from Khayelitsha, if so (i) when will it be able to admit pupils, (ii) how many pupils will it be able to accom-



X

269 Howard 17/6/83
Positioning of trunk road
*10 Mr P R C ROGERS asked the

Minister of Constitutional Development and Planning

- (1) Whether any members of his Department had consultations with officials of any department of the Cape Provincial Administration or any other Government department on the (a) positioning and (b) final decision in respect of the positioning of the trunk road through the farm Haddon, situated in the magisterial district of King William's Town, if so, (1) why, (ii) what (aa) department of the Cape Provincial Administration was and (bb) other Government departments were consulted, (iii) what were the recommendations of the other government departments, (iv)(aa) when did the consultations take place, (hb) who was present at them and (cc) how long did they last and (v) on what grounds was the decision in respect of the final positioning of the road taken
- (2) whether the consultations were conducted on site if not, where were they conducted
- (3) whether his department supported the final decision in respect of the positioning of the trunk road, if not, why not,
- (4) whether his department had the final say in respect of the positioning of this trunk road, if not, which authority or authorities had the final say in this regard?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) (a) and (b) Yes, the Department was consulted by the Roads Department of the Cape Provincial Administration on the positioning of the trunk road between East London and Stutterheim through the farm Haddon

(1) The Department is consulted from time to time on the alignment of major roads by the Cape Provincial Administration

(ii) (aa) and (bb) None, as other authorities concerned are consulted by the Roads Department

(iii) Falls away

(iv) (aa) Correspondence on the matter was conducted during July 1982 and February 1983

(bb) and (cc) Fall away

(v) The final decision was taken by the Administrator-in-Executive Committee

(2) The Department was only approached in writing and was not involved in any meeting or consultation on site or discussion of the matter anywhere else

(3) Yes

(4) No the Administrator of the Cape Province has the final say in this regard

Positioning of roads

*10 Mr P R C ROGERS asked the Minister of Constitutional Development and Planning

(1) Whether his Department has the final say in respect of the positioning of roads involving boundaries with (a)

national states and (b) independent Black states, if not, which authority or authorities have the final say in this regard

(2) whether his Department (a) is consulted and (b) has to decide on the positioning of any other roads in the Republic, if so, what types of roads in each case?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) (a) and (b) No The positioning of roads within the various national states and independent states is the responsibility of the respective governments. The demarcation of boundaries in the final instance is subject to Parliamentary approval

(2) (a) Yes The Department is consulted regularly on the positioning of main and trunk roads

(b) No

Hauliers take

legal advice

on 'harassment'

By Nagoor Bisetty

THE Durban-based South African Private Hauliers' Association is taking senior counsel's advice in a bid to stop the Department of Transport Affairs from what it claims is 'continuing harassment' of private hauliers

Mr Ramcharitar Panday, chief spokesman on transport affairs for the South African Indian Council and the association's main spokesman, said yesterday that more than 50 hauliers, mostly from Natal, had been fined for carrying goods without necessary documents from Local Road Transportation Boards

Some of the hauliers had been fined up to R5 000 after appearing in magistrate's courts in the Transvaal, he said

Mr Panday said many Indian hauliers had applied for permits, even temporary ones, but their applications had been refused by transportation boards without reasons being given

He said he had asked

for an interview with the Minister of Transport Affairs, Mr Hendrik Schoeman, to highlight the plight of hauliers, especially Indian hauliers who had invested tens of thousands of rands in haulage businesses

'An official of the department in Pretoria has undertaken to arrange a meeting with the minister next week,' he said

In the meantime, the hauliers' association is seeking legal opinion with a view to interdicting the department from what it says is the department's 'continuing harassment' of private hauliers

'We know that the main reason for this is that private hauliers are in competition with the Government-owned South African Transport Services

'But as South Africa is reputed to be a country for free enterprise and social reform we cannot turn a blind eye to injustices being meted out to many hauliers who are voteless and therefore voiceless,' he said

17/8/6/95

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Parliament and Politics



Khayelitsha line only a possibility

Cape Times 18/6/83

Political Correspondent

HOUSE OF ASSEMBLY — The promised rail link to Khayelitsha is regarded as only a possibility by the Department of Transport, which might opt to keep the bus service instead.

The Minister of Co-operation and Development, Dr Piet Koornhof, has stated categorically on a number of occasions that planning for the new black township near Mitchells Plain included a railway line.

"The city will be about 30 km from Cape Town and 15 km from Bellville and a rail line to Cape Town and Bellville will be provided," he said in a statement earlier this month.

Yesterday, however, the Minister of Transport, Mr Hendrik Schoeman, told Parliament that there was no finality on a rail link to Khayelitsha, which Dr Koornhof estimates will contain between 200 000 and 300 000 people.

"The local Metropolitan Transport Advisory Council must determine the most economic and suitable mode of transport, that is bus or rail," he said in reply to a question from Mr Ken Andrew (PFP Gardens).

'Get act together'

In a statement later, Mr Andrew called on Dr Koornhof and Mr Schoeman "to get their act together" and give high priority to planning proper transport for the people of Khayelitsha.

Tens of thousands of people would have no option but to live there and would have to travel long distances to get to work, school, shops and hospitals.

Mr Schoeman's statement was a great disappointment because inadequate or costly transport should not be among the problems and inconveniences faced by Khayelitsha residents.

● The Minister of Education and Training, Mr Danie Steyn, promised yesterday that a primary school, accommodating 1 000 children would be built in Khayelitsha by January next year.

He told Mr Andrew that the provision of temporary classrooms in the interim was being considered.

Bus fares may be forced up

SHOCK Government measures which could push up dramatically the cost of public bus fares in the near future, was proposed last week by the head of the parliamentary commission into bus passenger transport

Dr Piet Welgemoed, a nominated MP, told a meeting in Klerksdorp last week that subsidisation of public transport was likely to be phased out over the next few years

This will ensure that the cost to commuters using buses and trains will increase by substantially more than the inflation rate in the near future

In the year ending March, direct and indirect government subsidisation of public transport, including buses operated by private companies, was a massive R920-million. Roughly a quarter of the total income by bus companies was accrued directly through subsidies

Dr Welgemoed was formerly a leading academic at the Rand Afrikaans University

The final report of the Welgemoed Commission was completed on May 17 and is at present awaiting the signature of the State President before being presented to the Cabinet

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Sowetan 20/6/85

Schoeman apologises

THE Minister of Transport Affairs, Mr Hendrik Schoeman, has apologised to the Press Officer of the Southern African Catholic Bishops' Conference, Mr Protas Madlala, and his colleague, Sr Remigious Ninela, for the manner in which they were treated by police at Jan Smuts Airport in December last year.

According to Inter Nos, the Bishops' conference publication, Mr Madlala had claimed in a statement that police at the airport opened and searched his camera

After that, he says, he was subjected to a full body search in a private compartment. When he arrived in Durban, a

poster and a letter to Archbishop Denis Hurley were missing from his suitcase.

Sr Remigious also claimed she had lost two Namibian calendars, five copies of the conference's newsletters, Inter Nos, and Justice and Reconciliation as well as two posters.

Although she was told by the police that she too would undergo a full body search, this did not happen. But police took some time searching her hand-bag and scrutinising her notebook

Replying to these allegations the Minister said "The physical searching of passengers within the Republic is in

line with the security procedures adopted at the majority of airports around the world. It is applied daily at random to approximately ten per cent of all passengers processed

"As for the claim that certain items were removed from the checked baggage, it should be explained that under normal circumstances the police do not handle passengers' luggage. It can therefore be safely assumed that the items were not removed by them while the baggage was in the care of South African Airways

"Kindly convey our apologies to Mr Madlala and Sr Ninela and assure them of our best intentions at all times"

'Steer SA's buses down right road'

269 ~~372~~ RDM 22/6/83

LAY OFF using buses as a means of achieving political ambitions, use them to reduce the possibility of slums developing, and move away from passenger subsidisation (which cost South Africa R920-million last year).

Those were three of the main points Dr Piet Welgemoed, chairman of the Welgemoed Commission of Inquiry into Transportation and of the Bus Commission, made when he opened Western Greyhound's new R3,2-million bus terminus, service and administration centre in Klerksdorp's Uranaville recently.

The new centre, the third to be opened, forms part of a R15-million modernisation programme being tackled by United Transport Holdings, Western Greyhound's parent company. The other two, each of which cost about R3-million to build and equip, are in Bophuthatswana (near Rustenburg) and at Witbank in the Eastern Transvaal. A more expensive centre is being planned for Randfontein.

In a speech that left the audience in little doubt that he strongly favours rigid control and despises slack management, Welgemoed described the "politicisation of transport, and of the bus transport industry in particular," as probably "one of the most serious problem areas developing in public transport."

He said the Bus Commission had laid heavy emphasis on this aspect in its report, which had been handed to government shortly before he spoke.

"The Commission has underlined this matter heavily, because of the grave consequences it can have," he said. "This is a matter which is slowly but surely getting out of hand."

"I do not wish to throw stones, but do request all political parties and denominations that try to use buses for political gain to stop doing so."

"Disturbances that are not always connected with bus transport continue to occur. It is a situation which, unless it is soon defused, will become progressively worse."

"It is already happening — and it happened again only a short while ago — that when people can no longer get beer, they burn the buses. The worst thing about these occurrences is that neither tariff issues, nor anything else connected with buses, was at issue."

"The matter went much deeper than tariff increases. People were using buses for political purposes."

He spelled it out: "The fact is that it is much more difficult to get things done when those who should be helping you are trying to block progress, merely to try to score political points."

"Bus passenger transport is too fundamental a need for economic progress to be left to the mercy of those who do not mean to use it well."

He said the fact that his



A multiracial bus operating in Cape Town, where City Tramways maintains that integration is the answer to non-subsidisation.

Commission "favoured depoliticisation does not mean that we intend to sweep the problem under the mat, but that the problem should be addressed free from the deliberate bias, distortion, over-emphasis, name it what you will, which is inherent in party politics."

One of the problems he identified that was aggravating bus users was the cumbersome procedures adopted by officialdom. This should be rectified, he said.

As an example, he criticised the present procedure for approving applications for tariff increases, which can take anything between three and 15 months (with about six being the "normal period").

"This procedure can be improved and speeded up," he said, and pointed out that the way these applications are handled makes it extremely difficult for operators and for the Department of Transport "to follow sound financial policies."

"The result (of these delays) is that tariffs have to be adjusted by larger amounts, and that these large adjustments cause resistance among travellers."

His Commission recommended that procedures be speeded up, and "that a mechanism be established for responsible consultation between the bus user, the authorities, and the bus service."

"We are trying to move away from public hearings to hearings where the people concerned have their say in an orderly manner."

He touched briefly on the lack of facilities for buses and passengers in both urban and rural areas, and said his personal view was that local government was "responsible for the planning and the supply of facilities, for the safety of passengers and for the supply of other amenities, such as shelters and toilets."

He promised that these aspects would be dealt with in his commission's third and fi-

nal report.

It appeared that Dr Welgemoed and his Commission were not as one on the issue of passenger subsidisation. None of them liked it, but while the majority of the Commission's member apparently favoured phasing it out slowly, Welgemoed's personal opinion appeared to be that it should be terminated immediately.

He said that last year, R920-million was paid out in direct and indirect subsidies for the mass movement of passengers by bus and by rail. "In South Africa at present, about 25% of the total income of bus transport companies comes from subsidies."

"The Commission received a great deal of oral and written evidence on subsidies, from which it was clear that a large majority of people and bodies with practical knowledge and experience of passenger transport believe it is necessary to subsidise bus passenger transportation."

"There is also a school of thought which believes that subsidies will not be necessary if all restrictions are lifted, and the free market system be allowed to determine fares. For several reasons, it was not possible for the Commission to support this view."

"The Commission, however, came to the conclusion that we cannot continue with subsidisation at the present rate and recommended that, at present, subsidies are still desirable — subject to a few conditions, such as only worker-commuters should be subsidised, subsidies should not undermine efficiency, and every employee should earn what he is worth."

The Commission also recommended that all subsidies, including those for worker-commuters, be phased out in time.

"And because subsidies have social, economic and political connotations, a Select Parliamentary Commit-

tee, consisting of members of all parties, be appointed to draw up a timetable for its gradual phasing out."

Dr Welgemoed's views are obviously closer to "speakers at last year's CSIR Annual Transport Conference, who concluded that an economic service should be rendered and that the ideal situation is one where every passenger pays the whole of his economic fare himself."

Stressing that it was his own opinion, not his Commission's, he said "I am of the opinion that the economic tariff should remain the basis of reward, and that subsidisation should always be looked at critically and that its purpose, at all times, should be limited to the realisation of economic aims. Under no circumstances should it encourage poor performance."

He pointed out that attitudes towards transport have changed. In the past, politicians regarded it as the most important element for the creation of prosperity. But "it is now accepted that transport is only one of several elements necessary to get socio-economic development going. To invest in transport only leads to under-investment in other sectors."

"Transport planning should be undertaken in collaboration with national economic planning and strategies."

This remark led him into discussing the government's decentralisation policies, of which he approves, and warning that "the size of the catchment area for labour is dependant on the cost of transport."

"It is obvious that the bus is the best answer for the development of rural areas. Fixed-track transport is too rigid for the type of development envisaged, and the private car cannot be regarded as an economical solution."

"The opportunities are there for the bus passenger industry."

Dr Welgemoed also warned against "too much rigidity in the establishment of new bus routes."

"This can easily lead to a situation where the home has to come to the bus, instead of the bus coming to the home, which could be a factor in slum formation. Transport, and especially bus transport, can perhaps assist in alleviating the slum problem — which is a worldwide problem and is part and parcel of most of the world's developing countries."

Dr Welgemoed tried to slot transport into rightful place.

"Transport plays a vital role in the economic development process," he said. "The problem of getting people to work at reasonable cost is fundamental, but transportation costs should not be the deciding factor."

"The overall consideration should be whether people are economically active or not, whether transport costs are justified or not in a wider sense. Factors such as social stability should be taken into account and bus transport, with its inherent advantages, should be seen as an instrument of that development."

"Passenger transport lies at the interface between labour and industry. It should become a unifying factor for mutual benefit, rather than a political weapon in the hands of a few."

He made another indirect attack on subsidisation, particularly on bus companies using it to bolster their turnovers and relying on it, instead of on good management, to produce profit. "We found there is no substitute for good and informed management."

"Systems and formulae and any technical tools we may have are only as good as those who use them. The men and the companies using those tools must obviously perform better than those who do not use tools — but tools do not make management."

(269) RDM
22/6/83
**Proposed bus fare
increases slammed**

By JEANETTE MINNIE

THE deputy leader of the Progressive Federal Party in the Johannesburg City Council, Mr Max Neppe, has slammed the increases in bus fares proposed by the management committee

Last night Mr Neppe said he rejected totally the logic behind differing increases which he believed would lead to less commuters using the council's bus service

The management committee has introduced a system whereby white, coloured and Asian short distance commuters (zone one and two commuters) will face stiff increases of 15,4% or 2c and 3c respectively from 13c to 15c and from 19c to 22c on their routes while longer distance commuters (zone three) will

face increases of 2c, or only 5,8% from 26c to 28c

The committee's policy — to encourage commuters from outlying suburbs to make use of the bus service by offering them lower tariff increases — was challenged by Mr Neppe as being "illogical"

He argued that lower bus tariffs to commuters who lived nearer to the city would simply encourage them to use their cars because the expense involved would only be marginally more than that of the high bus fare

Mr Neppe pointed out that the committee's announcement of an average 9,5% hike in busfares was misleading because only one of the zones — zone four — showed an increase of less than 9,5%

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~~Maize~~ Maize Q 61 1628-30
 22/6/83
 *18 Mr M A TARR asked the Minister of Agriculture

- (1) Whether the Maize Board recommended the importation of maize in 1983, if so, (a) why and (b) on what date
- (2) whether a decision was subsequently taken to import maize, if so, (a) who gave the necessary authorization, (b) when was it given, (c) how much maize is to be imported and (d) where is it to be imported from,
- (3) whether tenders were invited for the importation of such maize, if so who was the successful tenderer,
- (4) whether tenders have since been invited for further maize imports, if so, (a) when, (b) why, (c) who gave the necessary authorization and (d) who was the successful tenderer,
- (5) whether tenders for transporting such maize have been invited, if not, when will they be invited, if so, (a) who is responsible for awarding the tender, (b) who submitted tenders and (c) who was the successful tenderer,
- (6) (a) when will the first shipment of imported maize be landed and (b) where will it be stored,
- (7) whether the consumer price of such maize will differ from the sum of the landed cost plus the cost of inland transportation if so, (a) what will be the extent of the difference and (b) who will receive this money?

†The MINISTER OF AGRICULTURE

- (1) Yes
- (a) To provide for the expected local requirements

1629
 (h) At the meeting of 21 to 24 March 1983

- (2) Yes
 - (a) The Minister of Agriculture
 - (b) On 28 March 1983
 - (c) 1.4 million tons as estimated by the Maize Board
 - (d) Any country
- (3) Yes—for 600 000 tons Louis Dreyfus and Co Ltd
- (4) Yes—for 100 000 tons
 - (a) On 18 May 1983
 - (b) A further quantity of maize was needed over and above the quantity of the first tender
 - (c) The Minister of Agriculture
 - (d) Springbokvlakte Ondernemings (Edms) Bpk
- (5) No, maize is imported on a c i f basis (a) (b) and (c) fall away
- (6) (a) On 20 June 1983
 - (b) The imported maize will be raised directly to buyers
- (7) Yes
 - (a) The extent of the difference will depend on the tender price and the inland handling and transport costs
 - (b) All debits and credits are for the account of the State

Mr P G SOAL Mr Speaker, arising out of the hon the Minister's reply to subsection (5), will there be an opportunity for one of the national carriers like Safmarine to transport this maize to South Africa?

†The MINISTER They had the opportunity

†Mr P A MYBURGH Mr Speaker, arising out of the hon the Minister's reply, I should like to put a further question to him. It is in regard to the maize which was recently landed in the Cape and which is being used locally in the Western Cape and was transported directly from the harbour to the consumers. Is there any possibility that those consumers can enjoy the benefit of the cheaper price of maize as it is landed and that they do not have to pay the full price which they would have to pay in any case for maize coming from the interior?

†The MINISTER The answer is "no. Other methods are being considered to accommodate the people of the Western Cape"

Mr P G SOAL Mr Speaker arising out of the hon the Minister's reply to my supplementary question is he indicating that Safmarine will be given the opportunity to undertake such transport in future?

†The MINISTER As far as I know they had the opportunity

†Mr P A MYBURGH Mr Speaker further arising out of the hon the Minister's reply in which he said that other methods are being considered to benefit the Western Cape consumers, can he give us an indication of what this might comprise?

†The MINISTER At this stage it is not possible. It is still being discussed!

1651

FRIDAY, 24 JUNE 1983

1652

(b) what was his response thereto if not,

- (2) whether he is considering declaring 16 June a public holiday, if not why not, if so, when will it be so declared?

THE MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING
(for the Minister of Internal Affairs)

- (1) No

(2) No I have no authority to declare public holidays, but even if I had I would not have declared 16 June as a public holiday for the very same reasons which apparently motivated the member's leader to strenuously dissociate his press statement of 16 June 1983 on the proposed constitution from the historic significance of that day

*5 Mr R R HULLLEY asked the Minister of Transport Affairs

Howland 24/6/83
Cape Town: old harbour
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(1) Whether he has received representations regarding the development of the old harbour at Cape Town for public recreational and tourist purposes, if so, (a) from what persons or organizations and (b) what was the (i) nature of these representations and (ii) the Government's response thereto,

- (2) whether he will make a statement on the matter?

THE ACTING MINISTER OF TRANSPORT AFFAIRS

- (1) Yes

(a) Mr L G Murray, former M.P., during the debate on the Railways and Harbours Appropriation Bill on 17 March 1977 and by the Mayor of Cape Town in his capacity as a member of the

1653

FRIDAY 24 JUNE 1983

1654

(a) June 1979 and January 1981

(b) The Fisheries Development Corporation of South Africa Limited

(c) The two proposals are as follows

Scheme A—Provides for the basic needs of small boats (yachts and motorboats)

Scheme B—Provides for the development of Scheme A as well as the development of the adjoining area with a view to recover the costs of Scheme A

(2) All parties concerned have been approached to comment on the proposals. The last of the comments have just been received and a departmental work committee is at present evaluating the comments

(3) A statement will be issued in due course

Bonus bonds system

*7 Mr H H SCHWARZ asked the Minister of Finance

(1) Whether any representations concerning the abolition of the bonus bonds system have been made to the Government, if so, (a) when, (b) by whom and (c) what was the (i) nature of these representations and (ii) Government's response thereto,

(2) what was the total amount invested in bonus bonds as at the latest specified date for which figures are available?

THE DEPUTY MINISTER OF FINANCE

- (1) Yes

(a) On various occasions

(b) Churches and other parties

(c) (i) Mainly Scriptural objections

(ii) Whilst the Government has at all times recognized the right of those concerned to hold divergent views on the bonds it has thus far not been prepared to consider the abolition of the scheme

(2) Gross investments up to 31 May 1983 amounted to R877 009 360 of which on the same date R539 643 505 was still outstanding

Bonus bonds system

*8 Mr H H SCHWARZ asked the Minister of Finance

(1) Whether consideration is being given to the abolition of the bonus bonds system, if so why

(2) whether the money invested in bonus bonds will be repaid to the holders of such bonds if not, what steps does the Government envisage taking in this regard, if so (a) in what manner will the money be repaid and (b) from what source will this money be derived

(3) whether alternative methods of raising revenue in a form similar to the bonus bonds system are being contemplated, if not, (a) why not and (b) what steps are being contemplated in this regard, if so, what are the particulars of the above-mentioned alternative methods,

(4) whether he will make a statement on the matter?

THE DEPUTY MINISTER OF FINANCE

The hon member's attention is invited to the recent statement in the media by the Honourable the Prime Minister concerning the polemic which has developed around Defence Bonus Bonds. Until such time as the Government arrives at a decision in the matter no further statements will be made

(269). ROM 25/6/83

Energy-saving locos for Sats shunting

By **SIMON WILLSON**
Industrial Editor

SOUTH African Transport Services took delivery yesterday of the first two of a new generation of energy-efficient electric locomotives which will save up to 70% of the energy costs of conventional locomotives.

The R500 000 shunting locomotives, made by Brown Boveri of Switzerland and Siemens of West Germany, have inboard microprocessors which use the overhead power supply more efficiently than conventional types

Sats placed the R50-million contract for 100 of the locomotives in 1980. Local content in each unit is about 40%

The remaining locomotives will be delivered at a rate of four a month until July 1985. The units will be used at marshalling yards at Sentrarand, Braamfontein and Durban.

Accepting the locomotives at Johannesburg Station yesterday Mr Henne Loots, Sats deputy general manager, said tests had shown that conventional shunters used only 30% of the power drawn from overhead lines in moving their trainloads. The rest of the power was lost in heat dissipation.

The new locomotives would use 100% of their overhead power supply in rail traction, eliminating the energy wastage of present locomotives.

Sats would also save on costs in manning the locomotives. The driver's cab was centrally placed, and had two driving stations, allowing the driver greater visibility when shunting. A driver's assistant was not required.

Turnround time for freight wagons would be reduced when the new units came into service at marshalling yards, increasing freight efficiency.

Other savings would come from Sats being able to release mainline locomotives from shunting duties.

"Up to now, mainline electric locomotives have generally been used for shunting purposes where shunting by steam power was no longer feasible," Mr Loots said.

Returning mainline units to their original routes would

result in increased efficiency and productivity on mainline services.

Maintenance costs would also be lower on the new units than on conventional locomotives because of improvements in electronic design and the electronic diagnosis system which isolated faults automatically.

Mr Loots said the delivery of the units marked a further phase in Sats' move away from steam-powered shunting, a trend which resulted in increased economies within the service.

It was also a continuation of the programme to move more traffic with fewer personnel.

Mr Loots said electrification was being expanded as rapidly as possible to cut oil fuel consumption, and five national rail routes were being electrified.

When these projects were completed, 82% of rail traffic would be hauled by electric traction.

Report spells doom for Soweto minibus

By Peter Sullivan,
Political Correspondent

28/6/83

Political Staff

THE ASSEMBLY — Minibuses should not be allowed to get permits as taxis, a Government commission has decided, putting the seal on the fate of Soweto's minibus service.

In the final report of the Welgemoed Commission of Inquiry into Bus Passenger Transportation, the commission also calls for much stricter action against unauthorised taxis

Its recommendations, likely to be accepted by the Government, have caused a stir among taxi owners in Soweto and mean the probable end of the minibus

The 51-page report has 63 recommendations, including one that taxis should be allowed to rove as in the US and Britain

But they should be all painted one colour, another recommendation says, to make them easily identifiable.

This will facilitate control and law enforcement, especially if the owner's name is should be shown on the taxi.

When it comes to minibuses, a series of recommendations have been suggested to stop them being used as taxis

- The concept "taxi" should be defined in legislation and this definition of a taxi should preferably specify only the number of passengers

- The present minibus that can legally transport any number from 10 to 24 passengers should not be able to obtain a permit as a taxi vehicle.

- Another recommendation says eight-passenger vehicles used as taxis should be phased out over a four-year period.

- Taxis should be defined as vehicles with room for four people plus a driver

The commission urges that a new law should be made to define vehicles with room for five to 25 passengers, but these vehicles should be subjected to the same prescriptions that apply to buses — route-bound services with timetables subject to approval

However, there is some good news for taxi owners besides the recommendation that they be allowed to cruise This is a suggestion that they no longer be obliged to apply for a permit under the Road Transportation Act

THE ASSEMBLY — The Government has been advised to classify the bus transport industry as a strategic one and to stimulate and expand it

In a report tabled in Parliament, a commission of inquiry into bus passenger transportation also recommends that, in order to encourage bus services, the State should make available funds

These should be used in co-operation with bus operators to promote the greater use of bus transport

The commission says the State's involvement in the direct control of bus transport undertakings should be eliminated as far as possible.

The State should be involved only in the regulation and co-ordination of public bus transport

In the case of bus services in metropolitan areas, the commission recommends that they should be encouraged to form bigger operating units not restricted to specific municipal areas

It also wants direct municipal control to be eliminated and private capital to be permitted in the formation of bus corporations.

No GST cut foreseen at present

THE ASSEMBLY — A drop in General Sales Tax could not be foreseen at present, the Deputy Minister of Finance, Mr Eli Louw, said yesterday.

During the second reading debate on the Sales Tax Amendment Bill, he said the present rate of six percent was reasonably low by world standards

Mr Harry Schwarz (PFP, Yeoville) said certain improvements had to be effected to the Sales Tax Act and moved an amendment declining the second reading of the Bill

Mr Schwarz said the Government's action in increasing GST had added fuel to inflation.

GST had increased by 50 percent since February last year when it was only four percent That indicated the Government's inefficiency and its need for every cent it could get — Sapa

Blacks spend R36 on food a month — Louw

THE ASSEMBLY — Many people had a lot to say on general sales tax on basic foodstuffs without knowing the facts of the situation, the Deputy Minister of Finance, Mr Eli Louw, said last night

The average black worker in the Vaal Triangle spent only a fraction of his gross income on basic foodstuffs GST, he said during the second-reading debate on the Sales Tax Amendment Bill

He referred to calls from opposition speakers for GST on basic foodstuffs to be dropped as it hit lower income groups the hardest

The Bureau for Market Research of the University of South Africa had done a study on it in 1980, he said

The average income of a black worker in the Vaal Triangle was R220 a month and only 16,5 percent of that was spent on basic foodstuffs (milk, bread, meat and maize products).

Thus only R435 was spent on those foodstuffs a year, on which the GST was R26,10 a year

The saving to such a worker if GST on basic foodstuffs was dropped would amount to only 0,08 percent of his gross income, or R2,17 a month.

Mr Andrew Savage (PFP, Walmer) asked if that meant the Deputy Minister was saying the worker's family spent only about R36 a month on basic foodstuffs

Mr Louw said he was quoting facts from a scientific study The Bill was read a third time — with all three opposition parties objecting

Mr Harry Schwarz (PFP, Yeoville) said his party opposed the Bill because it had grave doubts of the ability of the average black worker and his family to exist on that budget — Sapa

The great school bus controversy rages on

369 (300) Staw
28/6/83

Replying to a reader's complaint about overcrowding on certain buses, a spokesman for the Johannesburg Transport Department made an interesting comment in The Star the other day.

He said "The number of scholars who use the bus cannot be compared to the number of adults who use it. Three scholars on the bus account for one adult"

Now I had a special interest in that reply, because the reader's complaint was inspired by a light-hearted article in Stoep Talk about the big squeeze on a bus that leaves Johannesburg just after 2 pm and proceeds northwards, picking up a large number of school pupils on their way home.

There seems to have been some confusion about which bus I was referring to. The reader thought it was a double-decker heading for Malanshof in Randburg and for some reason the Transport Department spokesman said there had been no complaints about the 1.35 pm, 2.35 pm and 3.35 pm No 83 buses from Ferndale. The Star added to the confusion by referring to the Transport Department spokesman as the Traffic Department spokesman. The bus I mentioned is the 2.05 pm bus from Kay Street to Rand Park Ridge — the 83C.

However, what really interests me is that statement that the number of scholars who use the bus cannot be compared to the number of adults who use it. If the Transport Department spokesman would take a ride on the bus he would find that the children of today are not the mites we were in our young days. If I had a physique like that of some of the schoolboys who ride on the 83C I would have made a bid for Gerrie Coetzee's title ages ago.

As for some of the girls, well, if they do not enter the Miss South Africa contest after passing matric, the reason will probably be that have grown too big to qualify.

I do not know what the spokesman meant by "Three scholars on the bus account for one adult", but if he meant what I suspect he meant, I can assure him that three adults of my size would be hard put to account for one of those giants from John Orr Tech or Helpme-kaar or Greenside High.

I wrote my original 83C bus story in a light-hearted fashion and did not mention the worst thing that happens on its journey from time to time. That is the despair on the faces of youngsters when the packed-to-capacity bus does not stop for them.

Chamber protests at rail, air fare increase



MR ORSMOND

By TOM LOUW
Business Editor

EAST LONDON — The business community in the Border has protested to the Minister of Transport Affairs, Mr Hendrik Schoeman, against the raising of rail and air fares by South African Transport Services

In a telegram sent to the minister yesterday, the president of the East London Chamber of Commerce, Mr George Orsmond, appealed for the decision to increase tariffs to be reconsidered

The telegram said. "This part of the country is experiencing a drought more disastrous than anywhere else in South Africa. As far as air services are concerned you are penalising your best and biggest supporters"

ing your best and biggest supporters"

Mr Orsmond makes a number of suggestions to the Minister. The first is to stabilise air fares on business flights at peak periods. Secondly he urges a reduction in fares during off-peak periods to ensure full patronage and support for the air services and keep cars off the roads.

Mr Orsmond reminds Mr Schoeman "You recently stated with introduction of low passenger charges to Durban that South Africa could not afford expensive roads"

The next suggestion is that there should be a daily turnaround flight to East London from Johannesburg to avoid the wasteful flight between here and Port Elizabeth. Another sche-

dule change proposed is that there should be a late flight from Johannesburg to East London and Port Elizabeth, leaving Johannesburg at 7 pm or later.

Mr Orsmond goes on to suggest in his telegram that South African Airways should abolish certain non-paying prestige services to Europe, or if they must be continued, the airline should seek central government assistance and not expect these uneconomic services to be subsidised by the user of internal services.

It would appear that he has in mind the services to Israel, Amsterdam and Athens, all of which are poorly patronised.

Finally Mr Orsmond urges the Minister to sell

the airline's surplus 747 SP aircraft. This is an apparent reference to Mr Schoeman's own statement that the 747 SPs spend 69 per cent of their time on the ground. The implication is that other aircraft in the airways fleet are doing the particular jobs the SP was intended for.

Another point in airline economics which Mr Orsmond does not make, but which has been stressed in the past is that SAA is obliged to act as a carrier for all government departments, but receives no credit for the carriage of official passengers.

● Mr Schoeman announced in Pretoria on Thursday night that from August 1, air fares will rise four per cent and train fares on average by 6.5 per cent.

269 S. Times 17/1/83

Survivors recall horror of train collision

By CHARMAIN NAIDOO

DAZED survivors of the Hammanskraal rail disaster told yesterday of the horror smash that killed ten people — including two six-month and 18-month-old babies — and injured 89.

In one of South Africa's worst rail crashes a crowded passenger train and a goods train collided at Hammanskraal, 50km from Pretoria, at 10.36pm on Friday.

They were heading in the same direction. The sound of the collision was heard 10km away.

"It was a miracle that I came out of it alive. Our coach was completely shattered in the crash and we had to dig our way out of the rubble," said a survivor.

"It was like a bomb ripping through the train," said another injured passenger.

At a nearby hospital, hobbling around on his crutches, Mr Simon Mphahlele described the carnage.

"There were flames and flashing orange lights and the most terrible sound I've ever heard as the train crashed into us.

Blood

"The lights went out and there was a stunned silence which lasted a full minute. Then the screaming started.

"My leg was broken and the smell of blood was strong in my nostrils."

Mr Mphahlele boarded the train at Pretoria on Friday.

evening to visit his family in Pietersburg.

"I was sitting in the third coach when suddenly the train stopped.

"There was a loud hooter which I realised was coming from the back of the train and not the front. That was when I knew something was wrong.

"We were plunged into darkness as the coach was derailed, and after the shocked silence people began screaming. Women kept calling out for their children."

"We crawled through a gaping hole in the coach and once outside, I found I was lying next to a man whose legs looked like two bananas smashed together.

"One minute he was screaming with pain, and when I looked again he was dead."

Safety

South African Transport Services' superintendent for Passenger Services, Mr C F Fourie, said the cause of the

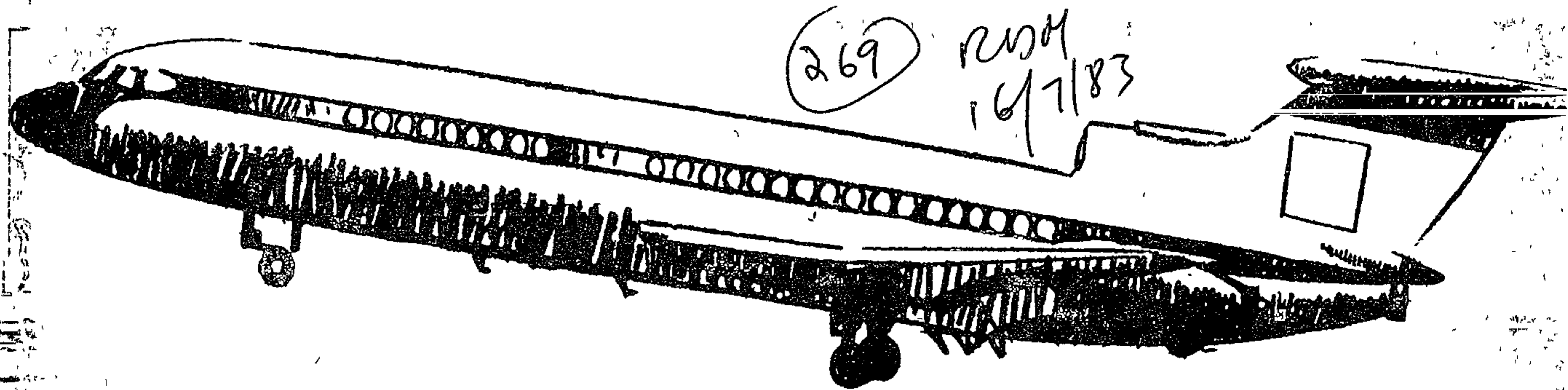
accident could only be pinpointed after a board of inquiry had investigated the matter.

The driver of the goods train, Mr J Human, and his assistant are reported to have jumped to safety when they saw that a collision with the other train was imminent.

One of the passenger coaches was used for firewood to keep workers warm as they repaired the line, which was re-opened at noon yesterday.



Carnage . . . ten people died in the train smash



Yesterday Mr Hendrik Schoeman, the Minister of Transport, announced a 4% hike on South African Airways domestic fares because of increased running costs. GEOFFREY ALLEN takes a look at where that leaves the local airline in the competitive international stakes — and finds that the prices in the Republic compare favourably both with European and United States airlines.

SOUTH African Airways domestic flights have a reputation of being exorbitantly expensive among international travellers, who argue that abroad they can travel far more cheaply.

That is a generally accepted statement

But figures collected by the Mail from London, New York, and Johannesburg this week show a significantly different picture

For example it is cheaper to fly the 404km from Johannesburg to Bloemfontein (R156 return) than to nip across the English Channel and make the 405km trip from London to Paris, which could be considered an internal flight since both cities lie within the EEC, (R268 return)

True, you can get a special offer rate over a weekend from London to Paris for R117, but that entails putting restrictions on your freedom of movement. Trips can only be made at certain times and under certain conditions

That is the crux of the matter

While other countries allow airlines to compete internally and thus promote cut-throat competition, SAA has a "controlled monopoly" and is constitutionally bound to run regular, scheduled services, on a non-profit making basis

The philosophy is not only determined by Government law, but 80% of the airlines' internal passengers are businessmen who need to be where they are going on time

(The monopoly is controlled in that small feeder airlines do operate but only with the approval of SAA, which carries the major clout when it comes to deciding who will run which route

(Recently SAA successfully opposed the extension of the licence for Magnum Airlines which runs a service between Johannesburg and Pietermaritzburg)

If an airline in the United States believes that it can

Why flying ends up like a game of catch as catch can

make a profit by running a loss-leader trip between New York and Washington for example, (the lowest figure we found was R25) hoping to attract customers on other routes, it may

SAA on the other hand is locked to its published schedules and fares

Abroad, "promotional" fares are the name of the game, so that airlines will offer a vast array of titillating fares in the hopes that the customer will come back

All SAA is allowed to offer is a 30% reduction for standby flights where the customer cannot be guaranteed a seat

In international terms the other side of the coin was Sir Freddie Laker's genuine bid to break the big airline's domination of the Transatlantic route by running at rock-bottom profits

A similar service has recently been established in the US

When the new "People Express" inaugurated a daily service between the US and London, travellers rushed to buy seats at the astonishingly low one-way fare of R134 nearly half the lowest regular fare of competing carriers

What may be more astonishing is that People Express fully expects to make millions of dollars in profit.

Harold Pareti, a senior executive of the two-year-old Newark, New Jersey company, said the airline has projected an operating profit of R8-million to R11-million a year from flying five round trip flights a week between Newark and London

That projection does not even assume that the Boeing 747 will be full to capacity with 390 coach passengers and 44 who pay R395 to sit in first class.

Only an average 72% of the seats need be filled for the airline to meet its profit goals Mr Pareti said

People Express bases its profits, while charging half what its major competitors demand, on lower operating costs and well-filled planes

That sort of thing is not open to SAA which must, by law, try to reach an overall break-even point

Not an easy achievement when break-even on any internal flight means that every plane must be 70% full, and when a single Jumbo flying from Jan Smuts to Heathrow and back costs R330 000 in operating costs (with fuel alone accounting for 35% of that figure)

All fares are return and distances given are those between two points and don't take into account aircraft routings

The figures below are selected SAA internal route fares

Route	Distance	Fare
Johannesburg-Cape Town	(1 284km)	R322
Johannesburg-Durban	(619km)	R176
Johannesburg-Port Elizabeth	(1 049km)	R274
Johannesburg-Windhoek	(1 759km)	R298
Johannesburg-Kimberley	(486km)	R170
Johannesburg-Bloemfontein	(404km)	R156

Selected SAA external routes (Economy Class)

Route	Distance	Fare
Johannesburg-Sydney	(13 513km)	R1 981
Johannesburg-London	(8 860)	R1 877

Selected fares of various airlines operating from London

(Special rates are offered when a Saturday falls between departure and return dates)

Route	Distance	Fare
London-Paris	(405km)	R268 (special R117)
London-Rome	(1 448km)	R659 (special R229)
London-Johannesburg	(8 860km)	R1 808 (Apex) R1 076

Some airlines offer rates as low as R991

Bucket shop (discount houses which offer very cheap rates) offers

Route	Distance	Fare
London-Johannesburg	(8 860km)	R678
London-Sydney	(17 009km)	R848
London-Athens	(2 413km)	R187
London/Madrid	(1 297km)	R204

Selected fares for various airlines operating in the United States where a virtual airline war exists forcing prices down

Route	Distance	Fare
New York-Los Angeles Coach class R247-R457 Special excursion return R431-R582	(3,844km)	first class R524-R594
New York-Chicago Coach R189-R249 Special excursion R269-R334	(1,149 km)	first class R296-R396
New York-Dallas Coach R288-R339 Special excursion return R323-R420	(2,184km)	first class R375-R444
New York-Washington DC Coach R134 Special excursion R111-R236	(322km)	first class R121-R186
New York-Miami, Fla Coach R107-R302 Excursion R323-R420	(1,609km)	R325-R409
New York-Little Rock, Arkansas Coach R289-R376	(1,609km)	first class R349-R530

What the airline has done on its internal flights is to utilise capital equipment so that costs are reduced

For example advance bookings and a knowledge of the market generally dictate that it would be absurd to put a 260-seater Airbus on the late night flight from Cape Town to Johannesburg when a 170-seater Boeing 737 can do the job adequately.

The cost saving?

A staggering R10 000 on that flight alone

In America, where airline bankruptcies were common in the last decade and government funds have been ploughed into saving others, there is a virtual price-war which presents a situation so

confused that you can name your price and fly

There are at least 200 different fares quoted for the New York-Los Angeles run alone

Special "thrift" fares are possible under various conditions on some of the most competitive routes

There are also all kinds of attractive fly-as-much-as-you-like packages offered by some airlines at a flat price for a fixed period, though use-our-airline conditions can force exhausting epic detours halfway round the continent

The airline wars have caused distortions with fantastic spot deals possible on some well-travelled routes on occasion if you don't mind adapting to the conditions

The result is confusion and it very difficult to get the best deal available at any particular moment

Since the announcement of the latest price increase SAA has produced hard facts to show that km for km it offers the cheapest internal rates from a random sample of 17 other routes comparable with distances in South Africa

For example it charges 12,66c/km on the Johannesburg-Cape Town run while in Australia the cost on the equally lengthy Perth-Karratha trip is 14,22c/km, and between Chicago and Baltimore where the distance is the same the cost is 14,9c/km.

According to an SAA spokesman the cheapest of

the 17 comparisons is 8c more per km than the SAA fare while the most expensive, on the Knoxville-Washington trip is 102% more

On overseas trips the situation is different because prices are controlled by IATA which lays down standard costing rules

But it is on those trips where the "bucket shops" discount houses come their own

In IATA terms they are not legally constituted however's this for a cut rate charges an economy class R1 981 for the Johannesburg-Sydney route (13 513km)

Yet in London you can buy a bucket shop ticket mere R848 for the equivalent distance (17 009km)

It's all rather like a game of catch as catch can

R4 m loss on black buses for ratepayers

269

Mercury

15/7/83

Municipal Reporter

DURBAN'S ratepayers will pay for a R4 000 000 loss on the black bus service this year.

The white service, which has always operated at a deficit, will cost ratepayers another R364 000. But the black service, with fares heavily subsidised by the Government, has always broken even up to now.

Councillor Peter Corbett revealed yesterday that R1 000 000 of the loss was because of a City Treasurer's Department boob.

The department had forgotten to include staff benefits such as leave pay, housing allowances and medical aid benefits in this year's estimates.

The other R3 000 000 was due to boycotts and the recession.

News of the massive loss follows close on the heels of a fares increase for white commuters from July 24.

Mr Marshall Cuthbert, general manager of the Durban Transport Management Board, confirmed last night that Putco had made a bid to buy 50 of the city council's most profitable routes in Umlazi, Glebelands and Ntuzumé.

The company claimed

this complied with the instruction of the Minister of Transport Affairs to bus operators to rationalise services.

But these 'plum' routes make a profit of R60 000 a month and subsidise less profitable routes, according to Mr Cuthbert. If they were sold the viability of the whole municipal operation would be endangered.

Councillors had been kept fully informed with monthly reports to the Transportation Committee of the losses on black and white services, Mr Cuthbert said.

The council had budgeted for a R2 000 000 deficit because a fares increase had not been approved when the estimates were drawn up.

But it had been expected that increase would offset the loss. When fares did go up on December 1, the black service was hit by boycotts which lasted until May and June.

There had been other factors, including a 10 percent drop in passengers.

'Whether you run a bus with 100 passengers or 90, overheads remain the same,' he said.

Dr G Prinsloo, execu-

R4 m bus loss

★ FROM PAGE 1

Mercury
15/7/83
tive director of the South African Bus Owners' Association, said a recent survey had revealed a national drop in black commuters.

In some areas this had

been as high as 35 percent.

Illegal taxis were a serious concern, the recession had affected black commuters and in some areas, where people's incomes had improved, they were switching from buses to cars.

★ TURN TO PAGE 2

Black leaders lash out at rise in rail and air fares

The latest rise in rail and air passenger fares has been met with mixed reaction.

The Minister of Transport Affairs, Mr Hendrik Schoeman, last night announced that rail fares would rise an average 6,5 percent and air fares by four percent from August 1.

This is the second rise in eight months, following the average 15 percent increase in January.

A spokesman for the Association of South African Travel Agents (Asata) said his organisation understood the need to increase fares.

"Fortunately the rise is fairly small so it should not have a detrimental effect on business of tourist travel."

Mr Rudolf Gouws, a senior economist at Nedbank, said the increases were unfortunate but necessary.

"It is inevitable that passenger fares will rise to a more economic level," he said.

The Afrikaanse Handelsinstituut said it welcomed the fact that the increases were small but it questioned the wisdom of introducing them at this stage of the economic cycle.

The Federated Chamber of Industries endorsed this view and described the increases as unfortunate.

DISCRIMINATION

Black community and labour organisations have condemned the rail increases, charging that they discriminate against the most poorly paid section of the work force.

The general secretary of the Council of Unions of SA (Cusa), Mr Piroshaw Camay, said he was disturbed at the move.

He pointed out that wage increases had just kept up with the change in the consumer price index and that the increase would be an added burden to workers.

A spokesperson for the Federation of South African Women, Miss Amanda Kwadi, said any increase was to be condemned as long as people earned wages below subsistence level.

The publicity secretary for Azapo, Mr Ishmael Mkhabela, echoed the view that it was the oppressed and exploited who were being forced to bear the brunt of the increases.

Mrs Sally Motlana, national president of the Black Housewives League, pointed out people were already battling just to feed themselves and pay rent.

"Most of the people using the rail service already live below the breadline," she said.

New pressure to sell off Durban's black bus service

Municipal Reporter

DURBAN'S black bus service, which is meant to break even, lost R4 000-000 this year and there is renewed pressure on the council to sell the service or hand it over to the State

Councillor Lew Phillips, who served on the Transport Management Board for several years, said the loss would be even bigger next year

'The ratepayers cannot be expected to keep dipping into their pockets in this way. It is a disgusting situation and we must sell both the black and white services to a public utility company or private enterprise, which is not hamstrung by red tape. They would make a far better go of it at less expense.'

One of the reasons he had resigned from the DTMB was that he did not

agree with the council's policy of running a cost-effective service for whites

He didn't know of a city in the world that could run a break-even service. In California the Federal Government ploughed millions of dollars into the bus service.

Serious

Management Committee member Mr Peter Mansfield said 'The situation is extremely serious. Traditional financial logic suggests that fares should be increased to cover the losses on the black service. But this could lead to more boycotts and greater losses.'

'The boycotts are an expression of black anger towards inflation-inspired fares, increases and Government policy generally. It is the Government therefore, not

the ratepayers, who should be footing the bill for these losses

'If the Government is not willing to pay boycott bills it should take over responsibility of running the service.'

Mr Marshall Cuthbert, general manager of the DTMB, said no one ever wanted to buy the white service and the only offers the council ever got for its black service was on profitable routes

Councillor Peter Corbett has blamed R100 000 of the R400 000 loss on a City Treasurer's Department slip-up

Last night the Deputy City Treasurer, Mr Mike O'Mara, said 'We didn't boob and I would be happy to explain the technicalities to any councillor. There were a number of factors involved in the loss.'

CAPE TOWN, SATURDAY, JULY 16 1983

Disaster at station as goods train ploughs into passenger coaches

9 DIE, 89 HURT IN DRAIL CRASH

269

w/le ARGUS 16/7/83

Weekend Argus Reporter

NINE people were killed and 89 injured, some seriously, when a goods train crashed side-on into a passenger train at Hammanskraal station, north of Pretoria

Mr Leon Els, a spokesman for the South African Transport Services, said from Johannesburg today that the accident occurred at 10 30 last night while the passenger train was in the station

4 coaches

The dead were on board the 12-coach passenger train, which was travelling from Pretoria to Pietersburg

Mr Els said the goods train was travelling in the same direction on a loop of the same line and crashed into the middle four coaches of the passenger train

Three coaches were destroyed. Two diesel engines pulling the goods train were slightly damaged but the driver escaped unhurt

Inquiry

Mr Els said it was not clear what caused the accident. An inquiry is to be held.

The names of the dead have not been released as their next-of-kin have not yet been notified

● Sapa reports that rescue workers who were on the scene within minutes of the accident said they had to dig out survivors and bodies from underneath all the rubble

"Screaming"

"It was absolutely terrible — bodies lying everywhere, ambulance sirens going and people screaming with agony," one worker said

Another worker told newsmen he had found a dead baby among the carnage while a survivor of the accident described how the coach in which he was sitting was "spliced" from its chassis during the impact

"It's a miracle that I came out of it alive. Our coach was completely shattered in the crash and we had to dig our way out of all the rubble. I hope I never have to experience something like that again," the man said

Work starts for ²⁶⁹ ^{E. Post} electric ^{14/1/83} trains

Post Reporter

WORK on the electrification of the main railway line between Port Elizabeth and De Aar has started and the project could cost more than R112 million by its completion in 1985

A statement by Mr George Engelbrecht, System Manager of SA Transport Services for the Cape Midlands, said the first stage of the project, 459 kilometres of single track between Port Elizabeth and Cradock, was expected to be completed in October, 1984, at an estimated cost of R80,1 million

Another 319 kilometres of single track between Cradock and De Aar was expected to be ready in October, 1985, at an estimated cost of R32,6 million

About 55 kilometres of wiring for electrification had already been completed

Work on the traction maintenance depots at Swartkops, Cradock and Noupoort was still in progress and the electric locomotive depot at Swartkops was 67% complete

100

HAULIERS HIT BACK

269
~~269~~
Industrial
Week
12/1/83

ACTION is being taken to bring about the scrapping of the controversial permit system controlling the transportation of goods by road.

Staff Reporter

Behind the move is the emergent South African Private Hauliers' Association (PHA) which wants it replaced with a temporary permit system that would put all transport operators on the same footing.

Smarting from a rebuff by Transport Minister Hendrik Schoeman who opposed a hearing to bring about this change, the PHA - a fast-growing organisation of fleet and warehouse owners - 80% Indian and 20% White - has appointed legal counsel to advise how they can get negotiations under way.

Expecting its membership to spiral from 110 fleet owners to about 500 when it spreads from Natal to open branches in the Transvaal and Cape regions, the PHA claims that the matter has "come to a head" with the drying up of permits being issued to its members now being "squeezed out of existence".

The PHA claims its aims are in line with those of the Public Carriers' Association (PCA), and that

it has a "bigger" membership than the PCA, but the latter is reportedly distancing itself from the PHA.

Now counsel has been appointed to pursue representations with the Minister of Transport through legal channels, disclosed Ramsharitar Panday, a PHA spokesman and transport affairs representative on the SA Indian Council (SAIC).

"The Minister says he cannot see us because we are not officially recognised - but we are a legally constituted body and have asked him to make good his assurance in Parliament, and Hansard, that he is prepared to talk to anybody who has trouble with current transport legislation," said Panday.

Panday said that attempts earlier to join up with the PCA "brought no response" so the PHA decided to go it alone.

"The PCA said that we would be included in their delegation scheduled to meet the Minister, but that did not happen," said Panday.

Neither Jack Webster, PCA executive director (on lecture tour), nor Mike Norris, president of the

PCA (on leave), could be reached for comment.

Norris is on record as having said that Panday was asked to arrange a meeting to recruit more members, but the meeting did not materialise.

Said Panday "Our arrangement was that the PCA would be coming back to us with a packaged suggestion I had only one meeting with the PCA, but have received no contact from them since then."

Panday claims that about 35% of PCA members have permits to operate, but PHA president Chris Moonsamy said it was closer to only 5%.

"These operators have been building their businesses on the strength of temporary permits relating to all kinds of manufactured commodities, including containers for the reef and CKD packs, spare parts and machinery.

"These permits started to dry up towards the end of last year. Things have finally come to a head since the authorities introduced R10 000 fines, plus confiscation of goods and vehicles for those caught operating without permits," said Moonsamy.

Some PHA Members have up to 35 trucks in

their fleets, almost totally financed by finance houses, and involving up to R30 000 a month in lease repayments, he said.

Said Panday "Our members are not pirates or fly-by-nights. Some have fleets worth more than R2-million, and most have warehouses, workshops and other costly overheads.

The authorities have been glad of their help in clearing goods from Durban docks, especially in 1981 when there was a log-jam of traffic. But now things

are tighter, these operators are being squeezed out of existence.

"Some have to work through White nominees. These people own the permits and use our members to carry goods using their permits, in return for 10% of the profits."

"These White nominees are, in at least five cases, members of the PCA, and scarcely own any vehicles. The people who are carrying the goods in these instances do not enjoy the benefits of PCA membership, which is wrong," said Panday.

DESPITE strenuous attempts to prune unnecessary capital expenditure, South African Transport Services has been able to lop only about R170 million off its estimates for its 1984/85 financial year. This will reduce them to about R1 180 million, Helmuth Hagen, assistant general manager, planning, said in Johannesburg this week.

In actual terms, without taking inflation into account, this is only R34 million less than R1 814 million planned to be spent this year.

He said a genuine attempt was made to reduce capital expenditure by re-evaluating every project carefully, "giving preference to those things that are needed to keep the wheels turning only and deferring projects which, although they are really very good investments, are not essential," he said.

"The number of projects selected for the current and next financial year is only about 40 percent of what we would have liked to have tackled.

"It is what we call the washer woman versus the prach. We can afford the R5 a week the washer woman charges, but not the R600 a new washing machine would cost, even though we know it would make a better economic sense to invest in the washing machine."

R170 million cuts!

That's all SATS can manage to snip from estimates

QUOTE

It's what we call the washer woman versus the washing machine approach. We can afford the R5 a week the washer woman charges, but not the R600 a new washing machine would cost...
— Assistant GM Helmuth Hagen

Finance Reporter

An example of that was the slowing down of the spending of about R430 million on the Richards Bay coal line. It will mean that the flattening of the "humps" in the coastwise direction, from from gradients of 1:66 to 1:160 will be delayed by two years from 1986 to 1988.

"That delay will not affect our carrying capacity,"

but it will affect our efficiency," Hagen said.

"We will be able to meet all the demands placed on us, but a higher operating cost. We will, for example, run more trains.

"At present we are running 176-truck trains hauled by eight locomotives. They transport 10 208 tons of coal per trip to Richards Bay.

"When we get the line built as planned we will also have trucks that carry more and a new breed of locomotives and we will be able to operate 200-truck trains that will transport 16 750 tons of coal to the coast on every trip, with only four locomotives.

"Apart from the increased revenue, we will save about R4 million in capital expenditure per train. A locomotive of the

type used on those trains costs R1 million."

Hagen said expenditure on projects to enable SATS to cope with increased demands that will be placed on it in the next upturn had hardly been affected by the cutback in capital expenditure.

Much of this is in Natal. Capacity between Gollel and Empangeni will be increased to cope with traffic on the new new Komatipoort-Gollel line being built, part of which will go through Swaziland and is being contracted by Swaziland itself.

This will provide a third route to Natal's ports from the hinterland. The line between Em-

pangeni and Durban will also have to be improved because of increased volume of traffic.

Capacity at the clean cargo bulk handling facility at Richards Bay is to be increased at a cost of R50 million

The line between Umhobgnitwini and Port Shepstone is also being improved; the green berth at Maydon Wharf, Durban, is to be rebuilt and the track access to the our is also to be improved to enable it to cope with the improved carrying capacity of the Johannesburg-Durban line.

This line is being improved at a cost of R440 million. This does not in-

clude the R400 million being spent on Sentarand, the new truck marshalling facility at the Johannesburg end of the line, nor the R220 million needed to build the connecting lines for Sentarand.

"Projects will get the bulk (46 percent) of the R1 780 million earmarked for capital expenditure in 1984/85. Stores stock will get 3,5 percent; the SAA 10,5 percent; road transport 3 percent; rolling stock 23 percent. Some 9 percent will be allocated to systems managers for their own projects costing less than R2 million and 5 percent will be used for housing and upgrading facilities.

SAR's luxury Transit coaches are a hit with most

COMFORT ON

THE TRACKS

A steward serves coffee and snacks in the aisle. INSET: Karen Edwards and Kevin Johnston cuddling in the Transit coach.



By Geoff Sifrin

THE trip on the SAR's new Transit coach from Johannesburg to Durban is more than just a cheap ride to the coast.

By the time the train pulls into Durban station after the 14-hour journey the 50 passengers are likely to have become firm friends — or enemies.

Each of the four open-plan Transit coaches contains 50 reclining aircraft-style seats, wall-to-wall carpeting, air conditioning and background music. Snacks are served (curry and rice when I went) by stewards moving along the centre aisle. Unfortunately, no hostesses are part of the team.

The passenger capacity of the Transit coaches is greater by 20-30 per cent over normal coaches. The price of a one-way fare Johannesburg-Durban is R27.

Although officially the Transit coaches only begin service on July 12, they have been running unofficially for more than a week as part of the Trans-Natal Express to iron out bugs in the system.

Last Wednesday the 50 passengers who boarded the Transit coach at Johannesburg were confused by the seating arrangements. There was

chaos until the conductor sorted it out. By that time camaraderie had been established among the passengers, with smiles, grunts and sighs about the "Public Service".

The rest of the journey made up for the poor start. The train pulled out of Johannesburg to the voice over the intercom of the conductor. "Welcome to South African Railways' new Transit service. We hope you have a pleasant journey."

The coaches have a luxurious feel, the bar is in the centre of the coach and stereo background music adds to the party spirit. Most of the passengers are young, perhaps because of the cheaper price.

The music stimulates interaction, sometimes happy but not always. Says one of the stewards: "We can't please everyone. Whatever kind of music we play some people complain. Some want it loud, some want it soft."

Mrs G Sutton, a grandmother who has retired to Seapark, Natal, with her husband, wanted more light classical music and less rock.

But she was happy. Karen Edwards and Kevin Johnston, two youngsters going to Durban on a holiday, spent

most of the journey cuddling together in the second row.

Said Karen: "These coaches are great! It's so sociable."

Not everyone got on well.

A family of three in the middle of the smokers' section arrived with a store of hard liquor and beer and spent much of the journey drinking and disturbing people around them.

Whatever the reaction, SAR is taking the idea seriously. Fifty coaches will be built by 1986 and the Transit coach service will be introduced on other mainline routes. The next link is likely to be Pretoria-Johannesburg.

Three-channel music piped through personal earphones and videos are likely to become part of the package.

Over weekends the four coaches are to be chartered to the Southern Sun Hotel Group. The group's private train, to be called the Funtrain, will be used as part of Southern Sun's holiday package deals, and will have a special nursery coach with trained governesses for the children.

The first of the Funtrains was to have arrived in Durban last night.

DURBAN-based shipping and forwarding company Sealadair have placed a R200 000 order for four Mercedes trucks from NMI's truck division in Prospecton — after an 18-year battle to obtain a harbour carrier's licence

Sealadair, formed in 1965, is the only Indian-owned company to hold such a licence in this country

SHIPPERS' SUCCESS AT LAST

269
S. Tribune 10/7/85

Finance Reporter

"The licence, normally the preserve of the South African Transport Services and a handful of

white-owned companies, was our major priority," said manager Nithia Reddy, son of the former South African Indian Council chairman Mr J N Reddy

"We were determined not to throw in the towel, and 18 years of perseverance paid off in April this year when we were finally granted the licence"

269
Municipal Reporter
11/1/62

Bus appeal to be heard next month

Municipal Reporter

green buses

DURBAN City Council's appeal to desegregate some of its bus routes will be heard by the National Transport Commission on August 1.

A council deputation went to see the Minister of Transport, Mr Hendrik Schoeman, last year and he advised the council to apply for desegregation only on routes that would not affect the livelihood of the many private operators

In the past the council has made several unsuccessful attempts to make both the green line and blue line buses fully multiracial so commuters could choose between the more expensive and less frequent blue line service and the cheaper

The council followed his advice but again the application was turned down by the Local Road Transportation Board.

Hauliers see threat to free trading

269
9/7/83
ROM

By SIMON WILLSON

Industrial Editor

PRIVATE-sector transport businesses believe free enterprise is under attack from Government measures designed to protect public-sector transport services.

Organisations representing private-sector transport interests have written to the Director-General, Transport, expressing concern at a tightening legislative stranglehold on private hauliers.

The organisations believe that this year's series of laws and proposed regulations controlling private-sector transportation are designed to protect South African Transport Services.

Sats's share of national freight carriage has been falling for more than a year at the expense of the private sector's rising market share.

Official figures show the private sector's seasonally adjusted share of goods carried by road and rail at 64,4% against 35,6% for Sats.

But this year's amendments to the Road Transportation Act, which came into force on April 22, and the succession of draft regulations that have followed, have raised private-sector fears that their domination of the market is now the target of a Government campaign to boost Sats.

Mrs Iona Reed, secretary of the private-sector Transport Consultative Committee (TCC), says "We believe that there is now so much legislation coming out of the Department of Transport that the department is in total conflict with the Government's policy of a free-market system."

"Every new proposal from the department is merely more protection for Sats and leaves less room for free enterprise. It's frightening."

The TCC, along with other private-sector bodies, such as

the Federated Chamber of Industries and the Association of Chambers of Commerce, have submitted objections to proposed legislation to the Director-General, Transport.

Amendments to the Road Transportation Act are on the statute book in spite of opposition from the private sector and complaints from umbrella organisations that they were not consulted sufficiently before the legislation was enacted.

These amendments include tightening the rules making all lorryloads of freight subject to official inspection, and a tenfold raising of the maximum penalty to R100 000 for contraventions.

Under the amendments, the Minister of Transport also received the power to prevent the conveyance of virtually any goods on a goods vehicle, even if permits allowed it. They also removed the discretion of the courts in penalising offenders.

The first private-sector road haulier to incur the maximum penalty under the amendments was fined R10 000 and had his load and vehicle confiscated.

Private-sector indignation has switched to new proposals by the minister which will affect transport of freight by road in containers.

The proposed regulations would

- Compel road hauliers to load containers on vehicles only in such a way that they could be opened for inspection.

- Remove the exemption of goods from the provisions of the Act if they were carried by road in containers.

Mrs Reed says "This is a

direct attack on private enterprise in transportation and would impede the speedy movement of imports to the Reef."

Mr Norman Fletcher, a member of the FCI subcommittee on transport, says the proposed container regulations will result in increased costs to manufacturers and consumers through needless double handling.

"Importers will simply re-pack imported freight in Durban and have it put on regular road transporters. This means costly double handling, but it will still be cheaper than sending it by rail."

The trade press is also outraged about the container proposals. Quoting hauliers' verdicts of "unutterable madness", Freight World says that for Sats to boost its coffers "by beating private concerns with official cudgels goes against every precept of the free-enterprise system."

Freight & Container Weekly says that if the proposals are approved, "hauliers who up to now have provided a speedy, competitively-priced service for importers on the Reef, will finally be forced to bow out."

The Director-General, Transport, Mr Adriaan Eksteen, confirmed this week that with the exception of the four provincial administrations, all reaction to the proposals had been unfavourable.

He said the department was analysing private-sector reaction before taking a decision.

"The objections of the various bodies are viewed in a serious light and the assurance can be given that this matter will be carefully considered."

By GERALD REILLY
Pretoria Bureau

RAILWAY tariffs, air and rail fares and harbour charges may go up next month, the Minister of Transport Affairs, Mr Hendrik Schoeman, said in Pretoria yesterday

If this happened, it would be the second time this year that the tariffs have been raised — SA Transport Services increased tariffs by an average 10,3% in January

Rail tariffs alone were raised by 12,3%

Mr Schoeman said the loss for the financial year to March amounted to a huge R413-million

This was in spite of the stringent economies imposed by the administration

"Tariffs are being reviewed and it is possible that adjustments will have to be made in August," Mr Schoeman said

Part of the economy drive

269 ROOM 8/7/83

Govt hints at rise in air, rail fares

was the laying off of re-employed pensioners and not replacing staff that went on pension if at all possible

Mr Schoeman said because of the continued recession revenue from the high-rated import traffic and from exports was down by about 30%

Because of this the country's harbours were virtually empty

The administration's defi-

cit estimated at the beginning of the 1982-83 financial year was R372 700 000. However, the final deficit was R413-million

Railway revenue was down by R628 700 000 compared with the original estimate

SA Airways' deficit for the financial year totalled R98 200 000. Harbours, however, showed a surplus of more than R225-million

2 blacks get Durban bus board posts

769
S. Few
7/1/63

Own Correspondent

DURBAN — Two black women have been appointed to the municipality's Durban transport management board and an Indian man has been appointed to the city's valuation appeal board.

The two women, Mrs C Khuzwayo and Mrs Albertina Mnguni, will serve on the DTMB for a three-year term of office and Mr S Chetty on the valuation appeal board.

The public, which yesterday included Mr Amichan D. Rajbansi of the South African Indian Council, was excluded

from these discussions after the mayor, Mrs Sybil Hotz, ordered the council to go into committee

This followed objections by councillor Mr Mark Webber to Mrs Khuzwayo and Mrs Mnguni being appointed while there was no Indian or coloured representation.

He said he believed the city's bus service catered for all races and that they should all be represented on the DTMB

Mr Webber said the Indian and coloured local affairs committees were unhappy that they were not represented.

An unsuccessful applicant for one of the two posts, Mr Ramcharitar Panday of the Southern Indian LAC, yesterday wrote a letter of protest to the town clerk urging the city council to defer a decision on the issue

A proposal by Mr Clarence Cheek that only one city councillor should be appointed to the DTMB and the other post taken up by a representative of the Indian community was rejected when only three councillors voted for it.

Mrs Hotz, however, moved that the issue of representation by the Indian and coloured LACs on the DTMB be referred back to the management committee and this was accepted

Harbours in doldrums

By Elizabeth Rouse

HARBOUR traffic has slowed to a walk. Activity as reflected by this important economic indicator has been falling for some months, and it is clear that the declining trend has not yet bottomed out.

Total cargo handled at South African ports dropped from 6.5-million tons in March to just over 5.5-million tons in April, while the fall on the 7.1-million tons handled during April 1982 is a staggering 22%, according to latest figures supplied to Business Times by SA Transport Services.

Both imports and exports continued to decline, with the iron-ore export harbour, Saldanha Bay, being the hardest hit.

Cargo handled at Saldanha Bay declined dramatically to 486 682 tons from 638 683 tons in March, showing a 24.5% plunge from 1.5-million tons of iron ore exported in April 1982.

Iron-ore exports will probably take longer to recover, as the world steel industry usually lags in an economic upturn.

Although the US economy shows signs of recovery, the steel industry is still struggling and Europe's steel plants remain in dire straits.

Coal exports from Richards Bay have been holding up relatively well, but, here again, export tonnages continued to nudge down.

Tonnage handled at Richards Bay in April was 2.5-million against nearly 2.8-million tons in March. In April 1982 exports totalled just over 3-million tons.

Asbestos exports have been static in the past few months, the General Mining group

was 219 5 3 7 1 8 3

And bottom

has not yet

been reached

has cut production by a further 10% and world prices remain dull.

However, manganese exports have risen by 30% to 50% since the beginning of 1983.

Port Elizabeth, the manganese-export harbour, showed a slight rise in cargo handled in April at 226 496 tons compared with 218 376 tons in the previous month.

Exports were also down at Durban and Cape Town, which brought total tonnage shipped to 4.6-million, down from 5.4-million in March and nearly 6-million in April 1982.

Imports handled fell to 829 001 tons from 883 558 tons in March and 902 416 tons in April a year ago.

In 1980/1981 the buoyant South African-Europe sea traffic kept some shipping lines happy. Now South African harbours are empty.

The total number of ships which called at South African ports was down to 456 in April (only seven bulk vessels called at Saldanha Bay) from 541 in April 1982.

However, harbours are still profit-earners for SA Transport Services. Income in April was R51,728-million and expenditure R37,655-million. SATS's total deficit was R56,738-million in April.



Sign of the times: a lone bulk carrier in dock at Richards Bay

Police probe transport 'fiddle'

269
By Kevin Davis
3/7/83

A MAJOR investigation has been launched into allegations of transport permit irregularities involving officials of the Department of Transport.

The six men have appeared three times in court, but have not yet been charged. It is understood the men will be formally charged when they appear in court later this month.

The court appearance of the men arises out of the alleged sale in recent months of transport documents that had the appearance of bona fide documents, apparently complete with official stamps and signatures of senior officials.

now hard to get because transport boards have cut back on granting them. South African Transport Services has tried to reduce the huge deficit it faces by competing for business traditionally the reserve of private hauliers.

The price of the permits has rocketed as a result. They cost about R100 when bought from the transportation board, but truckers are so desperate that they resell for about R60 000.

day Tribune this week to get official comment from South African Transport Services, the Department of Transport or the Railways Police were unsuccessful. Inquiries were referred from one department to the next or senior spokesmen said the case was sub judice so they were not prepared to release even the most basic details.

by South African Railways Police. "Since the matter is sub judice, the department has no comments to offer," the director-general of the Department of Transport, Adrian Ecksteen, said.

Mr Ecksteen declined to say whether transport officials were involved, whether the investigation by the Railways Police was being supplemented by an investigation by the Department of Transport or whether any officials had been prosecuted or had resigned.

Baby cries at 'Baby's' shanty broken

Tribune Reporter

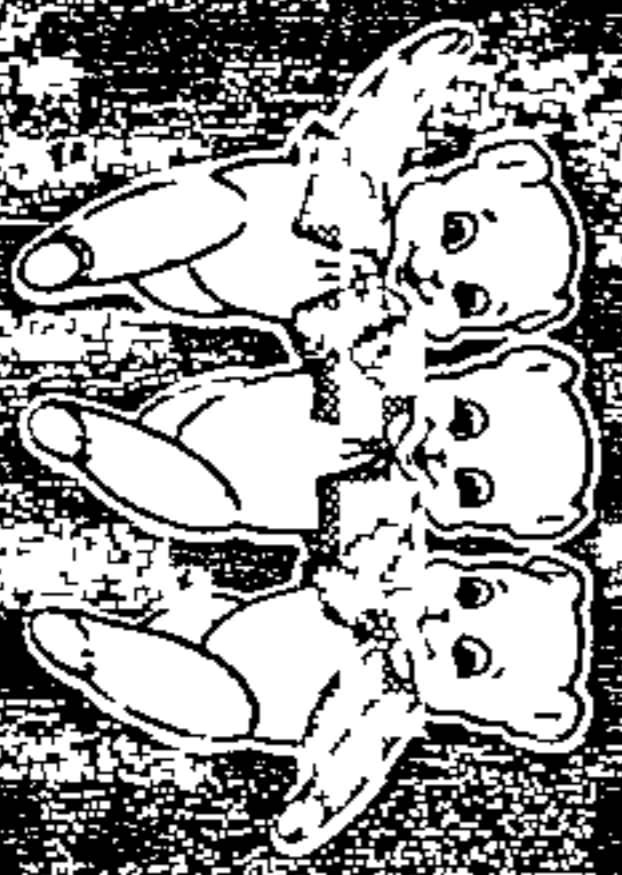
A FISH Hoek couple have alleged that their 10-week-old baby, Veronica Michels, died of exposure after Department of Community Development officials broke down their shanty, forcing them to sleep in the open.

Captain Jan Calitz, police liaison officer for the Western Cape, said: "We can confirm that the death of this little girl was reported to the police on June 20. "She was taken to the mortuary. The police are investigating to ascertain the cause of her death."

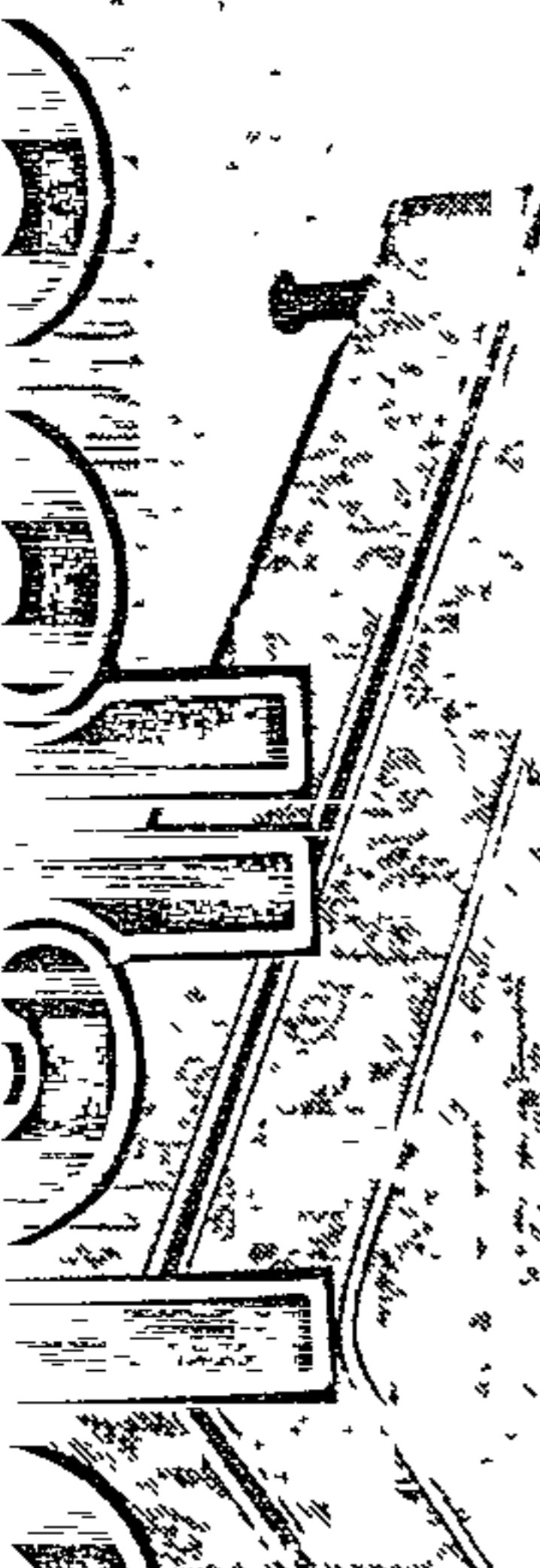
The child's father, Benjamin Davids, said he was told by a doctor at Salt River mortuary that the baby had died of exposure.

The child, said she took pity on June. There she by a doctor and medicine and medicine By Saturday completely took her sho Michaels for "That night sleep in the bush. It was In the ear chael's woke Mr F Ger the Depart ment, confi molished by 18

AS YOU HAD TWICE AS MUCH FROM BEARERS AS YOUVE GOT IT A GA



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(269) (1) *Star* 2/7/83

SAA air link to Comores

By Richard Paris,
Air Correspondent

The first air service between South Africa and the Islamic republic of the Comores is to be introduced by South African Airways on Monday with a weekly flight via Blantyre, Malawi.

The airline's public relations officer, Mr J C van Rooyen, said yesterday that the new service was aimed at boosting

trade and tourism links between the two countries

The outbound flight will leave Jan Smuts Airport at 9 am, arriving in Moroni, Grand Comore Island, at 2.30 pm. It returns an hour later.

The economy class return fare will be R926, but Mr van Rooyen said excursion fares would start at R593 return, making it possible to visit

the tropical island group off Madagascar at a price lower than that for any other Indian Ocean island.

Grand Comore has only three small hotels but others are under construction.

A consortium of South African and French businessmen recently announced plans to build a string of luxury resorts on the islands.

Maize shipped to EL

Weekend Post Reporter
EAST LONDON — East Londoners can expect at least two maize-carrying ships to offload in the Buffalo harbour each month, according to the Acting South African Transport Services System Manager, Mr L O du Toit

The first of the ships carrying imported maize, Anchiles, docked in the harbour this week

Mr Du Toit said the ships would, on average, carry 23 000 tons of maize

He said the ships could be expected to stay in the harbour for eight or 10 working days

"Most of the maize will be distributed in the Eastern Cape," he said

"Some will be stored in the grain elevator for later distribution"

2/7/83
E. Post
269

PIA

EL urged to develop port facilities

269

D. Dispatch

29/6/83

EAST LONDON — East London must remain the principal grain export port in South Africa because it offers cheap facilities for the handling of maize

This was stressed by the president of the East London Chamber of Commerce, Mr George Orsmond, guest speaker at a meeting of the local branch of the South African Chartered Institute of Transport last night

He said studies had shown that it would have been unwise to have embarked on the construction of a large grain export terminal in Richard's Bay, because the infrastructure necessary there to handle large grain ships would have been costly

Mr Orsmond, also a member of the Harbour Advisory Board, said 100 000 ton vessels were costly to handle in harbours Internationally,

smaller 35 000 ton ships were now preferred to carry maize, because they were easier to handle, reducing labour costs

This was so because more labour and machinery was needed to offload a 100 000 ton ship. In contrast, a smaller ro-ro vessel (a 35 000 ton ship with a ramp on its stern which allowed trucks to drive on board, eliminating the need for cranes) was cheaper to handle and could easily operate in East London, said Mr Orsmond

"It's a practical ship," Mr Orsmond told an audience of people representing private enterprise, including members of shipping companies

To keep East London's harbour alive there was an urgent need for the creation of an additional berth to handle ships like the ro-ro, he said

Mr Orsmond suggested that this berth be built on the West Bank

He also pleaded with exporters and importers to choose vessels capable of calling on East London

"We want co-operation with the neighbouring independent states. If we get more ships here everyone will benefit and more jobs will be created," Mr Orsmond emphasised

He said East London's loss of the refrigerated fruit trade to Port Elizabeth and Cape Town was a sad tale. The refrigeration plant is now

closed in the harbour

"It was a profitable venture. We must fight to get more ships here," he said

Mr Orsmond said the construction of an outer harbour for East London must be kept in mind, because it may be required in years to come, even though costs could exceed R120 million

Answering a question from the floor about the possibility of East London becoming a free port, Mr Orsmond said "We want to see one here that will hit a jackpot, like free ports are doing all around the world" — DDR

350 Hansard Q. Col. 1.
269 Khavelitsha
29/6/83 175

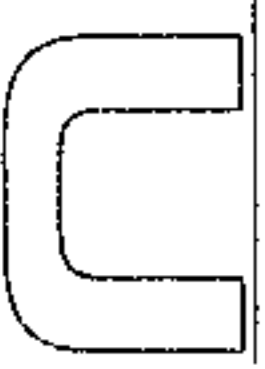
Mr K M ANDREWS asked the Minister of Transport Affairs

Whether transport to and from Khavelitsha is subsidized, if not, why not, if so, (a) by what amount, (b) in what manner and (c) from what date?

The MINISTER OF TRANSPORT AFFAIRS

No I have to point out, however, that an application for subsidy has been received and is presently receiving the necessary attention

(a), (b) and (c) Fall away



b7D
b7E
b7F
b7G

Road users are paying rail losses, says AA chief

269
2/6/83

Staff Reporter

Road users were subsidising the uneconomical services rendered by SA Transport Services, the president of the Automobile Association, Mr Louis de Waal, told the AA's annual meeting in Johannesburg today.

In voicing the association's opposition to toll roads, he said that in the 1981-82 financial year SATS made a profit of R163 million on its pipelines

Railways and airways had shown losses of R150 million and R57,8 million respectively

A large part of the pipeline profit came from the 5c a litre added to the price of petrol and diesel fuel inland

"There can be no doubt that road users are subsidising certain uneconomical services

"It is unfair that inland road users should contribute 5c on every litre of fuel to the Railways while a mere 3,1c a litre countrywide is being paid into the National Road Fund for the financing of national roads," Mr de Waal said

If the rail subsidisation were reduced to 3c a litre and the levy for the National Road Fund increased to 5,1c a litre, road finances would be boosted by at least R130 million annually

"On the basis of loan financing of new road construction programmes this would service a 25-year loan at 12 percent interest of R1 020 million"

"An interesting corollary of the two cross-subsidisation elements — that of heavy vehicles by light vehicles and that by all inland vehicles of certain uneconomic railway services — is the serious economic distortions introduced into the transport sector, if not to the economy as a whole

"While the road haulage in-

dustry has a competitive edge, road users are subsidising uneconomic railway services which the Railways cannot itself subsidise by way of increased tariffs for high-rated goods because of the risk of losing such traffic to the road haulage industry

"In turn, the SATS are operating road haulage in competition with the private hauliers while enjoying a competitive edge over them in that the SATS are exempt from the payment of certain fuel taxes and levies

"The phasing out of cross-subsidisation would not only benefit the road user but indeed the whole country"

The AA supported cost-related charging and the elimination of cross-subsidisation as recommended in the past and again emphasised by the Welgemoed Commission of Inquiry

"The AA fully supports the concept of road financing by means of a broadly based and equitable 'user pays' system provided revenue so collected is earmarked for the specific purpose of funding road construction and maintenance programmes."

For these reasons the AA could not support introduction of toll roads

"Apart from the fact that the user base becomes far too narrow and therefore extremely costly, overseas experience has proved the cost of administration often absorbs more than 40 percent of revenue collected

"It would indeed be tantamount to a misallocation of resources if South Africa were to introduce this new form of revenue collection while, with minor adjustments, the existing sources would suffice," Mr de Waal said

UUC

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Khayelitsha
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*17 Mr K M ANDREW asked the Minister of Transport Affairs

- (1) Whether, with reference to his reply to Question No 15 on 17 June 1983, the local Metropolitan Transport Advisory Council has been approached to determine the most economic and suitable mode of transport for the people of Khayelitsha, if so, (a) by whom, (b) when was it so approached and (c) when is it expected to make a decision or recommendation, if not, (i) why not and (ii) who is responsible for making an approach of this nature.
- (2) whether he will make a statement on the matter?

The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes
 - (a) The Sub-Committee for Public Transport of the Metropolitan Advisory Board
 - (b) 9 June 1983
 - (c) The expected date for a final decision or recommendation in this regard can not be anticipated at this stage. The matter is, however, receiving the urgent attention of all the interested parties
- (2) No



1755 WEDNESDAY, 2

Mr. K. M. ANDREW: Mr Speaker, arising out of the reply of the hon the Minister, in terms of an expected date for a decision or recommendation, would he expect something by the end of the year? Of what sort of time scale is he thinking?

The MINISTER. Mr Speaker, I expect some result before the end of the year.

Taxi ban ^{ROM} a threat to ²⁶⁹ minibus sales ^{30/6/83}

By SIMON WILLSON

Industrial Editor

MINIBUS sales could drop by 30% if the Government accepts the recommendations of a commission of inquiry which has advocated banning their use as taxis

Mr Brand Pretorius, sales director of Toyota, South Africa's leading commercial-vehicle manufacturer, said yesterday that the conversion of the commission's findings into legislation would also force manufacturers to raise minibus prices to cover lost revenue from lower sales

The Welgemoed Commission's report, which was tabled in Parliament on Tuesday, said minibuses should not be given permits to operate as taxis. It called for a stricter definition of a taxi to help enforce new legislation.

Parliamentary observers say the commission's report is likely to be accepted by the Government, and its provisions would mean the end of the large minibus taxi services for blacks all over SA.

Mr Pretorius said the black minibus taxi market was worth about R50-million in 1982.

Minibus sales totalled about 15 000 units last year, of which 4 000 units were sold to the black taxi market. Toyota estimates the current number of black taxi-operators at 22 000.

About 41% of the private buyers of new Toyota Hiace 10-seaters, and about 74% of Hiace 16-seater buyers, used them as taxis.

More than 80% of "all second-hand Hiaces sold last year were used as black mini-bus taxis

Mr Pretorius said "Our dealers report that minibus inquiries from potential black taxi-operators have already dropped sharply

"Current taxi-owners are also unsure about the future. If their permits are not renewed and they lose their source of income, they will be unable to pay off the vehicles and this will lead to a spate of repossessions

"Further depression of the used vehicle market in this sector will result"

Mr Pretorius said the local content programme for vehicles became mandatory in the light commercial-vehicle market in 1981 when all manufacturers made substantial investments in tooling up.

"If this report is accepted, we estimate that current market sales volume will drop by 30%, and that manufacturers will have to put prices up to recover their income"

He doubted whether any anti-taxi legislation could be enforced.

"Such legislation will force present legal operators to go underground. We know already that many passengers are under instructions to say they paid no money and were friends of the driver"

The Welgemoed Commission said taxis should be defined as vehicles with room for four people plus a driver.

It urged that legislation should apply to vehicles carrying between five and 25 passengers. These vehicles should be regarded as being in the same category as buses.

Bus fares, sewerage rates up

Sandton residents will have to pay more for both bus fares and sewerage rates as from Friday, it was learnt at a Sandton Town Council meeting last night

The cost of monthly season tickets will range from R42 for routes over the Sandton border to R20 for internal season tickets

Local children will pay 25c per coupon or 40c cash, and pupils living outside the municipal boundaries will pay 40c per coupon or full cash fare on all routes

Student cards valid for

42 trips each will cost R27 for journeys to points north of Sandton City and R22 for students travelling between Sandton City and Johannesburg

Sewerage tariffs are to increase by about 10,7 percent. The annual fees will be up from R84 to R96 for private dwellings

The town council has voted to buy a new ambulance at a cost of R28 000. This replaces the old one which is to be used for civil defence

A request to establish a veterinary clinic in Morningside has been

turned down.

Progressive Federal Party councillor Mr TR Franklin and the Town Secretary of Sandton will attend the Transvaal Municipal Association Congress in Warmbaths from October 12 to 14

A new township is to be established on portion 147 of the farm Driefontein. About half the property is to be retained for use by the Dutch Club.

A new PABX telephone exchange will be installed in the Sandton Civic Centre. This will replace the existing obsolete PABX which was bought in 1970 for

R89 000. The new system will be installed within 12 weeks at a cost of R288 600.

An 80-bed medical clinic comprising medical, surgical, maternity, dispensary and convalescent home services, and doctors' consulting rooms is to be built in Morningside at the intersection of Hill Road and West Road South off Rivonia Road

A gift of R5 000 has been received from the manager of Anglo American and De Beer's Chairman's Fund for the purchase of medical equipment for the civil defence mobile hospital

4

269 RUM 17/6/83

Goods tariff hike feared

By GERALD REILLY
Pretoria Bureau

ORGANISED commerce and industry fear that the Minister of Transport, Mr Hendrik Schoeman, has another shock in store for them before the end of the year — higher freight tariffs

Earlier this week Mr Schoeman announced an average 6,5% hike in rail passenger fares, and 4% in air fares

Yesterday, the Minister told the Rand Daily Mail he might have to adjust freight tariffs towards the end of the year

However, before a decision was taken, he would discuss the issue with the Associated Chambers of Commerce (Assocom), the Afrikaanse Handelsinstituut (AHI) and the Federated Chamber of Industries (FCI)

The Minister gave an assurance that everything possible would be done to keep any increase to an absolute minimum

Mr Schoeman confirmed that last year's SATS deficit amounted to R413-million, and said he had allowed for a R430-million deficit in this year's budget

However, the economy should begin to recover from the recession

in the first half of next year, and would certainly improve in the 1984/1985 financial year

Commenting on the threat of freight rate increases, the executive director of the Afrikaanse Handelsinstituut, Mr Fritz Stockenstrom, said he hoped the Minister would "hold his horses" on goods tariff hikes until the last possible moment.

And on the rail and air fare hikes, the AHI president, Mr Hennie Klerck, said he doubted whether it was a wise move in the present circumstances, particularly in view of the railways administration's marketing campaign to win back passenger traffic

He said the economy was in no position at this stage to absorb another hike in goods tariffs

Assocom, in a statement released yesterday, said the general exchequer and not tariffs should be used to fund the losses on the rail passenger services

Assocom supported the phasing out of cross-subsidisation and agreed the economy could not absorb a general tariff increase on goods

The ability to absorb such tariff increases later would directly improve South Africa's chances of a much lower inflation rate by the end of 1983

Sun. Express
17/7/83

Human error may be cause of smash

769

A TRAIN driver's mistake could have caused Friday's horror train smash at Hammanskraal, near Pretoria, in which 10 people died and 89 were injured

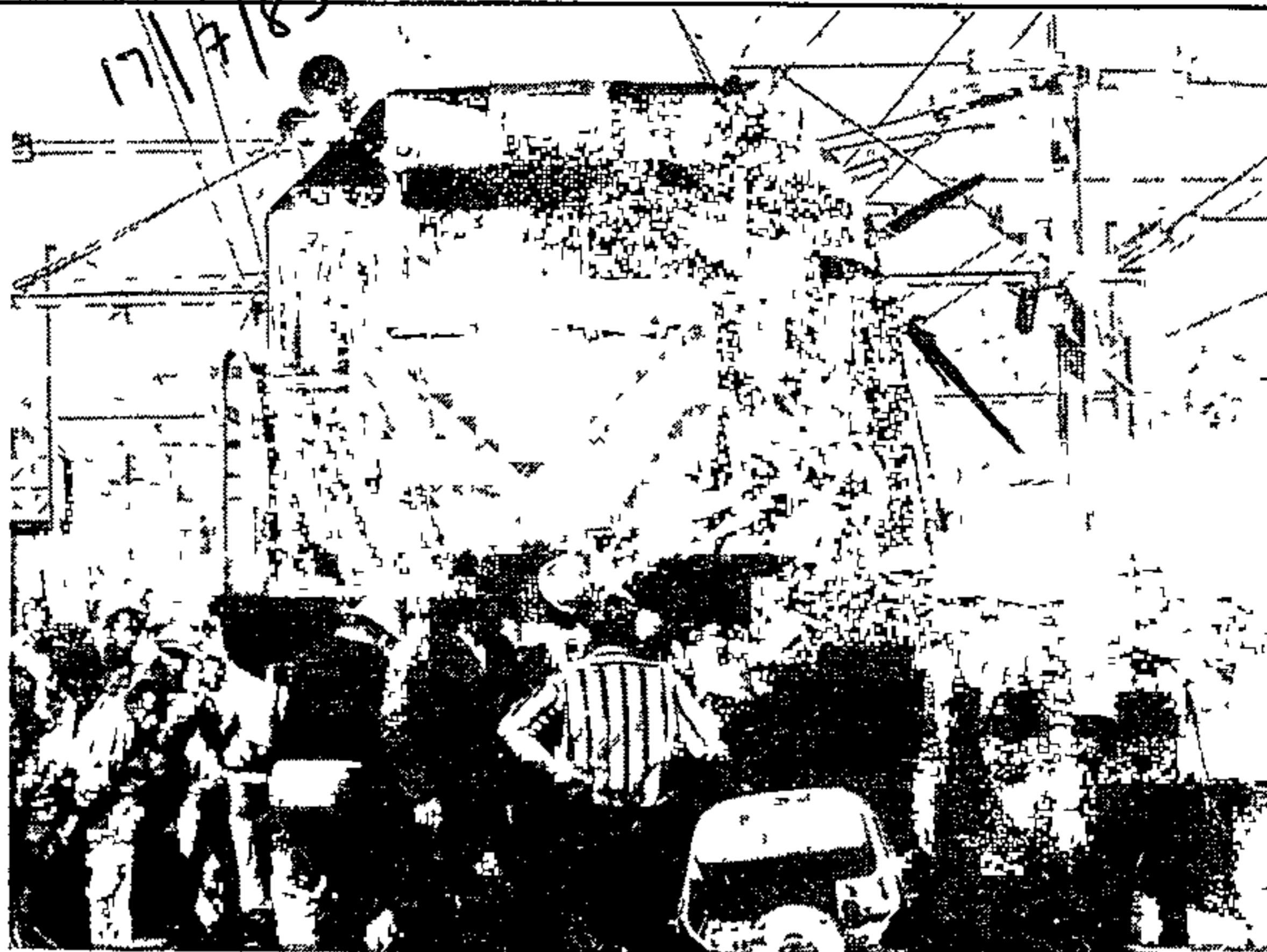
The accident happened at 10 30pm on Friday, when a goods train ploughed into the side of a passenger train, completely destroying four coaches and badly damaging the diesel unit.

Both trains were travelling northwards to Pietersburg

Mr D F Fourie, the superintendent of SATS passenger services for the Eastern Transvaal, said the crash was "one of the worst train disasters" he had ever seen

He said he could not give the cause of the accident. But he said it was "probably due to human error"

One of the signal techni-



● One of the locomotives involved in Friday night's train crash near Hammanskraal. Ten people died in the smash.

Picture HERBERT MABUZA

cians at the scene of the disaster said yesterday that the driver of the passenger train could have been watching the wrong signal lights

"The passenger train had pulled into the siding to pick up passengers," the technician, who asked not to be named, said

"At the time the signal lights applicable to his train were red, which meant he should stop

"There is another set of lights 1 200m down the line

which can be seen from the siding," he said

"These lights were green — but this applies only to the main line"

The technician said the driver of the passenger train had probably ignored the signal nearest to him and had been watching the lights 1 200m away

"The goods train would have been travelling at 30km/h when the passenger train pulled out in front of

it," he said

"The goods train" then ploughed into the side of the passenger train causing massive destruction"

Debris from the crash lay strewn over a wide area yesterday morning. The chassis of one passenger coach was completely mangled, while that of another appeared to have been sliced in half

Rescue workers who were on the scene within minutes of the accident said they had to dig out survivors and bodies from under the rubble

"It was absolutely terrible, bodies lying everywhere, ambulance sirens going and people screaming in agony," one worker said

Another worker told newsmen he had found a dead baby among the carnage while a survivor of the accident described how the coach in which he was sitting was "spliced" from its chassis on impact

"It's a miracle that I came out of it alive. Our coach was completely shattered in the crash, and we had to dig our way out of all the rubble. It was terrible," the man said

Many of the passengers were migrant workers who were going home to the Pietersburg area for the weekend

An SATS public relations officer, Mr Leon Els, said yesterday the Railway Police were still trying to trace the next-of-kin of those killed

Mr Fourie said a board of inquiry into the collision had been appointed. It would probably start hearing evidence in Pretoria tomorrow or on Tuesday

CAME TOO FOR SAM

By ELLIOT TSHINGWALA

Police were about to give him a pauper's funeral when the Itlo-komeieng Association for the Aged intervened. At their call Alex residents, including businessmen, donated freely and old man Mabaso was given a respectable burial on a quiet Thursday afternoon.

Old man Mabaso came to Alexandra some years ago. No one knows exactly when. He and a friend rented a room together. He became popular with both young and old in the township through the stories he told of the sec-

ond world war.

But he never enjoyed the fruits of his toil because he died a wretched man without a friend in the world. After his only friend died, he was evicted from the room he used to occupy. A sympathiser offered him a scrap car which he converted into a sleeping room with two bunkers, one for his bed and the other for his rags. Another sympathiser, Mrs Marjory Manganyi, used to give him food daily.

Two, he did not have a friend in the world.

Just a few months be-

fore he died, Mrs Manganyi raised Mr Mabaso's plight at several meetings at the Sandton Rotary Club and Dominee Sam Buti devised a plan to build a temporary home for the aged. It was agreed that a permanent home would only be built after the replanning of the township had been completed.

opened Mr Mabaso died. According to Mrs Manganyi, whose organisation have been charged with the duty of running the home, he was on top of the list of the first 16 old people who were to be taken in. The home was officially opened last week.

Leaders slam ^{Sowetan} rail fare hikes ^{18/7/83} ²⁶⁹

THE rail fare increases announced by the Minister of Transport Affairs, Mr Hendrick Schoeman, have been strongly criticised by black community leaders.

The leaders said the increases discriminated against the most poorly paid section of the community.

The increases come into effect on August 1.

They feature the following: An average rail fare rise of 6,5 percent, an increase of 10 percent on weekly third class tickets and 5 percent on monthly third rates, a flat 5 percent increase on both monthly and weekly first class tariffs, no increase on single-ride tickets, in order to encourage travel in off-peak periods and an average 4 percent rise on air fares.

It is believed that in increasing third class tariffs more sharply than monthly rates, the Government is hoping to encourage people to buy monthly tickets to relieve pressure at ticket offices.

A Federation of South African Women's spokesman said that the increase will seriously affect people who still earn below the bread-line. They have already been subjected to maize, rent and milk prices recently.

Azapo's publicity secretary Mr Ishmael Mkhabela has said that it was the oppressed and exploited section of the community which was being forced to bear the brunt of the economic ills of apartheid.

Several other people including trade unions such as the Federation of South African Trade Unions and the Council of Unions of South Africa, have condemned the hikes.



Some of the families living under the tree in the Dark City

"Since then I have had nowhere to stay because the authorities could not provide alternative accommodation for me and my children. In a moment of desperation I asked for a temporary shelter and was forced by circumstances

employed," she cried. Some of the "tree-dwellers" had gone to seek food in the neighbouring Bramley and Wynberg suburbs when The SOWETAN team visited the place yesterday.

The chairman of the

and their families live "properly and under healthy conditions," he said.

A spokesman for the Alexandra Liaison Committee said they would investigate the people's problems. Meanwhile, he said, the people should come to

Cement to pass on rail costs

By SIMON WILLSON
Industrial Editor

CEMENT producers will pass on to the consumer any increase in freight rates as soon as they occur

In the 1982 review of the South African Cement Producers Association, the three main members — Anglo-Alpha, Blue Circle and Pretoria Portland Cement — reiterate their policy on freight-rate increases, first stated after the lifting of price control on cement last year.

This pricing policy will also be followed by Sacpa's three associate members — Cement Marketing Organisation, Cement Sales and Durban Cement.

The Minister of Transport Affairs, Mr Hendrik Schoeman, says he will probably be forced to raise South African Transport Services freight rates in September or October

Freight rates last triggered an increase in the cement price in January this year when pocket prices rose by between 2% and 5%, depending on the delivery distance

The association says that rail transport of the industry's raw materials and finished products was maintained at a high level of efficiency by Sats

Member companies will absorb for as long as possible increased costs — estimated at R1-million a month — of raw materials and electric power

The industry had an installed capacity of 9 400 000 tons in the year under review. Capacity use averaged 85%, although regional demand varied

Western Cape producers operated at 17% lower capacity use than the national average

The Transvaal cement market continued to grow, but demand elsewhere was either static or declined

Sats axes costs by R170-m

269
Industrial Week 19/1/85
By Lynn Carlisle

EXPENDITURE BY SA Transport Services for the 1984/85 financial year will be reduced by about R170-million from the original estimates, according to Helmuth Hagen, Sats assistant general manager for planning.

Despite this, projects will receive the bulk (46%) of the R1.180 million earmarked for 1984/85, rolling stock 23%, SAA 10%, stores 3,5% and road transport 3%.

Some 9% will be allocated to systems managers for their own projects costing less than R2-million, and 5% will be used for housing

and up-grading facilities.

"The number of projects selected for the current and forthcoming financial year is only about 40% of what we would have preferred to have tackled," said Hagen.

He said every effort had been made to reduce capital expenditure (with Sats incurring a massive loss in profits at present) by re-evaluating each project and giving preference to what was needed to "keep the wheels turning".

Those projects which were not absolutely essential in the forthcoming year have been deferred.

The slowing down on

expenditure amounting to about R430 million, on upgrading the Richards Bay coal line would mean that the levelling of the "humps" on the "down run" would be delayed from 1986 to 1988.

"The delay will not affect our carrying capacity, but it will affect our efficiency. We will be able to meet all the demands placed on us - by running more trains which will in higher operating costs," said Hagen.

Capacity at the clean cargo bulk handling facilities at Richards Bay will be increased at a cost of R50 million.

Of the other main projects, Hagen said that improving the carrying capacity of the Johannesburg-Durban line would cost R440 million.

269

League slams rail and Mercury air tariffs

Mercury Reporter

SOUTH Africa's double-digit inflation rate would never come down as one sector after another put up tariffs and prices with the excuse that rising costs were hitting them and their increases were inevitable.

This was said yesterday by Mrs Joyce Hurwitz, president of the Housewives' League of South Africa

In a statement to the Mercury she scorned the proposed increases in rail and air tariffs as being too hard on the heels of the April increases which saw rail tariffs rise 15 percent and air tariffs 10 percent.

Now consumers were expected to accept a further 6,5 percent increase in rails tariffs and a 4 percent rise in air fares.

Cut-backs

The additional price increases in rail travel will affect so many consumers that have to commute to work by train. And these are the very people who cannot afford any increases in goods and services, Mrs Hurwitz said.

Further hikes in air fares would result in further cut-backs on domestic flights. As there was no alternative airline, consumers would revert to travelling by car or train.

'Government services, public utilities and State-imposed control board systems are helping increases along. Our country is in the throes of a recession, cost of living has gone through the roof and we are experiencing the worst drought in living memory.'

'Still we are bombarded with price increases. When will it stop?' she said.

'It is a time when everyone should tighten his or her belt — not just the man in the street.'

EAST LONDON — With world-wide shipping in the midst of the worst depression it has known since the 1930's, the South African Transport Services (SATS) has launched an inquiry into how the utilisation of the local drydock can be increased

East London's port captain, Captain Alastair Mackay, said he felt the under utilisation of the drydock was definitely a result of the present economic recession

He said during 1980, the drydock was under utilised for two months of the year but during 1981, the number of dockings had picked up drastically with a record number of 49 dockings for that year

"However, the number of dockings dropped off markedly from the middle of last year probably due to the shortfall in general shipping as well as the reduction in maize exports," he said.

Captain Mackay said all the local shipping agents had been asked why they felt there had been a reduction in the utilisation of the drydock

"They indicated that it had something to do with the tariffs that were charged and as a result of this, we have started

Drydock that wants to get crackings

Report — Adrian Seymour
Picture — Rob Mellin

Investigating the drydock tariff structure," he said

Mr Gerrit van der Westhuizen, the dock master, said besides publicising the dock and taking over other port's work when those ports were overloaded, they were doing everything in their capacity to promote East London's drydock

"I even phone the shipping agents to find out what is available, he said "But what the agents are telling us now is that they just have no ships at all"

The area manager of one of the main shipping repair agents in East London, Mr Norman Baxter, said a main factor in the under utilisation of the drydock was because East London was not a terminal port like Durban or Cape Town where vessels preferred discharging

their cargo and then drydocking in that port

"The local drydock also is to a degree limited in size and the tendency has been towards bulk transport involving larger and more specialised vessels. In addition, due to local limitations caused by the lack of volume of work, specialised services often have to be imported at extra cost," Mr Baxter said

Mr Baxter said whilst his company enjoyed a very close and cooperative association with SATS, he felt their drydock charges were very high particularly when overseas organisations were prepared, under present conditions, to waive drydock charges in order to secure repair work

"I would like to stress that SATS are very cooperative in discussing particular problems

the shipping world and with averages being much lower, we will be handling 20 to 50 ships less than we have in recent years," he said

"With this depression, millions of tons of shipping are laid up in the Norwegian fjords, also European companies have developed a "scrap two - build one" policy," Mr Baxter said

Mr Van der Westhuizen, the dock master, said basically what everyone was doing was waiting for things to pick up

"But this does not mean that our staff are sitting around with nothing to do. With this break, we have started repairing the seal on the drydock gate, the first time it has been done in 15 years," he said. Mr Van der Westhuizen said they were also involved with small craft such as yachts and motor launches, but all this basically involved was removing them from the water, with the owners doing their own repairs

Captain Mackay said it was not SATS policy to dismiss workers for no reason and if the drydock ever reached a stage where it was economically unfeasible, the workers would just be absorbed into other sections — DDR



The dryd

Over

It wants skins

By
M. J. O'Connell

dry- However, we would like to press for some government subsidisation of docking charges similar to those in principle to railage rebates. This would offset disadvantages of not being a terminal port," he said.

Mr Baxter said from the private enterprise side, they had an extensive and expensive overseas marketing operation, backed up by regular overseas visits to owners and assisted by the services of a world-wide network of contacts. Mr O Diemer, the manager of another shipping agency, said he operated on behalf of a number of overseas principals and they were wary of utilising the docks because of the crane charges, besides a number of other charges.

"The under utilisation of the drydock is not only because of these factors but there is definitely an economic recession in

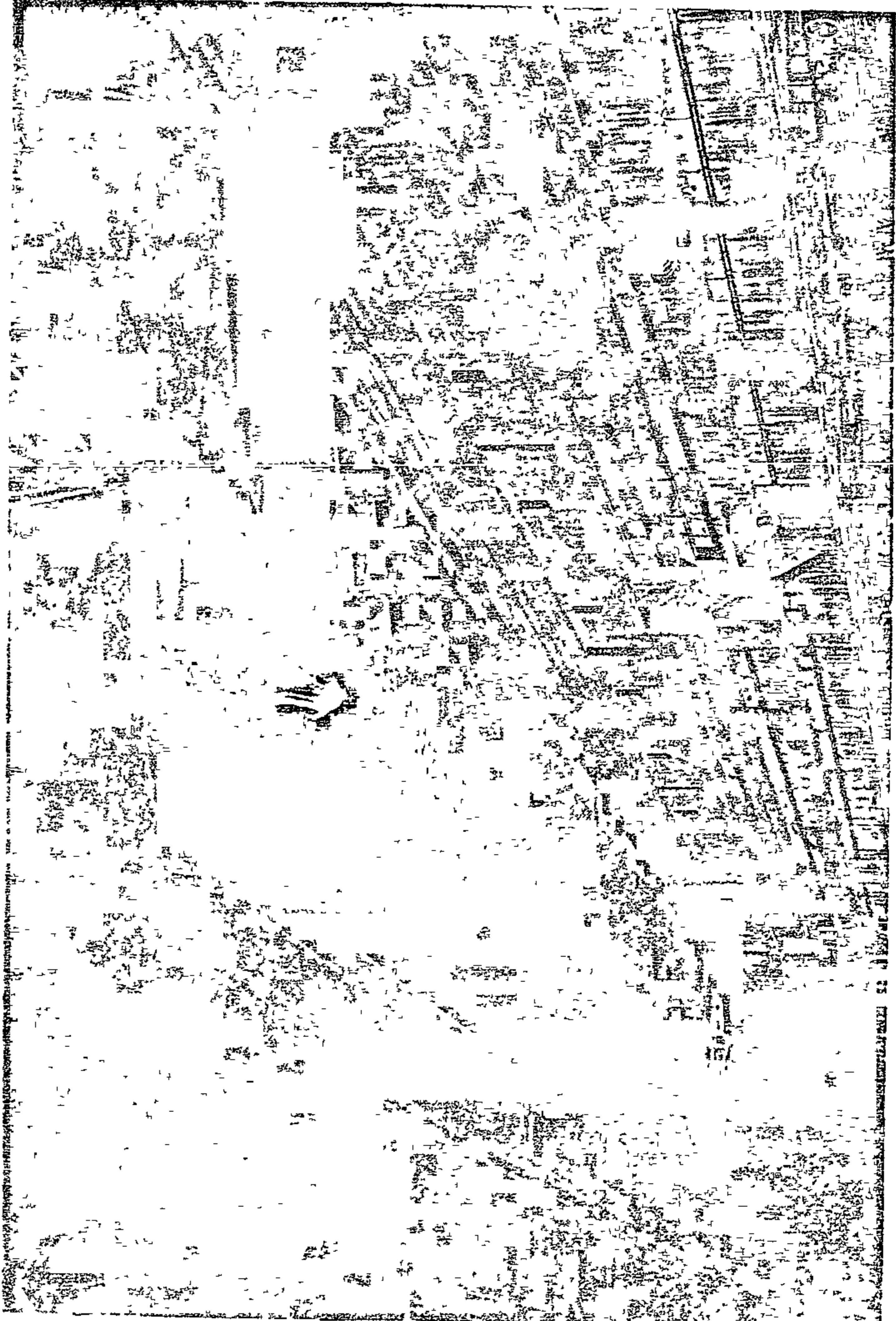
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The drydock looking for work

COOLIDGE

COOLIDGE grip can lead to skin cancer

269
Mercury 22/7/83

Six Department of Transport men to appear in court

Mercury Reporter

SIX officials from the Department of Transport will appear in the Durban Magistrate's Court in connection with alleged irregularities in the issuing of transport permits to private hauliers

An SAIC transport spokesman, Mr Ramcharitar Panday, said he believed at least six Indian hauliers had bought permits for R10 000 apiece

The official price of the permits, which are issued at the discretion of Local Road Transportation Boards, is R10 each

He said many small-time hauliers had had difficulty in obtaining permits since the Government-owned South African Transport Services had begun to compete more intensely with private business

Brig Casper Pelsler, officer commanding Railways Police in Natal, said the matter was being investigated

And a senior prosecutor at the Durban Magistrate's Court said charges had not been formulated as the matter was very complicated

C. Her 23/11/05 289

Advertisement

usan Venter advises... aining kilos, but ot friends.

I have a pleasant personality and enjoy
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heard the girls at work making fun of
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Anger over August rail fare hikes

IT was difficult to see how increases in train fares were justified when there was no improvement in the service, the Mitchells Plain Co-ordinating Committee (MPCC) has said.

The umbrella body of civic associations in Mitchells Plain was responding to the announcement by the Minister of Transport Affairs, Mr Hendrik Schoeman, that train fares would increase by an average 6,5 percent from August 1. Mr Schoeman also announced a four percent increase in airfares.

He said the increases would affect only passenger transport, while goods tariffs would remain unchanged.

First class weekly and monthly tickets would increase by 5 percent, third class weekly tickets would rise by 10 percent

and monthly tickets by five percent.

Mr Schoeman said the disparity in the increases was aimed at encouraging passengers to buy monthly tickets to relieve the pressure on ticket offices.

PROMOTE

First and third class single and return fares would not rise. This was being done in an attempt to promote the use of suburban trains during off-peak periods, he said.

Main line first class fares would not increase. Instead, a bedding ticket would now be included in the price of the fare.

The cost of a second class ticket for a main-line trip had been increased by 5 percent.

Third class mainline fares would increase by 10 percent.

There would be a 10 percent across-the-board increase in the price of main line season tickets.

"LALA"

"Lala" class, "transit" class and luxury fares would not be affected.

The MPCC statement explained that the organisation was extremely dissatisfied over the latest increases in rail fares, especially the 10 percent increase in third class fares. Most Mitchells Plain commuters could only afford to travel third class.

"Thousands of commuters are forced daily to travel under bad conditions because they have no alternative. Trains to and from Mitchells Plain are overcrowded, not punctual and break down regularly. Yet the railway authorities have the audacity to implement an increase."

US judge exiled p

EVANSTON, Illinois. — The banned South African poet in exile, Dennis Brutus, a man of many countries, has no home. He's unwanted in South Africa, unsafe in Zimbabwe and unwelcome in the United States.

Brutus has requested asylum in the United States, but after 12 years in the country, that has been denied. Britain is an uncertain option, and he's not eager to go there.

Until February 1981, the US Immigration and Naturalisation Service allowed him to stay in the United States. Then it made an issue of his status as an "Excludable" alien, ruling he should be

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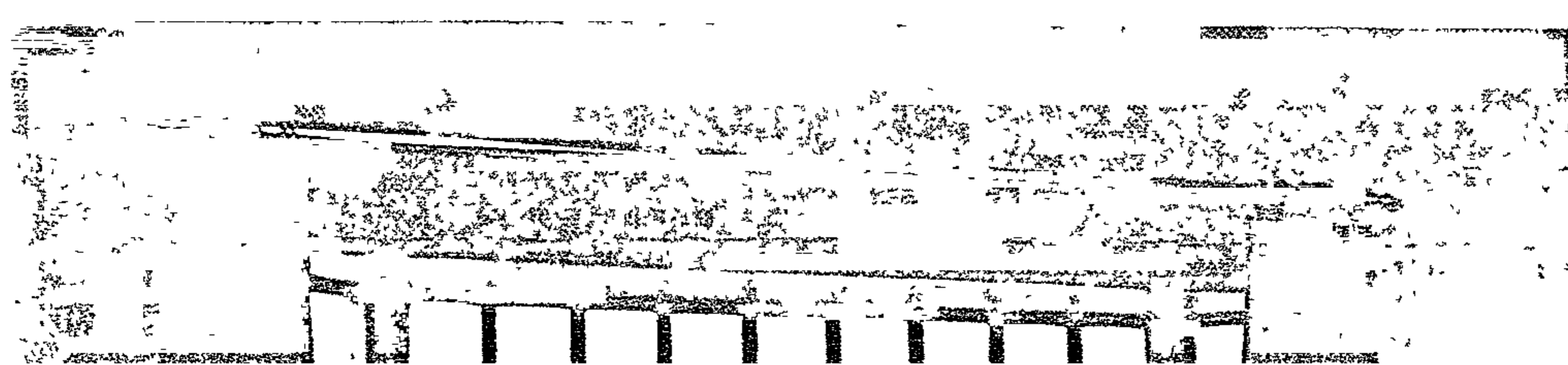
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Cape Times 23/7/83

New City rail fare increases

Staff Reporter

DAILY train fares on the suburban lines will not be affected by the Railway fares increases which come into effect on August 1, a spokesman for South African Transport Services said yesterday

Other train fares that will remain the same are first class fares on Main Lines, non-white sleeper class fares and fares for the Blue Train.

The spokesman said the increases, which affect mainly weekly and monthly season tickets, were being instituted because the Railways were "still in the red and we have no choice in the matter"

The new prices are as follows.

First class weekly tickets from Cape Town to Rondebosch and Pinelands, previously R3,40, will be R3,50. Third class tickets will rise from R1,10 to R1,20. First class monthly tickets to these stations will be R13,00 and third class tickets will be R5,10

First class monthly tickets to Wynberg, Plumstead, Goodwood and Parow will go from R16,50 to R17,50, and third class tickets from R6,30 to R6,70. First class weekly tickets will rise from R4,50 to R4,70 and third class tickets from R1,50 to R1,60

The new first class monthly price for tickets to Mui-zenberg and Kuilsriver will be R26,50 — they were previously R25,00. Third class

monthly tickets to these stations will rise from R8,70 to R9,10, while weekly tickets (third class) rise from R2,00 to R2,20 and (first class) R6,80 to R7,10.

First class monthly tickets to Simon's Town, previously R37,50 will be R39,50 and third class, previously R10,50 will be R11,00. Weekly tickets, first class, will rise from R10,00 to R10,50 and third class from R2,50 to R2,70

Wetton and Bellville tickets cost the same, first class monthlies rising from R21,00 to R22,00 and third class from R7,60 to R8,00. First class weeklies to these stations will rise from R5,70 to R5,90 and third class from R1,80 to R2,00

The fares from Mitchell's Plain, Kapteinsklip and Kraafontein to Cape Town are also the same. First class monthlies, previously R33,50, will be R35,00 and third class monthlies, previously R10,00, will be R10,50. First class weeklies, previously R9,10, will be R9,50 and third class weeklies, previously R2,40, will be R2,60.

The Stellenbosch and Somerset West first class monthly prices rise from R44,00 to R46,50 and third class from R11,50 to R12,00. First class weekly prices rise from R12,00 to R12,50 and third class from R2,70 to R3,00.

Strand commuters, who previously paid R46,50 for first class monthly tickets and R12,00 for third class monthly tickets, will have to pay R48,50 and R12,50 respectively. Weekly tickets which previously cost R12,50 and R2,80 for first and third classes respectively, will cost R13,00 and R3,10.

Looming road crisis may hit city ratepayers

Municipal Reporter

URBAN transport systems in South Africa are threatened with paralysis and city ratepayers will have to cough up millions in the foreseeable future to ensure even reasonable access to their business centres.

Following the Driessen Commission into urban transport, the State agreed to contribute 60 percent towards the costs of projects such as freeways, arterial roads, parking areas and bus depots.

But this year, in spite of appeals from all four provinces, the Minister of Finance has turned down all requests for funds to implement projects because alternative sources of finance will be made available to urban areas.

'Very bad'

Projects in greater Durban alone total R24 million for 1983/4 but local government spokesmen say it could take years before new financial sources can be tapped. The Croeser Committee is still working on ways to boost local authority coffers without increasing rates.

Mr Dering Stainbank, Natal MEC in charge of roads, said 'The situation is very bad.'

The Province will contribute R2 400 000 from its own coffers so projects already under way can be completed.

But if local authorities

● TURN TO PAGE 2

Ratepayers face road crisis

● FROM PAGE 1

want to proceed with new ones they will have to carry the can. The National Transport Commission has no money.

Durban City Engineer Don MacLeod has predicted that the city's ratepayers could pay R33 million in the next three years if essential projects are not subsidised.

'It's just like a Gilbert and Sullivan opera,' he said. 'In one breath the NTC approves all our

projects. Then they tell us they haven't got any money.'

Natal's Director of Roads, Mr Roy Hindle, said many small local authorities in the metropolitan area would shelve projects and pay more later when costs had escalated.

'It's a great pity because the overall plan offers significant savings in road-user costs.'

Every metropolitan area in the country would suffer.

Last year the Council for

Scientific and Industrial Research revealed that urban traffic congestion was costing South Africa R140 million a year. Yet in 1975 the Driessen Commission had said the Government should contribute R158 million towards urban transport to avoid this happening.

By the time the Urban Transport Act had been introduced, the Government-approved figure had dropped to nearly half but the Government had recognised the need to assist with costs and planning.

*26/7/83
Murray
692*

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2

Putco denies wanting ⁽²⁶⁹⁾ to buy only ^{Meerwater} Durban's ⁽²⁶⁾ most profitable ^{26/7/83} bus routes

Municipal Reporter

PUTCO has denied an-
gling to buy only profit-
able bus routes from
Durban City Council,
leaving ratepayers to pick
up the tab for less profit-
able ones

The company claims
those routes were part of
an agreement, several
years old

The black municipal
bus service lost
R4 000 000 this year
Coinciding with renewed
pressure on the council to
sell it, is a Putco offer to
buy the certificates for 50
routes in Umlazi, Glebe
lands and Ntuzume

Today the city's Man-
agement Committee will
consider the Putco offer
but Mr Marshall Cuth-
bert, general manager of
the Durban Transport

Management Board, has
warned that if these
routes were sold the via-
bility of the rest of the
service would be jeopard-
ised. He was unim-
pressed that Putco only
wanted 'plum routes'

Yesterday Putco liaison
officer, Mr Pat Rogers,
said 'It is not true that
we are only after profit-
able routes. What we
have done is remind the
DTMB of an agreement
with us, which they
signed a couple of years
ago during the Van Zyl
Commission of Inquiry
into the rationalisation of
the Durban bus transport
system'

All Putco wanted to
know was when the
DTMB was ready to
honour the agreement to
exchange certain routes

The DTMB would con-
trol routes within the mu-
nicipal boundary and
Putco would control
routes between this and
the Greater Durban bound-
ary

But Mr Cuthbert says
Putco is wrong

When the commission
met the council had
specified that the scale of
its black service should
not be decreased

'An agreement of intent
was entered into with
Putco and handed to the
commission, but the lat-
ter never made any firm
recommendations'

The board had since
had legal advice that the
agreement was not a
binding contract, as the
sale of those specific
routes would reduce the
size of the board's
operations

Chopped Ham Roll

1kg

235

Big Beefers

JUICY

I & J Big Beefers

750g

318

ENTERPRISE Boerewors

500g

729

65c

45c

49c

TOMANGO
Spaghetti in Tomato Sauce 410g

45c

269
'Consider offers for bus services'

Municipal Reporter

DURBAN'S Management Committee decided yesterday that the city council should consider offers to buy the municipal bus services

'But,' said committee chairman Neil MacLennan, 'we would have to be satisfied that the operator would meet the social obligation of running some unprofitable routes. The buyer would also have to take over the entire black and white services'

Speaking after the committee had decided to turn down a Putco offer to buy 50 routes in Umlazi, Glebelands and Ntuzume. Mr MacLennan said he did not know if the offer to take over only the most lucrative section of the municipal service had been by design or accident

There was no way the council could sell off the viable routes only. But private enterprise was operating very well in Port Elizabeth and Cape Town and the committee would recommend to the council that it keep its doors open for future offers

Radio 5 TOP HITS
16 ORIGINAL HITS
BONNIE TYLER
YAZOO
AFTER THE FIRE
MEN AT WORK
DEPECHE MODE
JOURNEY ETC

EXCL GST
ON RECORD AND CASSETTE



Shipping backs curbs on roads

27/7/63

269

R24

By SIMON WILLSON

SEA transport was being discriminated against in favour of road and rail transport, the annual transportation convention heard yesterday.

Mr I M Groves, executive director of Unicorn Lines, told the convention that the long-term future of coastal shipping could be jeopardised if the various forms of transport were not allowed to compete on an equitable basis

"In the past year there has been an apparent disregard by many private road hauliers of the need to secure adequate permits

"This has been aggravated by what appears to be legal manipulation of the definitions of goods listed on permits"

It was not for a coastal shipping line to say whether road transport should be deregulated or not. But shipping had to pay a premium for the services it used, so it was forced to support stricter legislation on road transport

"The present situation, therefore, is untenable and it has become necessary for my company now to contest road permit applications and to

date a fair degree of success has been achieved"

Although rail transport had benefited from rebates granted to decentralised industrialists, sea transport was only offered a harbour charge rebate out of East London

The sea rebate ignored the seafreight element of the total cost and fell well short of matching the rail rebate

"This situation has been aggravated more recently by the Decentralisation Board's decision to extend the rail rebate system to the private road haulier

"This illustrates yet another area where sea transport has been totally discriminated against and is

expected to operate in an environment which, through legislation, favours its competitors"

Up to now, Unicorn had not sought any form of Government protection, but the company might review its protection policy in the near future, Mr Groves said

"After all, many other strategic industries receive protection, whether by restricted import permits or by the levying of duty

"Assuming that the Government accepts the view that a strong merchant marine is in the interests of the country, then there are grounds for giving it protection against foreign competition and foreign vessels"

Black transport subsidy under fire

By SIMON WILLSON

Industrial Editor

SUBSIDISING black public transport was not part of transport policy but part of race policy, Mr Leon Louw, executive director of the Free Market Foundation, told the annual transportation convention yesterday.

His address was one of several which were severely critical of the principle of subsidising transport. Only one address, by members of the Welgemoed Commission on bus transport, supported subsidies.

Mr Louw told the convention, organised in Johannesburg by the Council for Scientific and Industrial Research, that blacks were required by group areas laws to live a long way from work. Through no fault of their own they had to pay artificially high fares.

"If Government causes injury then it should compensate the victim. However, this is not a matter for transport policy but for race policy and, if there is to be a subsidy, it should be administered and paid for by the department concerned, namely Co-operation and Development or Community Development — whichever is responsible for the spatial dislocation of the people concerned."

His argument was supported by Mr Paul Browning and Mr Rodger Smith, of the National Institute for Transport and Road Research, who said there was evidence of a large degree of unhappiness about the services provided for the black commuter.

"The dissatisfaction manifests itself in the astonishing growth of the taxi and combi services between black townships and urban central business districts.

"These will customarily charge up to three times the subsidised bus fare and yet presumably — since they are mostly owner-driven — they produce a profitable return."

The reaction of public transport was that the private operators should be, at worst, tightly regulated — and preferably legislated out of existence. The Government's attitude was not clear, but it had been indicated in a speech by the Director-General of Transport, who had said that taxis and combis ought not to be allowed to pick up and drop passengers along authorised bus routes.

Dr Petrus du Toit, of the CSIR's transport analysis group, agreed that passenger subsidies were being used by transport policy-makers to achieve socio-political

objectives.

Bus depots, for example, were sited on a basis of political consideration and not economic efficiency.

In spite of these provisions, a study had shown that many black commuters would prefer to live close to work, regardless of transport facilities.

Dr du Toit quoted forecasts of "staggering" increases in the cost of subsidies. The loss on rail passenger transport could increase from R690-million in 1982-83 to R2 000-million in 1990.

The subsidy of bus services could increase if the same rate were applied from R170-million in 1983-84 to R430-million in 1990.

Mr Browning and Mr Smith said that subsidising public transport had been a costly failure, and that the aims of such subsidisation were obscure, ill-defined and unquantified.

"Subsidy has either failed to meet the desired aims, or those aims could have been achieved at less cost by other mechanisms.

"The long-term future of urban transport can be assured only by allowing market forces to play a greater role and by the adoption of strategic marketing principles."

The 1970s had been the decade of the subsidy when the solution to mass transit had been to throw money at public transport. The 1980s had opened with demands for greater value for money.

Subsidies inhibited innovative thought and the search for cheaper and more cost-effective options. They artificially prolonged product life and distorted signals from the market place.

Where subsidies were combined with artificial boundaries they prevented implementation of common-sense management decisions and led to lower productivity.

Subsidies also never lasted for ever, and the return to economic reality caused more difficulties than if the subsidies had never been imposed.

Mr Louw said subsidised prices tended to be higher and were a coercive transfer of wealth from the relatively poor to the relatively rich.

"Some obvious examples are the fact that South African Airways is running at massive losses which are subsidised by divisions of South African Transport Services providing services to people manifestly in lower income groups than air travellers."

Defending subsidisation, Dr P J Welgemoed and Mr R A Smith, members of the Welgemoed Commission, said South Africa's "special social circumstances" meant a free-market approach to public transport was less likely to succeed than in other countries.

Nowhere in the world was a free-market approach operating with complete success. In Hong Kong and Japan, where private enterprise was the order of the day, governments exercised strict control over private transport operators — in many ways more strictly than did the South African Government.

"Over the years, as a result of Government policy, a considerable number of people from slum areas have been resettled in new areas. This has meant that many employees have been forced to travel increased distances to their places of employment."

"The Government has seen the need to subsidise those who have been adversely affected."

(269) (272) (273)

Legal maze for road haulers

27/1/83

By SIMON WILLSON

LEGISLATION affecting South Africa's road-transport industry was antiquated, impractical and ambiguous, a representative of the private-sector road hauliers told the annual transport convention in Johannesburg yesterday.

Mr Jack Webster, chief executive of the National Association of Private Transport Operators, said that those involved in road transport were expected to have some knowledge of the multitude of laws and regulations relating to the industry, because ignorance of the law was no excuse.

But one of the industry's major problems was the nature of the legislation.

He mentioned the system of permits as an example.

"The permit system as it operates at present is a cause for considerable concern to both the authorities and the industry due to the divergence of interpretation of the authority covered by the permits."

In the past 20 years several commissions and committees of inquiry had recommended changes to the permit system, but no change had been accepted by the authorities.

Specific goods as well as source and destination were laid out on all permits, but led to conflicting interpretations which had to be resolved by the courts.

"Neither the Government nor the industry advocates

total deregulation, but the problems which are being experienced with the present system certainly seem to indicate that some change will have to be made in the foreseeable future."

Lack of uniformity in the registration and licensing of vehicles led to complications which caused frustration to all who are concerned with road traffic.

"South Africa's record in respect of road safety as a subject of discussion and concern is now firmly established as a national priority, and yet the Natal Provincial Administration has recently extended the validity of certificates of fitness for public vehicles from six to 12 months.

"Worse still, a light motor vehicle bought as new and sold within five years does not require a roadworthy certificate at change of ownership in Natal.

"The National Road Safety Council repeatedly claims that unroadworthy vehicles are a major factor in the cause of accidents. Natal does not appear to agree."

Transport of chemicals and hazardous products was a subject which should arouse the concern of the responsible authorities, the manufacturers of the products, people who carried the products and the manufacturers of their vehicles.

"Maybe it does. But when it comes to co-ordination of thinking, what is the position? It can be summed up in one word: unsatisfactory," Mr Webster said.

Implementation of the objectives of the Hazardous Substances Act of 1973 was virtually non-existent.

Funds needed to avert transport

209. ~~224~~ WSF
CRISIS 28/7/83

By SIMON WILLSON
Industrial Editor

SOUTH Africa's transport sector will face a crisis in a few years' time unless the decline in transport funding is stopped, according to a senior Department of Transport economist

Mr P N Freeman told the Council for Scientific and Industrial Research's annual transportation convention in Johannesburg yesterday that transport had been a major casualty of the reordering of South Africa's investment funds.

Investment in the transport sector had declined for seven successive years, and a continued reduction would be a serious mistake

Investment funds for transport would be harder to win and SA needed a scientific approach to allocating such funds to maximise economic development

"Neglect of the transport system now could have very serious consequences in a few years' time

"The authorities would

therefore be ill-advised to wait for the impending crisis before increasing funding allocations to the transport sector."

Mr Freeman compared 1982-83 Government spending in the large departments with 1983-84 spending estimates and found that transport came out badly

With inflation at 14%, transport spending was due to increase by only 10,7% compared with increases of 16% for defence, 17% for the police, 18% for education, 21,5% for agriculture and 22% for co-operation and development

"The impact of the decline in transport investment has been cushioned by the economic recession. When the upswing in the economy

gathers momentum, existing systems could be severely strained"

Unless the transport sector put forward convincing reasons for more investment, it would not be successful in getting more funds

"There is, of course, nothing like a crisis to stimulate investment opportunities. Thus the current drought may prove a windfall for the Department of Water Affairs

"However, ideally we should anticipate and warn about a crisis before it comes"

THE Government's political scenarios would inevitably affect transport policy, Mr M F Mitchell, director of plan-

ning and programming at the Department of Transport, told the convention

Although transport policy should serve societal goals, it should not be regarded as the only means of attaining them.

"It would be an unfair burden should the transport sector alone be required to carry the load to achieve the desired decentralisation envisaged in the regional development strategy for South Africa

"Increased accessibility by improved transport links to less-developed areas could in fact reverse the intended aim by strengthening the urbanisation trend"

Mr Mitchell acknowledged the calls for Sats rail operations to become more cost-orientated. Transport regulation in South Africa had grown out of protection of the Railways

"However, today the Railways have largely met the development injunction in the Constitution as powerful agricultural, industrial and mining industries have been established in the interior"

But the Railways had social, political and strategic functions which affected the level of regulation

"Despite recommendations concerning transport having been made by numerous commissions of inquiry during the last three to four decades, no rational policy for transport in South Africa has been formulated.

"Southern African society is fast becoming more complex, and in such a situation it is essential that a formulated transport policy, properly considering all relevant issues and national objectives, be decided as soon as possible," Mr Mitchell said

INCREASED privatisation of the transport system was the only way to limit the system's growing losses, Mr Arthur Hammond-Tooke, director of economic affairs of the Federated Chamber of Industries, told the convention.

Losses on passenger services were projected to grow to about R2 000-million by 1990 at 1980 prices

"The private sector is not making a naive plea for a *laissez faire* policy for transport in South Africa. It accepts that a complex transport system cannot simply be thrown open for a free-for-all

"Nevertheless, it believes that a case can be made out that the regulation of the South African transport system has led to distortions, higher than necessary costs and a loss of efficiency"

The private sector asked whether more competition in transport and more reliance on the price mechanism could not be permitted to underlie a revised transport policy.

Among the changes needed were that all road users pay an equitable road space user charge

"This is an essential prerequisite before more open competition can exist between private hauliers and the Railways, between passenger road vehicles and buses and on internal and international air routes"

Publicly owned sections of the transport system should be allowed to borrow on the capital market-related interest rates.

The regulation of transport services should be extensively liberalised and based on safety requirements alone, instead of being designed to restrain competition within and between differing transport modes

"Above all, it is important to ensure that accountable State-owned transport monopolies are not replaced by non-accountable, privately owned monopolies which are not subject to adequate surveillance to ensure effective competition"

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Black woman leaves board

Municipal Reporter

ONE of two black women appointed to the board which controls Durban's municipal bus services has resigned

The City Council made history when it appointed Mrs Cecilia Khuzwayo and Mrs Albertina Mnguni to serve on the Durban Transport Management Board from August 10

Yesterday Mrs Khuzwayo said she had answered the advertisement for board members and been delighted when she'd got the appointment but 'unforeseen family developments' had made it necessary for her to resign

Debate

'I am really sorry I won't be on the board,' she said.

Mrs Khuzwayo, a brand manager for Unilever, emphasised that there were no political implications to her resignation.

The two black women were appointed after a two-hour council debate.

Some councillors felt that the Indian and coloured communities should be represented. Others felt that, with 100 000 black commuters it was vital to have representatives who would understand their needs.

Last night Councillor Donald Smith said it was a pity Mrs Khuzwayo had resigned.

'I think she would have fulfilled her role well and made a very useful contribution'

269
RDM
28.7.83

Train driver on speeding charge

Mail Reporter

THE driver of a passenger train that derailed during rush hour in April last year appeared briefly in the Johannesburg Regional Court yesterday on a charge of speeding.

Twenty seven people were injured in the accident.

Mr Lodewyk Christoffel Smit, 37, of Witpoortje, Roodepoort, pleaded not guilty to "driving at a high speed which was not safe and caused the train to derail".

He has also pleaded not guilty to the alternative charge of negligent driving — by driving at a high speed — and so endangering the lives of passengers.

The train, from Soweto, was derailed between the Johannesburg and Braamfontein stations shortly before 6am on April 30, 1982.

Of the 27 people injured, eight were admitted to the Johannesburg Hospital and five had to undergo surgery.

Mr Smit is out on warning and the trial was postponed to November 3.

Conference told bus accident rate critical

JOHANNESBURG — The death rate in bus accidents was more than 13 times greater than the death rate in other vehicles' accidents, a transport conference here heard yesterday

And the bus death rate was more than 12 times the death rate for car accidents alone, said Mr O A. Tenikalp, a road traffic expert from the National Institute for Transport and Road Research

There were 26,6 deaths per thousand buses in 1981 (the latest year for which figures are available) compared to only 2,0 deaths per thousand vehicles overall

"On average, each bus is involved in four times as many accidents as the average vehicle," he said

"In reality, the situation is even worse, as bus accidents are also much more severe than other accidents. Each bus accident leads to approximately three times as many casualties as a car accident"

Mr Tenikalp showed the conference statistics from 1981 which showed that there were 20,4 fatal accidents per 1 000 buses, only 2,0 per 1 000 cars and only 1,7 per 1 000

other vehicles

There were 248,2 injuries in accidents per 1 000 buses, compared to 25,7 injuries per 1 000 cars and 20,5 injuries per 1 000 other vehicles, the figures showed

"It is true to say that the number of bus-related deaths, 633 out of the total road death figure of 9 087 for 1981, are by no means a major element of the road safety problem," Mr Tenikalp said.

"However, the significance of the above figures is that they highlight the extent of the accident and casualty involvement of buses.

Mr Tenikalp blamed the high bus accident rate on basic faults of design

He said several familiar features of the everyday passenger bus effectively turned them into deathtraps jeopardising the safety of the passengers inside, and into guided missiles threatening pedestrians outside the vehicles Mr Tenikalp severely criticised the accepted standards of design for South Africa's buses.

Mr Max Neppe, shadow transport spokesman on the Johannesburg City Council, said the city had a proud record of accident-free bus operations, and that any accusations would have to be backed by hard evidence. — DDC

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Urban poor hard hit by travel costs

29/11/83

By Lucille McNamara

The urban poor were the least able to afford the costs of travel yet were the most dependent on cheap, adequate options of public transportation, Mr Raeburn Chapman, senior lecturer in the department of urban and regional planning at the University of Cape Town, said yesterday.

Addressing the Annual Transportation Convention in Johannesburg, Mr Chapman said group areas had effectively pushed the poor to the farthest reaches of cities where mass transport opportunities were least, travel distances and costs greatest and access to urban opportunities marginal.

This not only created hardship, but also sustained an unequal pattern of resource distribution and access in which the minority — the "haves" — had the means for greater private mobility and were locationally advantaged.

Accidents: drink a big factor

The relationship between alcohol and motor accidents was grossly underestimated, Benoni's chief traffic and licensing officer said at the annual Transportation Congress in Johannesburg yesterday.

Mr D Jones said alcohol was part of South Africa's heritage and the problem of drunken driving was here to stay.

It had long been accepted that it was impossible to abolish alcohol or wish it away, with the result that its use and abuse had to be controlled.

The chief research officer of the CSIR's National Institute for Transport and Road Research, Mr H Ribbens, said his department was revising recommendations on the signs, sites, illumination and layout of mid-block pedestrian crossings.

A number of shortcomings had come to light in recent years. Apart from the poor behaviour of road users, the visual impact at pedestrian crossing was poor.

"The individual's budget is affected by distances to be travelled, number of modal changes required to reach the workplace, and rising transportation costs.

"The result is that the poor are spending an increasingly greater share of household income on transport."

Mr Chapman said erosion of time and other stresses affected productivity and family life.

A speaker from Ontario, Canada, Mr R M Renfrew, said that in the post-war period several factors had combined to create significant pressures on the financial resources of large cities. These included:

- Migration, which had increased urban populations
- Cities had borrowed extensively for capital works to expand services to meet demand
- Increased densities had evolved because of the demand for space
- The increase in the standard of living had forced higher wages which had had a sharp inflationary effect on urban economics
- Increased personal wealth had led to an increase in private car ownership which had loaded the demand for urban infrastructures

Conference told of basic faults in design

SA buses 269 ~~SA~~ deathtraps 2004 29/7/83 — expert

By SIMON WILLSON
Industrial Editor

SOUTH AFRICA'S buses are potentially lethal due to basic faults in their design, a Johannesburg transport conference heard yesterday.

On average, the conference was told, each bus is involved in four times as many accidents as the average vehicle, causing three times as many casualties as a car accident.

Delegates at the conference heard that several familiar features of the everyday passenger bus effectively turned them into deathtraps, jeopardising the safety of the passengers inside, and into guided missiles threatening pedestrians.

Mr O A Tenikalp, a road traffic expert attached to the National Institute for Transport and Road Research, severely criticised the accepted standards of design for South Africa's buses in his speech to the annual transportation convention, organised in Johannesburg by the Council for Scientific and Industrial Research (CSIR).

But Mr Les Petty, general manager of transport for the Johannesburg City Council, said yesterday that Mr Tenikalp's criticisms were "generalised, and therefore neither valid nor fair" because they did not distinguish between urban and rural buses. "He may have a point when it comes to looking at expensive buses," Petty said. "To buses I cannot argue with him, but our buses are the most advanced in the world for urban operation."

Mr Max Neppe, PFP transport spokesman on the Johannesburg City Council, said the city had a proud record of accident-free bus operations, and that any accusations would have to be backed by hard evidence.

However, Mr Tenikalp accused bus designers of ignoring well-known safety factors in constructing the vehicles.

He specifically criticised

- A horizontal rail at the top of a seat — "a very common but nevertheless dangerous feature. It is likely to cause injuries to the head, face or throat of the passenger behind."

"It also creates a gap through which a hand could pass, leading to possible wrist fracture."

- Right-angled corners on bus exteriors — these can result in sharp edges becoming exposed in a crash, and are "far more dangerous than other sharp edges due to their random orientation and the possibility of jaggedness"

- Excessive clearance above ground level — this, particularly at the rear, "creates a serious under-ride hazard"

- Anti-fire rules governing materials used in buses — "current legislation on flammability is commonly found to be too lax"

"Materials complying with (our) standards and with other similar legislation have been shown still to be rather serious fire risks."

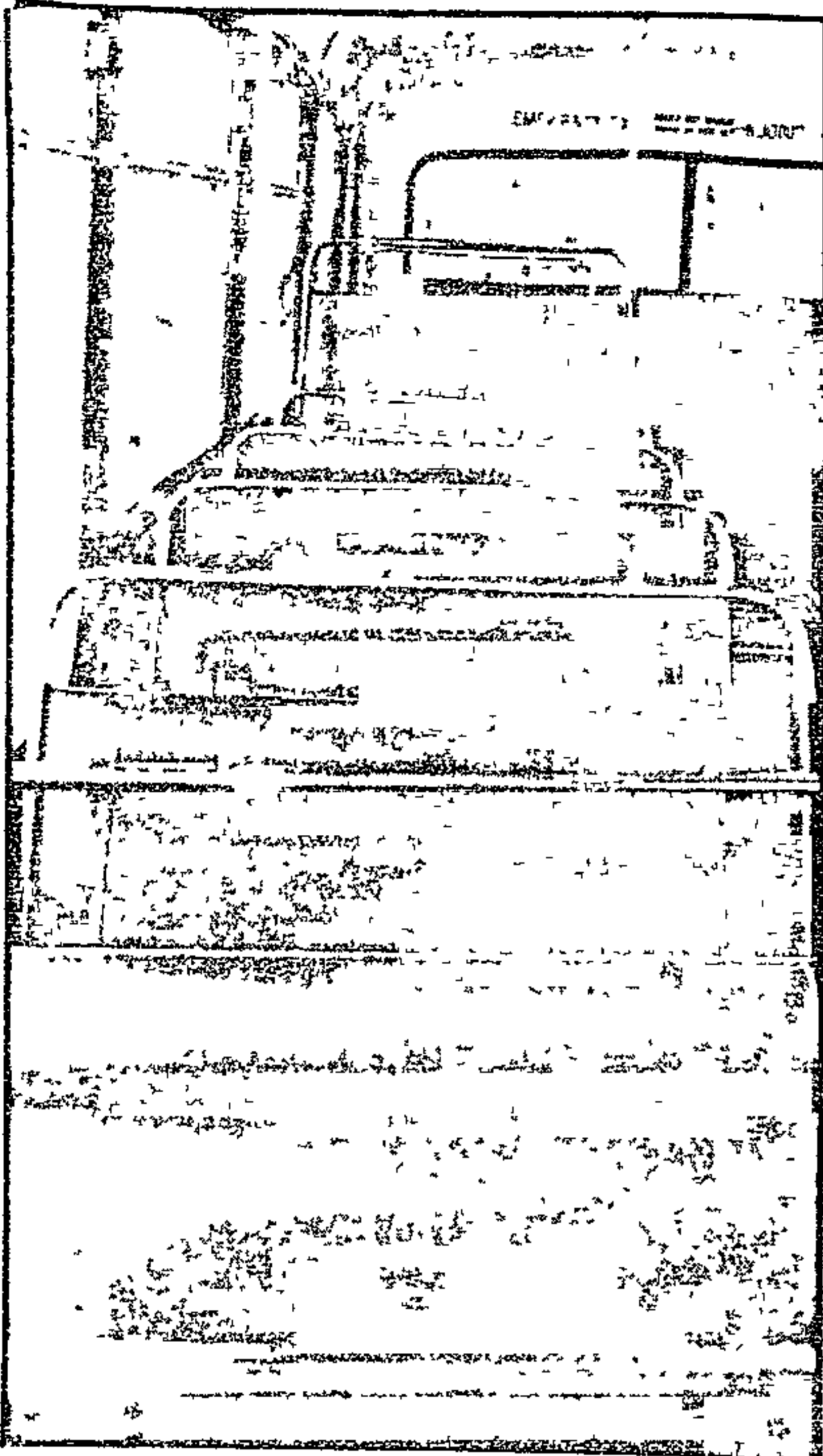
"It is also possible that materials which pass the tests in their pristine condition would fail when damaged or mutilated."

- Buses' interior lay-outs — proper interior lay-out of a bus can help minimise on-board accidents

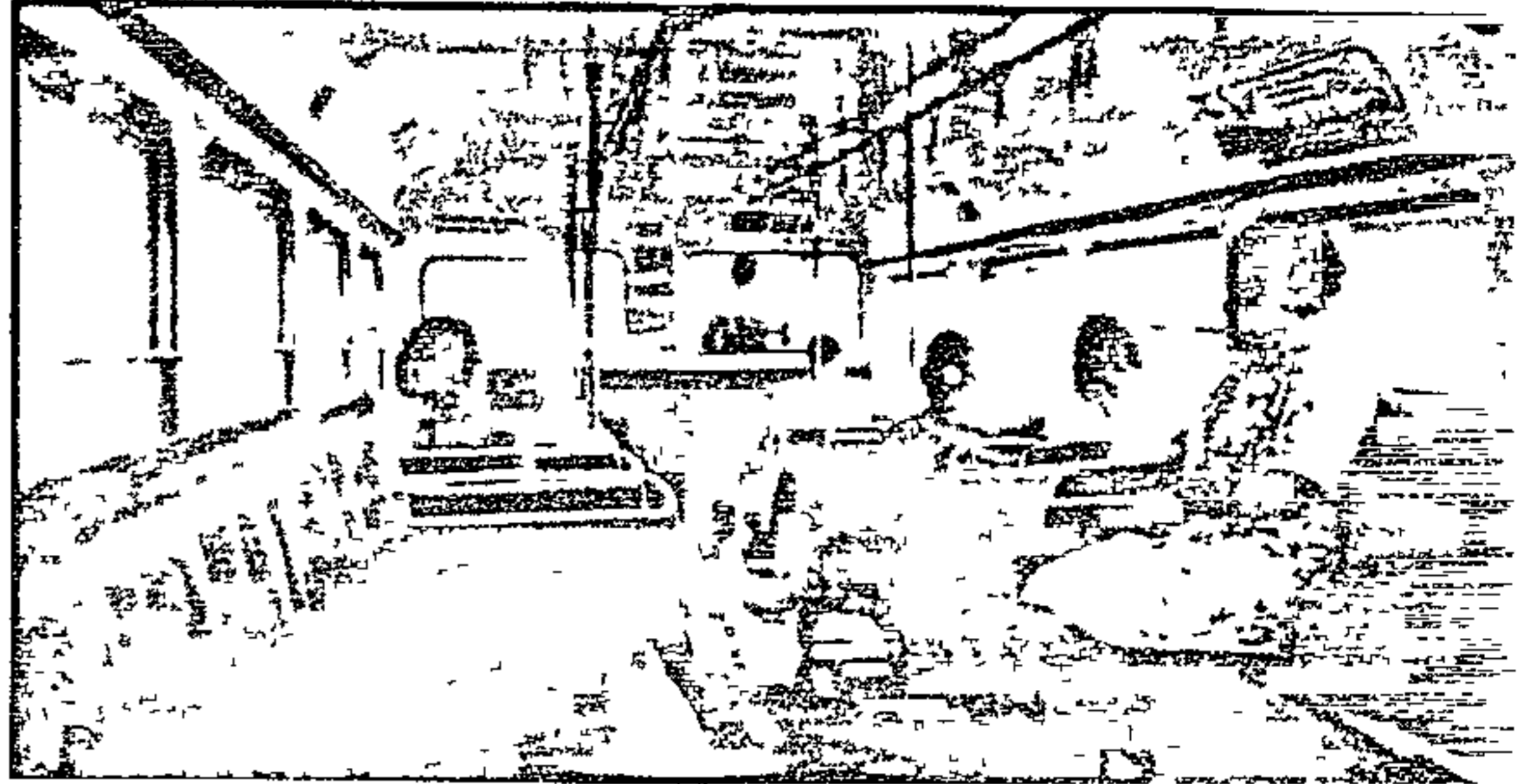
Long, open internal spaces at the front of the bus are particularly hazardous.

- Welding of joints in bus construction — welding was usually considered to be the most effective method of joining, but made metal brittle and distorted and reduced its thickness. Experience of numerous premature and unexpected joint failures was confirmation of this.

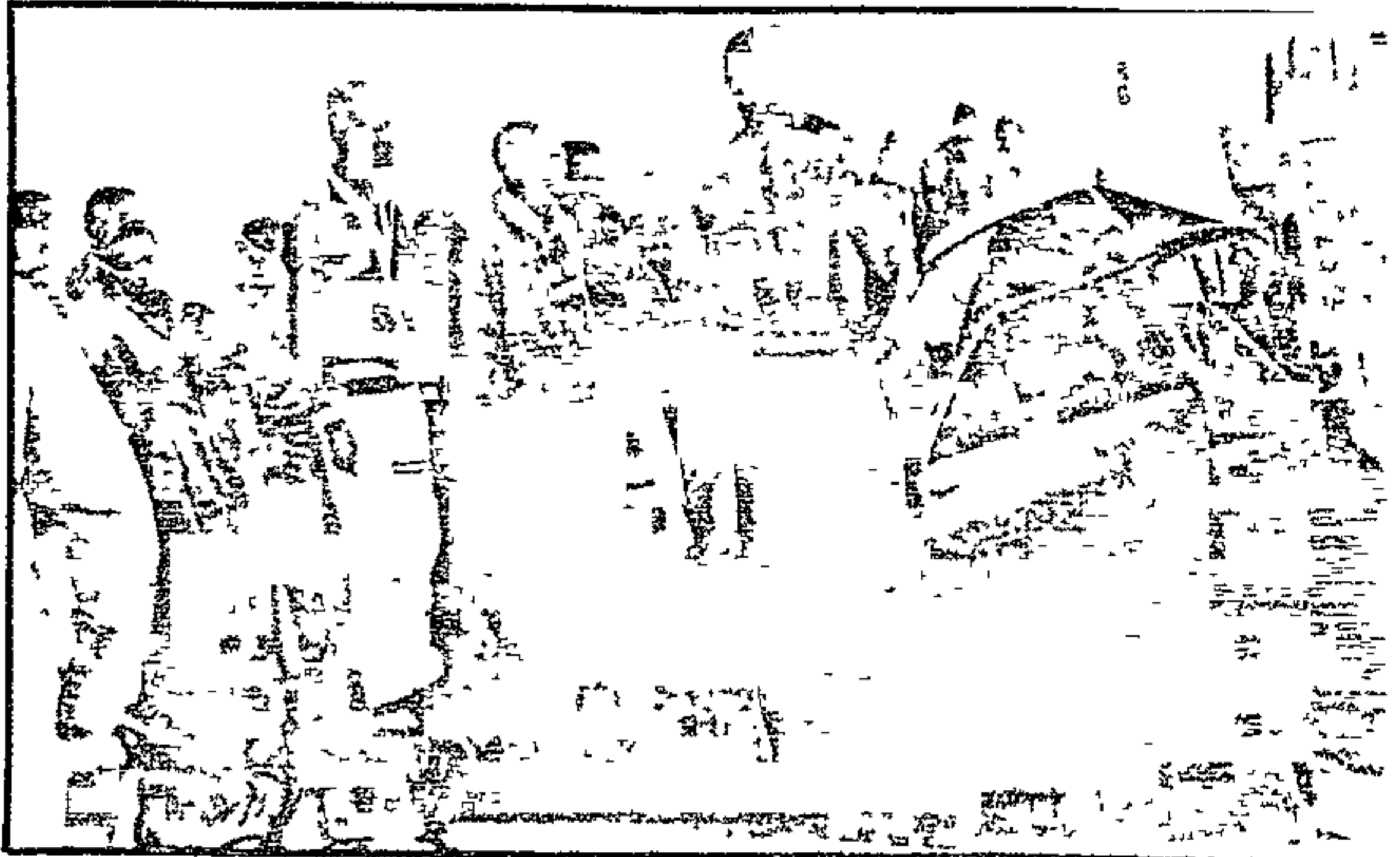
Take a look . . . and see how bad design



Handrails in Johannesburg's buses . . . a dangerous feature, likely to cause injuries



The interior of a Putco bus . . . small, low seats, handrails, and the open space towards the front of the bus. All condemned.



The danger of excessively high ground clearance. a car is crushed underneath the front of a Putco bus.

It's not such a safe

SLOWER buses and higher fares — or a safer ride

This was the response yesterday from the Reef's bus operators to the sweeping condemnations of current bus design standards made at a Johannesburg transport conference this week by the expert Mr Azmin Tenikalp. Mr Tenikalp, chief research officer of the Pretoria-based National Institute for Transport and Road Research, said many of South Africa's buses were potentially lethal due to basic faults in their design.

Bus designers had ignored well-known safety factors in constructing their vehicles, he said. Higher specifications in interior fittings could reduce the high casualty rate in bus accidents.

The Rand Daily Mail yesterday took a look at some

buses and found many of the missing safety features listed by Mr Tenikalp.

But, Mr Les Petty, general manager of transport for Johannesburg City Council said "It's all very well being theoretical about bus design, but it's completely different when you try to give new standards practical application."

Statistics used by Mr Tenikalp to support his case were "highly debatable", and could be used to show that bus travel was twice as safe as car travel, according to a spokesman for the Public Utility Transport Corporation (Putco).

Buses used on the Reef fall broadly into two categories: urban and rural.

Mr Petty criticised Mr Tenikalp's findings because they failed to distinguish be-

What makes the original

In his speech at the annual transportation convention Mr Azmin Tenikalp spelt out the dangers buses pose to passengers and pedestrians.

Buses were involved in four times as many accidents as the average vehicle, causing three times as many casualties as car accidents, he said. The death rate in bus accidents was 12 times the death rate in car accidents. Common hazards were:

- Sharp, right-angled corners become jagged in a crash
- Excessive clearance between bus and other vehicles to be avoided
- Long, open internal spaces
- Seats that were too close together to offer sufficient support
- Horizontal rails on seats

tween the two types of bus. The design faults specified by Mr Tenikalp were, therefore, generalised and invalid, Mr Petty said.

"For example, urban buses stop frequently and its passengers are always on the move inside it. If they were not, it would slow down operations unacceptably."

"Rural buses, on the other hand, are designed for longer

journeys over rougher roads with little passenger movement while the bus is in motion."

An inspection of the design of both models yesterday showed that some of the design faults detailed by Mr Tenikalp occur in each type of bus.

A typical urban bus is the R140 000 VOV-design double-decker run by the Johannes-

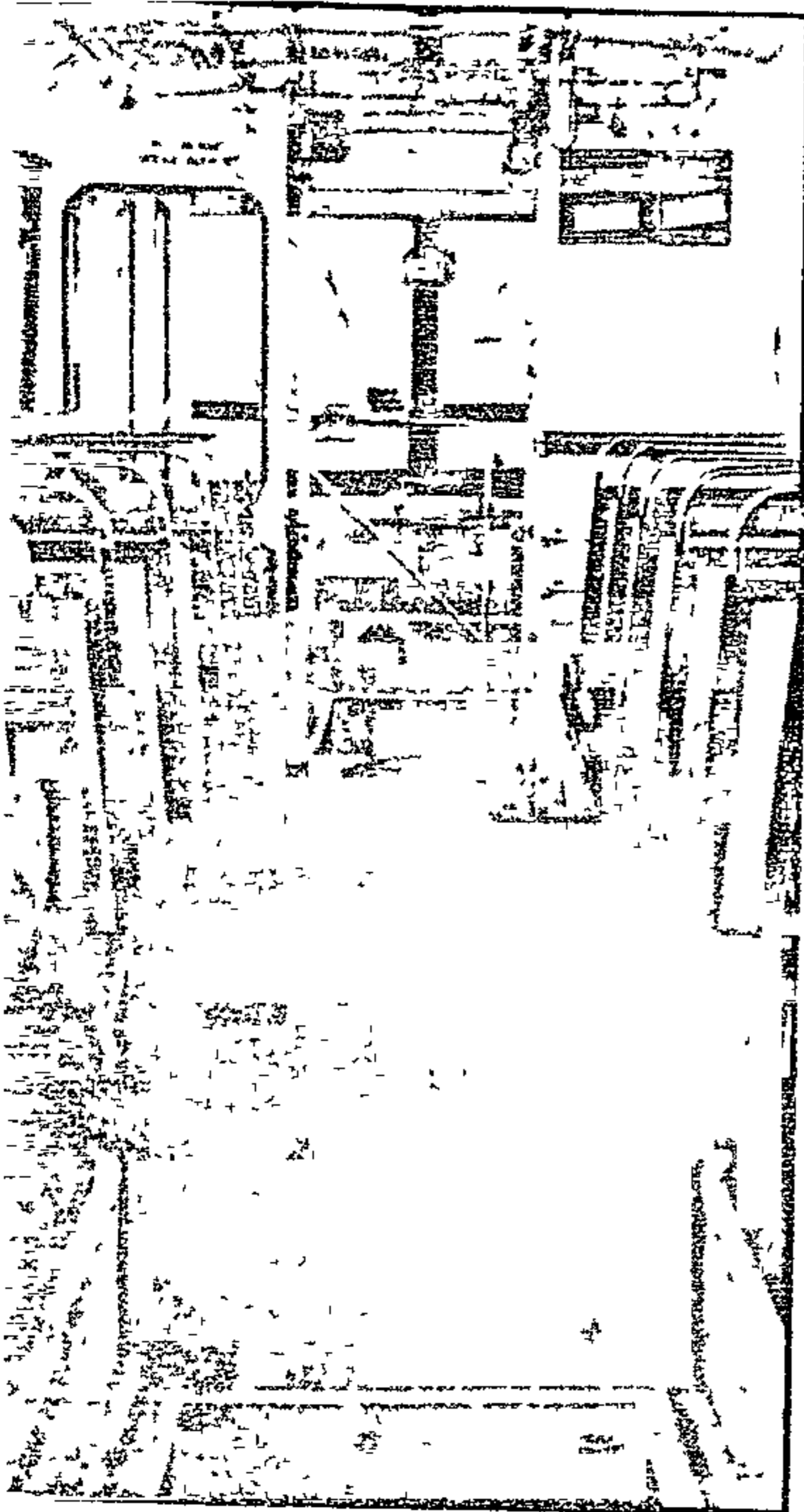
burg City Council. It is based on a German-designed chassis, but its bodyshell is locally built. These models carry a million passengers a day in Johannesburg.

This urban bus has seats without high handrails on the seats, long, open internal spaces towards the front and welded joints in its body — features expressly

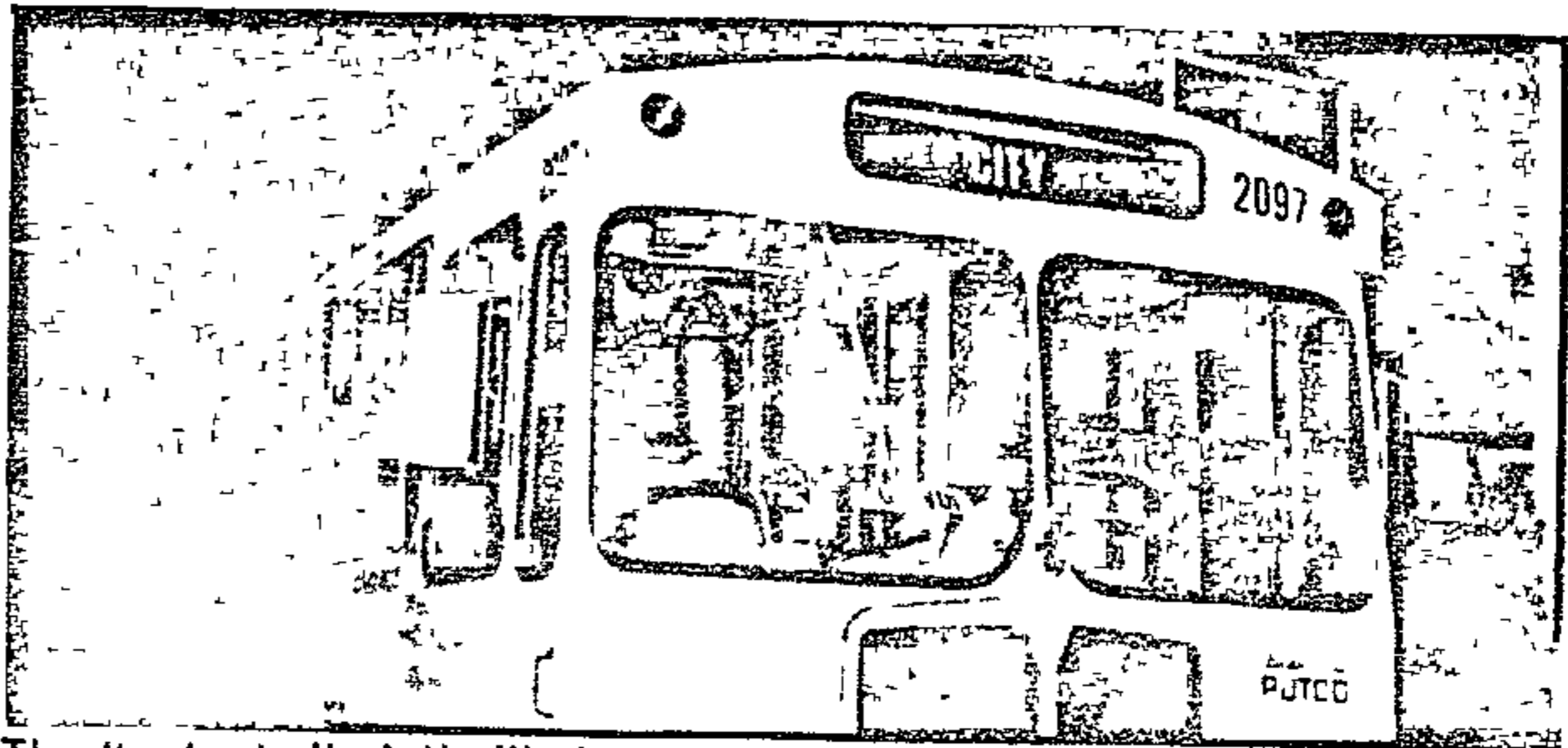
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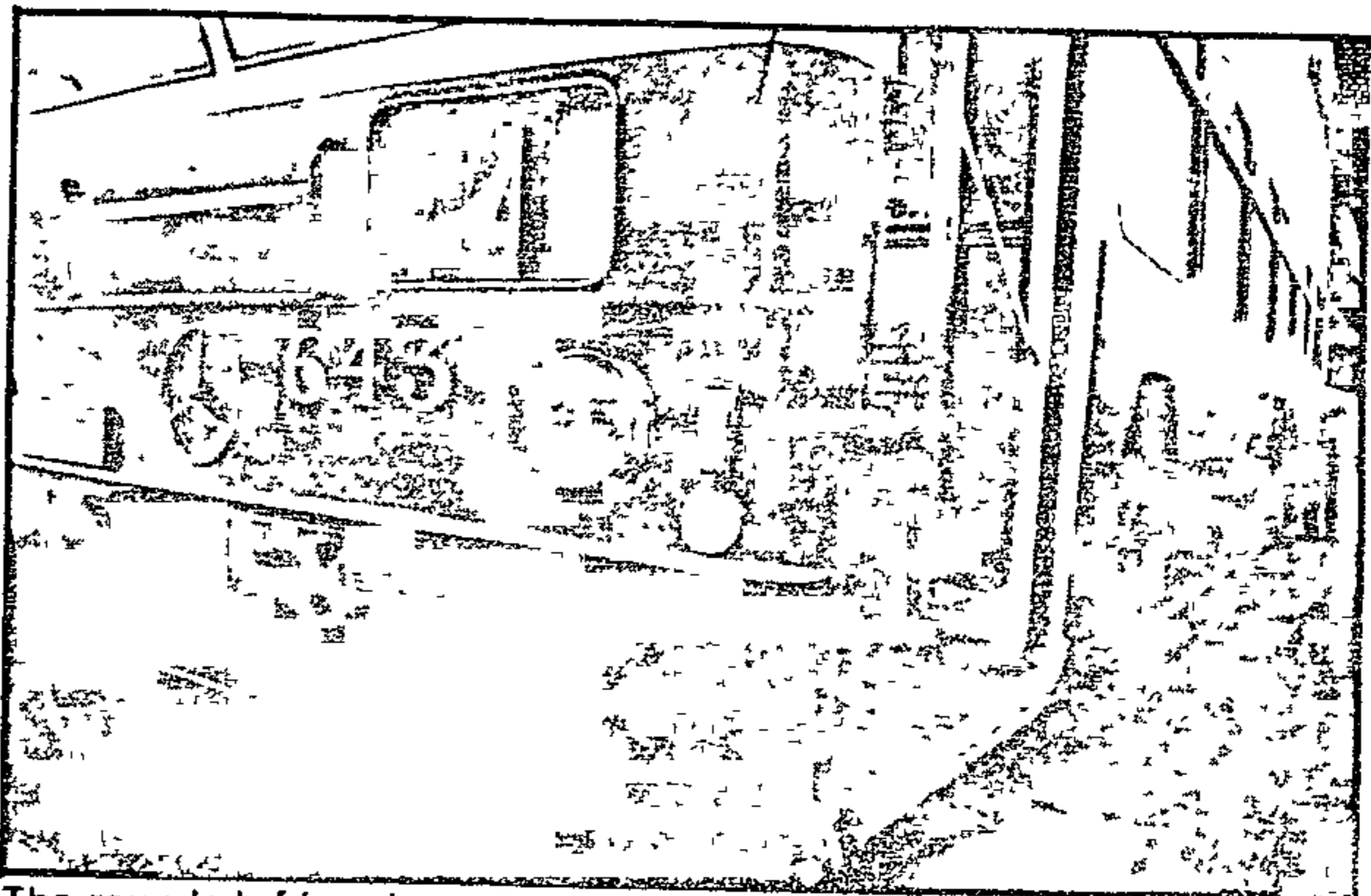
Can turn your bus into a lethal weapon



from the rear of a Johannesburg bus the spaces at the front are hazardous



The "potentially lethal" sharp corner on a Putco bus



The rounded, fibreglass corner on the exterior of the Johannesburg Municipality bus.

Pictures: JILLIAN EDELSTEIN

Safe ride after all

African bus dangerous

exteriors which could level which allowed buses the front of buses headrests and did not of a crash could injure passen-

- The joints used to attach the rails to the seat frames, which could shear off and leave a jagged projection
- Slack anti-fire rules in the use of materials in buses
- Use of welding in bus construction, which makes metal brittle and distorted and reduces its thickness

SIMON WILLSON reports

by Mr Temkalp can buses have to have small enough to allow entry and exit, and they handrails on them to passengers to move the bus is in motion," city said high seatbacks would problems for passen- with claustrophobia and increase costs You need seatbelts to pre-

vent people hitting their heads on the headrest in front of them "Look at overseas buses, where design is very good They do not have high seatbacks in their urban buses" Mr Petty said he was not aware of anti-fire regulation FMVSS 302, which Mr Temkalp criticised as too lax "But we have never had fire problems," he said

The bus has a fuel cut-off valve with which the driver can isolate the fuel supply in an emergency

Mr Petty maintained that the welding done on the bus bodyshell was suitable, providing it was done well, and that he could not understand Mr Temkalp's verdict against welding

The urban bus conformed

with Mr Temkalp's standards in having rounded exterior corners made of fibreglass and low ground clearance

Typical of the rural bus is the R75 000 model run by Putco, which has a locally-made bodyshell mounted on a chassis imported from Germany The bus is made to Putco's design and specification, and carries just under 400-million passengers a year It is used for black urban, suburban and rural transport

The Putco bus falls foul of Mr Temkalp's standards in that it has sharp, right-angled exterior corners, small seats, handrails, high ground clearance and long internal spaces

A spokesman for the company declined to respond to each of Mr Temkalp's criticisms, and instead issued a

general statement

Mr Temkalp's statistics did not say much "unless, for instance we know that the number of passengers carried by bus averages 25 times more than those carried by car

"It could then be argued that the figures indicate bus travel is twice as safe as car travel," the Putco spokesman said

The company had reduced its fatality rate in accidents from one death per 11-million passenger/kilometres in 1979-80 to one per 37-million/km in 1982-83

A number of Mr Temkalp's criticisms of present design features matched improvement recommendations made by a sub-committee on bus standardisation of the SA Bus Operators' Association, the spokesman said

Design can turn your bus into a lethal weapon



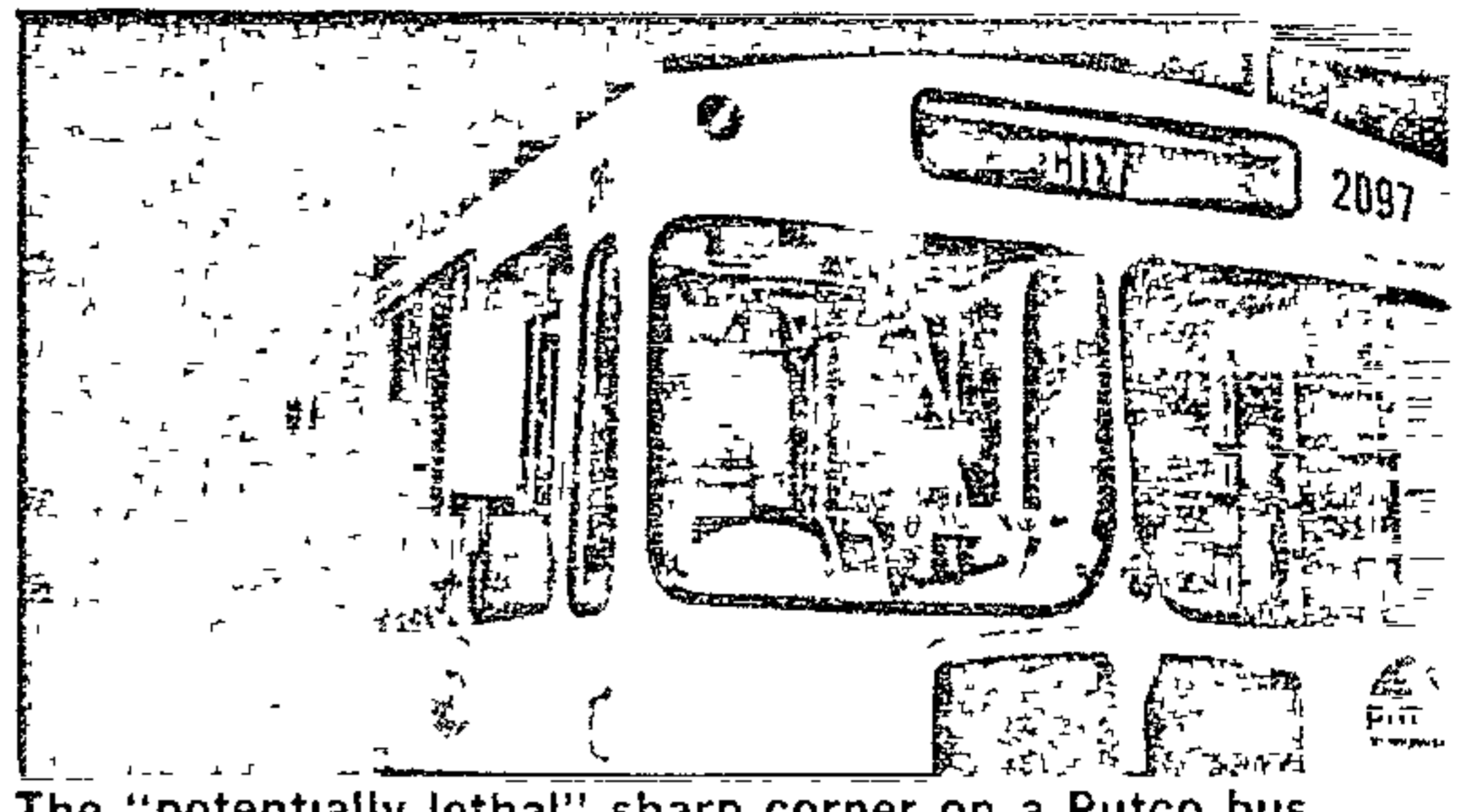
... and the long red



... air is crushed



A view from the rear of a Johannesburg bus ... the spaces at the front are hazardous



The "potentially lethal" sharp corner on a Putco bus.



The rounded, fibreglass corner on the exterior of the Johannesburg Municipality bus. Pictures: JILLIAN

safe ride after al

Many South African bus dangerous

right-angled corners on bus exteriors which could be jagged in a collision
 the clearance above ground level which allowed
 wheels to be crushed beneath buses
 open internal spaces towards the front of buses that were too small, lacked headrests and did not
 sufficient support in the event of a crash
 metal rails on top of seats which could injure passen-

gers being thrown forward, and could trap and break limbs
 ● The joints used to attach the rails to the seat frames, which could shear off and leave a jagged projection
 ● Slack anti-fire rules in the use of materials in buses
 ● Use of welding in bus construction, which makes metal brittle and distorted and reduces its thickness

SIMON WILLSON reports

City Council. It is based on a study of the locally designed chassis bodyshell is locally made. Models carry 58 passengers a year in Johannesburg. The urban bus has small seats without high backs, and narrow internal passage at the front and had joints in its bodywork which were expressly con-

demned by Mr Tenikalp. "Urban buses have to have seats small enough to allow rapid entry and exit, and they require handrails on them to allow passengers to move while the bus is in motion," Mr Petty said. "High seatbacks would cause problems for passengers with claustrophobia and would increase costs. You would need seatbelts to pre-

vent people hitting their heads on the headrest in front of them. "Look at overseas buses, where design is very good. They do not have high seatbacks in their urban buses." Mr Petty said he was not aware of anti-fire regulation FMVSS 302, which Mr Tenikalp criticised as too lax. "But we have never had fire problems," he said.

The bus has a fuel cut-off valve with which the driver can isolate the fuel supply in an emergency. Mr Petty maintained that the welding done on the bus bodyshell was suitable, providing it was done well, and that he could not understand Mr Tenikalp's verdict against welding. The urban bus conformed

with Mr Tenikalp's standards in having rounded exterior corners made of fibreglass and low ground clearance. Typical of the rural bus is the R75 000 model run by Putco, which has a locally-made bodyshell mounted on a chassis imported from Germany. The bus is made to Putco's design and specification, and carries just under 400-million passengers a year. It is used for black urban, suburban and rural transport. The Putco bus falls foul of Mr Tenikalp's standards in that it has sharp, right-angled exterior corners, small seats, handrails, high ground clearance and long internal spaces. A spokesman for the company declined to respond to each of Mr Tenikalp's criticisms, and instead issued a

general statement. Mr Tenikalp did not say in an instance we tried by bus and more than 100 cars. "It could be that the figure travel is twice travel," the spokesman said. The company's fatality rate from one million passengers 1979-80 to one km in 1982-83. A number of criticisms of features were made by a sub-committee of the Bus Operation. The spokes-

Employers urged to **consult** workers

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EAST LONDON — The Institute of Race Relations yesterday appealed to employers to consult with their workers before reaching any conclusions regarding the current bus boycott

The Border regional manager of the Institute, Mrs Roselle Frasca, in a statement said it should be recognised that the average black commuter was "caught in a situation not of his or her own making"

Daily Dispatch yesterday by Gomo Transport, the Mdantsane subsidiary of Ciskei Transport Corporation whose buses are being boycotted

The advertisement was aimed at employers and claimed that there was no reason why the boycott should disrupt their businesses or homes

Mrs Frasca said workers would not choose to walk long distances if it could be avoided and most workers were anxious to keep their employment, particularly in view of the current depressed job-market

"While we recognise the economic necessity for increasing bus fares, we believe it should be recognised that the average black commuter is caught in a situation not of his or her own making

"There has been evidence that intimidation and pressure is a very real element with which the black commuter still has to contend, and that many of them have to walk long distances," said Mrs Frasca

She urged employers to "take time" to listen to and communicate with their workers on the matter of the bus boycott

This, she said, would enable employers to assess for themselves what the real needs, pressures and grievances of the workers were before they reached any conclusions — DDR

EAST LONDON — The Ciskei Transport Corporation has no intention of lowering its bus fares to bring an end to the bus boycott

Mr Wessel van Wyk, press liaison spokesman for the CTC, said yesterday the company "under no circumstances" would lower its tariffs or revert to the fares charged before the start of the boycott two weeks ago

"We are only now recovering the losses which should have been recovered last year," he said

The company, he added, had consulted and negotiated extensively with the local authorities in affected areas before introducing the increases

"They all approved the increases months before they became effective," said Mr Van Wyk

CTC buses during the past week had run at an average capacity of 48,5 per cent and were only being boycotted on the Mdantsane and Duncan Village routes

The bus fares were "heavily" subsidised by the governments of both

Bus fares won't be lowered

Ciskei and South Africa

Citing examples of the subsidisation Mr Van Wyk said the 10-ticket weekly fare from Mdantsane cost an effective R5, but commuters were only charged R2,90

Similarly, the weekly fare from Mdantsane to the West Bank was R6,50 but subsidies from both governments meant that workers only paid R3,50 for the service

Weekly trips from Mdantsane to Potsdam cost the company R4,50 but subsidies resulted in passengers only having to pay R1,15 for the service

Meanwhile, scores of motorists with more than one passenger were again stopped by Ciskei traffic officers and policemen in the area of the Highway bus terminus in Mdantsane yesterday morning

Passengers were seen ordered out of cars and police and traffic officials searched goods and vehicles

Ciskei's Commissioner of Police, Brigadier Lulama Madola, said the checks were "not at all" connected with the bus boycott

"This is a routine duty We will hold roadblocks and check cars as we deem necessary," he said

It is also understood that 14 people detained by Ciskei Security Police last week in connection with the boycott have been released

Ciskei's security chief, Colonel Z. Makuzeni, could not be reached for comment yesterday — DDR

PUBLIC SECTOR—TRANSPORT—GENERAL
1983

AUG. — DEC.

ARGUS 22/8/83 (332) (269)

More than 100 attend homeland bus inquiry

Staff Reporter

THE National Transport Commission's inquiry into road transport between the Western Cape and Ciskei and Transkei which reconvened in the City today was attended by more than 100 people

After the chairman, Road Transport Commissioner Mr H C van Zyl, had outlined inspections of transport facilities

carried out by the commission in Cape Town, the Eastern Cape, Ciskei and Transkei, the hearing adjourned to find larger premises

The commission was set up by the Minister of Transport, Mr H S J Schoeman, in May this year to inquire into the position regarding bus transport permits between the Western Cape

and the former homelands

In his notice at the time the Minister said it might be "expedient" for some of the permits to be withdrawn and re-issued to effect improvements in the transport services

The other commissioners are Dr R Knobel and Mr J A S Louw, both members of the National Transport Commission

~~7/8/83~~

D. DIMAZU

18/7/83

Ignore bus boycott call 2001 Sebe

~~18/7/83~~

ZWELITSHA — A strong plea was made at the weekend to Mdantsane bus commuters not to boycott buses today

The plea, which was supported by President Lennox Sebe, was made by Members of Parliament representing the Mdantsane constituency — the Minister of Public Works, Chief D M Jongilanga, Mr Q Kewuti and Mr L M Yako

A rally attended by thousands at the sports stadium here was told that the South African Allied Workers' Union (Saawu) had called on people to boycott buses from today following a bus fare hike

Chief Jongilanga said the union did not have the interests of the people of Ciskei at heart and their call for a boycott

should not be heeded

President Sebe said that if the residents heeded the strike call, the ruling party in Mdantsane would be disbanded and the factories that were being erected there would be moved elsewhere to help other starving people

He said Saawu did not exist in Ciskei and Mdantsane residents should not allow Saawu "boys" from Duncan village to come and dictate to them

He said police would be in full force to protect the people who wanted to board buses

President Sebe said the last bus boycott was instigated by the government because it wanted the removal of the bus company that was operating then — DDR

57 LT 92



West Bank workers stream across the B. J. Vorster Bridge on foot last night as empty buses head back to town.

Buses ²⁶⁹stoned and ^{D. DISPATCH}boycotted

19/7/83

EAST LONDON — A large number of people boycotted buses yesterday and ten buses were damaged by stone-throwing at the West Bank industrial area here

The Divisional Commissioner of police in the Border, Brigadier Ben Bekker, said three people had been arrested after damage to Ciskei Transport Corporation (CTC) buses. No one had been injured.

The managing director of CTC, Mr Hans Kaiser, could not give an estimate of the damage to the buses, but said mainly windows were broken.

The bus boycott followed a CTC bus fare increase of an average 10 per cent last Wednesday.

In a statement released before the increases, Mr Kaiser said the CTC could not afford to extend services at the old fare levels and said all CTC operations centres were running at a loss.

Under the new fares, commuters pay, for example, R2.50 for a 10-ride chip card from the same to West Bank, or 65c for a single cash ticket.

The system manager of the South African Transport Services in the Border region, Mr L du Toit, said yesterday there had been a "large increase".

in the use of trains from Mdantsane

He said "more than a thousand" extra passengers had commuted by train from Mdantsane and because of the increased traffic, an extra early morning train had been laid on from Mouth Ruth.

The train, which will provide transport for an extra 1 000 passengers, will leave Mount Ruth at 5 am. Mr Du Toit said it would be a flexible service lasting "as long as people need it".

By 5.15 am yesterday, it was clear that the number of commuters leaving the main bus terminal at Mdantsane was much lower than usual.

Armed Ciskei police were on standby at the terminal, but there was no sign of anyone directing the boycott. Buses from the various zones in Mdantsane were either half full or totally empty.

No further incidents were observed in the West Bank area last night after factories closed.

Police kept a close watch on bus stops in the area, as well as the main bus terminus in town.

Buses seen leaving the terminus were virtually empty, as were the buses at stops on the West Bank. Private cars and taxis were fully laden

and large numbers of commuters were seen walking through the bus terminus towards East London station.

At a press conference in Zwelitsha yesterday, the President of Ciskei, Chief Lennox Sebe, said his information was that people were using buses.

He said the trouble had been in various zones where intimidators were stopping people from getting to the main bus terminal.

Many people had gone to Mount Ruth station to board trains.

"We have identified the problem and asked for more buses to get those people," he said.

A patrol on the feeder lines had been set up to protect the people who had congregated at Mount Ruth station in fear of intimidators.

He said the greatest fear rose from the fact that there was no assurance that people would get the protection they got from Ciskei when they arrived in East London.

"It is clear that management have to be made on both sides and I am crossing fingers that nothing unpleasant will happen in East London," Chief Sebe said.

CONTINUED P3

NUMBER OF PEOPLE



7 DALS - BSS
+ 44 DALS
NOIACNDQ 9N

DISPATCH 1978
Bus boycott

FROM PAGE 1

275
He said the government was concerned about any bus fare increase but was caught between two extremes — catering for those in employment and refusing increases so that buses ran at a loss which would mean ultimate retrenchment.

He said the local bus company still had the lowest charges compared with other areas

"The increases were necessitated by the fact that the bus company was running at a loss because it had not raised fares when others did"

269
Mr Kaiser said his company had met with officials of the South African Allied Workers Union recently to discuss the increases, but had not resolved their differences

He said the CTC would continue to operate its normal services through any boycott.

He added that there was a full turnout of drivers yesterday

Saawu said in a statement that it "saluted" the resolution of the East London commuters and that it wanted to make it clear that Saawu had not "dragooned"

people into embarking on this action

"The decision to do so was taken, freely and democratically by a cross-section of the East London community

"The Ciskei Government should hang its head in shame for assuming a junior partner role in making people pay astronomic fares not compatible with the lowest average income," Saawu said

The union said it had been "knocking at the doors of Gomo Transport," but the fruits had been a hike in fares in a region which had high unemployment — DDR

80pc boycott of buses say police

29/7/83

D. DISPATCH

269

EAST LONDON — The boycott of Ciskei Transport Corporation (CTC) buses continued here yesterday with an 80 per cent drop in the use of buses, according to police estimates.

The boycott is in protest against bus fare increases of about 10 per cent.

The managing director of CTC, Mr Hans Kaiser, said he did not have figures for bus usage yesterday, but said the company's figures showed 62 per cent of normal traffic was recorded on Monday — the day the boycott started.

In a brief statement, Mr Kaiser said 79 bus windows had been broken in various stoning incidents in East London and Mdantsane since Monday.

As regards the cause of the boycott — increased fares on most of the company's routes — Mr Kaiser said "Even after this increase, our fare structure is between six and 39 per cent lower than any other similar operation in South Africa."

Several stoning incidents were reported to the police in East London again yesterday morning, according to the Divisional Commissioner of Police, Brigadier Jim Bekker. Nobody was injured, he said.

Brig Bekker said the boycott appeared to be

"quite successful"

"I would estimate there is an 80 per cent boycott," he said.

Police were still patrolling the major routes and bus stops but were "having difficulty" arresting stone-throwers.

"These people walk along with stones in their pockets and just throw at passing buses — it is difficult to make arrests under these circumstances."

Brig Bekker said no further arrests had been made after the arrest of three people in the West Bank area on Monday morning.

Use of trains by commuters from Mdantsane increased again yesterday, according to the systems manager for the South African Transport Services here, Mr L. du Toit.

Extra coaches were added to trains going to and from Mdantsane, Mr Du Toit said, and extra trains had been laid on in the early morning and late afternoon for commuters.

This service would continue "as long as the boycott," he added. A limiting factor was the number of ticket sellers, but more were being laid on at "bottlenecks" such as Chiselhurst and in the city centre, to avoid long queues.

The boycott of buses had little effect on attendance at local factories yesterday, with company spokesmen reporting "hardly any absenteeism."

The chairman of the Border Chamber of Industries, Mr David Saunders — who also manages a battery factory on the West Bank — said he had spoken to "three or four" other employers in the area and all had reported normal attendance.

No incidents were reported at East London stops when factories closed yesterday evening, although armed police were on standby at the main bus terminus and patrolled the industrial areas — DDR.

Worker needs stitches after bus stoned

D. DISPATCH

~~1/3~~ 269
~~2/7/83~~ 21/7/83

EAST LONDON — A young catering worker was seriously injured when he was hit by a stone thrown at a Ciskei Transport Corporation (CTC) bus this week.

CTC buses are presently being boycotted by people in East London and Mdantsane because of a fare increase.

Mr Ewen Barnes, 24, was taken to hospital for stitches in his face after scrambling through a broken window to escape the "hail of rocks" thrown at the bus.

He collapsed 100 metres further and was taken to hospital with a

badly swollen eye and numerous cuts on his face.

"The stones just hailed on the bus as we pulled up outside work," said Mr Barnes, a catering worker at a local car assembly plant.

"Windows smashed all round us and everyone ducked. As I dropped my head, a huge stone hit me in the left eye and I went down."

"Everyone shouted to the driver to get out of there, and he drove back towards the main road."

As the bus stopped again on Settler's Way Mr Barnes said he saw another crowd of people moving towards the bus.

"We decided we'd better get out while we could, and I scrambled out of a smashed window. My friend and I ran down the road, but I only managed to go about 100 metres before I collapsed."

Mr Barnes said his friend ran on to the factory and come back on a bicycle which Mr Barnes rode to a nearby clinic. From there he was referred to Frere Hospital, where he was treated for his injuries.

Mr Barnes said he knew of several other workers at the car assembly plant who had also been injured, but added that "none of them was as bad as me."

● The divisional commissioner for the South African Police here, Bri-



Mr Ewen Barnes . . . hail of rocks

gadier Jim Bekker, yesterday said no deaths or injuries sustained in the boycott had been reported to the police.

He conceded that there may have been injuries which were not reported to the police — DDR

EAST LONDON — Two schoolchildren were burnt to death and 25 people were injured, some critically, in a petrol explosion aboard a bus in Mdantsane yesterday

Ambulances took the dead and injured, mostly schoolchildren, to the Cecilia Makiwane Hospital in Mdantsane after the explosion which occurred on the Qumza Highway, near Zone eight, at 4 15 pm.

There were two different reports last night as to the cause of the fire

Mr Hans Kaiser, the general manager of the Ciskei Transport Corporation (CTC) said it had been reported to him that a petrol bomb had been thrown through the back window of the bus

But the head of the Ciskei security police, Colonel Z Macuzeni, said the explosion had been caused by the accidental ignition of a petrol container on board the bus

"The bomb smashed through the back window of the bus, killing two schoolchildren," Mr Kaiser said

2 children die in bus explosion

21/7/83
D. DISPATCH
269

Mr Kaiser said one of his employees was on the bus at the time the explosion took place "There were also other reliable witnesses who saw the bomb being thrown into the bus," he said

Mr Kaiser said the bus was full of people being transported from the main Mdantsane terminus to Zone eight

"The bus was a burnt-out shell. It will cost about R75 000 to replace," he said

Colonel Macuzeni, who was spoken to before Mr Kaiser, said the explosion could have been caused by "someone smoking a cigarette"

"There was no bomb. A petrol container inside the bus exploded. It could have been set off by someone smoking a cigarette. At this point, we do not suspect a crime," he said.

A Daily Dispatch reporter contacted Colonel Macuzeni a second time and told him it had been claimed the explosion had been caused by a petrol bomb

He insisted that this was not true

He said he had received reports that 38

people had been admitted to the Cecilia Makiwane Hospital

The medical superintendent of the hospital, Dr P E Pistorius, said two people were certified dead on arrival at the hospital. He said they were burnt "beyond recognition"

Dr Pistorius said another 25 patients were being treated for burns sustained on the bus. One of the patients, an 11-year-old boy, had 40 per cent burns

It is believed that the schoolchildren on board the bus were pupils at the Wongalethu and Hlokomla High Schools

Mr Kaiser said he would give a statement on the explosion and the bus boycott today

More buses belonging to the CTC were stoned yesterday as the boycott over increased fares continued

However, the divisional commissioner of the police in East London, Brigadier Jim Bekker, said the stonings seemed to be "on the decrease"

"There definitely seem to be fewer incidents than when the boycott started," he said

— DDR

Claims of harassment denied as EL bus boycott goes on

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Post Reporter

THE boycott of Ciskei Transport Corporation buses over increased fares entered its fifth day today, and although "quite a few" buses ran they were not well supported, according to Mdantsane residents

A spokesman for the general manager of the Ciskei Transport Corporation, Mr Hans Kaiser, said in a brief statement today that the position was "unchanged"

Ciskei police last night allegedly manhandled passengers in cars, including women and children, in a bid to break the boycott

Last night Ciskei police manned a roadblock at the entrance to Mdantsane.

A spokesman for the South African Allied Workers' Union claimed that passengers were forced out of vehicles by policemen who used sjamboks, and had to continue their journey home on foot

The spokesman alleged that there was widespread harassment of people who were getting lifts from friends and

relatives

A senior officer based at the headquarters of the Ciskei Police in Zwelitsha, Colonel E Kutta, who lives in Mdantsane, said allegations of ill-treatment could not be true. There had been no complaints from residents about treatment at the roadblocks, nor had the officer in charge, a colonel, filed any reports of incidents

The Saawu spokesman said that Ciskei police told him they had instructions to allow the driver of a car to give a lift only to his immediate relatives and the passengers had to identify themselves

He said the vice president of SAAWU, Mr Sisa Njikelana and an organiser, Mr Bonile Tuluma, were picked up by the Ciskei security police yesterday and taken to Mdantsane Police Station. A passenger in their minibus, an unidentified woman teacher, was released but the men were detained.

The Saawu spokesman said that several death threats had been received at the Saawu offices yesterday

DISPATCH 22 (1) 1980

Injured rule out petrol bomb

EAST LONDON — Occupants of the bus which was wrecked by an explosion in Mdantsane on Wednesday have ruled out the possibility the blast was caused by a petrol bomb

Some of those injured in the fire in which two people died said yesterday the blast had taken place inside the bus and that it was "out of the question" to say a petrol bomb had been thrown through a bus window

Three said they had "no idea" how the fire started, while four others said they believed it was caused by a petrol container which a passenger was carrying.

On Wednesday night, the general manager of the Ciskei Transport Corporation (CTC), Mr Hans Kaiser, said it had been reported to him that a petrol bomb had been thrown into the bus.

One of the injured, Mr Enoch Ndaba, interviewed in Cecilia Makwane Hospital at Mdantsane, said the bus had been "swamped in flames" as it drew up to a bus stop on the Qumza Highway

Seconds earlier, he said, he had heard an elderly woman tell a young boy "Boetie, this thing is leaking" He said he believed the container was a petrol can

An eight-year-old boy lying in the same ward said he had heard a

"whoosh" sound moments after hearing the woman warn the boy

Another of the injured, Mrs Sarah Cwaba, said the fire had started inside the bus, and that she had not heard any noises before the fire broke out — "particularly no breaking glass"

Mr Kaiser said yesterday he could not comment further on the matter as it was still being investigated

Ciskei's Commissioner of Police, Brigadier L Madolo, said he still believed the fire had not been caused by a bomb

"Somebody was carrying petrol on the bus. One of the passengers bumped the container over when getting off the bus and a cigarette could then have started the fire," he said —

DDR

See also page 9



The inside of the CTC bus destroyed by fire in Mdantsane. Burnt pages of schoolbooks litter the floor

Saawu denies boycott decision

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EAST LONDON — The decision to boycott buses was taken by the community as a whole and was not organised by the South African Allied Workers' Union (Saawu), the union's president Mr Thozamile Gqweta, said yesterday

He said that, although a delegation which met the Ciskei Transport Company to discuss the increased fares including two Saawu members, they had been democratically elected at a public meeting as community members and not as union officials

"As an organisation, our policy is non-violence," he said

Mr Gqweta expressed Saawu's "greatest sympathy" for the victims of the bus explosion

Referring to the Ciskei Government's accusations that Saawu did not have the interests of the people at heart, Mr Gqweta said "We find it rather strange that the Ciskei Government used the community of Mdantsane in 1974 to boycott buses, when it was in their interests, but when it is in the interests of the people, the government is against it," he said

The Ciskei government taught the people how to boycott buses, Mr Gqweta said

"In this particular instance, the people only have to compare the stand taken by Saawu against the stand taken by the government to see whether we have their interests at heart," Mr Gqweta said — DDR

H-22/10-10-74

Ciskei buses only half full

EAST LONDON — Ciskei Transport Corporation (CTC) buses are running at 50 per cent capacity, according to the corporation's managing director, Mr Hans Kaiser.

In a statement released here yesterday Mr Kaiser also said 49 buses had been stoned since Monday — when the boycott of CTC buses started over a fare increase — and 83 bus windows broken.

Sketching the background to the fare increase, Mr Kaiser said it had been approved more than a year ago but "held back in the interests of the passengers".

He was referring to a successful application made by CTC last year for a 25 per cent increase on its routes. At the time fares were only increased by 12.5 per cent.

"The remaining 11 per cent is only the remaining authority granted in 1982 which simply could not be

postponed any longer"

Mr Kaiser said fares were heavily subsidised by the South African and Ciskeian governments "and bus transporters face the severest possible form of price control, going through many stringent procedures before tariffs can be increased".

This included public hearings and a complex consultation programme with "civic bodies, organised commerce and industry and the passengers themselves".

In the case of the latest increase, he said, this process lasted four months before the increases were implemented "with no negative response in all that time".

Mr Kaiser repeated his statement that the company's fares were among the lowest in Southern Africa — DDR

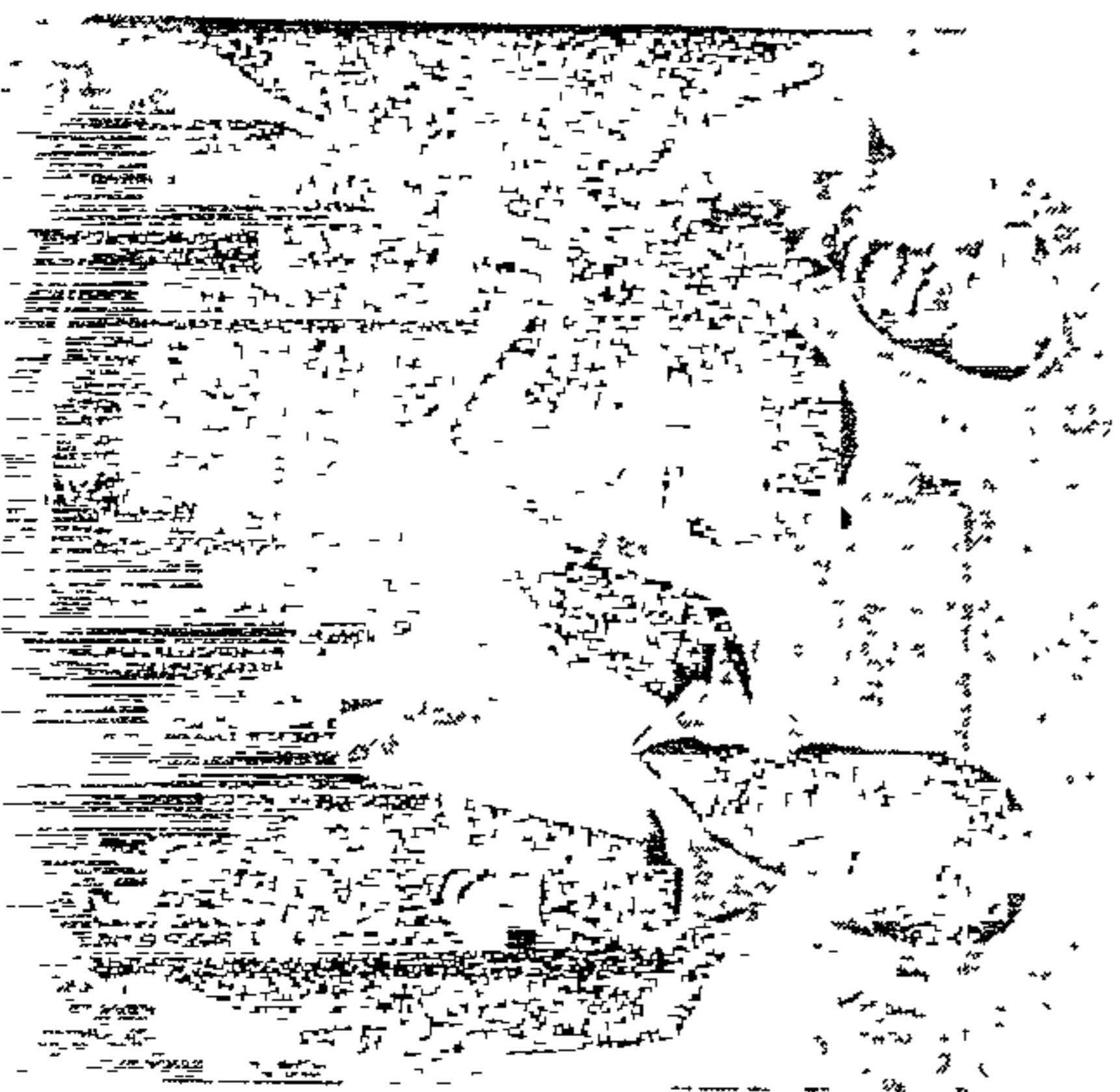
Bus blaze victims tell of ordeal

By CHRIS VICK

EAST LONDON — A 13-year-old boy is being treated in the intensive care unit at Mdantsane's Cecilia Makiwane hospital for burns sustained in Wednesday's fire and explosion aboard a bus.

The boy, who is not identified, had 40 per cent burns and is in a serious condition, according to the medical superintendent at the hospital, Dr P E Pistorius.

The identities of the two people who died in the fire have not been released, but it has been pointed out by Di Pistorius that they were adults, not children



MDs checked at

Mdantsane roadblocks

EAST LONDON — Ciskei Police stopped and searched vehicles in Mdantsane yesterday and checked passengers' identity documents.

Vehicles moved slowly in bumper to bumper traffic during the early morning rush while buses were allowed to drive to town in the right-hand lanes.

A couple given a lift to work by a Daily Dispatch reporter were ordered out of his car and told to walk despite protests that they were neighbours. The reporter was also asked for proof of his wife's identity. He had none, but was allowed to proceed.

The driver and passengers of a vehicle in front of them were searched.

A nurse who had been taken out of the vehicle at 6:48 am arrived at Prere Hospital only at 8:45 am.

The police roadblock was discontinued at 8 am but police were still following vehicles towards Arnoldton to check if they were picking up passengers on the way.

"It was just flames before you could think twice," she said "People dived for the windows and tried to smash their safety," she said "Lucky to be alive" was the way it

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D. DIBASAH 22/9/83

Hundreds of school-children walked to school yesterday, escorted by teachers and relatives.

The president of the Mdantsane Taxis Association, Mr Mzameni Mpayipeli said about 30 vehicles were stopped at Mdantsane exits.

Commuters, who were ordered to get out of cars near the Fort Jackson exit, resorted to the trains, at Fort Jackson station.

A Wilsonia factory worker, Mr Vuyisile Maci, said he had boarded the car of a colleague but was told that, if passengers were not relatives of the driver, they must alight and board the buses or walk. He preferred to walk.

Mr Mpayipeli said taxis found it hard to cope with the demand.

Mr Mpayipeli denied a rumour that taxi fares would be decreased.

He said taxis, in order to get through the roadblocks, should have carriage certificates for both Ciskei and South Africa — DDR



MOODS

Ciskei buses only half full

EAST LONDON — Ciskei Transport Corporation (CTC) buses are running at 50 per cent capacity, according to the corporation's managing director, Mr Hans Kaiser

In a statement released here yesterday Mr Kaiser also said 49 buses had been stoned since Monday — when the boycott of CTC buses started over a fare increase — and 83 bus windows broken

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EAST LONDON kei Police stop, searched veh. Mdantsane ye and checked pas- identity docum

Vehicles move in bumper to traffic during morning rush buses were all drive to town right-hand lane

A couple given work by a Daily I reporter were out of his car walk despite that they were hours. The rep also asked for his wife's id, had none, b allowed to pro

The driver an gers of a vehic of them were s-

A nurse who taken out of the at 6 48 am at Frere Hospital 8 45 am

The police was discontinued but police were allowing vehicles Arnoldton to they were pic passengers on

Bus blaze victims tell of ordeal

By
CHRIS VICK

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The boy, who is not identified, had 40 per cent burns and is in a serious condition, according to the medical superintendent at the hospital, Dr P E Pistorius.

The identities of the two people who died in the fire have not been released, but it has been pointed out by Dr Pistorius that they were adults, not children

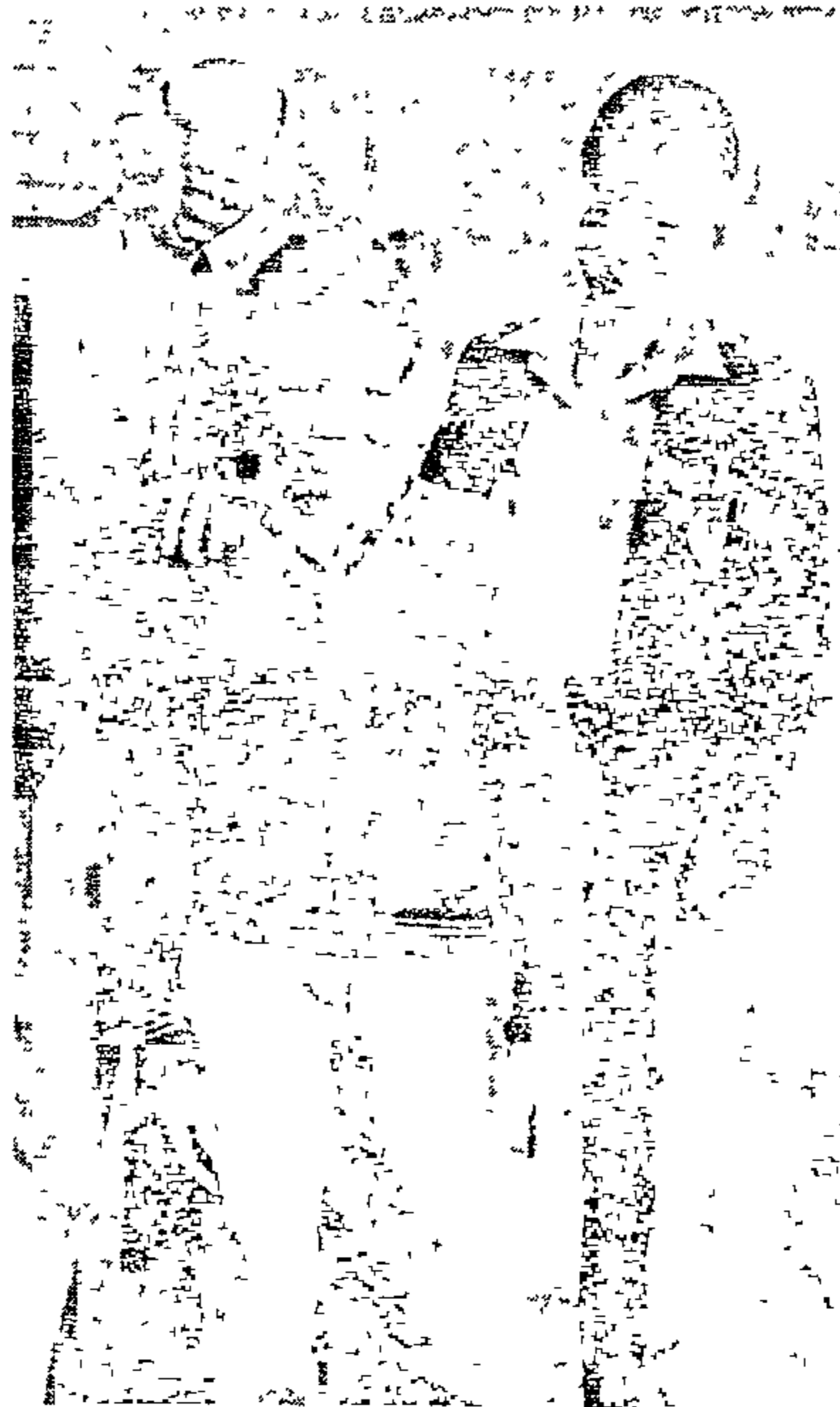
Thirty-six people were treated at Cecilia Makiwane after the explosion but only 19 were admitted. The other 17 were treated and discharged

Survivors of the blast yesterday told of the "sheer panic" that swept through the burning bus as fast as the flames which engulfed them

An eight-year-old boy described how he had blindly clambered through a window as flames licked his hands

Heavily bandaged, the boy told how people trying to smash their way out of the bus had been hampered by schoolchildren tugging at their clothes to get out.

A man in the neighbouring bed, Mr Enoch Ndaba, said he had had two children clutching him when he scrambled out of a window, which he had smashed with his hand



Happy to be alive after their ordeal on the burning bus are, (from left), Lumkile Jafta, his brother Graddy and a friend, Vincent Zimba.

It was only when he hit the ground that he realised his clothes were burning, he said, as he was "too busy getting those kids out"

"I stood up to get my bearings and felt pain in my legs," Mr Ndaba said "I looked down and saw my legs were burning, the flames devouring my trousers and my hand starting to burn"

Mr Ndaba managed to douse the flames and was rushed to hospital in an ambulance. He is expected to be bed-ridden for three weeks to allow his burnt skin to heal

A domestic worker, Mrs Doris Gobozi, said she had suffered burns on her legs and arms as she tried to push schoolchildren to safety through the door of the

bus

"There was just a mad scramble and I felt the heat on my arms and legs," she said "I next found myself outside, surrounded by howls of pain from the children"

Opposite her lay a cleaner, Mrs Sarah Cwaba, who had bad burns on her nose and head. She had also scrambled through a window, she said, in her rush to escape the flames which swept along the floor and roof of the bus

"It was just flames before you could think twice," she said "People dived for the windows and tried to smash their safety," she said

"Lucky to be alive" was the way three schoolboys described themselves — while sadly acknowledging that all their schoolbooks had gone up in flames

"Still, we're alive," grinned Lumkile Jafta, a pupil at the Buchule Technical High School, who had burns on his neck and ears

Lumkile's brother Graddy and a friend, Vincent Zimba, also lost their books

The bus itself was littered with burnt books and papers when photographed at the Reeston bus depot yesterday afternoon. All that was left of the interior were seat frames and the shell of the body — although the roof of the bus had been burnt away.

The estimated cost of the damage was R75 000, according to CTC's managing director Mr Hans Kaiser — DDR

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DAILY DISPATCH, SATURDAY, JULY 23, 1983

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Commuters allege police assaults

EAST LONDON — Mdantsane commuters have accused the Ciskeian Police of sjamboking people who were stopped at roadblocks during the boycott of Ciskei Transport Corporation (CTC) buses this week.

Ciskei's two top policemen, Brigadier L. Madolo and Colonel M. Makuzeni, both refused to comment on the accusations, and referred inquiries to the Minister of Justice Mr. T. Takane.

A committee formed to oppose recent CTC bus fare increases at the Community Committee yesterday appealed to the police to "exercise restraint" in dealing with commuters.

A spokesman for the committee, Mr. M. Mamunye, said the police should be "restrained" from dealing with people who chose to use private transport rather than travel on CTC buses.

His accusations of assault were backed by several people who contacted the Daily Dispatch yesterday to protest against the police action.

Mr. Mamunye said commuters had been ordered out of cars, taxis and company vehicles after being stopped at roadblocks, searched and then "sjamboked without provocation".

"Women were also sjamboked ruthlessly," Mr. Mamunye said. "We strongly believe this measure of violence used by the Ciskei Police is uncalled for and will only aggravate the already serious situation."

Mr. Mamunye said police were on duty to guard property, but not to assault and harass innocent commuters travelling to and from Mdantsane.

He appealed to the police to "exercise restraint to avoid more serious trouble".

Mr. Mamunye's accusations were backed by several people, including Mr. Desmond Managaza, who said he had been ordered out of a taxi at Mdantsane and beaten by Ciskeian policemen.

"Policemen ordered the taxi driver to stop as we entered Mdantsane and told us all to get out. As we did so, they started hitting us with sjamboks and truncheons," Mr. Managaza said.

"They made us squat in the road and told us to use the buses, not taxis, and then hit us again and again."

Mr. Managaza said there were "more than 20 people" in the road at the time, and that the police had repeatedly told them to "stay out of taxis".

A salesman, Mr. B. M. Mlindazwe, said he was also beaten by Ciskeian police after being "pulled out of a taxi" at a Mdantsane road block.

He said he and others in the taxi were ordered out and told to stand in a queue. They were surrounded by policemen and then assaulted, he said.

Mr. Mlindazwe said they had been asked by the policemen why they boycotted buses as it meant paying more to travel by taxi.

During the attack, Mr. Mlindazwe said, he lost his briefcase and his jacket was torn. Mr. Mlindazwe said he had reported the incident to the police.

Ciskei's Commissioner of Police, Brigadier Madolo, and security chief, Colonel Makuzeni, both referred inquiries to Mr. Takane.

Repeated attempts to contact Mr. Takane were unsuccessful, and he did not respond to messages left with his secretary — DDR

Stone knocks out bus driver

MDANTSANE — A Ciskei Transport Corporation (CTC) bus left Qumza Highway and hit a light pole after its driver was knocked unconscious by a stone thrown through the windscreen.

Mr. Granger Melane was treated for a head wound and discharged from Cecilia Makiwane hospital, according to the CTC's managing director, Mr. Hans Kaiser.

Mr. Kaiser said there was only one passenger in the bus, who was unhurt.

The bus was one of 50 which have been stoned during the week-long boycott of CTC transport prompted by an 11 per cent fare increase.

Damage to the vehicle was estimated at R1 000.

Mr. Kaiser said the driver had been hit by a stone thrown through the windscreen as he was travelling back to the Reeston depot on Wednesday night.

The stone hit Mr. Melane on the side of the head. Mr. Kaiser said the bus left the road and hit a pole near Yako's Motors.

The Divisional Commissioner of the South African Police, Brigadier Jim Bekker, said yesterday the stoning of CTC buses was on the wane.

No stonings were reported to the SAP yesterday, the brigadier said, and "things seem to be quietening down".

Mr. Kaiser agreed that the bus boycott seemed to be "levelling off".

Stoning was on the decrease, he said, and the use of buses was the same as on Thursday — DDR

24/7/93
269 City Press

Two killed in mystery bus blast

TWO Mdantsane high school pupils were burnt to death in a mystery explosion on a bus here this week

Twenty-five people were injured, some critically

The explosion came in the middle of a week-long bus boycott over the increase of fares

Ambulances shuttled the injured, mostly scholars, to the Cecilia Makiwane Hospital

The explosion rocked the bus on the Qumza Highway near Zone Eight, Mdantsane

The general manager of the Ciskei Transport Corporation (CIC) said he received a report that a petrol bomb was thrown through the back window of the bus

But the head of Ciskei's Security Police, Colonel Z Macuzem, said the explosion had been caused by the accidental ignition of a petrol container carried on the bus

Ciskei's commuter bus service is losing thousands of rands a

CP Correspondent

day in the dispute over a 10 percent fare hike

A virtual total boycott of CTC vehicles has left buses empty as they ply their routes between Mdantsane, East London and King William's Town

The corporation has said it will keep its buses running regardless of the boycott and stonings. More than 50 buses were reported damaged by Thursday, the fourth day of the boycott.

Workers' organisations have hailed the bus boycott as a victory.

The response to the boycott on the first day, Monday, was described by one police officer as "incredible". CTC claimed there was only a 40 percent drop in passengers, while police estimates ran to 80 percent

Discount house sale kicks off

THE vast discount sale of State houses in the Port Elizabeth and Uitenhage townships kicks off this week with

In Zwijde, 760 four-roomed houses with electricity, indoor sanitation and bathrooms would be sold for

A POLICE sergeant told the Umtata Supreme Court he and another policeman had been instructed to do a "panel-beating" job on a murder suspect who later died.

Sergeant Mteteli Tshona was giving evidence this week for the defence in the case against three policemen charged with culpable homicide after the death of Mr Adolphus Tetyana, in police custody.

Constables Godfrey Nceba Magaxeni, 31, Lennox Lizo Mongogo, 25, and sergeant Desmond Mgugudo, 26, have pleaded not guilty to the charge

They allegedly assaulted Mr Tetyana

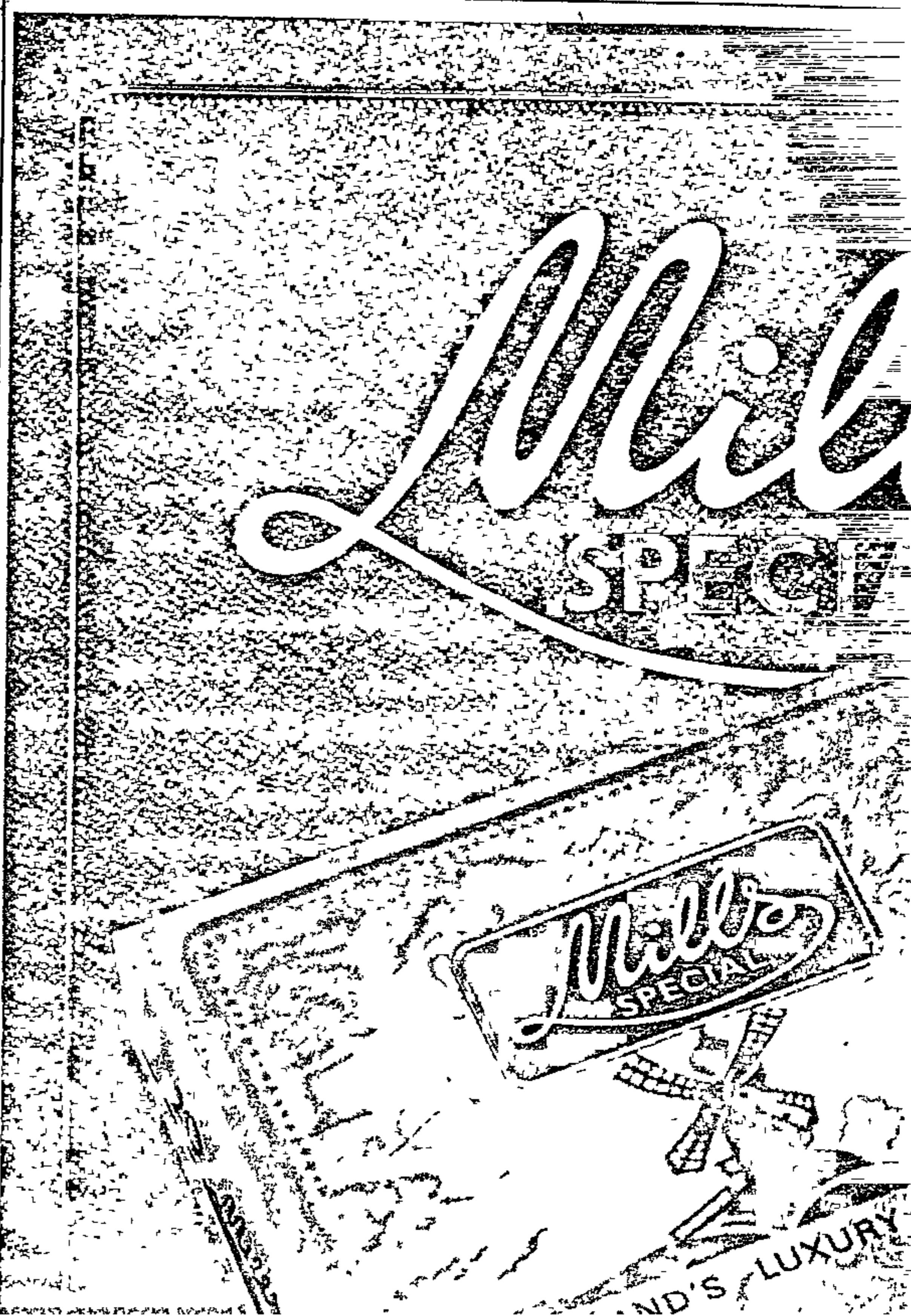
COPS T 'PANEI' PRISON

Court hears of suspect's sjambok

with sjamboks and struck two of his brothers, Mr Hemming Tetyana and Mr Mziwebango Tetyana, and another man, Mr Mdeliseni Cyia, with sjamboks, causing serious injuries

Const Nongogo told the court 15 policemen took turns to assault Mr Adolphus Tetyana. He denied taking part

In his evidence, sergeant Tshona said sergeant Mgugudo



5 people
shot
in
Ciskei

EAST LONDON — Five people were admitted to Cecilia Makiwane Hospital, Mdantsane, with bullet wounds on Friday night, a medical superintendent at the hospital, Dr Ian Harris, confirmed yesterday

Dr Harris said the four men and a woman were brought into the hospital at 7 30 pm

"The bullets were removed and all five people have been kept in hospital for further observation," he said

He added they were all in satisfactory condition

The admissions followed alleged shootings near Fort Jackson station on Friday night

The Ciskei Commissioner of Police, Brigadier Lulama Madolo, referred inquiries to the Minister of Justice, Mr D M Takane

Efforts to contact Mr Takane were unsuccessful yesterday — DDR

Bus boycott continues in rain

EAST LONDON — Black commuters braved the inclement weather yesterday and continued to boycott Ciskei Transport Corporation (CTC) buses

The Divisional Commissioner of Police, Brigadier Jim Bekker, said commuters appeared determined to walk "even in the rain" and a railways spokesman said trains running from Mdantsane were still "pretty full" yesterday

However, a press liaison spokesman for CTC, Mr Wessel van Wyk, said a "slight upturn" in the use of buses had

been recorded yesterday and the boycott seemed to be 'easing off'

The company on Friday reported that buses were running at 50 per cent capacity and Mr Van Wyk said early morning figures yesterday indicated a further increase in passengers

The systems manager of the South African Transport Services, Mr L du Toit, said the extra services laid on for Mdantsane commuters last week were still in operation

He said trains were "pretty full" yesterday

and Sats would continue with the additional trains and coaches until demand no longer warranted them

"We are more or less coping at the moment. But with the larger volumes of commuters it is difficult to exercise control

"People cram into the trains and we know we are not getting all the fares," said Mr Du Toit

Brigadier Bekker said his staff were still monitoring the boycott in East London. No incidents had been reported and the police were trying to maintain the calm, he said

"The buses are still empty and we have not noticed an overall increase in passengers. But it is difficult to assess the situation because we understand many passengers now lie flat in the buses" — DDR

Station assaults unconfirmed

EAST LONDON — Reports that people had been assaulted by Ciskeian policemen at Mount Ruth station on Friday night could not be confirmed with the Department of Justice yesterday

A spokesman for the department referred inquiries to the Ciskei police public relations officer, Major G A Ngaki, who said he would investigate the matter

The South African

Transport Services Police asked Ciskei policemen to leave the station on Friday evening and passengers claimed they had been assaulted by policemen as they alighted from trains

The Commander of the Sats Police, Colonel J Sydow, said yesterday Ciskei policemen had not visited the station again since they were asked to leave on Friday evening — DDR

Police to probe shootings

EAST LONDON — Ciskei police authorities were silent yesterday on shooting incidents in which five people were wounded near Fort Jackson station on Friday night

A spokesman for the Department of Justice referred inquiries to the Ciskei police public relations officer, Major G A Ngaki, who said he would investigate the matter

Major Ngaki could not be reached last night and efforts to reach the Minister of Justice, Mr D M Takane, were unsuccessful

The five injured people, four men and a woman, were admitted to Cecilia Makiwane Hospital with bullet wounds they sustained near Fort Jackson station on Friday evening — DDR

Bus boycott easing up — CTC spokesman

EAST LONDON — There had been little change in bus occupancy, which was slightly above 50 per cent, the public relations manager of the Ciskei Transport Corporation, Mr Wessel van Wyk, said yesterday

Mr Van Wyk was commenting on the latest position in the bus boycott which started last week

He added it was clear there was a slight upturn, "an indication that the boycott is easing off"

It had come to the

notice of the company that some employees were approaching employers and asking for extra money because they had to travel by taxi as buses were not running, he added

"There is no truth in that and in every instance when we have been telephoned by employers, we have checked the route concerned and found the claims were unjustified"

Mr Van Wyk said some employees were using the situation to get extra money from their employers

"Buses on all routes are running according to schedule and we shall continue to do this," he said

However, a large number of commuters were still walking, using trains and taxis to get to work and shopping in East London

The police roadblocks, set up at the entrances and exits into and out of Mdantsane last week, were not put up on Monday and yesterday

The last major roadblocks were seen last Friday — DDR

Police identify 5 shooting victims

EAST LONDON — The Ciskei police yesterday identified the five people who were wounded in a shooting incident near Fort Jackson

The Ciskei police public relations officer, Major G A Ngaki, gave their names as Mr Tembile Toto, 28, of Zone 15, Mr Sipho Khatala, 23, of Zone 13, Miss Yuyiswa Mgobozi, 32, of Zone 14, Mr Jonglanga Nkwenk-wana and Mr Enock Ntuli, no addresses given

The condition of all the patients was said to be improving yesterday

Major Ngaki said the shooting incident occurred after train commuters from Fort Jackson station were proceeding in a crowd towards the township

He said police in the vicinity who were performing their normal duties, approached the crowd to check whether

they had paid the Ciskei development tax

Major Ngaki said a mob started to throw stones at the police. The number of stone throwers swelled to a hundred, against 20 policemen, who were armed with side-arms. When the policemen found that their lives were in danger they opened fire. Several warning shots had been fired

Major Ngaki said the police were investigating an attempted murder case following the incident

Referring to an incident at Mount Ruth station, Major Ngaki said people who were in the district of Mdantsane had been stopped by police who were checking whether they had paid Ciskei tax

He said the police in the patrol vehemently denied that they had ever been on railway

premises in an official capacity as Colonel J Sydow, of the SA Railway Police, claimed

Colonel Sydow had said that Ciskei police were asked to leave railway premises

Major Ngaki said the Ciskei police had been within the Ciskei border en route from Mount Ruth where they had been deployed on duty

He said there had been reports that people alighting from trains were stoning buses and interfering with residents who were using the buses

Major Ngaki said the police were there to protect property and maintain law and order

He said those who were found to have not paid the Ciskei development tax were arrested and taken to the Mdantsane police station and charged — DDR

ZWELITSHA — All persons with firearm licences issued by the abolished Ciskei Central Intelligence Services have been asked to submit their firearms to their local police station for the issue of new licences

The Ciskei Police public relations officer, Major G A Ngaki, said "The commissioner of the Ciskeian Police, Brigadier L B Madolo, orders all people owning firearms with licences issued by the former Department of State Security to call at their local police stations with

ZWELITSHA — A Ciskei police public relations officer has been established at the ground floor of the Wongama Building in Zone Six where the offices of the disbanded Ciskei Central Intelligence services were

The new public relations officer, Major G A Ngaki, said that although his office was

Firearms to be relicensed in Ciskei

their firearms and licences

"At the police station the firearm and the licence will be temporarily withdrawn from the owner and a receipt will be issued by the police official taking possession thereof. The owner

will be required to tender an application for review of his application documents so that he or she can be issued with a new licence"

Major Ngaki said the owner would not be deprived of the ownership thereof and in case of

any change regarding the licence already authorised, he would be allowed to dispose of the weapon to his benefit

This action was taken to allow the commissioner to regulate the control of firearm licences and also to issue new licences to deserving applicants

A grace of 14 days after the receipt of a letter notification addressed to each licensee would be given, after which the commissioner might authorise the withdrawal of the firearm and licence — DDR

Police PR explains procedures

there to serve the public interest, it should not be regarded as a place to lodge complaints against the police

He requested the public to still observe the old procedure of reporting everything that needed police attention at the police stations

From the police station only would the public relations officer be expected to give information concerning any occurrence of public interest

The media was always welcome to inquire and consult the office for further information or official statements if available

"I also take this opportunity to warn the public against the habit of consulting offices which are

not directly dealing with a particular case or, for example, visiting head office at Zwelitsha whereas the local police stations are in a position to help," he said

This is irregular and degrading"

Major Ngaki said this caused the person concerned to miss a day at work and involved unnecessary travelling expenses. People applying for firearm licences, for example, were expected to visit their local police stations to complete the necessary forms and thereafter wait until called upon by means of a letter of otherwise

If persons were not satisfied with explanations given by junior members at a local office they should ask for a senior official, he said — DDR



MAJOR NGAKI

269) D. DIFAPTA 27/2/83

X EAST LONDON — The increased bus fares were not the real issue behind the boycott which started four days after fares were increased, the managing director of the Ciskei Transport Corporation, Mr Hans Kaiser, said yesterday

Mr Kaiser said he had seen a pamphlet calling on residents in areas including Duncan Village, Braelynn and Buffalo Flats to support the boycott

Of the nine separate bus routes serving the area, the fares on five routes had not been increased at all, he said

Of the three different 10-ride workers' weekly tickets available to commuters only one increased in price, by 50c a

(269) Fare hike not reason for boycott CTC

D. Disputch

week
Mr Kaiser said CTC had one of the lowest fare structures in Southern Africa

For these reasons the pamphlet, issued by the East London Youth Movement, had led him to the conclusion that the fare increase was merely "being exploited" to enforce a boycott "for other reasons"

"The effect of this boycott can only harm

the social and economic well-being of the residents of Mdantsane and the Border area in general" said Mr Kaiser

Mrs Zelda Holtman, of the East London Youth Movement last night confirmed that the pamphlet had been distributed by the organisation

The movement in a statement however, described Mr Kaiser's conclusions as "utterly ridi-

culous"

"It is inconceivable that political connotations can be attached to this pamphlet or that the fares increase can be exploited for any purpose at all," said the statement

The pamphlet had been distributed merely to mobilise resistance to the increases which, when taken in conjunction with other cost of living increases, were a burden to the people on the lowest rung of society

"In the light of this, we felt that the bus boycott had validity and therefore deserved the support of everybody, whether they live in Mdantsane or Buffalo Flats," said the statement — DDR

Commuters use trains

EAST LONDON — The boycott of Ciskei Transport Corporation buses continued yesterday with buses still running at 50 per cent capacity

Both the police here and a company spokesman said no incidents involving the boycott now in its second week, had been reported

The system manager of the South African Transport Services, Mr L du

Toit, said additional services laid on as result of the bus boycott were still being used to capacity

He said some trains had been late because of increased numbers of commuters and rain-related problems

"One delayed train affects the whole pattern and we have had complaints from both individuals and employers about delays," said Mr

Du Toit adding that Sats would avoid delays where possible

The secretary of the East London Chamber of Commerce, Mr Jock Allison, said no chamber member had raised "any complaint" related to the boycott

The president of the Border Chamber of Industries, Mr Dave Saunders, could not be reached for comment — DDR

venue — DDR

(269) 005
Boycott
D. Dr. patches
continues

29/7/83
EAST LONDON — The boycott of Ciskei Transport Corporation buses was confined to the East London area, a spokesman for the company said yesterday.

Mr. Wessel van Wyk, press liaison spokesman for CTC, said commuters in the East London and Mdantsane area were continuing the boycott and buses were running below 50 per cent capacity.

He said although fares had also increased on bus routes serving the King William's Town area, services there were not being boycotted — DDR



By Sheryl Rame
Pretoria Bureau

Long trips between work and the homelands are having a detrimental effect and making great demands on some of the country's 534 000 black commuters, a Human Sciences Research Council investigation has indicated

Although a report on the HSRC investigation released in Pretoria today concerned only bus commuters from kwaNdebele, the report also focused on matters pivotal to the country's homeland and migrant labour policies generally.

Conducted in November 1980, the investigation could have widespread repercussions

The HSRC study was prompted by research done in London and elsewhere which showed that long, uncomfortable commuting trips had a cumulative detrimental effect on commuters

ILLNESS

Illness, absenteeism and high staff turnovers were some of the symptoms shown by commuters abroad involved in trips of an hour or more

It was predicted that long-term commuting could affect a commuter's health, psychological adjustment, working capacity and family ties

Workers who commuted for long periods each day could be expected to build up a resistance to commuting resulting in

Long hours of commuting have 'bad effect on black workers'

instability and lack of productivity in the workforce

In kwaNdebele, the HSRC found

- The majority of commuters who bussed between 110 and 130 km to work in Pretoria, left home before 5 am, spent at least two to three hours on a bus each day and nearly half (47 percent) had already had trouble at work emanating from poor transport
- A quarter of the 199 commuters interviewed spent three hours or longer on a bus each day and more than half were away from home for more than 14 hours a day
- Only seven percent arrived home before 5,30 pm
- About half caught two buses to work and the vast majority left home to do what was described as "heavy work", without breakfast
- Two thirds said travelling by bus caused them problems
- At the time of the survey

the average weekly wage was R38,50, of which 17,5 percent was spent on transport

- Buses failing to arrive, arriving late, being too full or breaking down, accounted for 63 percent of incidents when commuters stayed away from work
- Buses which were too full to carry all the passengers left commuters behind who either arrived late for work or didn't get to work at all
- Thirty nine percent said they had been warned or threatened by employers because of commuting problems beyond their control

Only a small number had actually been fired because of this

Despite this profile of commuting life in kwaNdebele, the HSRC found no signs of general resistance to commuting as yet but 85 percent of commuters wanted similar jobs and salaries closer to home

pay higher rents in the city to live closer to work and most preferred the closer family way of life in the homeland

Long trips to work were not yet causing high labour turnover, but the HSRC concluded that they did disadvantage the commuter as a worker, and made great demands on him

Several commuters, for instance, complained of lack of sleep

The HSRC noted that because of the tremendous influx of people into kwaNdebele it was difficult, if not impossible to effectively plan for transport in the future

Insufficient buses, particularly on Mondays and Fridays, and long waits for vehicles on order, aggravated the situation

The HSRC called for the improvement of the bus service to the homeland in the short-term and emphasised the need to provide jobs closer to the homeland as a long-term objective

Few were willing to

Get out,

269
105

31/7/83

City Press

Cops told

By BENITO PHILLIPS

SOUTH African Transport Services Police threw Ciskei police out of a station after claims of assaults from passengers

Ciskei police had been patrolling Mdantsane and the Mount Ruth station during the week-long bus boycott over increased fares. Workers say they have been continually assaulted and harassed.

Meanwhile the five people - four men and one woman - shot by Ciskei police on Friday night, are still recovering in Mdantsane's Cecilia Makiwane Hospital.

Colonel J Sydow, commander of the SATS police in the border area, told City Press: "When we heard Ciskei police were at Mount Ruth we asked them to leave.

"We asked them not to interfere with passengers on our premises be-

cause we did not want our police to be seen as part of their action."

The Ciskei police Press liaison officer Major G A Ngaki, gave the names of the five in hospital. They are Mr Temba Toto, 28, of NU15 599 Mdantsane, Mr Siphon Katala, 23, of 1456 NU13 Mdantsane and Mrs Vuyiswa Bobosi, 32, of 778 NU14 Mdantsane, Mr Jongi Nkwenkwana and Mr Enoch Ntuli.

Explaining the shooting, Major Ngaki told City Press a huge crowd of workers had been walking from the Fort Jackson Railway Station to Mdantsane where police officers were on duty.

The police, he said, approached some of the men in the crowd to check if they had paid their Ciskei development tax. The mob became violent and started throwing stones and the police had been forced to open fire.

D. Nispeke 2/8/83

Ciskei warns intimidators

ZWELITSHA — The Ciskei Government would leave no stone unturned in endeavouring to eradicate intimidation in the bus boycott now in its second week. In Mdantsane, the Minister of Justice said in a statement released at a press conference yesterday

The Minister of Justice, Mr D. M. Takane, said the government noted that there were elements engaged in preventing commuters from making use of buses in Mdantsane

"This conduct is adversely affecting the lives of thousands of Ciskeians, who, apart from the hardships and inconvenience, are being denied their livelihood," he said

He added the government would not tolerate the disruption of the daily pursuits of individuals

He drew attention to Chapter Eight of the National Security Act which provides for the prohibition of certain forms of intimidation, strikes and insubordination

He warned that the

particular section dealing with this provided for up to ten years imprisonment

"The law-abiding Ciskeian is entitled to protection from the state when his rights and freedom of movement are being infringed and the Ciskeian Government wishes to give assurance to its citizens in Mdantsane that no stone will be left unturned in endeavouring to eradicate this evil," he said

He hoped the South African Government would give similar protection to Ciskeians commuting to South Africa and added in answer to a question that such co-operation with South African police had already been sought

Mr Takane denied knowledge of the confiscation of vehicles from Mdantsane residents. He added that all he knew was that police had been working in the area

He also denied Ciskeian policemen had been asked by South African Transport Services policemen to leave Mount Ruth station on July 23 as alleged by the

officer commanding SATS police in East London, Colonel M. Sydow

"My information is that the Ciskeian Police were on the Ciskei side of the station"

On the question of allegations demanding reference books from commuters near Fort Jackson station, Mr Takane said all the police were checking on was payment of development tax, which was being ignored by many Ciskeians

He said many efforts had been made through the radio and addresses to chiefs but the position was not improving

He denied the demands for the tax had been timed to affect the movement of Mdantsane bus boycotters

He said the actions near Fort Jackson were partly to do with non-payment of the tax but would not say what the other part of the checks involved

He added the government had to carry out its obligations in spite of any other activity that was going on — DDR

PE quiet, routes patrolled

PORT ELIZABETH — The call for a bus boycott here appeared to have no effect on the business sector yesterday — the first working day since the boycott call — as employer bodies and major companies reported no abnormalities in the arrival of staff in the

morning. At the same time, policemen who have been patrolling the bus route between Veeplaas and Kwazakele have not yet had to deal with any incidents, according to the police liaison officer for the Eastern Cape, Major Gerrie van Rooyen

He said police had been patrolling since Sunday and would continue to do so, but by late yesterday there had been no call for any action

"We will be keeping an eye on the situation for a while," Major Van Rooyen added — DDC

Low bus usage

unchanged. EAST LONDON — Buses were still running below 50 per cent capacity in the East London and Mdantsane areas, the public relations officer for the Ciskei Transport

Corporation (CTC) said yesterday

"The position is still unchanged," said Mr Wessel van Wyk

He said the corporation had dropped pamphlets over the Mdantsane areas by means of light aircraft at the weekend. The pamphlets told the people of Mdantsane "the real facts" of the situation, Mr van Wyk said — DDR

Boycott: unionists detained


ZWELITSHA — Three members of the Transport and Allied Workers' Union, resident in Mdantsane, had been detained by Ciskei Police in connection with the Mdantsane bus boycott, the Ciskei Minister of Justice, Mr D. M. Takane, said at a press conference yesterday

Mr Takane gave only the surnames of the three men as Mr Tamarana, Mr Phehlo and Mr Nzimane

He did not have their addresses

He could not say whether other people had been detained in connection with the bus boycott but added the three names had been given by the police yesterday morning — DDR

Vehicles held after checks

D. Dispatch
2/8/83
169 

EAST LONDON — Several vehicles are being held at Mdantsane police station following checks on motorists who allegedly used their vehicles to transport commuters in Mdantsane, the Ciskei police public relations officer, Major G A Ngaki, said yesterday.

Major Ngaki said the vehicles were not being held by the police but by the Ciskei Transportation Board, which organised the checks at the weekend.

He said the operation was carried out on Friday and Saturday and police were merely there to maintain law and order.

He said some motorists had paid spot and admission of guilt fines but declined to give further details and referred inquiries to the Road Transportation Board.

One motorist, Mr Goodwin Masiko, of Zone Six, Mdantsane, produced a ticket to show his vehicle had been taken.

He said he was travelling towards East London with his wife, his wife's sister and a Mr and Mrs G Maqubela, who live near his home.

"We were stopped near Highway terminal and I was asked why I was carrying passengers in my vehicle," Mr Masiko said.

He said he was issued with a ticket to pay R100, or leave the vehicle there. His vehicle had a Stutterheim registration number but he learnt later that vehicles with GCE numbers were also being held.

Mr Masiko said that although he had four passengers in the vehicle, the man who issued the ticket "wrote six people."

The charge on the ticket read "Undertaking road transportation on a public road without a permit authorising such conveyance within Ciskei Six persons."

An official of the Road Transportation Board yesterday confirmed some vehicles had been held. He said the total number held initially was between 150 and 200 but that only about 30 vehicles were still at the police station. Most motorists had paid admission of guilt fines.

He said full details would be available today.

QDR

Durban bus appeal 'would not affect Indian operators'

269
2/8/83
Mercury Reporter

IF THE Durban City Council succeeded in its appeal to desegregate its bus service on 15 routes this would not affect the city's 200 Indian operators

This was said by the general manager of the DTMB, Mr Marshall Cuthbert, to the National Transport Commission in Durban yesterday

Asked by objectors why the council only opted to desegregate buses on 15 routes, Mr

Cuthbert said 'The present routes would in no way affect the city's 200 Indian operators'

According to the application whites and non-whites could either use the city's 'international' more expensive blue-line or the cheaper green-line service

The blue-line service for whites has been drastically cut because of poor support at night and weekends and the green-line buses were for non-whites

Mr Cuthbert said whites and non-whites could take their pick and use any of the buses on the 15 'international routes'

These buses could only be taken on routes to Marine Parade, South Beach, Point, Glenmore, Howard College, Glenwood, Haig Road, Berea Beach, Musgrave Road, Botanic Gardens, Durban North, Umbilo and Kingsmead

Overcrowding

None of the 15 routes lead to black townships where problems of overcrowding occurred

Mr Cuthbert told the commission that the desegregation of buses on 15 routes would help the board in providing a more efficient and cheaper service

Certain operations which were no longer necessary, whether blue-line or green-line, would be withdrawn

In reply to a question from Mr Brendan Willmer, chairman of the South Africa First Campaign, Mr Cuthbert said the municipal non-white fleet had suffered a R3 500 000 loss this year because of boycotts, unrest in black townships, recession and unemployment.

He also said that vandalism was more prevalent on white buses but it was virtually unknown on the city's non white fleet

Mr R E Knox a former DTMB employee who objected to bus desegregation said the DTMB should integrate all its buses if there were to be any benefit.

The commission's decision would be made known as soon as possible

Welgemoed welcomed ^{2/2/83}

~~269~~ THE South African Bus Operators Association (SABOA) is glad that the Welgemoet Report (111) comes out strongly against nationalisation and supports the spirit of the Government in encouraging the growth of

²⁶⁹ private enterprise and the capitalistic system of the country

This was stated by SABOA chairman Albino Carleo

He says SABOA supports the Welgemoed

Industrial Week
recommendation that one body should represent the entire bus industry. It has tried many times to get together with the Passenger Transport Association to achieve this. So far there has been no progress.

Taxi chaos warning

269
ROM
2/8/83

By SIMON WILLSON

CHAOS would result among black commuters if taxis were limited to four passengers, Mr Jimmy Sojane, president of the Southern Africa Black Taxi Association, told the Assocom transport conference

"At no stage will it help to exterminate combis in deference to buses. People know what they need.

"After minibuses have been phased out, what will be the alternative?"

He doubted that the Welgemoed commissioners had sufficient experience in the black township residents' problems in getting to and from work.

There was no way of alleviating the problems of Johannesburg's black commuters unless there were official black taxi-ranks in zones not served by buses.

His association was not opposed to the standardisation and regulation of minibus taxis.

"We recognise the need for taxis to have one colour. While it would be difficult and expensive to respray, we have devised a banner to go around the mid-section of taxis which would also be visible at night.

"Meters are more difficult to introduce in a combi because it is a shared taxi. We blacks have never used meters because we cannot afford to hire taxis individually."

His members had shown their responsibility in the costly switchover they accomplished from sedan cars in the 1970s to minibuses.

Before the Government gave permission in 1977 for black taxis to graduate to minibus size, operators used sedans, such as Valiants, which they enlarged to accommodate five or six passengers.

"It was only when a good Samaritan motor manufacturer arranged finance for us that we could buy bigger vehicles.

"All the minibuses we bought were paid off this year without a single repossession," Mr Sojane said.

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By SIMON WILLSON
Industrial Editor

Derision for minibus ban

PASSENGER transport policy would become as ridiculous as South Africa's goods transport policy if the Welgemoed Commission's proposals were implemented, a conference heard yesterday

Mr Rod Draper, chairman of the transport committee of the Association of Chambers of Commerce, told a conference in Johannesburg that many of the points in the commission's report could not be taken seriously or had been overtaken by events

Assocom called the conference to discuss the commission's recommendations, which include banning the use of minibuses as taxis, and the redefining of taxis as vehicles with no more than four passengers

Mr Draper said "Running throughout the Welgemoed report is the leit-motiv that taxis and combis are now the devils that have sprung up through the trapdoor like the demon king of pantomime"

Taxis were cost-effective and seemed to satisfy a vast public need

"In this country we have a policy for the transport of goods by road that becomes more Byzantine and ridiculous by the day

"It has become unwieldy, grossly unfair and highly inflationary. Frequently the

authorities bring in new regulations that make the whole thing more ridiculous still

"Welgemoed appears to be proposing that we go down the same road for passenger transportation"

What could be made of the commission's recommendation that would effectively ban as a taxi a vehicle that could carry between 10 and 24 passengers?

"The prohibition will be widely ignored in practice and there will be endless trouble if enforcement is attempted. There will be constant resentment, both from prospective passengers in such vehicles and from the operators, and it seems to me a particularly bad and provocative proposal"

The almost total freeing of the minibus taxi operators would open up a vast employment field for a sector of the population that badly needed it

It was acceptable that minibus taxis should be a distinctive colour to prevent them from stopping on buses' reserved routes

Minibus taxis should be municipally licensed, a process which would provide for

rigorous inspections for roadworthiness

Minibus taxis licensed in this way could pay their fair share of road-user costs

"The revenue structure of public transport, whether through the fare box or by way of subsidy, has become a costly mess

"The slavish application of the Welgemoed proposals will make it worse because the system that presided, quite satisfactorily, over a relatively tiny public transport industry in the mid-1960s has now grown into a monster"

It was now proposed to carry this monster forward into the future except for a bit of tinkering and even more repression

"Look at the expensive shambles that has been brought about in the public transportation of goods by road, largely through the adaptation of existing procedures, and then ask 'Do you wish the public transportation of people to go the same way?'"

DR GERRIE Prinsloo, a member of the Welgemoed

Commission, said no sinister meanings should be attached to its recommendations

Interested parties were invited on numerous occasions to make submissions, and the commission consisted of representatives of all race groups

The principle of private enterprise was accepted and stressed by the commission

"With regard to taxis, a sincere effort was made to produce recommendations that would provide passengers with the reliability of a public transport services"

"Adult" discussion of the recommendations was needed, he said

MR NIGEL Mandy, chairman of the Johannesburg Central Business District Association, said critics of the Welgemoed Commission should recognise that it was hobbled by political factors

These included existing and planned constitutional structures, and financial arrangements which took little account of the costs and practicalities of public transportation

THE commission could have done worse than to come out in support of controlled private enterprise, said Mr Rollo Dickson, transport consultant to, among others, Cape Tramways

In some parts of SA the authorities controlled minibus taxis in the interests and safety of the public

Recent surveys in Cape Town had shown that the average number of passengers in minibuses at two large railway stations was above the legal maximum

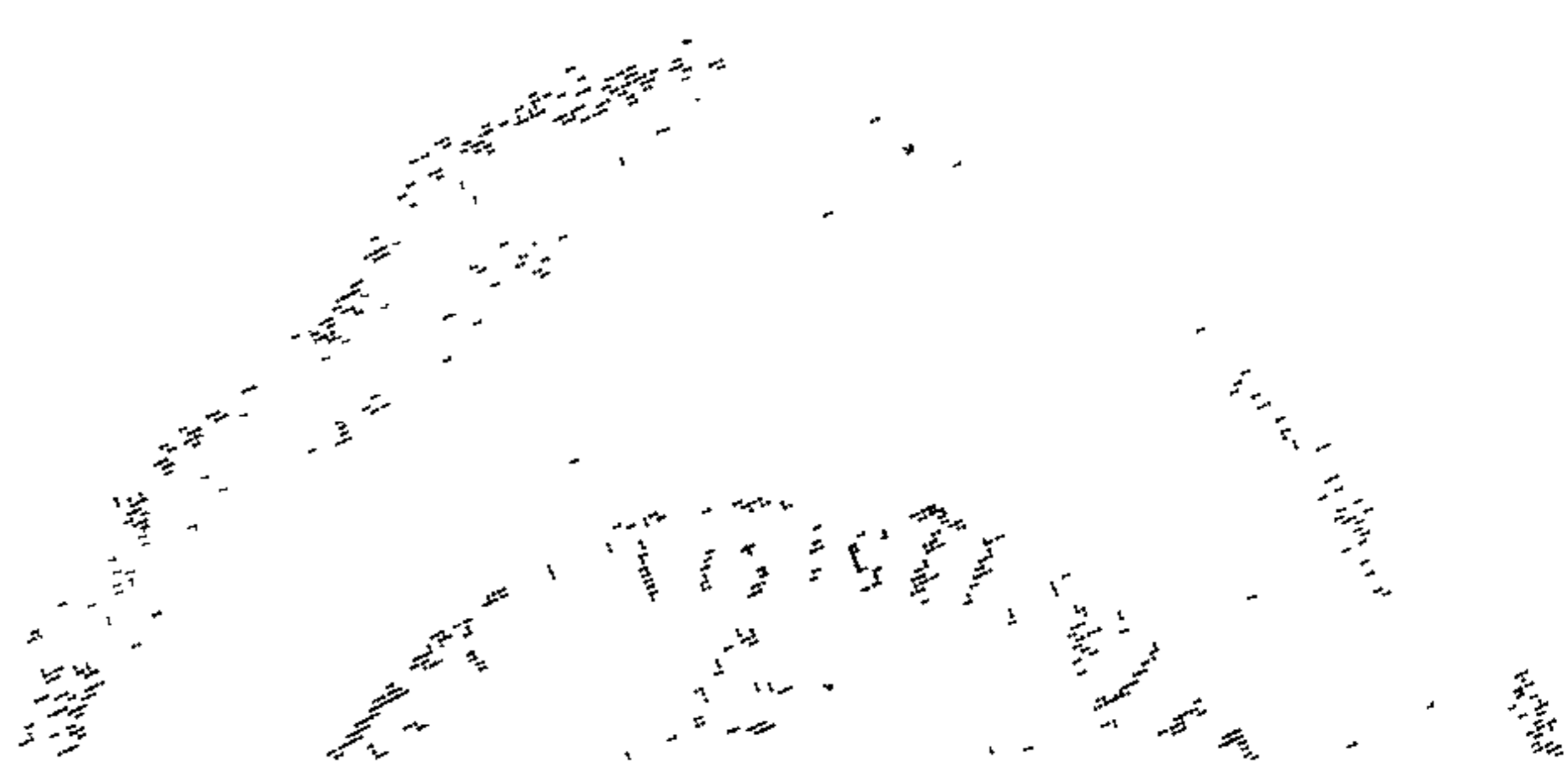
"At another station, where the group of combis was unusually well organised, undercutting of bus fares resulted in the total withdrawal of the bus service, after which the minibus charges were increased to a level above that of the buses

"In 20 combis stopped in Port Elizabeth during March, several of the drivers had no licences, five were given an ultimatum to repair mechanical faults immediately and 15 were declared totally unroadworthy

"Durban bettered this when two combis licensed to carry eight passengers disgorged 23 and 19 people respectively"

MR ARTHUR Hammond-Tooke, director of economic affairs of the Federated Chamber of Industries, warned the conference of economic disruption if the Welgemoed recommendations on taxis were implemented

YOUR SEAL C PROTECTION



269 ~~403~~ ~~403~~ Star 3/8/83

Own Correspondent

EAST LONDON — A group of men armed with sabres and knobkerries hauled commuters out of registered taxis in Mdantsane yesterday in an attempt to end a two-week-old bus boycott, commuters said

Ciskei soldiers and policemen reportedly stood by while men wearing overalls and plain clothes pulled scores of people out of cars and told them to use buses.

A teacher, Mrs Leonora Fosi, who refused to get out of a taxi, said she was not sure who the men were "but they must have been hired because they were acting with authority.

"Some people said they were

Ciskei commuters allege harassment

members of the CNIP (the ruling Ciskei National Independence Party)"

No comment could be obtained from the Ciskei Government

On Monday Minister of Justice Mr David Takane said no stone would be left unturned to end "the evil of the boycott".

He warned that people found guilty of intimidation could be sentenced to a maximum of 10

years' imprisonment.

He refused to comment on allegations that the police were harassing commuters

Mrs Fosi said a friend usually gave her a lift to work

"When we got to the entrance of Mdantsane there were a lot of people that these men had pulled from cars

"They tried to pull me out of the taxi, but something just snapped because I was fed up

"I told this man 'Don't you dare touch me,' and we had a terrible fight

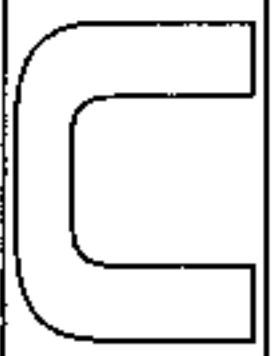
"He asked why I was teaching in South Africa

Mrs Fosi said the men were "strongly built so they can hit people" They were armed with knobkerries and carried sabres at their waists

Ciskei police and soldiers had sat on trucks watching the incident, she said

● An official of the Ciskei Transportation Board has confirmed that between 150 and 200 cars have been confiscated

Most owners had paid admission of guilt fines for carrying passengers illegally, he said



Transport review overdue and a long haul

289 278 RDM 3/8/83

IF THE mood of the private sector in South Africa's transport system is anything to go by, the authorities' present re-assessment of national transport policy is long overdue and has a big task to perform.

The last 10 days have seen a vociferous and sustained attack, in two high-profile national forums, on the country's present transport system from private operators

Conference venues accommodating, first, the CSIR's annual transportation convention and then Assocom's passenger transportation seminar, have successively resounded with strident denunciations of national transport's *status quo*

And, given the present nature of the South African transport set-up, criticism of the way things are at the moment is unavoidably criticism of the public sector's role in that set-up

The sudden avalanche of opinion on every means of conveying goods and passengers within our borders has been timed to coincide with the general re-appraisal of South African transportation ordered by the Government

The Minister of Transport has authorised an investigation by the Department of Transport and the National Transport Commission into national transport policy

The investigation is entitled the National Transport Policy Study (NTPS) and is being conducted by local and international consultants

Sufficient food for thought has been served up by the two big transport conferences held in Johannesburg recent-



Simon Willson

Down to business

ly to provide the NTPS staff with a sizeable pensive banquet

Significant change in the transport *status quo* must be an option for the NTPS, because of its wide brief. It really does look as though the study group's report and recommendations will not be glossed over or pigeonholed because of the wide terms of reference it has been given

Numerous studies, commissions of inquiry and committees have looked at various aspects and problems of national transportation since economic growth took off in the 1960s and required improvements in infrastructure

But this is the first authorisation of a far-reaching re-assessment of the whole system, and it carries with it an implicit recognition on the part of the authorities that something is seriously wrong

That message alone was repeated many times over at the two conferences, mostly referring to the increasing level of net losses and of subsidisation in the transport system

If present transport policies continue, rail losses, for

example, are forecast to reach R2 000-million by 1990 against R690-million in 1982-83

Bus subsidies would need to rise from R170-million in 1983-84 to R430-million in 1990

It was in this deepening financial morass that most critics of the present transport system saw themselves sinking. Directly linked to a runaway subsidy ratchet is, however, the role of the public sector in the whole system. This was where most of the system's problems had their origin, the private sector decided

On the receiving end of most of the private-sector resentment was, of course, the hapless South African Transport Services (SATS), whose losses and cross-subsidisation are so contrary to the way the private sector would like the system to be run

If far-reaching changes to national transport policy are the desired result of the present re-evaluation of the system, it is SATS that stands to lose most

As the private sector was reminded in the starkest terms during the annual transport convention

- SATS owns and controls country-wide infrastructure and rolling stock for goods and passenger railway operations

- SATS also owns and operates the oil pipelines running from the coast to the interior

- SATS owns and operates the country's harbour facilities, including sheds, cranes and other equipment, with the exception of some specialised operations such as the Durban sugar terminal

- SATS runs the scheduled air services on the external and the main internal routes

- SATS runs road services, employing more than 17 000 vehicles (mechanical horses, trucks, trailers and buses)

- SATS's total capital investment is nearly R10 000-million while total operating revenue is more than R5 000-million a year

- Public funds finance the entire national road network, with no prospect of privately financed toll roads or other constructions

- Urban bus passenger transport, with a few exceptions such as in Durban and Cape Town, is run by the municipalities

If the NTPS confirms others' findings of substantial fault with the present national transport system, there can be no more obvious starting point for reform than the system's dominant force.

Support or departmental and faculty administration (see notes 4 and 5). At UCT an example of what would be included here is the Irma Stern Museum.

Included is the time spent on management and administration, technical processing (purchasing; display work; repairing and cleaning of material) and user services which includes advisory and reference services; tours; and promotions.

3. COMPUTING FOR ACADEMIC PURPOSES (M.A.)

Include here all-time spent teaching and research by main frame or a department.

95pc of Natal buses in crashes

269 ~~777~~
Mercury 3/3/83

JOHANNESBURG—Ninety-five of every 100 buses registered in Natal had been involved in accidents last year, figures released yesterday by the National Road Safety Council reveal.

The figures show that 85 percent of all buses on South African roads were involved in accidents during 1982, and follow a shock paper delivered to a transport conference by a road traffic expert describing buses as death traps and criticising their structural design and safety features.

Mercury Correspondent

The conference was told that every bus on the road was involved in four times as many accidents as the average vehicle.

The report said a horizontal rail on the top of a bus seat was likely to cause injuries to the throat, head or face of a passenger behind, and that anti-fire rules were too lax.

Of the 5 785 Natal buses, 5 497 had crashed, with 4 836 of the accidents occurring in urban areas and only 661 in rural areas.

A total of 14 drivers and 139 passengers had been killed throughout the country.

Although Transvaal held all records for numbers involved in accidents, the Cape and Natal

had the highest percentage of buses involved in crashes, both provinces higher than 95 percent.

The shock report which led to the release of the figures had concentrated on causes of injuries resulting from bus accidents, but it now seemed that the number of accidents themselves was great cause for alarm.

Mr O A Tenikalp, of the Institute for Transport and Road Research of the Council for Scientific and Industrial Research in Pretoria, said 'No separate statistics are available, but the figures fit in with the general trend of road accidents in South Africa, which is worse than abroad'.

The National Road Safety Council yesterday provided figures which showed that of a total of 21 587 buses, 18 618 had been involved in accidents, resulting in 3 121 casualties, of which 153 had been fatal.

Among the casualties were 404 drivers, 311 in urban areas and 93 in rural areas. Among passengers there were 2 717 casualties, 1 404 in urban and 1 313 in rural areas.

Of the 14 drivers killed, five had worked in urban areas and nine on rural routes. The passenger death roll consisted of 76 killed in cities and towns and 63 on country roads.

Although he had not made an analysis of accident causes, Mr Tenikalp thought the reason for the high number could be a mixture of poor maintenance of vehicles and low standards of driving.



Mr Zandisile Patolini who was attacked in Mdantsane yesterday

Boycotters' case put to employers

EAST LONDON — Trade union officials last night appealed to East London employers to appreciate the "terrible problems" bus-boycotters had in getting to work

The plea was made at an urgent meeting with employers called by officials of unregistered trade unions here. It was attended by representatives of four employers and it was disclosed that arrangements would be made today for a meeting with the Border Chamber of Industries and the Border Chamber of Commerce

Union officials urged employers at the meeting held in a hall at the

city centre not to heed an advertisement by the CTC Bus Company last week which said there was no reason for workers to be late in the morning or to be let off early, because they would be safe on the buses, which were running to schedule

The union officials said people who were determined to boycott the buses because of a fare increase were being harassed and assaulted by the Ciskeian police and army in an effort to prevent them using trains and other forms of transport

Mr B P Norushe, of the African Food and Canning Workers' Union, said workers were angry and determined to resist efforts to make them use buses

He said workers were arriving late because of these problems and there was a possibility they would refuse to go to work

Other union officials said Ciskeian police had prevented commuters from using trains, torn up train tickets, ordered passengers from cars and assaulted people. They said they had also heard reports that taxis, including licensed ones, were to be banned for three days.

Mr Norushe said the unions would support whatever action was taken by the residents of East London. "But we are not instigating anything. We are merely informing employers of what is happening," he said

"How do you avert the terrible situation that is developing? Two heads are better than one. It is imperative that we meet people who we can reason with and who can listen intelligently.

"We hope to gain advice from you and maybe you could contact the Ciskei Government

and ask them to stop this nonsense," he said

One of the employers at the meeting, Mr Tony Aylott, of SA Stevedores, said harassment of workers changed the situation from a management point of view

"There have been two issues over the past two weeks. One is where the boycott of buses is a workers' reaction taken by themselves. Management, in that instance, should not take sides. You make your bed and you must lie in it. It is not management's problem how you get to work

"But it would be a different situation where our workers are being harassed. There is no way my company could condone it. We will see what happens with absenteeism and each case will be judged on merit," he said

In reply to questions from employers, union members said there would be problems with company-supplied transport. Vehicles would be stopped at the Ciskei border between East London and Mdantsane and workers would be harassed once they were in Ciskei

Mr Norushe said the dispute was not between employers and the unions but between residents of East London and Gompo Transport. He said the Ciskei Government was undermining the gesture by the Railways who had provided additional trains for bus boycotters

He said the urgency of the problem had prompted the unions to contact individual employers to attend the meeting at short notice, instead of using regular channels

"We are happy that our grievances have been listened to. We will tell our fellow workers of this gesture by management," he said — DDR

Worker tells of assault

MDANTSANE — A worker at a battery factory in West Bank, East London, was attacked by a group of men in Zone 13, who assaulted, stabbed and robbed him of his money and train ticket

Mr Zandisile Patolini, of Zone 14, said that shortly after 4 am yesterday he was walking with a group of commuters, who boycotted the bus, towards Fort Jackson station when they met a group of men wearing overalls and carrying sticks, sjamboks and sharp objects

"These men told us to go back to the bus stops and we refused. The men then started beating us with knobkerries and when one of them started searching for my money in my pockets, I resisted, and he stabbed me with a sharp instrument

"He took the money and the train ticket, which he tore up, and then kicked me on the ground. The others came and assaulted me with sticks

"The bus came and we

were forced to board it. The bus went via Fort Jackson, intending to pick up other commuters, but when we got to Fort Jackson we all got off and boarded the train

"By this time, I was bleeding profusely and beginning to get dizzy. I got off at East London and reported to my employers

"My employers reported the matter to the railway police who took the matter up and sent me to Frere Hospital for treatment" — DDR

KING WILLIAM'S TOWN — Hundreds of workers were delayed at Mdantsane yesterday morning when police, soldiers and men identified as members of the Ciskei National Independence Party mounted checkpoints at most major exits from the township

Police, soldiers and the CNIP men stopped vehicles and people from going to the railway station and towards East London, and either sent them to bus stops or pulled them out of cars

Some commuters reported they were assaulted at the exit from Zone 13 to Fort Jackson station and similar incidents were reported to have occurred near Edgeton siding between Mount Ruth and Fort Jackson

But the public relations officer for the Ciskei Police, Major G A Ngaki, said no assaults were reported to police stations in Mdantsane

The head of the Ciskei Defence Force, Brigadier A Nell, said in a statement that his men in Mdantsane had been there solely to support police in the operation

"We have nothing to say to all this because we are under their command there. You can get all the information you require from the

These two reports were filed separately by Daily Dispatch reporters yesterday.

D-Dispatch
Armed men stop hundreds ^{3/8/83} 105 269 ~~225~~

police," the statement said

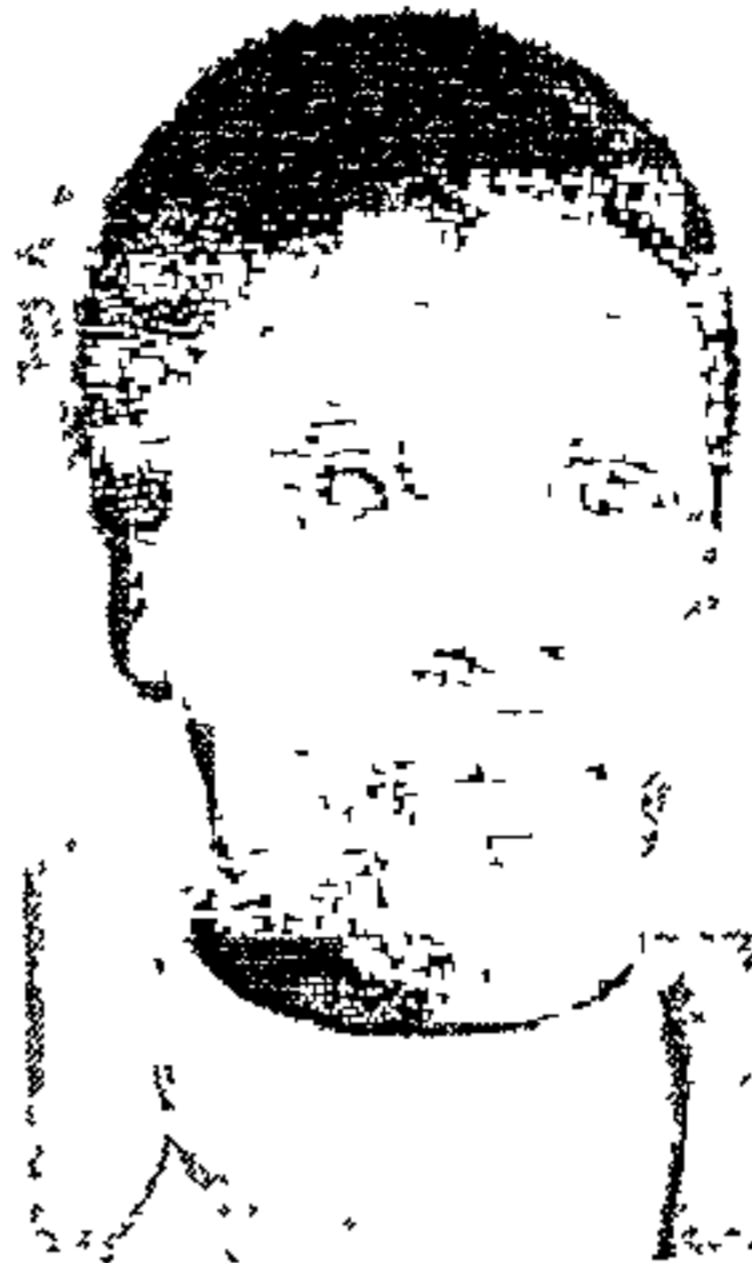
A sister at the community psychiatric services attached to the magistrate's court in East London, Mrs F N Solomon, said the taxi in which she was travelling from Zone 13 was stopped at the zone exit but allowed to continue after some questioning

When they stopped near a garage near the Mdantsane police station, a man in overalls questioned them about travelling in the taxi

"We explained but the man was insistent and manhandled Mrs L Fosi, an elderly woman employed at the training centre for retarded children," Mrs Solomon said

The man tried to pull Mrs Fosi out of the car, although she had her seatbelt fastened. A policeman, who stood by, ordered the man not to manhandle Mrs Fosi and they were allowed to go

Mrs Solomon said she had travelled by taxi to work every day since the



MRS SOLOMON

beginning of the year

"I see no reason why people who do not normally use buses should be forced to board buses"

A Daily Dispatch reporter said that when he arrived with his wife near the garage early yesterday morning, men wielding sticks stopped vehicles and walkers

Cars were checked for extra passengers and walkers were turned back and told to board buses by the stick-

wielding men. Two buses were parked at the bus stop nearby

A few metres from these men were policemen in brown uniforms while two army trucks full of armed soldiers were parked nearby

Even workers who produced identity cards to prove they worked at a textile factory nearby, and who normally walked to work, were not allowed to pass, the reporter said

One of the stick-wielding men said that even if people did not normally travel by bus, they had to board buses yesterday

In some cases, people with train tickets were let through

At 7 10 am, a helicopter hovered above and circled the area for a few minutes before moving to the highway terminal where more police, soldiers and the stick-wielding men were operating — DDR

More reports, picture P15.

Boycotters forced to go to bus stops

MDANTSANE — Bus boycotters using taxis to commute were stopped by stick and sjambok carrying supporters of the Ciskei National Independence Party (CNIP) yesterday morning

The incidents occurred between East London and Mdantsane, King William's Town and Mdantsane, the main Mdantsane bus terminus, and the 15 zones between Mdantsane and the five railway stations

The commuters, who are boycotting Gompo buses because of higher fares, were forced out of the taxis, beaten and chased towards bus stops

People walking from zone three who had to pass the main bus terminus were forced to go to bus stops, whether they

intended to go to town or not, or be beaten

I went into one of the taxis but a stick-carrying man opened the door and told us either to use the bus, or walk to town. We got out and stood next to the car. Others went home

Soldiers and traffic officers stood on the road towards East London, near a garage, and off-loaded private cars. The car I travelled in was not stopped as they were too busy

Mr Morris Nono, a taximan, said abusive language was used by a man from King William's Town, who dragged passengers out of his car. Mr Nono said he showed him his carriage certificates, but the man said he was not interested. He said he had been given an instruction to stop taxis from operat-

ing in King William's Town

Taximen asked at the transportation board offices why they were not allowed to carry passengers. They were told to go to Zwelitsha Transportation Board offices and inquire there

A member of the Ciskei Transportation Board, Mr M. Boo, who was at the main bus terminus, and one of the men in charge of the area, who told people to leave taxis, referred all inquiries to the Minister of Justice, Mr D M. Takane

A teacher at a mental health school in Duncan Village, Mrs Leonora Fosi, said she was dragged out of her nephew's car when she resisted. One man was ready to hit her with a knobkerrie but another man intervened — DDR

If it was decided to have a poll he would be instructed to prepare for it

The municipal ordinance also laid down that when the mayor was asked by a majority of the council, it might conduct a poll

Workers will be hit by emergency

AR645 4/8/83

Labour Reporter
WORKERS living in Mdantsane will be severely affected by the state of emergency, according to two Cape

Town-based trade unions with large memberships in the Eastern Cape

In an joint statement issued by the head offices of the Food and Canning

Workers' Union and the General Workers' Union, the unions condemned the imposition of a curfew as an "outrageous attempt to force workers

to use buses which they cannot afford

"Workers will be unable to report for work on time and it will seriously hinder night-shift workers"

The unions said they expected the management of companies in East London to join them in condemning the curfew "in the strongest possible terms" and that the state of emergency had been declared, presumably, because efforts to force people to use the buses had been unsuccessful

R1,5-m centre for Goodwood

Tygerberg Bureau

THE Goodwood Municipality is to build a community centre after postponing it for several years for financial reasons

The Town Clerk, Mr J R de Vilhiers, said today "There comes a time when you just have to do a thing"

That time was now because costs were escalating and the plans had been drawn up three years ago

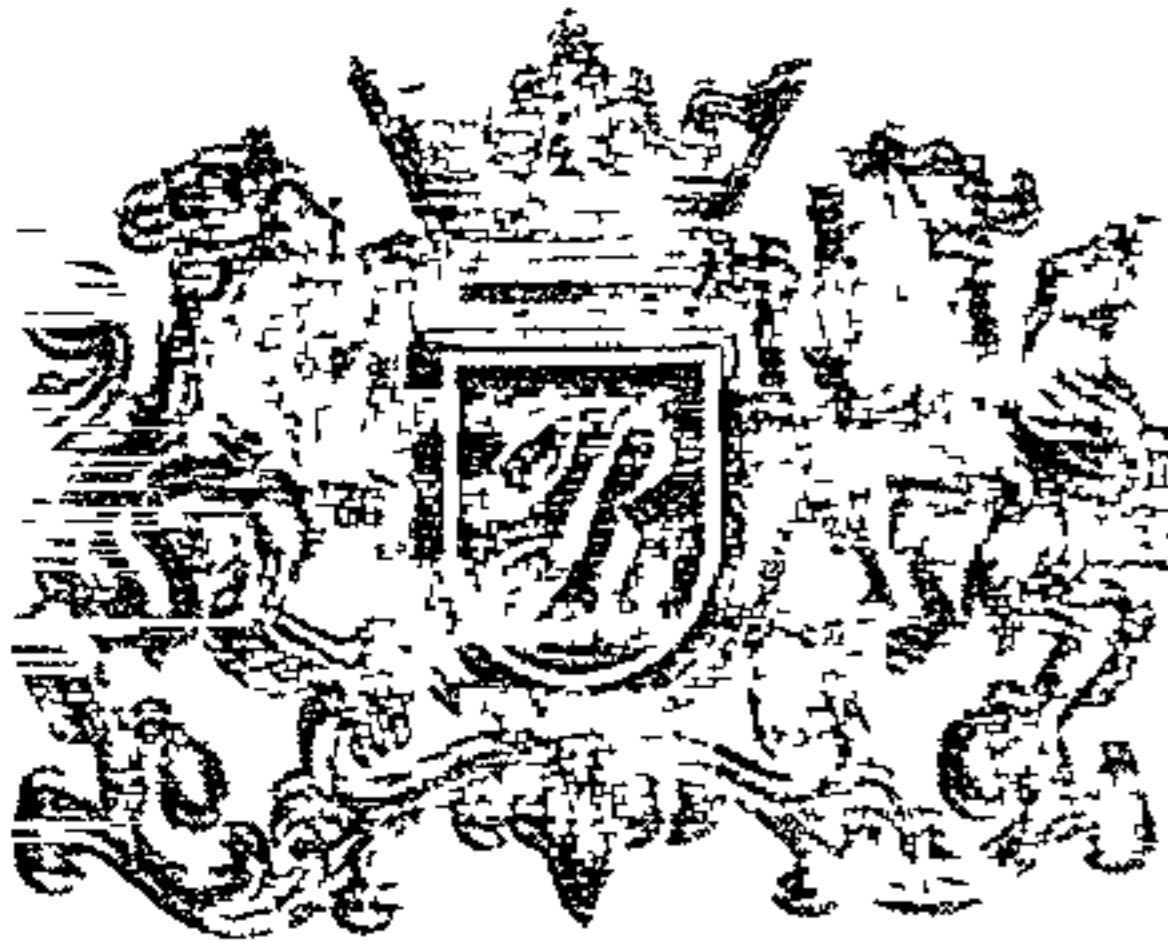
TWO HALLS

The centre will cost R1,5-million, but about R100 000 is being saved because it is being built departmentally

It will have two halls, to seat a total of 800 people, and should be completed by June next year

It is to be built at B J van Rensburg Park, between the library and J G Meiring High School

Up to now, Goodwood's white population of 30 000 has had to use the Milton Sports Club hall or halls in other municipal areas for functions



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Handwritten signature or name in cursive script.

DIPLOMA IN
Business Management

Shouldn't YOU consider results-oriented training? Intended to prepare position, this in-depth skill areas covered in

5 shot dead in Ciskei violence



269

S. Post

18/83

EAST LONDON — Five people died and 45 were injured in violence in Mdantsane in Ciskei early today, according to spokesmen at the Cecilia Makiwane Hospital.

A superintendent at the hospital, Dr I Harris, said five bodies had been brought into the hospital between 4.30am and 8am today from the residential areas of Mdantsane. They had been shot.

All the injured people admitted to the hospital were reported to be suffering from bullet wounds.

The reason for the shooting has not yet been established but the liaison officer of the Ciskeian police, Major D Ngaki, said police were investigating.

Lines of Ciskeian police and soldiers were formed up along approaches to railway stations serving Mdantsane this morning to turn back commuters who are boycotting buses to East London, reports Sapa.

Shots were heard at 4.25am and there was sporadic shooting until 6.30am.

The Evening Post's reporter in East London, Keith Ross, spoke to workers from Ciskei today who said Ciskei police had fired

on commuters at railway stations near Mdantsane.

He reports that thousands of workers are living in fear of intimidators trying to enforce the bus boycott and of the Ciskeian authorities who are trying to coerce them to travel by bus.

Workers told of how a commuter was shot in one of his legs today when he broke through a police cordon at Mdantsane station.

The workers also spoke of shootings at Fort Jackson, Mought Ruth, and Egerton stations.

The workers, who did not want to be named for fear of reprisals, said they lived in fear of the "Green Berets" — the militant wing of the ruling Ciskei National Independence Party.

They claimed the Green Berets were moving about Mdantsane armed with sticks, beating train commuters and tearing up their tickets. In some cases commuters had been robbed by the Green Berets, the work-

ers alleged.

Intimidators have struck at those they believe to be against the bus boycott.

On Tuesday night a petrol bomb was thrown into the home of a Ciskei National Independence Party official, Mr Robert Ndlovu.

At the time Mr Ndlovu was out urging people to use buses and checking on intimidators.

The bomb burst in a bedroom in which the four Ndlovu children were sleeping and three were badly burnt. The youngest, Daniel, four, died of his burns in hospital yesterday. His sisters, Priscilla, 11, and Vuyiswa, seven, are in a critical condition.

Eight-year-old Stefan Ndlovu, who was in the room when the bomb exploded, said he heard a bang and saw a flash. "It was just flames in the room and I ran out," he said.

Mr Ndlovu said he had been involved in attempts to end the bus boycott, at the request of President

Lennox Sebe.

The house of another CNIP official, Mr Theminkosi Mtsheni, was stoned by an angry mob.

Also stoned was the home of Mr William Roco-lo, a yard inspector of the Gomo Transport Company in East London.

Gomo Transport runs the bus service between East London and Mdantsane.

Arriving a state of emergency in Mdantsane last night, the Minister of Justice, Mr D M Takane, said the Ciskei Government had been forced to take the measure to protect the township residents.

In terms of the emergency declaration people are not allowed on the streets between 10pm and 4.30am unless they have written permission, gathers must close between 5.30pm and 6am, and businesses and shops must close between 7pm and 6am. Not more than four people may walk together in the street or gather in a house.

Calls for sale leave employees uncertain about jobs

9000 people 'dependent on Durban's municipal buses'

Municipal Reporter

MORE than 9000 people had their security threatened every time a call went out for the sale of Durban's municipal bus service, according to Mr Marshall Cuthbert, general manager of the Durban Transport Management Board.

He said 1512 municipal employees were left uncertain about their jobs and careers. Because most were black, they had at least six dependents.

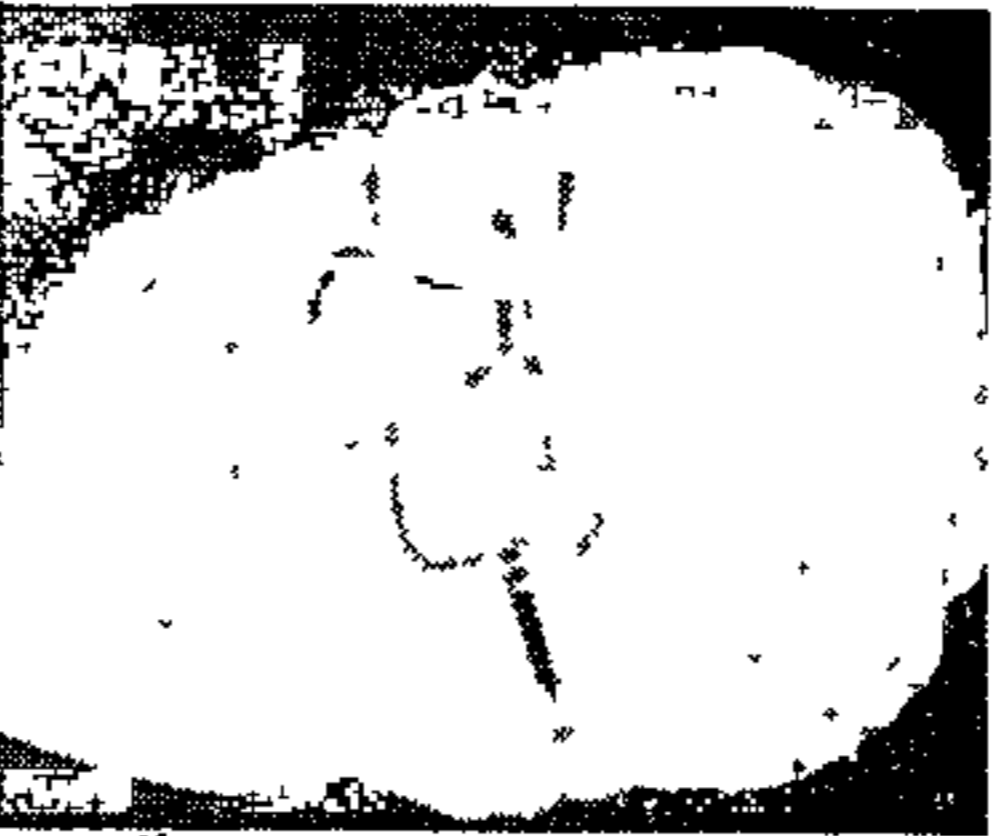
'The service is not an inanimate fleet of 560 buses, there are people involved. Most of our staff are long-service employees enjoying benefits such as housing subsidies.

'When they feel their jobs are in jeopardy, staff morale plummets and the City Council can't expect loyalty unless it engenders a sense of security.'

The staff had reduced the deficit on the white service to just about nothing. While the black service, which had always operated on a break-even basis, had lost R4 000 000, neither the board nor the staff could control the national economy, recessions or boycotts.

'We are a statutory body and by law we have to disclose all our figures. We are also a non-profit organisation,' Mr Cuthbert said.

Dr G Prinsloo, director of the South African Bus Owner's Association, had confirmed recently that there had been a national drop in black commuters in some areas this had been as high as 35 per cent.



Marshall Cuthbert ... 'never a driver fatality'.

Mercury Reporter

Earlier this week objections to the DTMB's appeal to desegregate some municipal bus routes claimed Indian bus operators were running at a profit without Government subsidies. They felt the municipal services should be sold.

According to a special report on black urban transport by the Human Awareness Programme, only 50 of the 180 Indian operators in Durban owned more than two buses.

Although the companies were not subsidised, the operators ran on an informal basis. There appeared to be a tacit agreement with the Department of Transport that it would not force the operators to formalise their operations as long as they did not ask for

'Nonsense'

Durban City Councillor Lew Phillips has long campaigned for the sale of the municipal services.

Last night he said a claim that he was acting as an agent for a bus company and stood to benefit from the sale was 'absolutely nonsense'.

but would not elaborate because 'we are still at the beginning of it'.

Mr Tenikalp is a researcher for the institute, which comes under the Council for Scientific and Industrial Research in Pretoria.

He said there were two groups working on a standard design for all city buses. This meant that all the buses in the city would have the same features and interchangeable parts.

Meanwhile, in Durban, the general manager of the Durban Transport

● See Editorial Opinion

'Many things could make buses safer'

Mercury Reporter

THERE were many things that could be done to make buses safer and still maintain their economic viability, said Mr O A Tenikalp of the National Institute for Transport and Road Research.

'They can be made safer and reasonably economically viable at the same time. But no one is going to do this voluntarily — it is up to other authorities to do something.'

But these features did not necessarily mean the buses would be absolutely safe. 'They would be an attempt to improve safety.'

At present he said there

According to the NRSC, 95 percent of buses registered in Natal had been involved in accidents last year.

'The only two deaths we had in the greater Durban area on the DTMB were of people who had jumped from moving buses.'

Mr Cuthbert felt this was surely indicative of the low rate of accidents in buses.

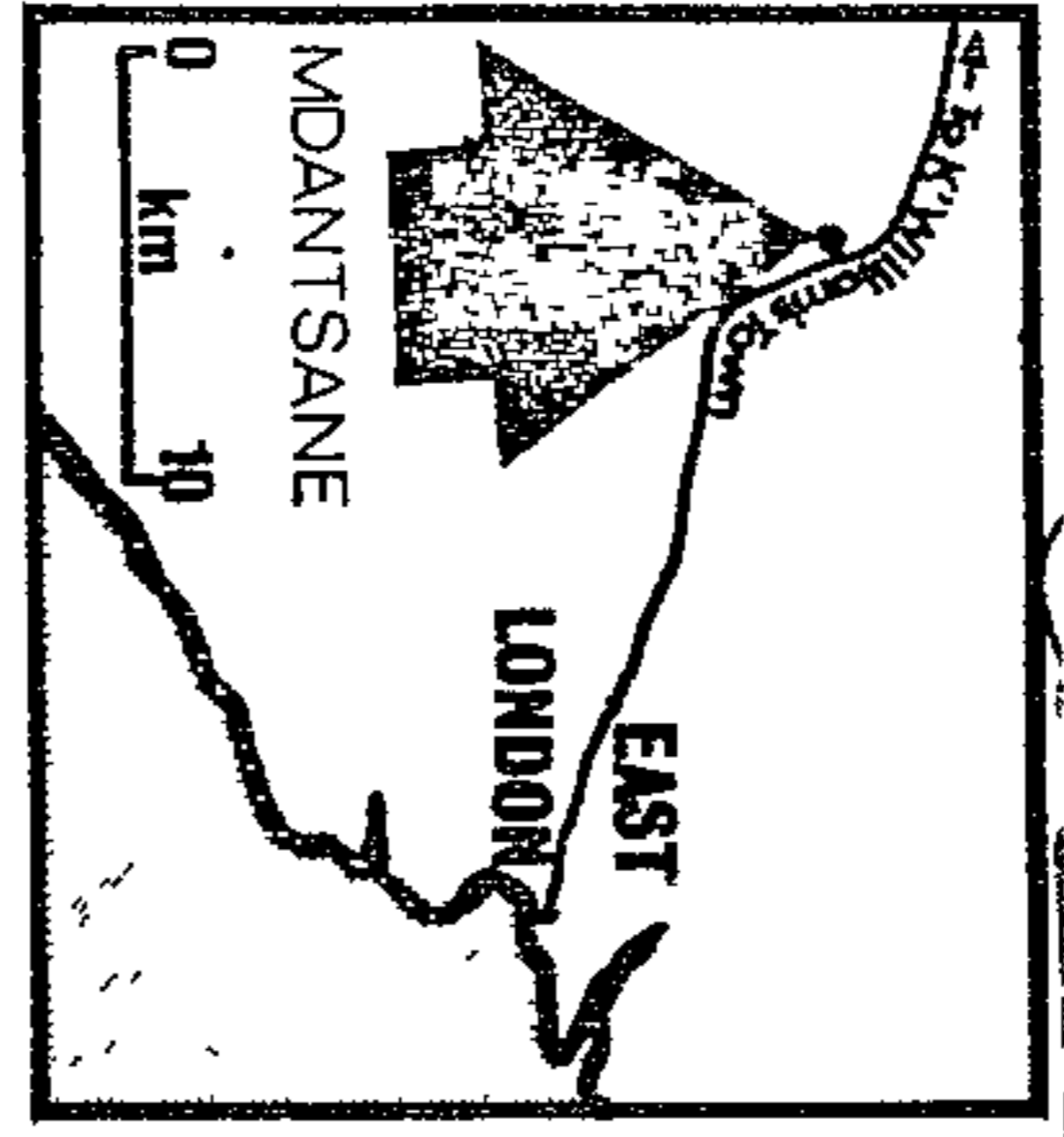
Five die, 22 hurt when police open fire after bus boycott unrest

Ciskei shootings

Argus Bureau

EAST LONDON — At least five people were shot dead today and 22 wounded in Mdantsane township here, where the Ciskei Government last night proclaimed a state of emergency and imposed a stiff curfew

The emergency follows unrest and alleged police harassment during an 18-day bus boycott over increased fares



Workers from the township who came to East London claimed that people were shot dead and many more wounded by Ciskeian security forces early today as they tried to board a train

A spokesman for the Cecilia Makiwane Hospital said five bodies had been brought in with gunshot wounds and 22 wounded people required urgent treatment

The medical superintendent, Dr Ian Harris, said it was not yet clear whether more people were still being admitted

The curfew was imposed in Mdantsane following a petrol-bomb attack in which a child died and alleged harassment by police and members of the Ciskei National Independence Party of people protesting against the bus-fare increase

A state of emergency was proclaimed last night by the Ciskeian Minister of Justice. It affects only Mdantsane —

(Turn to Page 3, col 8)

“Very busy”

“I can’t say what the condition of the others is, because the surgeons are very busy and some are still in theatre”

The Ciskei police have refused to comment. Major G Ngaki, a police liaison officer, said “I am not in a position to comment, as investigations are continuing”

The head of Ciskei’s security police, Colonel Z Makhuzeni, said “A statement will be released by the right person at the right time. There is a state of emergency”

A commuter said ambulances were crossing the veld to pick up dead and wounded

“Lined up”

“The soldiers, all armed with rifles, were lined up along the railway line. When the people came to get on to the trains they were told to go and use buses

“The people refused and moved towards the train, and some started throwing stones

“A shot was fired and they all ran, and the soldiers kept shooting while they were running away,” he said

Another said “People were being shot around me while we were running from the soldiers near the Fort Jackson station”

Time

The commuters said the shootings were between 4.30 am and 5.30 am

A spokesman for the Ciskei Transport Corporation said 12 buses were stoned today and 50 of their windows were broken. He said the buses were 60 per cent full

Pass us 4/10/83

Handwritten signatures and scribbles at the bottom right of the page.

17643 4/8/83

Ciskei shootings

(Contd from Page 1)

a Ciskeian island surrounded by South African territory and bordering East London

The child, aged four, died of burns after the bomb was thrown into a room in which he was sleeping on Tuesday night. His sister, 11, and brother, 7, are in a critical condition.

The bomb was allegedly thrown by people retaliating against attempts by the children's father to force commuters to use buses. He is said to support the CNIP.

The homes of a CNIP member and a guard employed by the bus company have also been stoned.

According to a CNIP supporter, party members have been told by President Lennox Sebe to encourage people to use buses and identify intimidators.

The Minister of Justice, Mr David Takane, said members of the CNIP are working under the direction of the police.

ALLEGATIONS

Commuters allege their train tickets have been torn up, they have been pulled out of cars and been assaulted and forced to use buses.

In terms of the curfew, no one may be on the streets between 10 pm and 4 30 am except with written permission from the Mdantsane station commander.

No more than four people may walk in the streets together or occupy a house at one time during the day.

Garages must shut down petrol pumps between 5 30 pm and 6 am, and all businesses, cafes, restaurants, general dealers and bottle stores must close between 7 pm and 6 am.

● See Page 2

2 report injuries in Mount Ruth attack

4/8/83

D. Dispatch

269

MDANTSANE — Women cried and several people walking to Mount Ruth station scattered when they were attacked and assaulted by men from a Ciskei army truck near Mount Ruth station at 4 20 am yesterday

At least two people were treated at Frere Hospital for injuries allegedly sustained when they were attacked by men who forced them to board buses at the Highway bus terminal at about 4 am

Mr Amos Mangxola, of Zone Five, had 15 stitches on three head wounds

He said he was attacked by men who ordered him to board buses at the Highway terminal

"I was walking with others towards Mount Ruth station when these men stopped us and told us to go to the buses," he said

"As I spoke to one man I was hit from behind and fell"

He suffered two other head wounds been one believed to have inflicted with a sharp instrument, and a laceration to the back

When he recovered he walked to Mdantsane station and arrived 30 minutes late at his Chiselhurst factory job where he was taken to hospital

Mr Tom Diko, who was also attacked at the terminal was treated for a serious neck wound

Many workers walking to Mount Ruth, Fort Jackson and Mtsotso stations used footpaths to avoid attacks yesterday

But it appeared there was less violence after 5 am and people walked to the stations without interference

Large crowds had congregated at Fort Jackson station by 5 05 am and when a train pulled up five minutes later, all ten coaches were filled in two minutes

When it pulled off at 5 20 am there were still more than 200 commuters on the platform

At Mount Ruth a Ciskei army truck was parked near the entrance to the station at 5 30 am and three soldiers stood by

It was quiet at Mtsotso

and Mdantsane stations and commuters boarded trains without interference

East London traffic officials and South African Police were checking vehicles for roadworthiness at two points in Arnoldton and Reeston after 6 30 am

The chief traffic officer in East London, Mr G Evans, said that one of the things his department was concerned about was the safety of passengers travelling in any form of road transport

"If we find that vehicles are in a dangerous condition regarding roadworthiness or that they have an excessive number of passengers, they will be stopped and checked for safety," he said

If there was an overload of passengers, those in excess of the legal number would be asked to step out

His traffic officers had reported they had had no problems with the question of overloading. People who had been asked to step out of vehicles had done so and the

vehicle with the correct number of passengers had been allowed to proceed, Mr Evans said

He denied there was a direct campaign against anyone

"It's just normal routine work but we must see to the safety of the traffic"

He would not comment on the presence of police at points where such checks were being made

The public relations officer for police in the Border area, Major W W Brown, said it was common practice that police worked with traffic officials in all operations of law enforcement

"When they stop the vehicles they check matters relevant to traffic offences and we check for crime, the same as we do with East Cape Administration Board officials in their operations," Major Brown said — DDR

More passengers use trains

EAST LONDON — The number of passengers conveyed by local trains had almost doubled since the bus boycott started last week, the system manager of the South African Transport Services (Sats) in the Eastern Cape, Mr L du Toit, said yesterday. Mr Du Toit said figures had increased from 6 000 passengers conveyed each way each day to more than 10 000. But it was still difficult to get the exact figures as some passengers boarded from small stations where it was difficult to keep proper records. Sats staff had had to set up special ticket offices in small stations to cope with the demand for tickets, he said — DDR

Takane explains vigilantes

EAST LONDON — People assisting in checking intimidators in Mdantsane during the bus boycott were vigilantes working under the direction of the police, the Ciskei Minister of Justice, Mr D M Takane, said yesterday. Mr Takane added that reports of assaults on Mdantsane residents by such people had not been received by his office — DDR

Time off for staff denied

EAST LONDON — The Managing Director of the Ciskei National Development Corporation (CNDC), Mr Frans Meisenholz, yesterday denied CNDC employees from Mdantsane who worked in King William's Town were being released at 3 30 pm since the bus boycott started. Mr Meisenholz, however, confirmed such an arrangement had been made on the first two days of the boycott. In a statement released through a spokesman for the CNDC, he said "On the first two days of the boycott we made various arrangements for our Mdantsane staff until we could determine the effects of the situation. This was done for their safety. It was only after that, as soon as their safety was assured, nobody was allowed off

Transnational corporations on equal pay legislation or affirmative services to improve and the workforce and at all developing countries. In this context it participation need not enormous amount of work when implementing the o

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Poor turn out at meeting

D. Dispatch
4/8/85

EAST LONDON A meeting called by trade unions here yesterday, and attended by officials of the local chamber of commerce, did not get off the ground because most trade union officials failed to turn up, the secretary of the East London Chamber of Commerce, Mr R Allison, said

believed other trade union leaders may have had problems with transport

The president of the Border Chamber of Industries, Mr Dave Saunders, said the first time he had heard about the meeting was when he read about it in the Daily Dispatch yesterday

And one of the men who called the meeting, Mr B P Norushe, secretary of the African Food and Canning Workers' Union, confirmed that he and the general secretary of the General Workers' Union, Mr D Tandani, were the only unionists who attended

He had not been invited and thought the unionists might have tried to contact the local director of the chamber of industries, Miss Sheila Hamilton, who was away in Johannesburg on business

He did not know why the others had failed to appear

The meeting had been called to sound out employers on problems faced by workers from Mdantsane during the bus boycott and subsequent action against people walking to stations by Ciskei National Independence Party men and police — DDR

"We will get together with the others and see if we can find another suitable time for the meeting," said Mr Norushe, who added he

Ciskei police open fire on angry commuters

15 DIE IN 'KKEI RIOT

AT LEAST 15 people are believed to have been killed, and another 35 injured in shooting incidents when Ciskei police and train commuters clashed in a bloody riot in the township of Mdantsane near East London.

By midday yesterday, the superintendent of the Cecilia Makiwane Hospital, Dr Ian Harries, said at least 27 people had been admitted, of whom five were dead on arrival in the morning.

However, residents of the township said that many more people had been shot dead, and by late last night the Ciskei security forces were patrolling the townships and most people kept indoors.

The Ciskei Police public relations officer, Major G A Nqaki, said in a written statement "It is unfortunate that five people have died as a result of a skirmish between the police and members of the public near Egerton and Mount Ruth Stations.

"On August 3, 1983, the police had to use force in order to defend themselves against an unprovoked attack by a rowdy crowd near Egerton and Mount Ruth"

By Sapa, Own Correspondent and Staff Reporters

However, witnesses said that the shooting had taken place today. Some commuters in Mdantsane, where a state of emergency was declared by the Ciskeian Minister of Justice on Wednesday night, said that at least 15 people had been shot and "scores" injured.

A commuter said that ambulances were crossing over the veld to pick up the dead and wounded. "Soldiers, all armed with rifles, were lined up along the railway line. When the people came to get onto the trains they were told to go and use buses. The

people refused and moved towards the train and some started throwing stones. A shot was fired and they all ran and the soldiers kept shooting while they were running away," he said.

"People were being shot around me while we were running from the soldiers near the Fort Jackson Station. At least 15 were killed and many more injured," said another commuter.

Other commuters also reported shootings between 4.30 am and 5.30 am. "Things are very ugly out there," said Mr David Thandan of the

General Workers' Union. "I have heard that two people have been shot dead and more wounded at Fort Jackson this morning."

The townships were tense last night as police and soldiers patrolled the streets. There were unconfirmed reports of arson at a rent office, and reports of stonings of police homes in Mdantsane. Major Nqaki could not confirm the reports.

A state of emergency was declared in the township by Mr DM Takane. He had said that the Ciskei Government was forced to take this measure to protect the township residents.

"We hope the residents will obey the regulations and no mercy will be shown on people who contravene them," he had said. Among the provisions of the curfew were that nobody should be on the streets between 10 pm and 4.30 am except people with written permission from the station commander of Mdantsane and also

Car bomb explodes in Maseru

MASERU — A car bomb exploded in a

whether there were any casualties

Little Neo Khole must be the pride class at the Nkwe I Primary School Meadowlands this morning. The Sub B turned out to be the winner of The SOWETO Gold Cross Spot Ball Contest Number One — which made

COMPARE OUR PRICES



15 DIED IN 'KEL RIOT

105 269
275

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"We hope the residents will obey the regulations and no mercy will be shown on people who contravene them," he had said. Among the provisions of the curfew were that nobody should be on the streets between 10 pm and 4.30 am except people with written permission from the station commander of Mdantsane, and also that not more than four people should walk together in the street, or be in anyone's house during the day.

The curfew follows 18 days of bus boycotts

Car bomb explodes in Maseru

MASERU— A car bomb exploded in a street of government offices at lunchtime yesterday, shattering windows and flinging debris over 100 metres. A police official said he could not say immediately

whether there were any casualties.

Two piles of debris, including the wreckage of a blue car, were still burning 30 minutes after the blast, a US Embassy official said. The source,

who declined to be named, said the explosion in Constitution Road did not appear to be directed at any specific target. He said the closest government building was one block away.— Sapa-AP



Little Neo Kholoane must be the pride of his class at the Nkwe Lower Primary School in Meadowlands this morning. The Sub B pupil turned out to be the winner of The SOWETAN Gold Cross Spot The Ball Contest Number One — which made him

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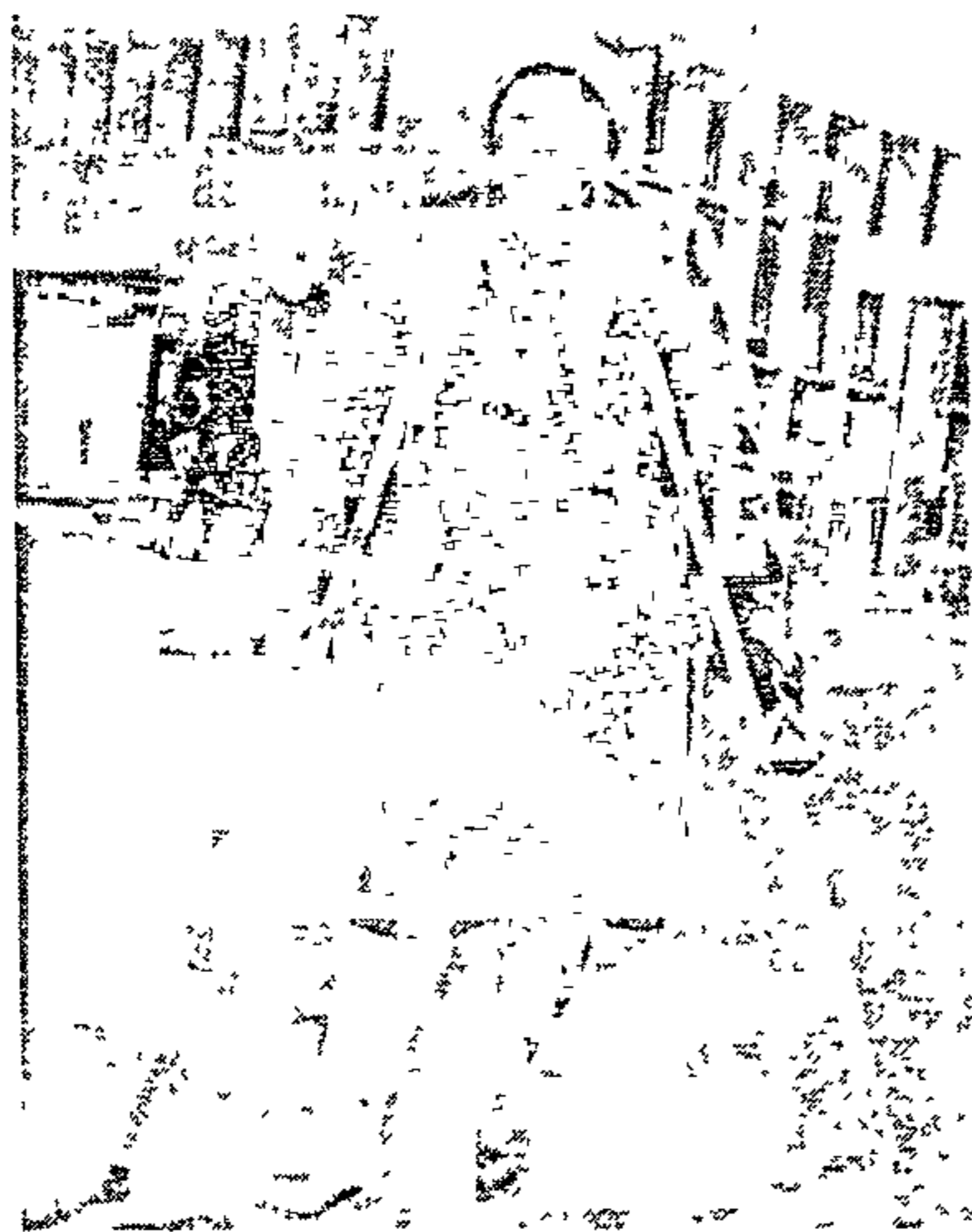
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Ciskei: 5 Shot dead by Police

CAPE TIMES 5/8/83
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Miss Sylvia Mooi of Mdantsane after being treated for a bullet wound at Frere Hospital in East London yesterday.

Own Correspondent

MDANTSANE. — Five people were shot dead by Ciskei police as violence escalated in the bus boycott confrontation here.

However, last night all was reported quiet after thousands of workers had returned from Mdantsane watched by armed South African Transport Services (SATS) police.

At least 36 people were admitted to Cecilia Makiwane and Frere hospitals, many of them with bullet wounds. Others were treated and discharged after receiving various injuries.

There were conflicting evidence and statements on when the people were killed and wounded by police bullets. An official police spokesman said police had had to use force to defend themselves against an "unprovoked attack by a rowdy crowd on Wednesday night".

But shots were heard near Fort Jackson at 4.25am yesterday. Other shots were heard from Mount Ruth at 4.50am.

Contradiction

A hospital official said the five people shot dead were brought to Cecilia Makiwane at 9.30am yesterday. She said 19 people had been admitted earlier in the day with bullet wounds to stomachs, legs, arms, backs and buttocks.

The Ciskei police public relations officer, Major G A Ngaki, said he was unable to comment on the apparent contradictions between shootings on Wednesday night and yesterday morning.

The chief matron at Cecilia Makiwane, Mrs J N Sishuba, said she could not say what the injuries to the dead had been. They had been brought in police vehicles, certified dead and taken to the mortuary. The 19 wounded were in a satisfactory condition.

'Unfortunate'

The medical superintendent of Frere Hospital, Dr R Newbery, said a number of people had been admitted for treatment with bullet wounds and other injuries. Seven men and two women had bullet wounds.

Major Ngaki described the deaths as "unfortunate".

He said police had had to use force to defend themselves against an "unprovoked attack by a rowdy crowd".

No police casualties had been reported.

He could not give the names of the dead and did not know how many people had been wounded.

He confirmed there had been an attempt to burn the rent office in Zone One. He did not have the particulars and could not say what damage had been done or if anyone had been arrested.

Petrol bomb

A number of people had been arrested for breaking the curfew regulations, he said.

The Ciskei Minister of Justice, Mr David Takane, declared a state of emergency in Mdantsane on Wednesday night. He said the cause of the emergency was that people had resorted to violence when they were prevented by police from using trains.

President Lennox Sebe last night declined to comment on the violence.

Meanwhile, armed SATS police had taken up positions on all five stations serving Mdantsane by 4.30pm and watched workers return by train from East London.

At 5.38pm 25 Ciskei police, some armed with shotguns, arrived by truck at Mount Ruth station and took up positions about 40m from the station's boundary fence.

SAST police

Two minutes later a train pulled up and SATS police took up positions against the fence facing the Ciskeian side of the station, directly in front of the Ciskei police.

Commuters were warned by SATS police to walk out of the station quietly. They moved to their homes and there were no incidents.

The highway terminal was almost deserted last night apart from several policemen and the stick-wielding men identified by Mr Takane as vigilantes working under the supervision of the police.

There were no army trucks and it appeared the soldiers had been withdrawn.

More reports on the violence in Ciskei, pictures, page 6.

Ciskei deaths follow bus boycott

By PATRICK LAURENCE
Political Editor

THE immediate origins of the shooting tragedy in Mdantsane, Ciskei, yesterday, in which at least five people were killed and 45 injured, lies in a bus boycott triggered by a fare increase of about 10% on the Mdantsane-East London route

The boycott started about a fortnight ago but was hardly noticed at the time because of the drama generated by the fraternal feud between President-for-Life Lennox Sebe of Ciskei and his brother Lieutenant-General Charles Sebe, Commander-in-Chief of Ciskei until his detention

Tension, however, built up steadily over the boycott as the Ciskei authorities tried to break it and hundreds of commuters steadfastly refused to use the bus service

The Ciskei Government was not a disinterested third party in the dispute. It owned 50% of the shares in the Ciskei Transport Corporation (CTC), the holding company which owned the Gompo Bus Service serving the Mdantsane-East London route.

A petrol explosion on board a bus in Mdantsane at the start of the boycott did little to commend the bus service to commuters

There were different explanations of the explosion — with Mr Hans Kaiser, general manager of CTC, insisting that a bomb was thrown into the back of the bus, and Colonel Z Makuzeni, of the Ciskei Security Police, contending that it was caused when a cigarette smoking passenger accidentally ignited a petrol container in the bus

What was not in dispute was that two children were burnt to death and 28 critically injured

Tension continued to mount as the Ciskei authorities reverted to tougher measures to smash the boycott, which the Ciskei Minister of Justice, Mr D M Takane, labelled "evil"

These steps, as reflected in news reports, are listed below chronologically

● July 21 South African Allied Workers' Union vice-president Mr Sisa Nykelana and colleague detained by Ciskei police at a roadblock,

- July 22 Mdantsane commuters accuse Ciskei police of sjambokking people stopped at roadblocks,
- August 1 Three members of the Transport and Allied Workers' Union detained in connection with the bus boycott,
- August 2 Teenage boy shot by Ciskei police after "breaking loose" following arrest for intimidation,
- August 2 Vigilantes armed with knobkerries haul commuters out of taxis and force them to board buses,
- August 2 Cars of people giving lifts to workers impounded on allegations of illegally transporting passengers,
- August 3 Justice Minister Mr Takane declares a state of emergency in Mdantsane, second largest black township in South Africa after Soweto. No mercy will be shown to people breaking curfew from 10pm to 4,30am, he declares,
- August 4 At least five people killed by gunfire when Ciskei police and soldiers attempt to prevent Mdantsane people from boarding trains

More bus stonings follow night of calm

Argus Bureau

MDANTSANE — Thirty buses were stoned here today and at least two were reported stoned in East London

The stonings follow a night of relative calm here after at least five people died and 36 were wounded when Ciskei police opened fire on commuters boarding trains yesterday morning

A spokesman for the Ciskei Transport Corporation, Mr Wessel van Wyk, said 30 buses were damaged. The buses were running normally and carrying 60 percent of their normal capacity

NO INCIDENTS

Major G Ngaki, Ciskei police liaison officer, said there had been no incidents last night. The security forces continued

patrolling throughout the night and today

Commuters reported that armed soldiers had continued to prevent people from boarding trains and had forced them to use buses parked at the stations

Colonel J Sydow of the South African Railway Police said policemen were still stationed at the various stations today

TICKET HOLDERS

There had been no incidents on the stations

Colonel Sydow said it had been reported that the Ciskei police were allowing ticket holders to board the trains

Colonel Z Makhuzeni, head of security, confirmed that some mem-

bers of the South African Allied Workers' Union had been detained here yesterday. He could not confirm who the men are

The union yesterday reported the detention of Mr Humphrey Maxhegwana, a local organiser, Mr Godfrey Shiba, Mr Gardener Mabushe and Mr Eric Mntonga, all former chairmen of local workers' committees

5 S T R E E T E A R

D. Dispatch 5/8/83

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MDANTSANE — Five people were shot dead by Ciskei police as violence escalated in the bus-boycott confrontation here.

At least 36 people were admitted to Cecilia Makiwane and Frere hospitals, many of them with bullet wounds.

Others were treated and discharged after receiving various injuries. There was conflicting evidence and statements on when the people were killed and wounded by police bullets.

An official police spokesman said that police had had to use force to defend themselves against an "unprovoked attack by a rowdy crowd on Wednesday night."

But a Daily Dispatch reporter heard the sound of firing in the direction of Fort Jackson at 4.25 am yesterday. Other shots were heard from Mount Ruth at 4.50 am.

And a hospital official said the five people shot dead were brought to Cecilia Makiwane at 9.30 am yesterday. She said 19 people had been admitted earlier in the day with bullet wounds to stomachs, legs, arms, backs and buttocks.

The Ciskei police pub-

Major Ngaki did not know how many people had been wounded.

He confirmed there had been an attempt to burn the rent office in Zone I. He did not have the particulars and could not say what damage had been done, or if there had been any arrests.

A number of people had been arrested for breaking the curfew regulations, he said.

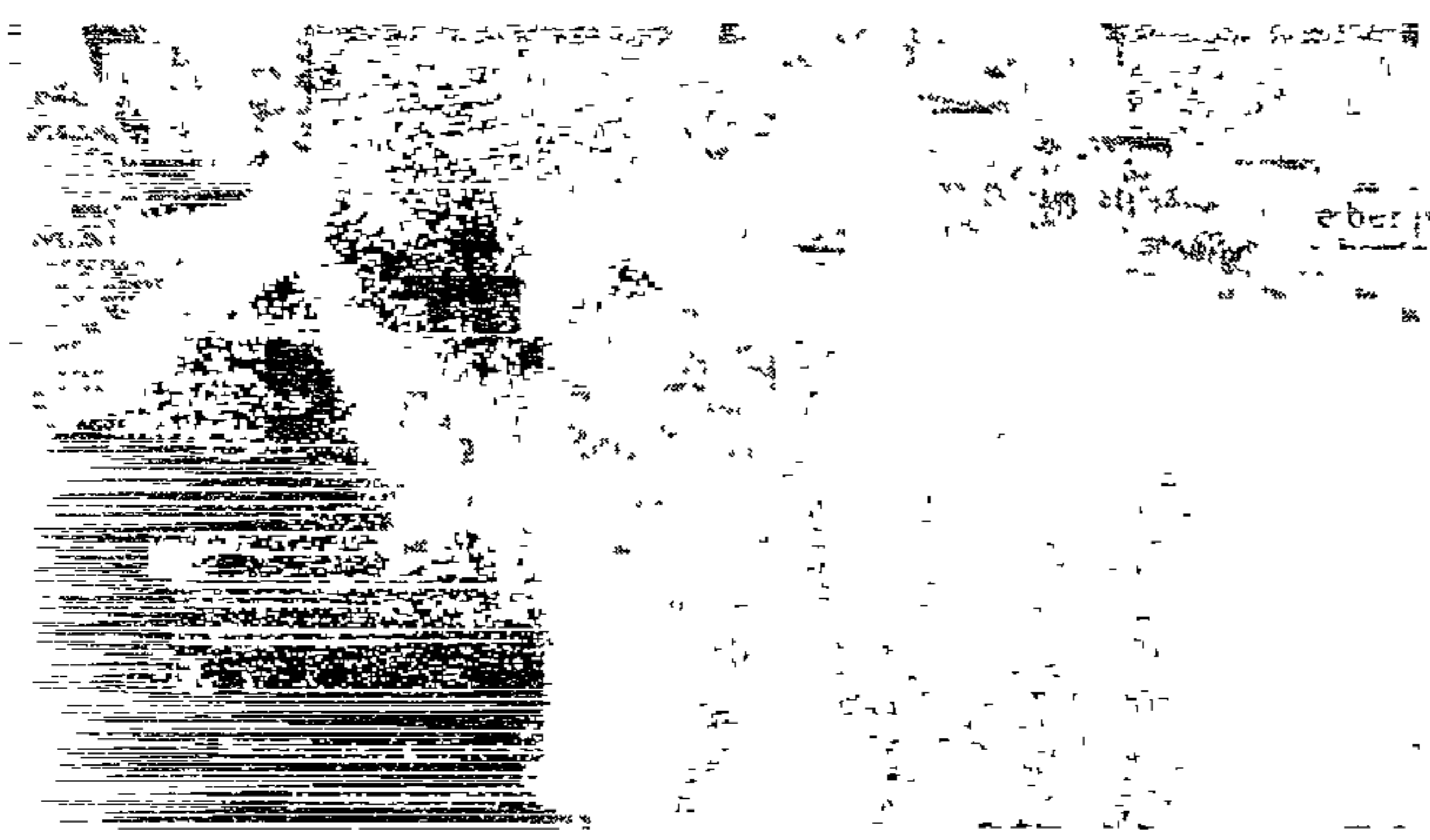
A state of emergency had been declared because some people had resorted to violence in the course of the bus boycott by stoning two houses and throwing a petrol bomb into another.

He said it was difficult to say how long the state of emergency would continue. Police were applying strictly the curfew regulations.

He did not know if there had been any call on the South African Police for assistance. Asked if it would be called should the situation deteriorate, he said that was a matter to be decided by the Ciskei



Cheese is for



Yesterday Commuters go home quietly and Ciskei police over the road keep an eye on proceedings

Mdantsane quiet as workers return

MDANTSANE — It was all quiet here last night as thousands of workers returned from East London by train

Armed South African Transport Services (Sats) police were at all five stations serving Mdantsane by 4.30 pm

At 5.38 pm 25 Ciskei police, some armed with shotguns, arrived by truck at Mount Ruth station and stood about 40m

from the fence

When a train pulled in two minutes later Sats police called women hawkers operating outside the station to come inside and asked commuters to walk out of the station quietly. The commuters moved off to their homes and there were no incidents

The Highway bus terminal was almost deserted apart from several policemen and the

stick-wielding men identified by the Ciskei Minister of Justice, Mr D M Takane, as vigilantes working under the supervision of the police

There were no army trucks and it appeared the soldiers had been withdrawn

Far fewer buses than usual were running between Mdantsane and East London — DDR

Women tell of shooting

EAST LONDON — Two women said shots were fired as they were about to enter Mount Ruth station early yesterday

They were Mrs Nontsokolo Sipingo, 28, and Mrs Ntombizimbi Makengi, 28, both from Zone 8

They said as they neared the station entrance a group of Ciskei policemen appeared. Shots were fired at the advancing commuters. People started to run away and those who fell were beaten with sticks and sjamboks

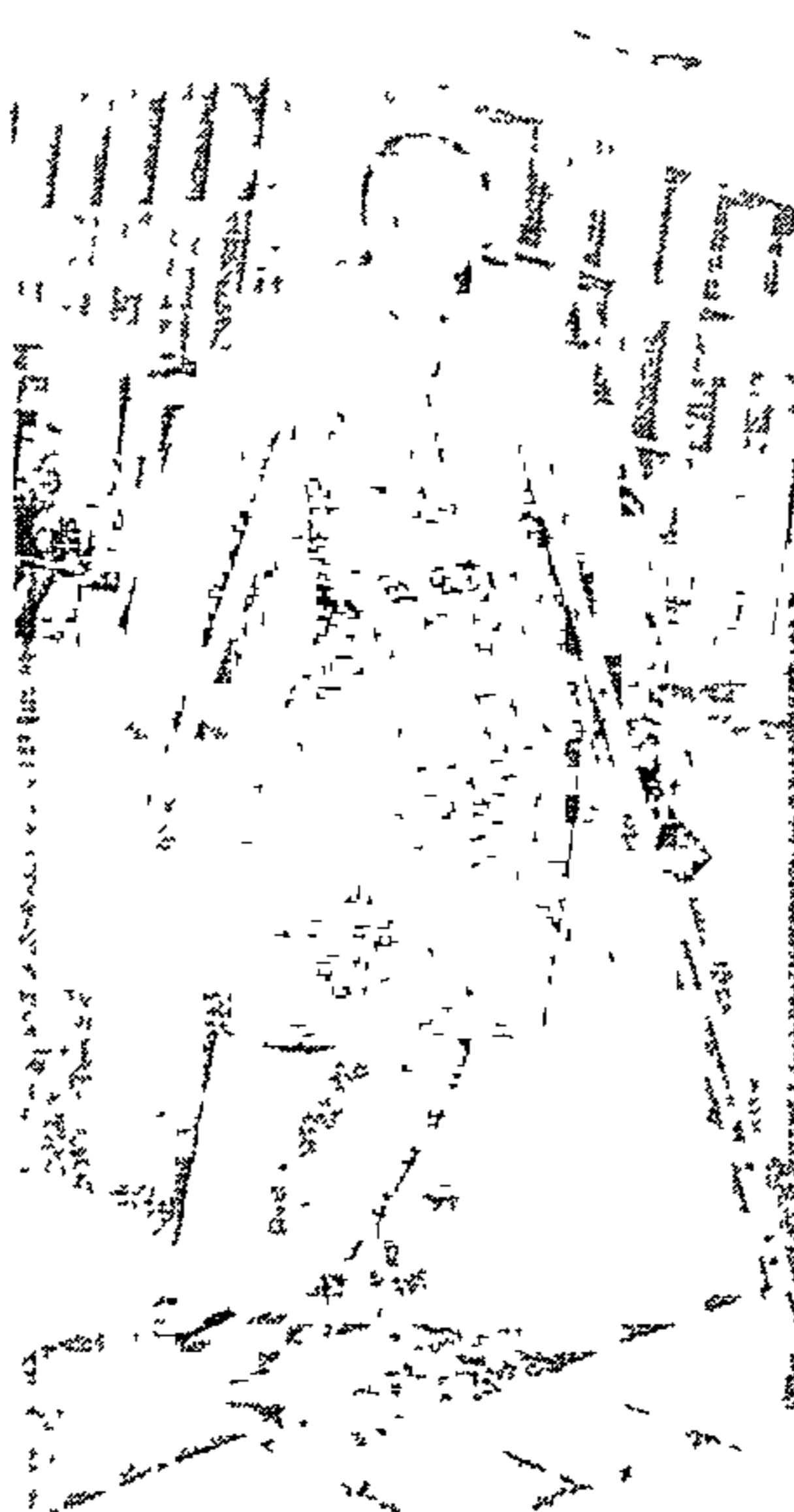
Miss Sylvia Lulama Mooi, 30, of Zone 10, who suffered a fractured right leg, said she and other people wanted to board the 5.45 am train from Egerton

As they approached the station they saw "a wall of people" wearing overalls and four Ciskei uniformed policemen

Several shots were fired

People ran in all directions and they saw some falling to the ground.

Miss Mooi felt a pain in her leg and fell into a donga. Men with sticks and sjamboks assaulted her, telling her to board buses not trains. Two hours later people heard her screams and took her to hospital — DDR



Miss Sylvia Mooi, on crutches after being treated for a fractured leg at Frere Hospital yesterday

direction of Fort Jackson at 4.25 am yesterday. Other shots were heard from Mount Ruth at 4.50 am

And a hospital official said the five people shot dead were brought to Cecilia Makiwane at 9.30 am yesterday. She said 19 people had been admitted earlier in the day with bullet wounds to stomachs, legs, arms, backs and buttocks

The Ciskei police public relations officer, Major G A Ngaki, said he was unable to comment on the apparent contradiction of whether the shootings were on Wednesday night or

another

He said it was difficult to say how long the state of emergency would continue. Police were applying strictly the curfew regulations

He did not know if there had been any call on the South African Police for assistance. Asked if it would be called should the situation deteriorate, he said that was a matter to be decided by the Ciskei cabinet

He said there were signs that some people were obeying regulations. He could not say whether those breaking them were doing so

More reports and pictures pages 8, 9

yesterday morning. He said he was able to give only the information he had received

The chief matron at Cecilia Makiwane, Mrs J N Sisuba, said she could not say what injuries had been suffered by the dead. They had been brought in police vehicles, certified dead, and taken to the mortuary

The 19 wounded were in a satisfactory condition

The medical superintendent of Frere Hospital, Dr R Newbery, said nine people — seven men and two women — had been treated for bullet wounds. Three were admitted and their condition was satisfactory

Dr Newbery said he would not be certain about the number of people from Mdantsane brought to casualty as some had made their way to the hospital themselves. Some had weals and lacerations as a result of assaults

Major Ngaki said in the statement that five people died in a "skirmish" between the police and members of the public at Egerton and Mount Ruth Railway stations, near Mdantsane, on Wednesday night. He described the deaths as "unfortunate"

He said police had had to use force to defend themselves against an "unprovoked attack by a rowdy crowd"

Major Ngaki said no police casualties were reported. He could not say what the crowds had used in their attack

He could not give the names of the dead because their next of kin had to be informed first

through ignorance. Those who worked late at night could obtain written permission from the Mdantsane station commander

Police were working round the clock so that those in custody could be brought to court as soon as possible

When asked why police were preventing people from going to railway stations, he said he knew nothing about that. All he knew was that police were there to protect people from intimidators

President Lennox Sebe declined to comment on the violence last night. He referred inquiries to the Minister of Justice, Mr D M Takane, who could not be contacted

Mr Takane declared a state of emergency in Mdantsane on Wednesday

There were worries about further confrontation when commuters returned to Mdantsane last night but a Daily Dispatch reporter, who visited Mount Ruth, Mdantsane, Egerton and Fort Jackson railway stations said "it was all quiet" — DDR

Anxious crowds wait for news of injured

MDANTSANE — A passage in out-patients' department at Cecilia Makiwane Hospital was crowded with people anxious to establish whether relatives had been hurt in the violence in Mdantsane yesterday "We also have relatives and would like to see the list of casualties brought to hospital," said one

The entrance to the casualty section was blocked by men who repeatedly told the crowd, the list would be available soon

As soon as the sixth name on the list had been read out, the chief matron, Mrs J N Sishuba, ripped it from a nurse's hand and ordered everyone to go back to work

"We are expecting more patients in this emergency and we need to keep the passages clear," she said

Outside the main entrance an ambulance was loading nurses and other staff to be taken to clinics around the township

The buzz in the passages was one of dissatisfaction and concern

"Is my husband not among the dead?" said one woman

He had left home early for Mount Ruth station and she had learnt no people were allowed to through

The confusion in the hospital was reflected in many parts of the town yesterday morning. One 12-year-old said "It's tough if you board buses your home is bombed, if you try to get to a train you are shot dead" —

DDR

of Commerce in Thailand, p. 1.

ated steel strike, a worker who did voice in public a grievance manager was promptly jailed for "slander". See editorial, Bangkok Post, Tuesday, 19 June, 1973, p. 4.

ed: "The Thai worker on the move", in Bangkok Post, Supplement, 1973, p. 7.

of Commerce in Thailand, in Jeweller, June 1976, p. 1.

man: "How the girls took over Hara" in Business in Thailand,

31 Labour unions on strike", The Nation, 3 Jan. 1976, p. 1.

Journal, Monday, 4 Mar. 1974, p. 6.

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A section of the Zone One rent office in Mdantsane which was damaged by fire and stoned early yesterday.

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At least 36 people were admitted to Cecilia Makiwane and Frere hospitals, many of them with bullet wounds

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An official police spokesman said that police had had to use force to defend themselves against an "unprovoked attack by a rowdy crowd on Wednesday night"

But a Daily Dispatch reporter heard the sound of firing in the direction of Fort Jackson at 4 25 am yesterday Other shots were heard from Mount Ruth at 4 50 am

And a hospital official said the five people shot dead were brought to Cecilia Makiwane at 9 30 am yesterday She said 19 people had been admitted earlier in the day with bullet wounds to stomachs, legs, arms, backs and buttocks

The Ciskei police public relations officer, Major G A Ngaki, said he was unable to comment on the apparent contradiction of whether the shootings were on Wednesday night or

Major Ngaki did not know how many people had been wounded

He confirmed there had been an attempt to burn the rent office in Zone 1 He did not have the particulars and could not say what damage had been done, or if there had been any arrests

A number of people had been arrested for breaking the curfew regulations, he said

A state of emergency had been declared because some people had resorted to violence in the course of the bus boycott by stoning two houses and throwing a petrol bomb into another

He said it was difficult to say how long the state of emergency would continue Police were applying strictly the curfew regulations

He did not know if there had been any call on the South African Police for assistance Asked if it would be called should the situation deteriorate, he said that was a matter to be decided by the Ciskei cabinet

He said there were signs that some people were obeying regulations He could not say whether those breaking them were doing so

Shots heard near stations

MDANTSANE — A Daily Dispatch reporter said he heard the sound of firing from the direction of Fort Jackson at 4 25 am yesterday This is his report

The firing was followed by shouting and wailing from Mount Ruth soon afterwards

The first shots were heard from Mount Ruth at 4 50 am This was followed by thumps and cries

Crowds of men and women ran back and took a road towards Mdantsane station

I drove past Mount Ruth station at 5 05 am and saw four army trucks, three police vehicles and several cars.

There were no commuters near the station Police and soldiers formed a long line restricting any people from going to the station

There were similar scenes at Egerton and Fort Jackson At Fort Jackson I saw eight buses People were being hit with batons and quirts to force them into buses.

Buses that left Fort Jackson station for the Highway terminal, and perhaps town, were full

The 5 20 am train from Fort Jackson was almost empty when it left more than five minutes late A few commuters who had managed to squeeze through fences between Egerton and Fort Jackson boarded from the South African side of the station

At the main bus terminal at 5 48 some buses were full when they left There were hardly any other cars and taxis — only police vehicles and buses Sporadic shooting was again heard from the direction of Mount Ruth, Egerton and Fort Jackson at 6 30 am

Near a garage below Mdantsane police station another checkpoint had been set up and people were turned back and forced into buses

Several buses were stoned by youths — DDR

D. Dispute (269)
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Bishop issues statement of concern

EAST LONDON — A statement of concern on the Mdantsane violence was issued last night by the Catholic Bishop of Port Elizabeth, the Rt Rev John P Murphy

The statement said

"We the clergy, religious and lay members of the Catholic Church in the Eastern Cape, meeting in East London for our annual Winter Theology School, wish to express our grave concern at the violence of the confrontation occasioned by the boycott of buses in Mdantsane

"Mindful of the long and tiring journey that commuters from Mdantsane have to undertake morning and evening, we are horrified at the harassment and suffering now being inflicted on these people caught between the contending forces in this struggle. We wonder how many more innocent people need to be burned to death, shot or injured before this spate of violence will have run its course

"The lives and health and well-being of the ordinary people of Mdantsane are precious things. Innocent people may not be held to ransom as they are at present

"We appeal to those who use violence in this conflict to desist and to acknowledge the rights and dignity of all members of the community"

The statement was signed on behalf of the 50 members of the Winter School by Bishop Murphy — DDR

Man claims ribs broken in station attack

EAST LONDON — A West Bank factory worker has described how his ribs were broken after being beaten with knobkerries and sjamboks at Fort Jackson station

Mr Ernest Manoni, 32, said men dragged him from a taxi near the station on Tuesday morning

He said they tore up his train ticket and told him to go to work by bus. "They then hit me with knobkerries and sjamboks, breaking my ribs," the West Bank factory worker said

Mr Manoni was still coughing up blood yesterday. He said he was not the only person beaten at the station. "A lot" of women were also beaten with sjamboks by people he claimed were Ciskei National Independence Party members

"But I'm still going to travel by train," Mr Manoni said

A city garage worker

work when the soldiers stopped him

"I showed them my papers and written permission from my employers to use the truck but they would not listen. They ordered my colleagues to get off the truck and walk. I was then hit over the head by one policeman while another pointed a gun at me

"They used vulgar language," said Mr Mlumbi — DDR



A group of vigilantes at the highway bus terminus at Mdantsane last night

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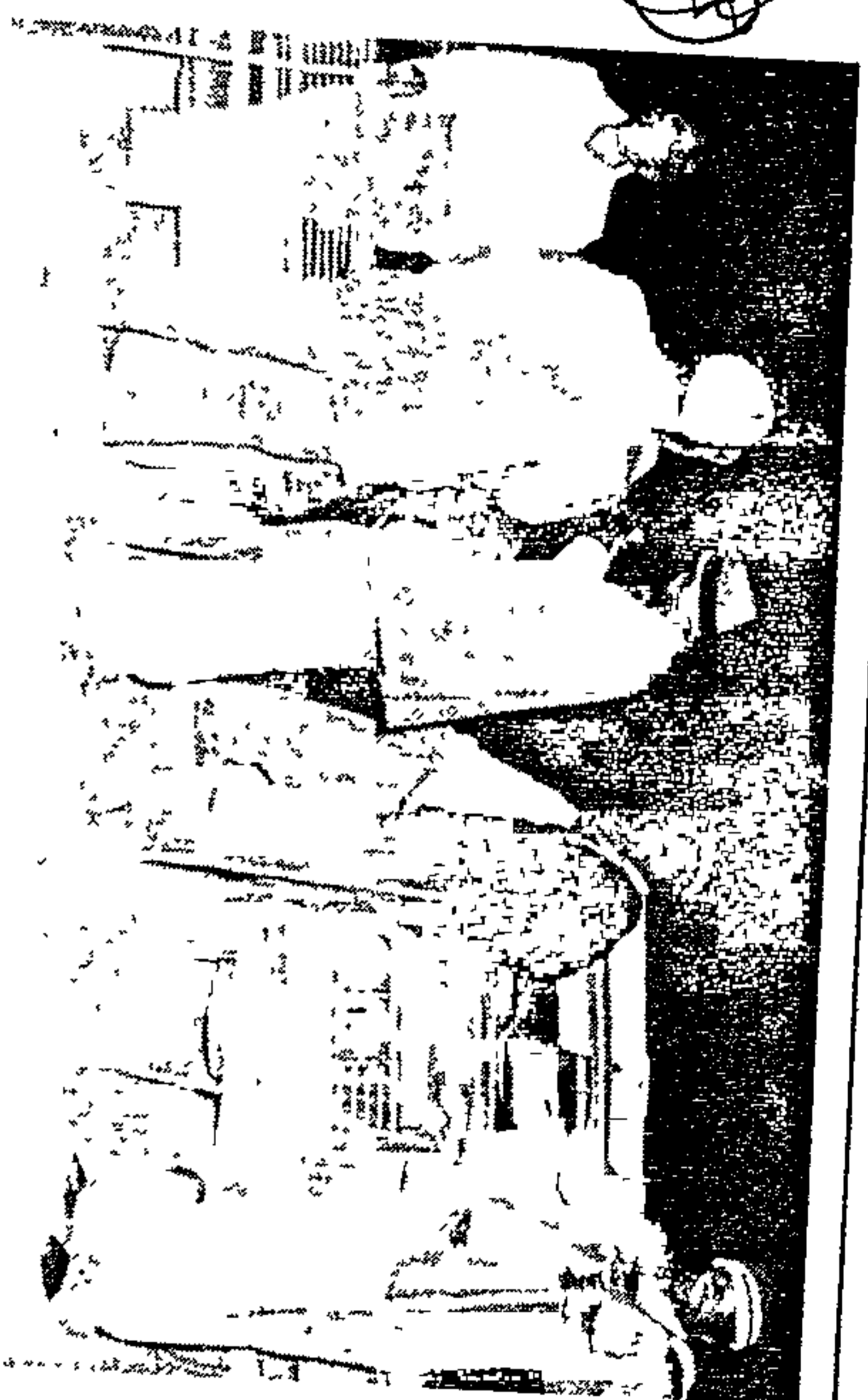
A statement of concern on the part of the police was issued last night by the Rt Rev of Port Elizabeth, the Rt Rev said.

religious and lay members of the in the Eastern Cape, meeting in our annual Winter Theology express our grave concern at the confrontation occasioned by the in Mdantsane.

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claims broken in attack

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A group of vigilantes at the highway bus terminus at Mdantsane last night.

Bullet was the proof needed

EAST LONDON — A Mdantsane man took a 9 mm bullet to work yesterday to explain to his employer why he was late.

Mr Maxwell Rubu said he picked up the bullet at the Highway bus terminus in Mdantsane.

Mr Rubu said he arrived at work at only 2.30 pm yesterday, as he could not use any taxis or trains and had to hike.

"The Ciskei police are shooting and hitting people near trains and taxis. We are all too scared to use anything, so many of us hike. Our bosses do not be-

lieve what is happening. Today I brought my boss this bullet, because I was so late. He now believes what we're going through," he said.

Mr K. Potter, a sales representative at the firm, said he went to Mdantsane every week. "I know what's happening there. Taxi drivers are too scared to go anywhere near Mdantsane, and stop near Cyril Lord's to pick up passengers."

"I don't know what is going to happen. The whole bus boycott was much quieter until the Ciskei police intervened — DDR.



MR RUBU brought this bullet to my boss."

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Mr Manoni was still coughing up blood yesterday. He said he was not the only person beaten at the station. "A lot" of women were also beaten with sjamboks by people he claimed were Ciskei National Independence Party members

"But I'm still going to travel by train," Mr Manoni said

A city garage worker, Mr Aggrey Mlumbi, said he was hit on his ear by Ciskei soldiers on Wednesday

He said he was using his firm's truck to drive fellow employees to

work when the soldiers stopped him

"I showed them my papers and written permission from my employers to use the truck but they would not listen. They ordered my colleagues to get off the truck and walk. I was then hit over the head by one policeman while another pointed a gun at me

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DDR



MR MANONI. broken ribs.



A group of vigilantes at the highway bus terminus at Mdantsane last night.

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Mdantsane violence will affect industry — BCI

EAST LONDON — The killing and wounding of people in Mdantsane will almost certainly affect industry here today with workers caught between opposing forces in the bus boycott confrontation

Members of the executive committee of the Border Chamber of Industries attended an emergency meeting yesterday to discuss the effects the Ciskei unrest is having on industry in East London

The president of the chamber, Mr David Saunders, said it was decided to send urgent telex messages to the relevant authorities "appealing for immediate action to end the present impasse as soon as possible"

Mr Saunders declined to comment further or say how the bus boycott and unrest was affecting business in the city

The deputy commissioner of Railway Police, Major General C M du P Robbertze, said from Pretoria that no special action was being taken by railway police

"I understand that there has been intimidation of would-be railway commuters, but the incidents have taken place on Ciskei territory and is no concern of ours

"Naturally, we have men keeping watch on the situation and are on the look-out for any trouble on South African railway property," he said

General Robbertze said things would be different if there was any harassment of commuters on station property or on the trains

The regional chief of the South African Transport Services, Mr L du Toit, met with senior Ciskei cabinet ministers yesterday to explain

what the railways were doing and were prepared to do to assist on the bus boycott

Mr Du Toit was asked to detail what lengths his department had gone to, to alleviate the transport problem that has arisen following the boycott

He said after the meeting that he had explained that the Mdantsane-East London suburban train service had been stepped up from eight to nine trains a morning and that sets have been increased from nine coaches to 12

Mr du Toit said only 5 000 to 6 000 commuters made use of the rail service daily, prior to the bus boycott "Now we have about 12 000 people travelling to and from work by train"

The divisional commissioner of policemen Brigadier Jim Bekker, said his men were keeping a close watch on the situa-

tion and were on stand-by for any trouble spilling over onto the South African side of the border

"What is happening on the other side of the fence is their domestic problem but, we are ready for anything should it spill over to our side," he said

A spokesman for the Department of Foreign Affairs, Mr Kobus van Graan, said that as far as his department was concerned the trouble in the Ciskei was an "internal affair which has nothing to do with us"

"We do not want to get involved in a domestic issue which has nothing to do with us," he said

The Ciskei police liaison officer, Major G A Ngaki, said he did not know how long the state of emergency would remain in force

"The main points are a ban on people being on

the streets between the hours of 10 pm and 4 30 am, people not being allowed to walk around the streets in groups of more than four, not more than four adults may meet in any home at any time, a blanket ban on meetings and garages, shops and other businesses to close from 7 pm until 6 am he said

Major Ngaki emphasised that disregard of any of the emergency regulations could result in fines of up to R2 000 or two years imprisonment

He said that residents who were employed on night-shift or only finished work at a time that would get them home after the 10 pm curfew could get special permits from the senior officer of the police at Mdantsane

"Employers of people who will have to break the ban can apply for blanket permits for their staff," he said — DDR

Threat to kill train rider

EAST LONDON — A CDA storeman said yesterday a policeman threatened to kill him if he tried to board a train at the Mount Ruth station

Mr Msindisi Duba, 29, said he was stopped about 150 metres from the station at 4 10 am yesterday by several policemen

"One of them stepped forward and asked me where I was going I told him I was on my way to catch a train to work He told me to 'forget' about the train and that I must go by bus

"I always go by train and told him this.

"He hit me over the back of the neck with his rifle and then pointed the barrel between my eyes and said if I refused to go by bus he would kill me

'He said he would count to three and in that time I had better

run I did, and so did the people who were standing behind me also waiting to catch a train No shots were fired," Mr Duba added

Mr Duba said he then walked from Mdantsane to the CDA plant on the West Bank and arrived at work at 9 am — DDR

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Assaulted school children, report told

THE TEMA

Riverlea High School should have ordered to disperse, instead of assaulting them, Mr SC, told the Rand yesterday

argument on behalf of Mr Ronald Reeve, Mr Paul Dominic Bagley, Minister of Police, Mr 12 000 following alleged children

police acted reasonably dispersing an illegal

described the actions of "Rooi Rus" Swanepoel of affairs and said it had been no proper action him and Captain radio report about made to him

"Brig Swanepoel in as a report of a stoning of vehicles and construed it the public

he ordered the task forces to pro-Riverlea High School his arrival

his arrival he ordered the children in the ve them into the class-rooms, batons and, if

at the children and Policeman dressed in wearing gas masks, and sjamboks climbed to disperse the

easily have avoided developing by warning rather than assault-

Brig Swanepoel able and uncompromis-

"By June 4 the boycott had been going on for a number of days. The police had been keeping a low profile, but on June 3 a warning that firmer action would be taken against troublemakers had been issued by the police

"On the same day Brig Swanepoel was interviewed by a reporter and, although he described the language as crass, he accepted that it reflected his attitude at the time

"During the boycott children at Riverlea High School went to school every day and up till June 4 everything had been entirely peaceful."

Pupils who had wanted to work on their own during the boycott had apparently not been subjected to pressure to desist by other pupils, Mr Chaskalson said

"On June 4, teargas was thrown through a window into a classroom, and the children were forced to run out to escape the fumes

"When they left the sanctuary of the classroom, the children suffered assaults at the hands of the police," he said

Mr Z F Joubert, for the Minister, said the order given by Brig Swanepoel to his men was quite legal. The children had acted illegally by throwing stones and Brig Swanepoel could not have acted in any other way

"He had no choice and as a policeman of many years' standing he had the experience to know that it would have served no purpose to just tell the pupils to disperse

"There is evidence that at the time the pupils were hostile towards the police and reacted violently towards them

"He was also not expected to instruct his men to retreat or run away from the children

"He knew there was a boycott and it was his duty to maintain law and order in the school"

Brig Swanepoel has said in evidence he had used a megaphone to give orders to his men to disperse the children

He said "I remember very well that I had used a megaphone because a young man came running into me and bashed my mouth against the megaphone hitting out two of my teeth"

The case continues today

'courting trouble'

day to decide whether to oppose the action, which may lead to a test case

In a further development yesterday, a representative of the Department of Co-Operation and Development said Wrab's request for a ruling on both this issue and its stance on migrants who have worked 15 years for several employers, had been referred to the Department of Justice

A representative of the Department of Justice declined to comment on this unless she was given the date and reference number of the request to the department for a legal opinion

Although a letter date and reference number was later furnished by the Department of Co-Operation and Development, she said she had no record of such a letter

Lawyers said yesterday that Wrab's decision to delay the granting of Rikhoto

rights to migrants who had worked 15 years for several employers was "wrong in law"

Wrab says the Rikhoto ruling deals only with migrants who work for one employer for 10 years and that it is not sure whether this also applies to '15 year' migrants - a view which conflicts with a statement by the Minister of Co-operation and Development, Dr Piet Koornhof

Lawyers said yesterday the Black Urban Areas Act granted city rights to workers who had lived legally and continuously as migrants in a city for 15 years or more

They said the issue was whether occasional breaks in residence disqualified the worker from city rights

"As long as the breaks in residence or employment in the area were not substantial, the courts have held that workers qualify," a lawyer said

Report: SA bus drivers lack skills

By WIM VANVOLSEM

BUS DRIVERS in South Africa are "negligent and incompetent"

That is yesterday's hard-hitting message after a 22-month investigation by the Council for Scientific and Industrial Research who seriously questioned the generally accepted safety of travelling by bus

The main contributory factor to the staggering high number of bus accidents in South Africa, as disclosed by the Rand Daily Mail earlier this week, is "the negligence and or incompetence of the South African bus driver"

So says the CSIR's National Institute of Transport and Road Research (NITRR) after a scientific analysis of death accidents in South Africa

Figures obtained from the CSIR by the Mail show that 15% of the bus accidents can be attributed to road and weather conditions, 10% to mechanical failure and the balance - 75% - to "human error"

Earlier this week the Mail disclosed that 85% of all registered buses in SA had been involved in accidents last year

The NITRR report, compiled by a senior CSIR researcher Mr Graham Kinsley, recommends that the training and testing of drivers should be improved and that safety standards of bus body construction should be looked into

His report says "the most striking feature of most bus accidents is the negligence and or lack of skill of the driver"

It says that in 24% of the accidents investigated the drivers were under the influence of liquor

The general secretary of the Johannesburg Municipal Transport Workers' Union, Mr H M Wallis, said yesterday that the figures released by the Road Safety Council earlier this week were 'misleading'

He said Johannesburg Transport Department buses had covered more than 14 500 000km during the year ending June 1982 carrying more than 56 500 000 passengers

"During this period 66% of the drivers received accident free awards, some for as long as 30 years."

He said if the number of accidents involving private cars were analysed it would be found that the safest way to travel was by bus

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Wounded commuters tell of shots

aid to office

25 per cent of their staff absent on Thursday and five per cent yesterday

The regional head of Railway Police, Colonel Johan Sydow, said his men had not taken any special action

"I had 35 or 40 men working split shifts to offer the public any protection or other service they needed during the peak periods," he said

Colonel Sydow said his men were on duty on the stations purely to see that no intimidators started trouble and that the would-be travellers could catch their trains without any harassment

Nobody would be allowed to cause any problems on South African Railway property — DDR



MR KALIMASHHE

George train straint

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arge said no political con- of any person should the sanctity of life and the

Jaws broken over change

EAST LONDON — A factory worker who lives in Zone 14, Mdantsane was discharged from Cecilia Makiwane Hospital yesterday after being detained there for three days while he received treatment for broken jaws.

Mr Sheperd Kalimashe, 31, said that on Tuesday he was running in Zone 14 on his way to Fort Jackson station when he was stopped by stick-wielding men who

EAST LONDON — A young man said from his hospital bed yesterday that he had tried to crawl to safety after Ciskei police had shot him in the leg at Egerton station. Mr Sipho Makinana, 21, of Zone nine, Mdantsane, is one of three men being treated in the Frere hospital for bullet wounds

The men all say they were shot by Ciskeian police and soldiers near the station at around 4.30 am on Thursday, after being told to use buses and not trains

Mr Makinana, who has had the bullet removed from his calf muscle, and is in a satisfactory condition, told his story

"I was walking to the station to catch a train to work when Ciskei police told me to turn around and catch a bus. So I went back to the buses, where the bus driver told me to pay 65c

"I told the bus driver that the police had told me to catch the bus and I only had 50c. My train ticket costs me 40c. But the driver would not listen so I walked back to the station

"The police told me there to go home if I could not pay for a bus. Just as I was walking away a bullet hit into a tree next to me. Then the police started to shoot on automatic and a bullet hit me in my leg

"I fell to the ground in pain and dragged myself to a fence at the railway line," he said. Mr Makinana said he managed to crawl to the station platform, where he was helped by railway police who called an ambulance, which took him to Frere Hospital

He said he would continue to use trains after he was discharged because "it is the only way for me to keep my job"

In the same ward as Mr Makinana, Jay 58-year-old Mr July Solani, of Zone 10, Mdantsane,

with a bullet wound in his buttocks

He said he was shot by Ciskei police and soldiers after teargas was thrown at a crowd he was in near Egerton station

Mr Solani, who is in a satisfactory condition, said "The soldiers told us to board buses at the station. There were also policemen there. I told them I had a weekly train ticket and could not use buses. They paid no attention

"So a group of us walked to the station entrance. The police then started to throw teargas at us and we went down on our knees. Then the shooting started, as we were in the entrance of the station

"A shot pierced my back and I went down. Blood started running out and it was very painful. I was afraid of dying. They were shooting at everybody — also people outside the station, all running around in the smoke"

Mr Solani, who was "feeling better," said he intended to take legal action against the Ciskei army and police

He said his employers, a West Bank car assembly firm, did not know of his whereabouts, and he feared losing his job

Also in the ward lay Mr James Memani, aged 53, also of Mdantsane. He said he was also shot by Ciskeian soldiers after being told not to use trains

He said "I told them I have always used trains so they let me through. When I was in the station grounds bullets started

Doctors have still not removed the bullet from his leg, but Mr Memani is in a satisfactory condition — DDR

Emergency gazetted

ZWELITSHA — The declaration of state of emergency in Mdantsane has been gazetted

According to an extraordinary gazette the state of emergency had been declared by President Lennox Sebe (Pretoria Star 39/1)

He was of the opinion that "circumstances have arisen in the township of Mdantsane which seriously threatens the safety of the public"

Shooting victim named

EAST LONDON — One of the five people killed in the Ciskei police shooting at Mdantsane on Thursday morning has been identified as Mr Lawrence Vukile Cecane, 27, of Zone 8, Mdantsane

His brother, Mr Gerald Cecane, said the family had identified his body at the Cambridge mortuary

Mr Cecane said his brother, a regular train user working for a communications firm here, was shot at Egerton station

He said Mr Cecane was the eldest of eight children. Both parents had died — their mother was killed in a collision with a bus at the Highway bus terminal last year and their father had died of natural causes in 1976

Mr Cecane's employer said he was one of the best two general workers the company had

"You could ask Lawrence to do any job for you and he would do it properly," he said

As the company worked a five-day week he took on odd-jobs at homes of fellow employees on Saturdays

Meanwhile a spokesman for Cecilia Makiwane Hospital said the other 19 victims of the shooting were still in satisfactory condition

She said two more people alleged to have been injured near the railway stations had been brought in yesterday. They were treated for bruises and lacerations and discharged — DDR

SABC, police accounts conflict

EAST LONDON — SABC news reports on the Mdantsane incidents in which five people were shot dead by Ciskei police described them as "shootouts" and the people killed as "rioters"

Tribute paid to Railway Police

EAST LONDON — The comparatively small unit of Railway Police based in East London played a significant role in preventing a serious disruption in the daily movements of the city's Mdantsane-resident labour force this week.

This was the opinion of employers who said if it had not been for the action taken by railway police, absenteeism could have risen to "crippling levels"

Some factories had to operate with 50 per cent of their staff away from work on Wednesday and Thursday, but found only between five and 10 per cent absent yesterday

The managing director of a leading West Bank-based plant said the

staff situation could have reached a crippling level if it had not been for the railway police patrolling the stations which serve Mdantsane

"My staff tell me that Ciskei police met them at the stations in the morning and tried to force them to catch the buses — a service they were boycotting because of recent increases in fares," he said

"Railway police stepped in to protect commuters from being harassed and intimidated on the station's property"

The head of the firm said that as a result of the action taken by the railway police he had only seven per cent absent yesterday

Another West Bank firm reported they had

25 per cent of their staff absent on Thursday and five per cent yesterday

The regional head of Railway Police, Colonel Johan Sydow, said his men had not taken any special action

"I had 35 or 40 men working split shifts to offer the public any protection or other service they needed during the peak periods," he said

Colonel Sydow said his men were on duty on the stations purely to see that no intimidators started trouble and that the would-be travellers could catch their trains without any harassment

Nobody would be allowed to cause any problems on South African Railway property — DDR

Violence: Chief George appeals for restraint

UMTATA — Transkei's Prime Minister, Chief George Matanzima, has appealed for restraint and compassion in the Ciskei unrest

The prime minister also said that if any Transkeian was caught up in the nearly three-week-old disturbances, the blame would have to be placed on South Africa who put the Transkeians in a third state where they had no redress

Chief George said it was with a sense of deep shock and sorrow that he read reports of shootings, deaths and an escalation of violence in Mdantsane "where thousands of Transkeians have been compelled to live by the South African authorities"

"There are reports of commuters being coerced violently to use buses and their train tickets being destroyed by vigilantes who are purported to work against the bus boycott"

"There are also allegations of intimidation by some boycotters whose actions have resulted in deaths and destruction of property"

The prime minister said choice of transport was the prerogative of the individual

"Coercion by any party to persuade the individual to use transport other than one of his choice is a gross violation of civil rights and should be condemned strongly by all civilised

nations and institutions

"It is the responsibility of all responsible governments to prevent the proliferation of violence in this troubled sub-continent and avert the type of tragic conditioning to violence which makes us take it for granted as part of our life style"

Chief George said no political consideration of any person should undermine the sanctity of life and the human being

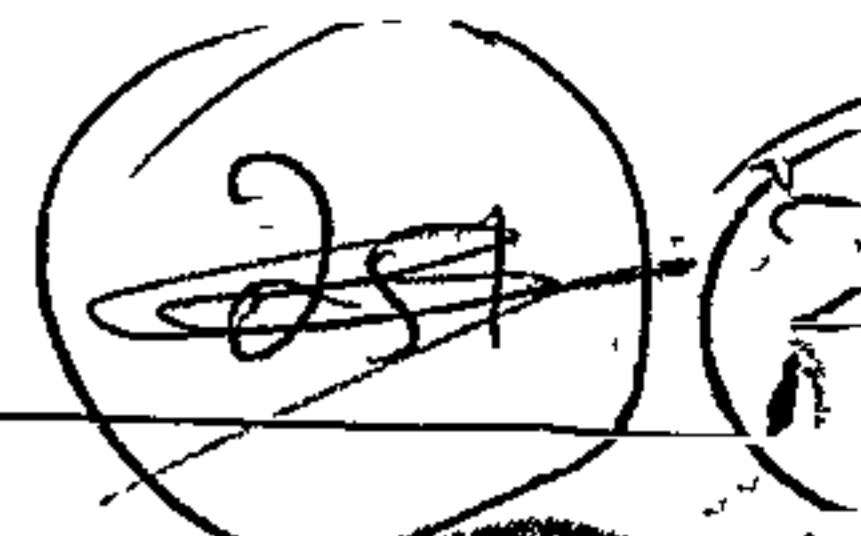
"Our actions should therefore not be seen to be indifferent to the dignity of the individual and the sacredness of life"

He said his government had repeatedly expressed its concern and displeasure at the displacement of Transkeians at Duncan Village and their forced resettlement at Mdantsane and Zwelitsha by South Africa

"This high-handed action has involved our people in the unrest of another state where they have no way of redress"

"We put the blame squarely at South Africa's door for any Transkeian casualties that may occur during these disturbances"

"I appeal to all concerned to exercise compassion, restraint and wisdom in this crisis so that more lives can be spared and a state of peace and reconciliation prevail" — DDR



MR KALIMASHE

Jaws broken over change

EAST LONDON — A factory worker who lives in Zone 14, Mdantsane was discharged from Cecilia Makiwane Hospital yesterday after being detained there for three days while he received treatment for broken jaws

Mr Sheperd Kalimashe, 31, said that on Tuesday he was running in Zone 14 on his way to Fort Jackson station when he was stopped by stick-wielding men who were accompanied by some policemen

After asking him where he was going, they told him to board buses and beat him up

"They drove a group of us to Zone 13 where they forced us to board a bus," Mr Kalimashe said

"When I took out R2 to pay a train ticket came out of my pocket and they took it and tore it up"

He said that when he asked the driver how much he had to pay, one of the men said he knew well how much it cost.

"When I asked for change I was told I would not get it, as the balance — R1,70 — would pay for the time I was boycotting buses"

At Fort Jackson he was

EAST LONDON — Clergy of the Anglican Church in East London and Mdantsane have ex-

Anglican

regarding the statement, said It also called on the

shot dead by Ciskei police described them as "shootouts" and the people killed as "rioters"

These descriptions conflict with accounts from both eyewitnesses and the Ciskei police

The Ciskei police public relations officer, Major G. A. Ngaki, said the police had had to use force to defend themselves from an attack by a rowdy crowd but could not say what the crowd had used in their "unprovoked attack"

The Daily Dispatch received no reports of shots being fired at the Ciskei police and neither has it received reports of riots from either official sources or reporters in Mdantsane

A spokesman for the SABC claimed their information came from the Ciskei Minister of Justice, Mr D M Takane — who was not available for comment last night — and said they had not had any reports from eyewitnesses — DDR

EAST LONDON — Clergy of the Anglican Church in East London and Mdantsane have expressed "deep concern" about the situation in Mdantsane

A statement issued by the Rev Eric Pike, Archdeacon of East London, on behalf of the clergy calls on the Ciskeian authorities to consider the "desperate plight of the vast majority of the people of Mdantsane, caught as they are between the violence of opposing forces either for or against the use of the buses

Anglican clergy express concern

"We earnestly call upon the Ciskeian authorities in the name of God to desist from violence and to stop forcing people to commute by bus and to allow them their free choice in this

regard," the statement said

It also called on the organisers of the bus boycott to allow the people of Mdantsane to make their own decision regarding the use or otherwise of the buses and to stop acts of violence against those who chose to travel by bus.

All concerned Christians were asked to pray that peace be found "We deplore the use of violence and believe that in God there is a peaceful way through the chaos of the present," the statement said — DDR

Boycott giving area a negative image?

EAST LONDON — The works manager of a West Bank firm, Mr R L Bartlett, said the events in Mdantsane could give a negative picture of the area to potential outside investors

Mr Bartlett said the events in Mdantsane had affected the stability of the workforce

He said he was concerned about how long it

would take to resolve the issue. The three-week-old bus boycott had affected productivity and production levels

Mr Bartlett said that on the first day of the boycott absenteeism had been high at his firm but this decreased as workers found ways to get to work

Mr Bartlett said absenteeism yesterday

and on Thursday had increased by about 25 per cent as a result of workers being apparently prevented from using taxis and other means of transport

He said his workforce had been concerned about harassment at Mdantsane and they felt they should have been consulted before the increase of bus fares — DDR

EAST LONDON — The Eastern Cape Democratic Lawyers' Association has expressed "profound and deep concern" about the events in Mdantsane in the past 18 days

"We condemn in no uncertain terms the un-

Lawyers condemn deaths, hardship

necessary loss of life and destruction of property, the naked violence, physical hardship and mental anguish. We express our deepest sympathy to the families of the bereaved," a statement issued by the president, Mr T M Madlana, said

"We recognise the right of individuals to choose whatever means of transport they prefer to use and it is expected of the law enforcement agencies to protect and

not to frustrate those rights

"We are appalled at the re-introduction and use of vigilantes to maintain law and order which practice has proved unsuccessful in the past

"The present state of emergency and curfew restrictions at Mdantsane are exacerbating the already volatile bus problem which ought not to have arisen in the first place, had the matter been dealt with rationally and with due regard to the interest of the parties concerned "We call upon the authorities to put an immediate end to the situation and to restore law and order at Mdantsane for the interest of the commuter and the state itself "It seems to us that the real cause of the bus boycott is the unilateral increase in bus fares without a corresponding increase in wages

"As things are now we suggest a stay of the bus increases and a start of negotiations between all interested parties," the statement said. — DDR

would not get it as the balance — R1,70 — would pay for the time I was boycotting buses"

At Fort Jackson he was hit on his face with an iron rod when he asked for change. He recovered at the West Bank and was treated by a doctor before seeing another doctor who referred him to hospital where he was certified to have broken both jaws — DDR

42 buses damaged drivers hurt

EAST LONDON — Forty two CTC-owned buses have been damaged and five drivers injured in stone-throwing incidents in Mdantsane during the past 48 hours. The worst spate of stone throwing occurred yesterday when 30 buses were damaged

A spokesman for the bus operators, Mr Wessel van Wyk, said that none of the drivers was seriously hurt "but damages to the vehicles will probably run into several thousand rands"

Buses damaged yesterday had 90-odd windows smashed — units which cost close to R100 each to replace

Mr Van Wyk said that it seemed as though the groups of stone-throwers were deliberately aiming at the driver's cab when they attacked vehicles

"Just about every vehicle that has been damaged has had the windscreen and side windows of the driver's cab smashed", he said

Mr Van Wyk said all buses were now having the cabs fitted with protective steel gratings.

According to CTC officials, their buses are operating to normal schedules "except the back-up service which used to be required during peak periods"

They said there was no longer a need for any back-up buses in the mornings or evenings, so they have been cancelled

CTC officials said their vehicles were operating at 60 per cent of capacity yesterday "slightly up on the previous day and 15 per cent better than last Friday" — DDR

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INDUSTRIAL RELATIONS ASPECTS AND

Tense calm follows Mdanitsane deaths

D. Dispathe

MDANTSANE — There was a tense calm here yesterday following the deaths of five people when Ciskei police and soldiers fired on train commuters at Mount Ruth and Egerton stations on Thursday morning.

By 5 am police and soldiers had taken up positions near the five stations serving here. Shots were heard early from the direction of Fort Jackson but the Cecilia Makiwane Hospital did not treat any new patients with bullet wounds yesterday.

Police and soldiers were still stopping people from entering the railway stations but people avoided normal routes and crossed fences to get on to rail property.

Trains were seen stopping in between stations to pick up passengers.

The Ciskei police public relations officer, Major G A Ngaki, said there were no further incidents yesterday. He denied police had stopped any people going to the stations.

Police were there to protect people who wanted to board buses, he said, but would not comment on why they were doing this mainly near the stations.

Major Ngaki said the names of the dead and injured could not be released as no next-of-kin had been to the police to

identify those involved. He said the shooting was part of events that occurred between the late hours of August 3 and the early hours of August 4.

One of the five people killed has been identified by relatives as Mr Lawrence Yukile Cecane, 27, of Zone 8, Mdanitsane.

At Mount Ruth station yesterday police and soldiers were stopping people walking to the station and ordering them to board buses. There was always a bus ready to pick up passengers. The same procedure was followed at Egerton and Fort Jackson. Some passengers were

forced into buses at the entrance to Mdanitsane but they stopped two at Wilsonia, got off and stoned them.

Miss J Leve said that when one bus arrived at Arnoldton, passengers told the driver to stop and they filed out. They demanded and got their money back.

"The driver was told to tell his employers that people did not want to board buses," Miss Leve said.

Several workers were bitten by South African Police dogs following the stoning of buses in Wilsonia.

Among them were Mr Jackson Dlemnyango, of Zone 10, who received leg injuries and was

admitted to Frere Hospital. He said he had been bitten by a dog.

Mr Sidima Sandi, of Zone 6, was returning from night shift. He said he was bitten by a dog at Reeston station. He was treated for leg and head injuries and discharged from hospital.

Others injured included Mr Goodman Tyumeke, of Zone 9, who suffered leg and hand injuries, Mr Stanley Mazuza, a timber yard employee who had arm and leg wounds, and Mr Harty Mzayifani, who had leg injuries.

Police said they used teargas and dogs to disperse the crowd when stone-throwing broke out at the bus terminus.

at Wilsonia railway station early yesterday.

The Divisional Commissioner of Police, Brigadier Jim Bekker, said he had had a couple of motorised units on standby at the bus terminus in case of trouble. Although members of the public had started throwing stones at buses, his men had not intervened until the crowd started stoning police vehicles.

"When some of the crowd started moving in on my men they climbed out of their vehicles and fired a few canisters of teargas," he said.

He said dogs were used to disperse the crowd but no firearms were used. — DDR

Assaults:

Commuters

Win order

Handwritten notes:
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WIN ORDER

ZWELITSHA — The Ciskei police, army and "vigilantes" have been prohibited from assaulting, molesting, harassing, intimidating or interfering with six commuters.

An interim order against members of the police, army and vigilantes was granted here yesterday by the Chief Justice of Ciskei, Mr Justice De Wet.

It was granted after an urgent application by six Mdantsane residents working in East London.

Mr Justice De Wet said the order did not prevent members of the Ciskei security forces from carrying out their lawful duties.

He said the respondents — the Minister of Justice, Deputy Minister of Defence, Commissioner of Police, Warrant

Officer Litha Mbi and a Mr Madura — had had no opportunity to reply to the allegations.

Consequently, he said, it could not be determined with any degree of accuracy whether the allegations were true or false and that the interim order was not to be considered as an acceptance, at this stage, of the correctness of the facts alleged in the application.

The return date was given as Friday, August 26.

The application and accompanying papers were lodged by Mr

Archie Finlay, SC, assisted by Mr Justice Poswa, both from Durban.

The applicants were Mr Nceba Bogwana, Mr Mncedisi Soei, Mr Jack Khali, Miss Josephine Brown, Miss Nokwanda Tshaka and Mr Cunard Melitafa.

In papers they alleged that they had been assaulted by the police, army and vigilantes and prevented from getting to railway stations to commute to East London.

In an affidavit, Miss Kholeka Dlutu said that at about 4.20 am on August 4 at Egerton station she saw policemen, soldiers and vigilantes preventing people from

going into the station.

She alleged that at one stage the police advanced on commuters, and the commuters had shouted that they were not at war and wanted to go to work.

The police drew their firearms and without warning fired at the commuters who were

She went past a young man lying motionless on his back on the ground

Mr Sidima Sandi who said he was waiting for a train at Reeston station when he was attacked by a police dog

More reports page 7

standing still, she claimed.

Miss Dlutu said that before running away, she saw an old man fall to the ground holding his leg, which was bleeding. He claimed he had been shot.

and saw some vigilantes approach him and then beat him as he lay on the ground.

"I crawled on all fours and further heard gunshot sounds and bullets whizzing past me," she said.

"Three bullets struck the wall of the house in front of me, leaving visible holes.

"The police chased me into one of the residential yards where I hid underneath a parked kombi and evaded my pursuers, who ran past me."

She said in another house she saw an injured woman, who, it was claimed, had been shot while in bed in the house — DDR





Ciskei police form up outside the Mount Ruth Station last night.

THE disturbances this week at Mdantsane in the Ciskei and at Huhudi in the Northern Cape have something in common

Both are very much the products of the policies of separate development — and in this lies their insecurity

Mdantsane, just 21-years-old, is today the fifth or sixth most densely populated urban area in SA

In the 1980 census, it was found that there were 193 140 in the Mdantsane area, but this is clearly an underestimate and there are today more than the 250 000

Established to accommodate the black people living in East London, it was designed to fit into the grand apartheid dream that black people should live in the homelands and commute to work in the "white" area

In 1980, a Rhodes University academic, Mr T J Gordon, found that "every day 654 Ciskei Transport Corporation buses leave Mdantsane, and 681 return, costing the nearly 50 000 commuters over R20 000 a month"

And he found that another 7 000 commuters used trains

Public transport is very much a daily reality for those Mdantsane people lucky enough to have jobs — and for the second time in less than 10 years a major bus boycott has resulted in conflict

Early in 1975, a month-long boycott of the Cape Tramways-owned Border Passenger Transport Company was ended when the Ciskei Government intervened and took over the company, after commuters rebelled against new fare increases

There were allegations of intimidation and agitators then as there have been over the past two weeks, but, in the end, the daily time and cost of transport has been the major source of frustration

In the 1980 Rhodes University study it was found that the average Mdantsane worker spent between two and three hours every day travelling to and from work.

And that same study three years ago bluntly warned of

The costs of a grand dream of apartheid

By BARRY STREEK

the frustrations

Mr D R Matravens said then "a more equitable subsidy scheme should be devised"

"The costs of the present scheme are enormous and it is clumsy, inefficient, unfair and leads to the worst features of transport planning being encouraged

"The public transport system becomes a service to employers and not to travellers"

His warning was ignored and today the Ciskei Government is paying the cost

The whole Mdantsane concept was developed in an attempt to make East London "white"

Dr Piet Koornhof, the Minister of Co-operation and Development, had to admit defeat on that dream this year when he reversed a 20-year policy and announced that parts of Duncan Village, the black township in East London meant to have been relocated in Mdantsane, would be allowed to remain where they were

Huhudi, the black township in the prosperous town of Vryburg, has suffered from the same dream

In accordance with the old policies, the people of Huhudi were meant to have been relocated to Pudimore, 55km away in Bophuthatswana

Once there, the people with jobs in Vryburg were meant to commute 110km daily

As this was the policy announced in 1970, no development has taken place at Huhudi since then

There is no electricity in the township, no tarred roads and no water-borne sewerage, only buckets, which often smell

According to the Surplus Peoples Project, there are 13 general dealers, two bottles stores, two beerhalls, "lots of shebeens" and a butcher, as well as four primary schools, a high school, seven churches and a clinic

It is hardly surprising, in spite of these conditions, that the people of Huhudi do not want to move to the remote Pudimore and in June a protest meeting against the plans was held by the Huhudi Civic Association (Huca)

There are also stories in the area that many of the white people of Vryburg are not in favour of the move because of the obvious disruptions this would cause to their labour supply

The recent protests at the Bophaganand Secondary School, which has now been closed after an estimated R45 000 damage was caused to buildings and equipment, may have been sparked off by basically educational issues, but the 100-year-old township is under threat of removal — and that can hardly make the residents of Huhudi secure and happy

Huhudi and Mdantsane are different, and the immediate causes of tension are different, but they are both today paying the price for the effects of the dreams of racial separation

6/8/83 RDM

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Own Correspondent

EAST LONDON. — Violence continued in Mdantsane yesterday with buses damaged and some drivers injured in incidents of stone-throwing.

This follows the death of five people shot when Ciskei police and soldiers fired on train commuters at Mount Ruth and Egerton stations on Thursday morning

Between 30 and 45 people are being treated in hospital after being injured in the shooting, which followed the declaration of a state of emergency by the Ciskei Government.

Twenty-one people had been detained by the Ciskei police, Colonel Z Makuzeni, head of state security, confirmed yesterday. He also confirmed the detention of four members of the South African Allied Workers' Union.

Mdantsane residents say Ciskei police shot at people who wanted to board trains and not buses in protest against a recent bus-tariff increase.

Rail police help

Major East London employers believe South African Railways Police based in East London have prevented serious disruption of the city's labour force by protecting commuters wanting to board trains at the five stations serving Mdantsane.

Workers reported that the Railways Police prevented them being "harassed and intimidated" on railway property by Ciskei policemen trying to force people on to buses.

Some factories had to operate with half of their staff away from work on Wednesday and Thursday, but found only between five and 10 percent absent yesterday. They attributed this to the action by Railways Police.

In Zwelitsha yesterday, a Ciskei Supreme Court judge granted an interim order restraining security personnel from assaulting, molesting, harassing, intimidating or interfering with workers in Mdantsane township.

Yesterday, 38 buses were stoned and about 90 windows smashed.

The bus company serving Mdantsane, Gompo Transport, said its vehicles were about 60 percent full yesterday. There is also a boycott at Duncan Village, a black township in East London, which is also served by the bus company.

By 5am yesterday, police and soldiers had taken up positions near the five stations serving East London. Shots were heard early from the direction of one station but the local hospital did not treat any new patients with bullet wounds yesterday.

Between stations

Police and soldiers were still stopping people from entering the railway stations, ordering them to board waiting buses.

People avoided the usual routes and crossed fences to get on to railway property. Trains were also seen stopping in between stations to pick up passengers.

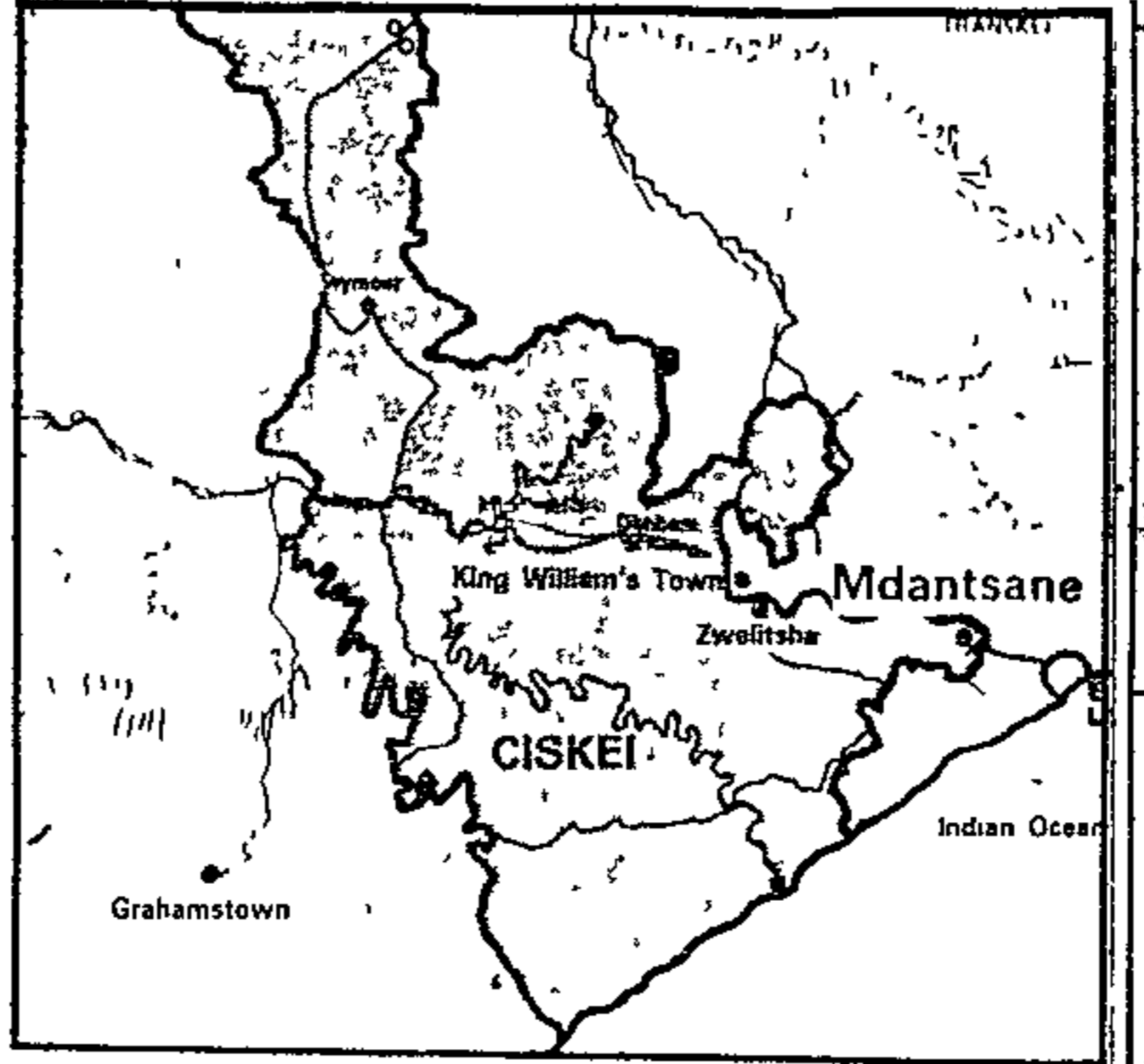
Police said they used teargas and dogs to disperse the crowd when stone-throwing broke out at the bus terminus at Wilsonia railway station, East London, early yesterday.

On standby

The Divisional Commissioner of Police, Brigadier Jim Bekker, said he had had a couple of motorized units on stand-by at the bus terminus. People had thrown stones at buses, and his men had not intervened till the crowd started stoning police vehicles.

All 1100 pupils of Wongalethu High School in Mdantsane failed to attend classes yesterday after staging a walk-out on Thursday. Other high schools reported full attendance.

● Failure of apartheid dream, page 11



**Ciskei aims
to force
buses
use**

CARE TRIPS 6/8/83

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Workers stone 38 buses as Mdantsane simmers

Tension high as boycott goes on

269 ~~103~~
RD 7
6/2/83

Mail Correspondent

EAST LONDON.

THIRTY-EIGHT CTC-owned buses were damaged and five drivers injured in another day of seething tension in the East London township of Mdantsane yesterday.

As thousands of black commuters continued their bitter struggle to maintain the bus boycott

● Ciskei Police announced the detention of more than 20 people, including four members of the SA Allied Workers' Union,

● A Ciskei Supreme Court judge in Zwelitsha granted a group of Mdantsane workers an interim order restraining security personnel from assaulting, molesting, harassing, intimi-

dating or interfering with all workers in Mdantsane township

● The entire student body of 1 000 pupils at a Mdantsane school failed to turn up for classes yesterday

● Several commuters were treated in hospital after being bitten by SA Police dogs

● Shots were heard from the direction of Fort Jackson, but no patients with bullet wounds were admitted to the Cecilia Makiwane Hospital

Ciskei police and soldiers were in position from 5am outside the five railway stations in Mdantsane to prevent commuters from using the trains, but many workers avoided normal routes and crossed fences to get on to Railways property

Trains were seen stopping in between stations to pick up passengers

The Ciskei Police public relations officer, Major G A Ngaki, said there were no further incidents yesterday. He denied police had stopped any people going to the stations

Police were there to protect people who wanted to board buses, he said, but would not comment on why they were doing this mainly near the stations

Some passengers were forced into buses at the entrance to Mdantsane, but they stopped two at Wilsonia, got off and stoned them

Miss J Leve said that when one bus arrived at Arnoldton, passengers told the driver to stop and they filed out. They demanded and got their money back.

"The driver was told to tell his employers that people did not want to board buses," Miss Leve said

Police said they used tear-gas and dogs to disperse the crowd when stone-throwing broke out at the bus terminus at Wilsonia Station

The Divisional Commissioner of Police, Brigadier Jim Bekker, said he kept two motorised units on standby at the bus terminus in case of trouble. People began stoning buses, but his men did not intervene until the crowd started stoning police vehicles, when tear-gas and dogs were used to disperse the crowd

In East London, employers said station patrols by the small Railways Police unit in the city had played a big role in preventing a serious disruption in the daily movements of the labour force to and from Mdantsane

Some factories had to operate with 50% of their staff away from work on Wednesday and Thursday, but found only between 5 and 10% absent yesterday

"My staff tell me that Ciskei Police met them at the stations in the morning and tried to force them to catch the buses, whose service they were boycotting because of recent increases in fares," one businessman said.

"Railways Police stepped in to protect commuters from being harassed and intimidated on the station's property"

The regional head of the Railways Police, Colonel J Sydow, said "I had 35 or 40 men working split shifts to offer the public any protection or other service they needed during the peak periods"

DTMB man slams bus accident report 'nonsense'

269 Mercury
6/8/83

NATAL bus operators have slammed a CSIR statement released in Pretoria claiming bus drivers in South Africa were negligent and incompetent

A CSIR research project found that 85 percent of all registered buses in South Africa had been involved in accidents in 1982, and in Natal 95 percent had been involved.

Mercury Reporter

A senior researcher recommended urgent driver training and testing

The deputy manager of the Durban Transport Management Board, Mr Alan Bray, said the CSIR's report was nonsense and grossly irresponsible

It was a case of making statistics say what was wanted to be said. The 95 percent must have included all incidents involving buses — from passengers falling while trying to alight, minor bumps and scratches, and incidents when cars crashed into buses, moving or stationary

'We consider our drivers among the best in the country. Before rioting

trouble began our insurance premiums had dropped for many years, an indication of our good record,' said Mr Bray

He said the DTMB was satisfied that its drivers were both competent and attentive. Stringent selection and training ensured that 'lemons' did not last

Mr Colin Bailey, area executive of Putco, operators of the largest private fleet of buses in Natal, said the firm had an excellent record

On average there had been only 10 accidents for every 200 000 km travelled

He said Putco had its own training school, with qualified instructors. In addition to passing the

firm's own demanding test the drivers had to be tested every 12 months by the Provincial authorities to have their public drivers permits renewed

The CSIR's chief researcher on vehicle safety, Mr Azmi Tenikalp, said the CSIR's own figures for accidents were closer to 40 percent. The 95 percent figure had been supplied by the Department of Statistical Surveys

A department spokesman said if the figures were analysed 'cold', then it indicated that of the registered buses in Natal, 95 percent had been involved in accidents

But this was misleading for a number of reasons. Accidents which involved buses from other provinces, but which occurred in Natal, would be included in the figure

Also those buses which were exempt from licensing and registration, such as police and Railway buses, must have contributed to the accident figure

X

17 PE boycott arrests

SEVENTEEN people have been arrested, most of them in the early hours on Wednesday morning, in connection with a bus boycott organised by the Port Elizabeth Black Civic Organisation.

The boycott, also supported by the trade unions Macwusa and Gwusa, as well as the P E Youth Congress (Heyco) and the student organisation Co-sas, did not get off the ground as planned last Sunday because police stepped up their surveillance.

Police liaison officer Major Gerrie van Roo-yen said the people were arrested under the Criminal Procedure Act not under Security legislation - and that they were expected to appear in court soon in connection with the morning of P E Tramways buses.

The general manager of P E tramways, Mr Graham Shields, said on Wednesday the boycott had "no effect whatsoever".

He denied allegations of co-operation between PE Tramways and the police and said he had no knowledge of people being arrested.

BY BENITO PHILIPPS

I SAW a mini-war this week - Ciskei policemen and soldiers in a full-scale assault on Mdantsane commuters who refused to travel on buses.

Armed to the teeth with rifles, sjamboks, batons and knobkerries, members of the police and army pulled people out of cars and frog-marched them to waiting buses.

Those who resisted were hit with sjamboks and knobkerries.

Police also confiscated more than 200 cars and taxis being used to take people to and from East London, forcing their owners to pay R100 admission of guilt fines before they could get their vehicles back.

And, in a further attempt to break the two-week boycott of Ciskei Transport Corporation buses, the police and army blocked railway stations in and around Mdantsane and tore up workers' weekly train tickets.

When I visited Mdantsane this week I saw commuters being pulled out of private vehicles and forced to the buses. Even factory workers who used to walk to nearby factories were told to board the

(269) City Press

7/8/83

PREMIA OF TERRAPORI

BOYCOTT BASHERS BESIEGE MDANTSANE

buses, and beaten if they refused.

Despite my having witnessed these actions, the police vehemently denied

that there had been any assaults.

Other people told of assaults at road-blocks. A teacher, Mrs Leonora Fost, said she

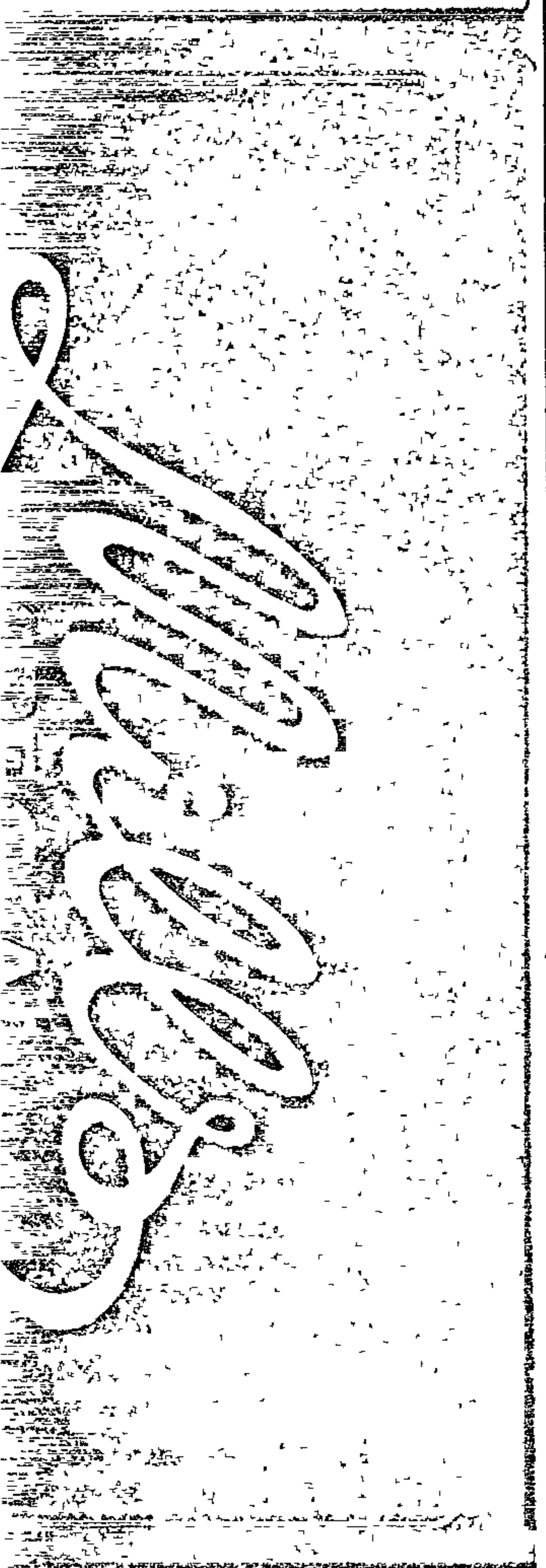
was dragged from her nephew's car while a man waited to hit her. It was only the intervention of a nearby policeman that

saved her from serious injury, she said.

Although CTC's managing director, Mr Hans Kaiser, claims buses are still running on schedule and well-patronised, I saw more than 150 buses crammed the depot at oration's peak hour this week.

YOUTHS BLAMED

CISKEI Transport Corporation managing director Hans Kaiser has slammed the newly-formed East London Youth Movement for encouraging the bus



X

ILLUSTRATIONS

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The general manager of P. E. Tramways, Mr Graham Shields, said on Wednesday the boycott had "no effect whatsoever". He denied allegations of co-operation between P. E. Tramways and the police and said he had no knowledge of people being arrested.

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YOUTHS BLAMED

CISKEI Transport Corporation managing director Hans Kaiser has slammed the newly-formed East London Youth Movement for encouraging the bus boycott.

But the organisation, formed recently to "unite young people of all races", has rejected as "ridiculous" Mr Kaiser's claim that ELYM are using the boycott for its own ends. ELYM spokesperson Zelda Hollman says the movement put out a pamphlet backing the boycott because "the fare increases are a burden on the people in the lowest rung of society". "It is impossible to exploit the fare increases for any other reason," she said.

THEY BASHED OUT

BOYCOTT BASHERS BESIEGE MDANTSANE

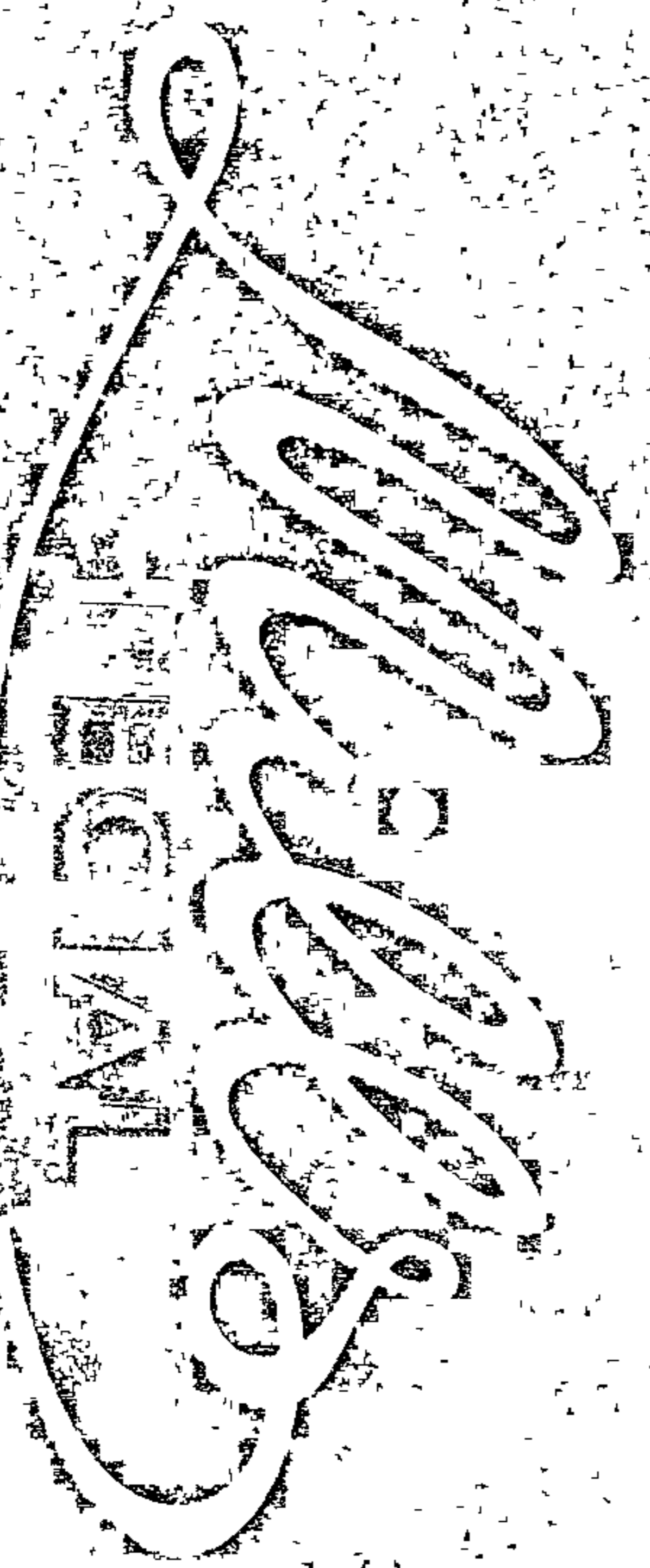
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was dragged from her nephew's car while a man waited to hit her. It was only the intervention of a nearby policeman that

saved her from serious injury, she said. Although CTC's managing director, Mr Hans Kaiser, claims buses are still run-

ning on schedule and well-patronised, I saw more than 150 buses crammed the corporation's depot at peak hour this week



DURBAN City Council will seek legal advice on whether to go to the Supreme Court in a bid to desegregate some bus routes.

Yesterday the Management Committee considered the National Transport Commission's rejection of the city's appeal to make 15 routes multi-racial.

Afterwards, acting chairman Donald Smith said that councillors had wanted to go to the Supreme Court the last time the NTC had rejected its desegregation appeal; instead, a delegation had been sent to the Minister of Transport.

'As usual, the commission did not give any reasons for its latest decision and I believe this time we must take the matter to its logical conclusion,' he said.

Appeal

The committee agreed to interview the chairman and manager of the Durban Transport Management Board and standing counsel as soon as possible.

The commission had heard the appeal on August 1, suspended its decision until August 5, and written to the council on August 10. The letter had arrived on Monday, August 15.

Some councillors have complained that the Right-wing Civic Action League, one of the objectors to the desegregation move, appeared to have been informed of the NTC decision before the council.

But league chairman Brendan Willmer said he did not want to comment because he was in the process of suing the Mercury.

But NTC secretary Fritz Rossouw said 'All parties involved were sent letters on the same day.'

He confirmed that the only time the commission gave any reasons for a decision was if the matter were taken on review to the Supreme Court.

NTC members were appointed for a two-year term. The chairman was Mr H C van Zyl and the other members who sat with him at the Durban hearing were Mr B Slabbert, a commissioner of national roads, and Mr E F Niksch, a commissioner of urban transport.

Pietermaritzburg, which has had a multi-racial bus service for 15 years, had to resort to Supreme Court action when the NTC turned down its appeal.

Durban to seek legal advice over buses bid

Municipal Reporter

7/8/83

269
Newspaper

Sats looks at Isando container terminal

By SIMON WILLSON

Industrial Editor

A SECOND major container terminal on the Reef will be essential within five years, South African Transport Services forecasts

Sats is looking at land in Isando, east of Johannesburg, as a probable site for the terminal, which will be as big as the terminal at City Deep, south of Johannesburg

No land has been acquired, however, and no provision has been made for the project in Sats budget. A new terminal would also need ministerial approval

A spokesman for Sats said there was no great urgency about the project because it would not be needed to cope with increased container traffic in the next economic upturn

"We are confident that existing facilities at City Deep can handle any increase in traffic volume in an economic recovery"

A Sats investigation into the need for a second terminal looked further ahead than the next economic upturn. It drew up a forecast of container traffic volumes up to 1986-87, and found that existing handling capacity would only be exceeded in the second quarter of 1987

In April of that year, Sats predicts, City Deep would hit its maximum capacity of 51 000 containers a month

A second terminal, with an initial capacity of 12 000 units a month, rising eventually to 50 000, would be essential and would have to be operational by that date, the Sats forecast says

Sats is building a smaller container terminal in Capital Park, Pretoria, due to come on stream in 1985. The intention is for the terminals at Capital Park and at Isando to relieve some of City Deep's burden when container volumes peak after the recession

If construction of the Isando terminal goes ahead to the specifications envisaged by Sats, development will be in three stages

- A satellite depot served by road from City Deep
- Then rail and handling facilities for up to 12 000 units a month
- Maximum capacity of 50 000 fully equipped

At the second and third stages of development the questions of Customs facilities and of adequate private container parks would be considered

Two years ago, container traffic on the Reef was almost brought to a standstill on several occasions as City Deep and its allied depots were unable to handle and process the increased volume at the peak of the boom

Sats is confident that a repeat of 1981's container congestion can be avoided. "We have learned the lesson of 1981, and that won't happen again," said a spokesman

"By improvements in organisation rather than by expanding the terminal, we have increased City Deep's handling capacity. For instance, we now have an additional overhead crane to speed up traffic"

Sats had installed a computerised cartage planning system at City Deep. This calculated, distribution and collection of containers over the shortest possible routes

Surprise over mini-bus views

Financial Editor

269 ~~269~~ *Mercury* 2/8/83
SANI PASS—Mini-buses were being used for prostitution, terrorism, drug-running and theft, Mr A L Nyschens of the OFS Goldfields Chamber of Commerce alleged here at the weekend. For these reasons his chamber would back the proposals of the Welgemoed Commission.

These were that vehicles carrying from five to nine passengers should be classified as buses with routes, starting points and fares.

'They are definitely a problem for us and other mining areas' he said.

He said his chamber had evidence that black taxi-drivers were being financed by 'white money'.

Mr Nyschens was speaking at the annual congress of Natal Chambers of Commerce.

Mr Alec Rogoff, a member of the Assocom board of management said he was a 'little amazed' at Mr Nyschens's comments.

He said mini-buses should be encouraged

Funds for road link

Financial Editor

SANI PASS—The Department of Transport expected to get an additional 0,7 c from every litre of petrol sold from October, which would make it possible to start the Umhlatuzana River-Key Ridge road link.

Mr M R Gunthorp, regional roads engineer in Pietermaritzburg, disclosed this at the annual congress of the Chambers of Commerce in Natal held here at the weekend.

He said that all the plans had been drawn for the N2 road from Empangeni to Umdloti — the suicide strip — but money would be available only in the 1990-91 budget for the portion from Empangeni southwards and in 1996 for the Mtunzini part.

They met the social problems of workers placed by the Government 10 km to 30 km from their work and with inadequate transport facilities.

'We live in a powder-keg society and we have

to make certain that we do not set off a spark by agreeing with the Welgemoed Commission on this issue,' Mr Rogoff said.

A resolution opposing the Welgemoed proposal was passed.

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Death toll in the Ciskei unrest rises to seven: boy of 16 shot

By KEITH ROSS

8/8/83

THE death toll in the Ciskei unrest rose to seven when a man and a boy died of bullet wounds in Mdantsane at the weekend. The two died after police had opened fire on angry crowds in the town.

These were the first fatalities confirmed by the Ciskeian authorities since five people died when police opened fire on crowds in Mdantsane last Thursday.

Ciskei's police Press liaison officer, Major G Ngaki, said today that a 16-year-old boy, Sisa Faku, was shot dead on Saturday night after the rent office in Mdantsane Zone 7 had been stoned.

He said police arrived at the rent office and the stone-throwing crowd fled.

Policemen chased Sisa and he ran into the garden of a nearby house. Major Ngaki said that in the garden Sisa turned and charged the police with a knife.

A shot was fired and Sisa was killed instantly.

Major Ngaki said the second death was reported after police opened fire on a stone-throwing crowd in Zone 5 last night.

He said that when the shots were fired the crowds fled and in the darkness no casualties were noticed.

The family of Mr Michael Mbila, 27, later reported to the police that he had died of a bullet wound.

There were also two cases of arson in Mdantsane.

The first was at the home of Mr Bonsile Bly, a supporter of the ruling Ciskei National Independence Party and a known opponent of the bus boycott.

Mr Bly's house in Zone 2 was set alight after a five litre can of petrol had been sprinkled on it.

A two-year-child, Basie Anthony, was burnt on the face in the fire and admitted to the Cecelia Makwane Hospital.

He said a similar attack was made on the home of Mr Joel Telison in Zone 2.

Mr Telison's house was sprinkled with petrol and set alight, causing damage estimated at R300.

The fire was put out by the occupants.

Major Ngaki said arsonists also struck at the Zweladile Junior Secondary School at Chalumna where a book stall was damaged.

● See also Page 3

Another Ciskei shooting victim named

Mail Correspondent

~~103~~ MDANTSANE - Another victim of the Ciskei police and army shooting at Mount Ruth and Egerton stations last Thursday has been identified. He is Mr Goodman Toko, 24, of Zone One Mdantsane.

A relative said Mr Toko worked at an East London meat processing plant.

He said the family had identified the body at the Cambridge mortuary. The relative said Mr Toko's mother lived at

Mncotsho, near Berlin, and his father was a migrant worker in Port Elizabeth.

A relative had travelled to Port Elizabeth at the weekend to inform his father, she said. She added Mr Toko was the eldest of five children. Mr Toko is the second of the five victims of the shooting to be identified. The first was Mr Lawrence Vukile Cecane, 27.

He was shot near Egerton Station and was certified dead on arrival at hospital.

8/8/83
Yesterday a spokesman for the hospital said all 19 shooting victims admitted to hospital were in a satisfactory condition. She said the hospital had been ordered to keep them in hospital until their next-of-kin had been informed and police had completed their investigations.

The senior medical superintendent at the hospital, Dr P E Pistorius, said he could not release the names of the injured as the matter was in the hands of the police.

1. 11/11/83
2. 11/11/83
3. 11/11/83

Ciskei: CAPE TIMES 8/8/83 Fourth week of boycott

Own Correspondent

PORT ELIZABETH - Mdantsane commuters faced continued harassment at the weekend as they were attacked by vigilantes who enjoy Ciskeian Government support, while uniformed police kept a low profile as the bus boycott entered its fourth week.

Taxi drivers and their passengers were reported to have been assaulted by vigilante groups at the main bus terminal and along the Qumza highway.

Nevertheless, more than 1 000 Mdantsane residents yesterday pledged at a National Women's Association meeting in Duncan Village to continue the boycott.

There was no sign of South African police near the meeting.

Identified

Meanwhile, the second of five people shot dead by the Ciskeian police on Thursday morning has been identified by relatives at the Cambridge mortuary in East London.

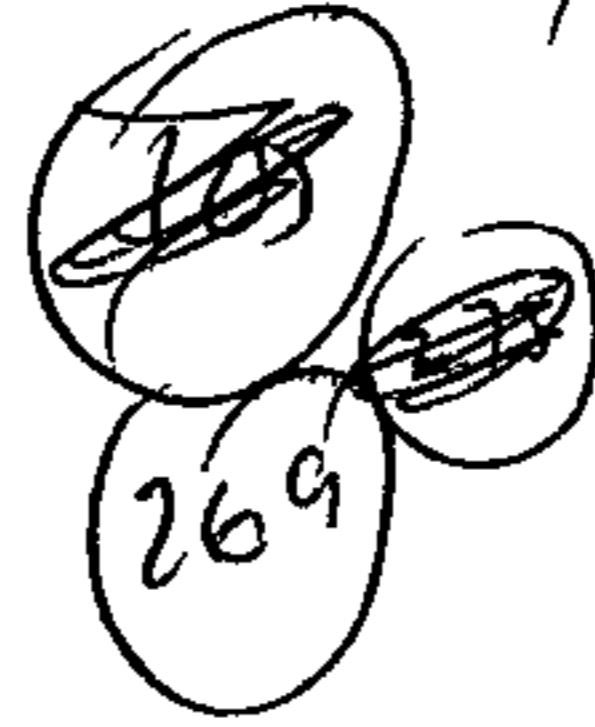
He is Mr Goodman Toko, 24, who was employed at a meat-processing factory. He was the eldest of five children from a family living near Berlin. He was shot outside Mount Ruth station.

Nineteen other victims of police bullets being treated at Cecilia Makiwane Hospital will not be discharged until Ciskeian police complete their investigations.

This was confirmed by the medical superintendent, Dr P Pistorius, who has also been instructed not to release the names of the injured until then.

The situation was calm but tense in Mdantsane yesterday, with few people using public transport.

Another shooting victim identified



MDANTSANE — Another victim of the Ciskei police and army shooting at Mount Ruth and Egerton stations last Thursday has been identified

He is Mr Goodman Toko, 24, of Zone 1 here

A relative said Mr Toko, who worked at a meat processing place at Arcadia, East London, was shot dead near Mount Ruth Station on Thursday morning

He said the family had identified the body at

the Cambridge mortuary

The relative said Mr Toko's mother lived at Mncotsho, near Berlin and his father was a migrant worker in Port Elizabeth

A relative had travelled to Port Elizabeth at the weekend to inform his father, she said

She added Mr Toko was the eldest of five children

Mr Toko is the second

of the five victims of the shooting to be identified

The first was Mr Lawrence Vukile Cecane, 27, of Zone 8. He was shot near Egerton station and was certified dead on arrival at Cecilia Makiwane Hospital

Yesterday a spokesman for the hospital said all 19 shooting victims admitted to hospital were in a satisfactory condition

She added they had

been ordered to keep them in hospital until their next of kin had been informed and police had completed their investigations

The senior medical superintendent at the hospital, Dr P E Pistorius, said he could not release the names of the injured as the matter was still in the hands of the police

He would only do so when he got the approval of the police officers investigating the case — DDR

Girl in kitchen hit by bullet Ciskei provision not gazetted

MDANTSANE — A schoolgirl was hit by a bullet while in a kitchen in Zone Nine during the police shootings near Egerton on Thursday morning, Miss Constance Mzantsi, who lives

with her, said yesterday

Miss Mzantsi said a bullet went through a window and hit Miss Lindiswa Ngwenya of 225 Zone Nine, a Standard 10 pupil at Nowawe High School near Berlin

Two window panes were broken in the kitchen and a bullet went through one of the steel window frames. Miss Mzantsi also pointed out a bullet hole in the wall

Their house is about a kilometre from the Egerton railway siding where police shot at commuters

Miss Mzantsi said she was in another room when Lindiswa called her and said she had been hit by a bullet. She found her on the floor bleeding profusely and crying with pain. She said she had been hit on the left shoulder

She was taken to Cecilia Makiwane Hospital. Her condition was said to be satisfactory last night — DDR

Ciskei provision not gazetted

EAST LONDON — One of the prohibitions announced by the Ciskei Minister of Justice when the state of emergency in Mdantsane was declared last Wednesday has not been gazetted

This is a part that states "Not more than four people should walk together in the street"

In the extra-ordinary Government Gazette issued last Friday, the section that covers other elements announced with this part, reads "No person shall hold or participate in any meeting, gathering or assembly whether indoors or outdoors within the Township of Mdantsane, at which more than four persons are present at any one time, unless such person has been duly authorised thereto in writing by the officer in charge of the Mdantsane Police Station"

The significance of the omission in the gazette is that this particular section was seen as being aimed at commuters walking to railway stations

An attorney asked about the provision at the weekend said it was clear from the gazette that the initial provision had been dropped

He added it did not make much sense anyway

A meeting, gathering or assembly could hardly be formed by people walking in the same direction at the same time if they did not actually meet, gather or assemble for a specific purpose, he said — DDR

TV team threatened

EAST LONDON — A TV2 crew of two men was chased away by vigilantes at the Highway bus terminal here on Thursday night

A member of the crew, Mr Brian Melane, said they were at the terminal at about 7 pm when some vigilantes shouted at them not to take pictures and threatened to beat them up — DDR



Miss Constance Mzantsi points at the broken window panes through which she claims a bullet passed, hitting Miss Lindiswa Ngwenya.

Vigilantes assault commuters

D. Dispatch 8/8/83



MR MABULU... pulled out of his taxi and beaten up

MDANTSANE — Assaults on commuters by vigilantes working quite openly continued here at the weekend but the focus moved from the railway stations to the Qumza Highway and the main bus terminal

Scores of vigilantes combed the Highway bus terminal and the section between it and Zones 7, 8, 9 and 10

Commuters were pulled out of cars and beaten up and in some instances taxi drivers and private vehicle owners were attacked

One taxi-driver, Mr Khabalinjani Mabulu, of Zone 9, said he had driven to the Highway terminal to drop a passenger when he was attacked by vigilantes

"As the passenger was about to pay his fare, five men — four carrying sticks and one armed with a sword — asked why I was loading passengers," Mr Mabulu said

Before he could answer one of the men pulled him out of his taxi

"As I explained, I was

licensed to carry passengers, while trying to reach out for my licence, I was assaulted with sticks"

He managed to lean against his vehicle to show up his licence but his attackers did not notice

"Some people were screaming when I was being beaten up," Mr Mabulu said

It was learnt later some women — especially hawkers in stalls at the main terminal — have been encouraging vigilantes

Miss J Mavi, who was attacked last week, said the women were saying the business had been bad since the boycott started because fewer people were going through the terminal

Mr Mabulu said the men who attacked him had alighted from a combi with a GCJ registration number

He said that before police took a statement from him when he went to report the assault, they asked him many questions, one being

why he operated a taxi when taximen had been asked not to operate during the bus boycott.

Several assaults were reported again yesterday

A police reservist, Mr Vernon "Mamo" Ngani, called a Daily Dispatch reporter to show him four men who had been assaulted by vigilantes when they were walking near the main terminal

When he was told the vigilantes had been working with the police, he said the police were not aware the assaults were still continuing — DDR

Death toll still 5

EAST LONDON — The number of people killed in the Mdantsane unrest is still five, despite reports to the contrary in other newspapers and on radio

The figure of five has been given by both the police and hospital authorities

Exhaustive checks made by a Daily Dis-

patch reporter, including calls at undertakers', still indicated firmly that only five people had been killed

This figure was again confirmed by the Ciskei Police Public relations officer, Major G A Ngaki — DDR

Editorial opinion, P8, See also P9

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2 dead, 350 held in Ciskei boycott unne

Own Correspondents

EAST LONDON — Two more Mdantsane residents have been shot dead by Ciskeian police and about 350 people detained for allegedly contravening state of emergency curfew regulations, while the school boycott is gaining momentum in the troubled township

A Daily Dispatch reporter, Mr Lesley Xinwa, and a Transkei diplomat, Mr Robert Ncokezi, are among those in detention. The shooting victims were Mr Sisa Faku, 16, and Mr Michael Mbila, 27, bringing the death toll to seven. According to Ciskei's police liaison officer,

Major G Ngaki, they were shot in separate stoning incidents at the weekend.

Major Ngaki also confirmed three arson cases, belonging to members of the ruling Ciskei National Independence Party, had been doused with petrol and set alight causing

damage estimated at R900, he said.

Mdantsane's chief magistrate, Mr K Muggleston said "a certain number" of those detained had appeared in court yesterday. "It is quite possible their cases will be postponed and I doubt any will be fully heard today. I don't know how many

people are involved," he said.

The head of Ciskei National Intelligence, Colonel Z Makuzeni, said Transkei's Vice Consul in East London, Mr Robert Nkozi, was detained on Friday under section 26, Act 13 of 1982.

Mr Ncokezi had gone to Cecilia Makiwane Hospital to check whether any Transkeians had been injured or killed in the unrest.

His car, with a diplomatic corps registration was still in the Cecilia Makiwane parking lot yesterday.

Ciskeian police otherwise kept a low profile in the township yesterday. A fleet of manned army vehicles were parked near Mount Ruth station but left for Zwelitsha at about 7am.

Train commuters travelling to work yesterday were not harassed. South African Railway police were still on duty at the station.

● Pupils at Wonga-lethu Senior School in Mdantsane probably will miss exams because they have boycotted since Thursday. Director General Education, Mr G. A. Groenewald, said the school has an enrolment of over 1 000, but closed yesterday.

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dead, 350 held in Ciskei boycott unrest

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South African Railway
police were still on duty
at the station

● Pupils at Wonga-
lethu Senior Secondary
School in Mdantsane
probably will be barred
from writing year-end
exams because they
have boycotted classes
since Thursday

Ciskei's
Director General of
Education, Mr D Tom,
said the school, which
has an enrolment of
over 1 000, had been
closed yesterday

Tuesday, August 9, 1983

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200 in court on curfew charges

EAST LONDON — More than 200 people appeared in the Mdantsane Magistrate's Court yesterday charged with breaking Ciskei's emergency regulations.

Their cases were postponed for two weeks and bail of R400 was granted in each case.

Most of the detained were unable to get the R400 cash each demanded by the courts in time. Police were moving them to the Mdantsane prison last night.

A group of attorneys representing those arrested will apply for a reduction of bail today.

Among those arrested was a Daily Dispatch reporter, Mr Leslie Xinwa, who left his home early yesterday morning to make investigations on behalf of the newspaper.

Mr Xinwa went to check on the conditions facing many commuters

who have to leave their homes as early as 4 00 am to catch trains to get them to their places of employment in East London.

Mr Xinwa has been in the habit of making these checks every morning ever since the bus boycott came into operation as part of his editorial responsibilities.

The emergency regulations came into effect last week when a state of emergency in Mdantsane was proclaimed by Ciskei's President Lennox Sebe.

The regulations stipulate that no person is allowed in a public place in Mdantsane between 10 30 pm and 4 00 am unless he has written authority from the

Mdantsane police station commander.

Meetings of more than four people are banned, as is the sale of petroleum products between 5 30 pm and 7 00 am.

Business activities are banned between 6 00 pm and 7 00 am, but the holders of hotel licences are exempted.

The proclamation provides for a maximum

fine of R2 000 or two years' imprisonment, or both.

Efforts to pay bail for the release of Mr Xinwa were unsuccessful yesterday.

An attorney, Mr Peter Mopp, said Mr Xinwa's case was postponed for two weeks and he was granted bail of R400 at 4 50 pm yesterday.

Arrangements were made to deliver the bail money to Mr Mopp, who said he found it impossible to obtain Mr Xinwa's release as the court and prison departments which handle bail had already closed.

Mr Mopp said he had been told at the prison that he would have to return at 7 00 am today.

He said he had offered earlier to stand surety for Mr Xinwa's bail, but this had been refused at the magistrate's court —
DDR

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Methodists urge peace

EAST LONDON — The Methodist Church of Southern Africa has a significant number of members and adherents in Mdantsane, and a vital pastoral concern for all its people, the Reverend Paul Welsh, chairman of the Queenstown District of the Methodist Church, said yesterday

"We deplore the violence and loss of life that has taken place over the

last few weeks," Mr Welsh said "We deplore the violence of the intimidators on both sides — the vigilantes and throwers of stones and petrol bombs"

He said the issue was that most people wished to get to work particularly in this time of unemployment and economic recession He therefore urged that the way to peace was through consultation and negotia-

tion
"We ask that the authorities meet with community leaders who can speak on behalf of the people," Mr Welsh said

He asked employers to be patient with employees who were experiencing difficulty in getting to work in time, and for them to use their influence to urge both the authorities and the people to seek negotiated solutions — DDR

Taxi operator obtains interim order

ZWELITSHA — Another interim court order prohibiting members of the Ciskei Police and the Ciskei Army from assaulting, molesting, harassing, intimidating or unlawfully interfering with an Mdantsane resident has been granted

A taxi operator, Mr Khabalinjani Mabulu, yesterday brought an urgent application for an order against the police, army and a police reservist, Mr Vernon "Mama" Ngani

The order also orders the police to restrain members of the public from unlawfully assaulting, molesting, harassing, intimidating or wrongfully interfering with others while in the presence of the police

The case was postponed to August 26 for the parties to file opposing and replying affidavits

The respondents are the Minister of Justice, the Deputy Minister of Defence, the Commissioner of Police and Mr Ngani

The application and accompanying papers were lodged by Mr M T K Moerane, instructed by Magqabi, Siwisa and Partners of Mdantsane Mr Mabulu of Zone 9,

Mdantsane, claimed in papers before court that he was a licensed taxi operator driving a taxi between Mdantsane and East London

He said that on Saturday he was confronted by a group of five men who alighted from a kombi wearing long coats, brown military boots and armed with sticks, one with a sword and sjambok

He said the men confronted him about loading passengers. He protested and said he was operating a licensed taxi, but his protest went unheeded and the men assaulted him

He sustained open wounds on the head and swelling on his right arm. Onlookers screamed and the attackers turned on them. He believed his alleged assailants were vigilantes working hand in hand with the police

Before this incident he had been warned by Mr Ngani not to load passengers

When Mr Ngani saw him with passengers he ordered a policeman to take him to the Mdantsane police station

At the police station his taxi was confiscated and his keys taken. He was told by Mr Ngani at

the police station that his taxi would be kept by the police until his trial unless he paid R100 admission of guilt. He paid it

Later the same day while parking his taxi at the Highway bus terminus he and other operators were ordered by Mr Ngani to leave the area

Last Thursday he was also confronted by the police and army but was allowed to carry the passengers

Mr Mabulu said that unless he received protection from the court he feared for his safety and the security of his livelihood

"If the court grants me the protection I seek, I feel that my physical safety and that of other lawful taxi operators and our livelihood will be much greater since the public in general and the authorities in particular will realise the need to respect the intervention of this honourable court," he said

Last week Chief Justice De Wet granted a similar order brought by six commuters against the Minister of Justice, Deputy Minister of Defence, Warrant Officer Litha Mbi, and a Mr Maduna — DDR

Woman shooting victim identified

MDANTSANE — One of the people shot dead near Egerton last week has been identified by relatives as Miss Julia Nozici Ndaliso, 30, of Zone 8

Her brother, Mr Mshak Ndaliso, said they last saw her alive when she left for Egerton Station to catch a train to work in East London

He said after they

heard that some people had been shot near the station, they searched for her at the hospital and police station. They subsequently found her body at the Cambridge Mortuary on Saturday

Miss Ndaliso is survived by her three children. She will be buried on August 21

Police are investigating — DDR

Bus fare increases not the reason for boycott — claim

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E. Post 10/8/83

By KEITH ROSS

EAST LONDON — The Mdantsane bus boycotters were today accused of "ulterior motives" by the management of the Ciskei Transport Corporation

The managing director of the CTC, Mr Hans Kaiser, said the fare rise was certainly not a prime motive for the boycott. He said bus commuters were "definitely being intimidated"

"We believe the majority want to use the buses but are scared to do so," he said

Mr Kaiser estimated the damage as a result of vandalism and the stoning of buses at R100 000

"In total 199 buses have been stoned and about 900 windows broken," he said

Nine drivers were slightly hurt. He believed the intention was to intimidate them

The service would continue to run and fares would not be lowered

Mr Kaiser said his corporation had been accused of "unilateral fare increases" and this was not true

Stringent procedures had been followed before any fares were increased

Many letters were written to commerce, industry and local authorities and on June 28 100 000 pamphlets were handed out to passengers on all routes

There was no negative feedback from

any source and it was decided to go ahead with the increases from July 13

● In another development the chairman of the Mdantsane Township Council, Mr M A Lubisi, is believed to have been detained by the Ciskei National Intelligence Services

Sapa reports he was taken away for questioning at the weekend

Transkei has blamed South Africa for the boycott unrest

In a strongly-worded statement Transkei's Foreign Minister, Mr Mtutuzeli Lujabe, said blame must be placed solely at the South African Government's doorstep

People could not be expected to work in one country and live in another

"The result is that people are being killed when they attempt to get to their places of employment, among them Transkeians

"The senseless loss of life in Ciskei must be stopped immediately," he said

Mr Lujabe called on the South African Government to obtain the release of Mr Robert Ncokezi, the Transkei Vice-Consul in East London, who was detained by Ciskei Security Police on Friday

He also called on South Africa "to see to it that our representatives accredited to South Africa are not molested in the execution of their duties"

EAST LONDON — The situation in Mdantsane was generally quiet yesterday. The only incidents of unrest reported were the shooting and wounding of a man and throwing of a petrol bomb which did not explode.

The liaison officer of the Ciskei police, Major G. A. Ngaki, said his brother was shot and wounded in the buttocks after a skirmish with police at about 6.45 am.

Mr. Mboneleli Ngaki was a member of a group of people, stopped by police and asked to produce their documents.

A slight skirmish broke out and Mr. Ngaki was shot in the buttocks.

The petrol bomb was thrown through the window of a house in NU2 at about 11.30 on Monday night. The bomb failed to go off and the only damage was a broken window. — DDR

More reports P11.

Curfew: Bailed Plea rejected

D. Dispatch 19/8/83

MDANTSANE — Applications for a reduction in bail were refused when 377 people appeared in four separate courts here yesterday charged with breaking the curfew regulations proclaimed last week.

Police officer's brother wounded

A group of 18 were found not guilty and discharged at the end of the state case. The rest will appear in court again today.

Five men appeared together on a charge of arson. They are Mr. Kulile Sonanzi, 50, Mr. Luvuyo Lujiza, 25, Mr. Lundi Xabanisa, 18, Mr. Moketsha Mofokeng, 55, and Mr. Meketsi Mooi, 21.

They were remanded and bail was fixed at R400.

Four men and two women were charged in three separate trials with public violence. They are Miss Joyce Woko, Miss Virginia Rubushe, Mr. Vuyisile Dyani, Mr. Lungisile Dyani, Mr. Mzimasi Boo and Mr. Tamsanqa Biyana.

Application for the reduction of bail from R400 or release on warning was refused. Only a Daily Dispatch reporter, Mr. Leslie Xinwa, paid his bail and was released.

He is charged with breaking the curfew

regulations.

The application for bail was made on behalf of Mr. Xinwa on Monday afternoon, but he was released just after 2 pm yesterday although the money was paid at the police station at 9 am.

He is to appear in a group of 27.

A team of Mdantsane and East London attorneys who appeared for the accused pleaded for bail to be reduced. But the magistrates refused.

Mr. Peter Mopp said R400 was too high. The accused were hard-working people. If released on warning or after paying a lower bail they would stand trial.

He said they were permanent residents of Mdantsane and were arrested on their way to catch a train to work. They were responsible family people and not tsotsis.

Mr. Mopp said in terms of the Ciskei Constitution Act everyone had the right to liberty, life and security. The constitution stipulated that no

one should be subjected to torture or inhuman or degrading punishment. Everyone had the right to work, to free choice of employment, to just and favourable conditions of work and to protection against unemployment and unjust interference.

The accused were interfered with on their way to work, he said.

Some had not had a meal since Monday and there would be no food in prison by the time they returned from court.

Mr. Xolile Qabaka, another attorney, said some of the accused had also not had the opportunity to wash since their arrest.

Among the accused were married couples who did not know where their children were. Some had been arrested on Sunday, he said.

The applications were turned down.

Police witnesses who have testified so far said they arrested the accused within the curfew hours. — DDR

Station staff late for work

EAST LONDON — It was "open house" for the first 45 minutes of business at Mdantsane and Mount Ruth railway stations yesterday when ticket clerks, barrier attendants and other station staff failed to turn up for work.

As a result, hundreds of early morning commuters had the opportunity of travelling to the city free.

Railway officials said the reason for the staff not turning up for work at 4 am was the fact that they had not yet obtained permits to allow them to break the 10 pm - 4 am curfew.

Staff at Mdantsane and Mount Ruth stations eventually got to work just on 5 am.

About 100 railway maintenance workers who live in a single-quarters compound in Mdantsane also got to work late yesterday morning after being stopped at a Ciskei police road-block and told to return to the compound.

The convoy of trucks which was transporting maintenance workers to a section of rail line near Mdantsane was stopped at a road-block at about 6.45 am.

The Ciskei police said they wanted to check everyone's pass, and when the railway employees said they did not have them with them they were told to return to the compound.

The trucks returned to the compound and the workers decided to walk to work — arriving nearly 90 minutes late.

Both of these incidents were confirmed by South African railway officials, but the head of the Ciskei Security Police, Col Z. Makuzeni, denied that anyone had been stopped from going to work yesterday.

"Police had routine road-blocks and were merely carrying out their normal duties," he said.

"No-one was deliberately stopped from going to work." — DDR

18 acquitted of breaking curfew

Accused crowd courts

MDANTSANE — Eighteen of the 377 people charged with breaking Mdantsane's emergency regulations curfew were acquitted when they appeared before Mr M Ngoma in the magistrate's court here yesterday

Their discharge followed applications by defending attorneys, Mr P Mopp and Mr B Ntonga at the end of the state case

Mr Ngoma said the state had relied on a single witness — a police warrant officer — who

contradicted himself in many respects, especially time

Mr Ngoma said the witness had done many things at 3 15 am — he had loaded a truck, arrested many people and finally got to the police station at 3 35 am

Even on the question of identification the witness had contradicted himself, he said

The acquitted are Mr Hazel Mbiko, Miss Nokwakha Mnyamana, both of Zone 9, Miss Mabel Dick, of Zone 7, Miss

Christina Mafuya, of Zone 9, Miss Violet Sidzumo, of Zone 4, Mr Johnson Dumiso, of Zone 9, Mr Tembleton Mlaza, of Zone 5, Miss Musa Kumalo, of Zone 9, Miss Softy Myataza, of Zone 4, Mrs Grace Mgcoba, of Zone 11, Miss Sikelwa Bebelele, of Zone 5, Miss Nontle Goda, of Zone 11, Miss Monica Goda, of Zone 11, Mr Samson Kwakweni, of Zone 7, Mr David Vanjana, of Zone 7, Mrs Christina Khumbili, of Zone 7, Mr Elliot Dunge, of Zone 1, and Miss Nowase Ngoyi, of Zone 2. — DDR

MDANTSANE — The magistrates' courts here were swamped with anxious people who had come to see if their relatives, families and friends were among those charged for allegedly breaking the curfew regulations

The four courts in which the cases were heard were packed not only by spectators but by the accused as well

Those accused who could not get accommodation in the dock had to stand or sit in front of the dock.

D. D. M. 10/9/83 Mdantsane council chairman detained?

MDANTSANE — The chairman of the Mdantsane Township Council, Mr M. A. Lubisi, is believed to have been detained by the Ciskei Central Intelligence Services

A relative said two police cars came to Mr Lubisi's home and took him away for questioning. He had not returned home

The head of the CCIS, Colonel Z Makuzeni, was not available for comment

Earlier it was reported a son-in-law of the Ciskei Minister of Manpower Utilisation, Mr Ben Nomoyi, had been detained

This was confirmed by Colonel Makuzeni

An actor, composer and playwright, Mr Nomoyi is married to Chief Lent Maqoma's daughter. He has written three plays for TV 2. He also runs a drycleaning business. — DDR

Restraint urged

EAST LONDON — The Border division of the Trade Union Council of South Africa (Tucsa) has called on the Ciskei Government and security forces to act with restraint in maintaining law and order so that violence does not escalate.

"The Ciskei Government also has a responsibility to meet with the leaders of the community in Mdantsane to establish what needs to be done to bring the violence to an end," a statement issued by the secretary, Mr H Wierzbowski, said — DDR

R3m subsidy for roads to Soweto

By CHRIS FREIMOND
Political Correspondent

A R3-MILLION subsidy for the completion of two key projects in Johannesburg's new southern road network has been approved by the Minister of Finance, opening the way for the early easing of the city's major traffic problem — the routes to Soweto

The National Party MP for Turffontein, Mr Andre Fourie, said in Cape Town yesterday that the approval

of the subsidy had followed a meeting earlier this year between himself, the Department of Transport, the Transvaal Roads Department and the Johannesburg City Council, after which representations were made to the Minister of Finance, Mr Owen Horwood

The R3-million is the State's share of the R5-million needed by the city council to complete the Klip River Road and Rifle Range Road projects, which are linked to the Gillview inter-

change project — part of the massive southern bypass development including the Uncle Charlie's interchange

The Gillview interchange and the section of road from Gillview to Ridgeway are the two uncompleted projects in the southern bypass development

The Gillview interchange has been delayed because of a shortage of funds due to State enforced cutbacks on expenditure and the unavailability, up to now, of the

State subsidy

Mr Fourie said he was hopeful that tenders for the completion of the Gillview interchange and the Gillview-Ridgeway Road section would be called for before the end of the year and that the entire southern bypass would be completed 30 months later.

It was now possible that by 1987 the easing of Johannesburg's traffic problems on the southern routes would become a reality, he said

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Courts free 208

MDANTSANE — Seven groups of people totaling 208 were found not guilty and discharged when they appeared in four courts on charges of breaking the curfew regulations proclaimed last week by President Lennox Sebe

Some of the accused, whose cases were not completed, were released in custody when they could not pay R400 bail. Others were released on warning.

A group of 35 was acquitted by Mr F Erasmus, who found that the evidence of a policeman, who said he had borrowed his brother's watch to record the times of arrests and had since returned it, was not credible. The court accepted the explanation of the accused that they were arrested outside the curfew hours.

Fears unrest may deter development

UMTATA — The Ciskei situation would affect the regional development programme in Area D which comprised the Border, Ciskei and Transkei

This was stated here yesterday by the State President, Paramount Chief Kaiser Matanzima, in response to a question

"My government consists of highly educated people. It includes 95 per cent graduates and we all agree that anything adverse on our borders must affect us."

"We fear industrialists will be driven away from the region because of the irresponsible behaviour of some people."

"We in Transkei are going to suffer through these people who have acted so irresponsibly."

The President said the detention of Transkei's deputy vice consul in East London, Mr Robert Ncokezi, was a deliberate attempt to humiliate Transkei.

"It was a matter that could have sparked trouble at any moment. Our Prime Minister and Minister of Foreign Affairs are attending to it."

He confirmed that he had been informed officially that Mr Ncokezi had been released.

Asked about the bus boycott, President Matanzima said "I have been in administration for 23 years. There have been complaints about salaries. That is a matter between the employer and employee."

"It is not for the government to interfere in my own experience, nobody should interfere in trade union matters."

The President said the bus boycott was a matter to be solved between the employers who were the owners — DDR

Transkei leader offers help

UMTATA — Transkei had objected to South Africa about the Ciskei situation because it did not recognise Ciskei, the State President said yesterday.

But Paramount Chief Kaiser Matanzima offered to help South Africa to bring peace to the area.

Asked what the first step would be to bring

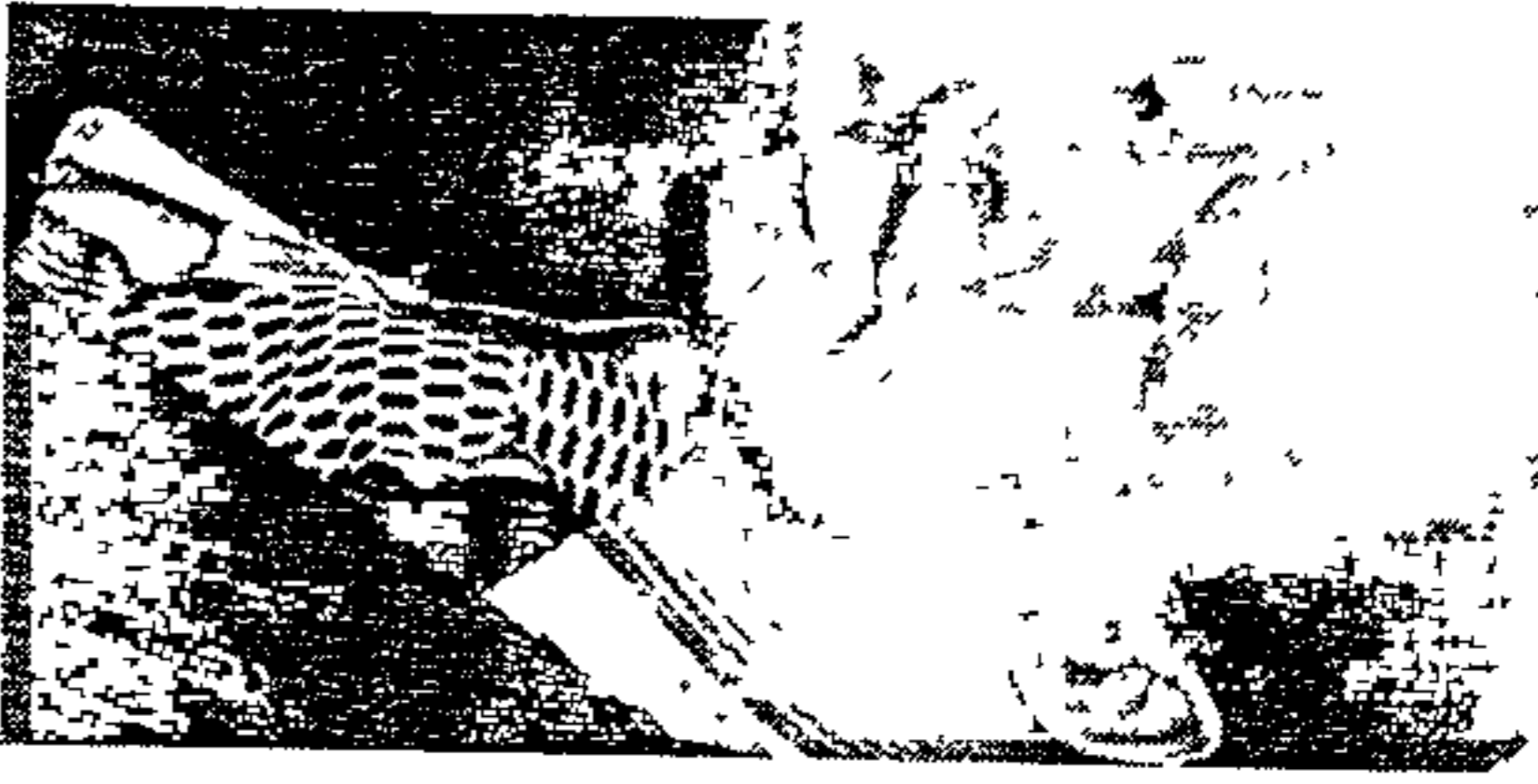
peace to Ciskei, President Matanzima said "We leave that to Almighty God."

"I have advised South Africa on several occasions that I have always made it my duty that relations in Southern Africa should be normalised."

The President reiterated that South Africa was to blame for the situation.

"They divided the Xhosa nations despite our protestations. We foresaw this would happen and warned them."

"We are related by blood and marriage to those people across the river Rarabe, the Paramount Chief who should be ruling in Ciskei, is the brother of Gcaleka. They are both the sons of Paramount Chief Phalo, of the Amaxhosa."



PRESIDENT MATANZIMA... at yesterday's press conference.

Matanzima rules out life term

UMTATA — Life presidency or an active role in politics after his seven-year term ends was ruled out here yesterday by the State President.

Paramount Chief Kaiser Matanzima refused to be drawn on the fact that President Lennox Sebe had been made Life President but reiterated that this would never happen in Transkei.

"We accept the principles of democracy and no individuals can hope to entrench themselves in any position."

"In our constitution a President can be dismissed by Parliament if 21 members sign a petition and complain against him. The matter has to be discussed and, if Parliament decides so, the President can be deposed."

"In any event, that kind of matter should be put to the people in a referendum. The people must know that the government is making this proposition. No government can act without the direction of the people."

Asked about his retirement plans, President Matanzima said "The constitution forces me to retire after seven years. I've been in politics for 23 years. I am the oldest statesman in Africa — with the exception of Dr Hastings Banda — who has served in an executive position for such a long time."

"I am not only senior in age — I am senior in politics and administration."

Asked what he intended doing when his term ended, President Matanzima said "After retirement I will act in terms of the Transkei constitution which says all chiefs must be members of the National Assembly."

"But, as a paramount chief, my representative will take my place and I will not be active in politics."

Replying to a question on what would happen if the cabinet recalled him, the President said "I will tell them Sorry, gentlemen, but I have had my innings" — DDR

Miss Bulelwa Nomjana successfully applied for the discharge of Mr Wilson Duna, after showing the court that a curfew permit had been granted to him.

Bus boycott blamed on agitators

EAST LONDON — Political agitators are believed to be largely responsible for the Mdantsane bus boycott, according to the managing director of the CTC organisation, Mr Hans Kaiser

The head of the transport corporation, which operates 345 buses in the Ciskei and plays a vital role in transporting the bulk of East London's labour force to and from work, said. "I do not have concrete proof of political interference, but feel that there are ulterior motives behind the boycott other than just the increase in fares"

He said at a press conference yesterday that his company had already lost several hundred thousand rands in fare earnings and in damage to vehicles caused by stone throwers

"Agitators have been making use of the recent hike in fares to stir up trouble, but we will continue to operate our services and will not be subjected to outside

pressures," he said

Mr Kaiser explained that the CTC, which is the umbrella body of three bus companies, had gone through the routine channels of applying to the Road Transportation Board for permission to increase fares and had only done so after careful consideration

"Operating costs had gone up enormously from 1979 to 1981 and we were running at a loss," he said

He pointed out that the salary bill of the organisation's 1 315 black employees alone had gone up 87 per cent

"We applied to increase the fares way back in 1981 and were given permission to push them up by 25 per cent

"It was decided, however, to introduce the increase in two hikes — half in September 1982 and the other sometime in 1983," he said

Mr Kaiser said his organisation had notified bodies like the Border Chamber of Indus-

tries, East London Chamber of Commerce, Mdantsane Town Council, Buffalo Flats Coloured Management Committee and Duncan Village Community Council

"We even notified most of the big industrial firms and other major employers in the city as well as having 100 000 pamphlets printed and distributed", he said

Mr Kaiser said that the public accepted the first portion of the increase last September "but trouble started when we introduced the second half of it last month."

"Gompo, which is our service which runs from Mdantsane, has been the only one affected by boycotters and that has had any trouble the other two subsidiaries — Bisho and Hewu Transport — have not been affected", he said

"This makes me think that there are ulterior motives to the whole boycott thing", he added — DDR

Courts free 208

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Some of the accused, whose cases were not completed, were remanded in custody when they could not pay R400 bail Others were released on warning

A group of 35 was acquitted by Mr F Erasmus, who found that the evidence of a policeman, who said he had borrowed his brother's watch to record the times of arrests and had since returned it, was not credible The court accepted the explanation of the accused that they were arrested outside the curfew hours

Mr B Gabada acquitted a group of 92 after an application for a discharge at the end of the state case He said there was insufficient evidence by the state

A group of seven were found not guilty by Mr G M Zamxaka after they claimed they had been arrested at 4 30 am

Miss Bulelwa Nomjana successfully applied for the discharge of Mr Wilson Duna, after showing the court that a curfew permit had been granted to him

In another court 35 people were found not guilty by Mr M Ngoma who said the two state witnesses had contradicted themselves on vital issues

A group of 30, including a Daily Dispatch reporter, Mr Leslie Xinwa, was acquitted by Mr Zamxaka He found that the only police witness called was unsatisfactory and evasive The police told the court he arrested the group at 3 15 am but later said it was between 2 35 and 3 15

Mr Xinwa told the court he was arrested at 4 10 am

Eight people, including a married couple, were acquitted after the state could not lead evidence because a police sergeant who was called to testify was absent. — DDR

Fears deter

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Asked what the first step would be to bring

Shooting victim to be buried

MDANTSANE — One of the five people shot dead by Ciskei police last week here, Mr Vukile Nuku Lawrence Cecane, 28, of Zone 8, will be buried this weekend

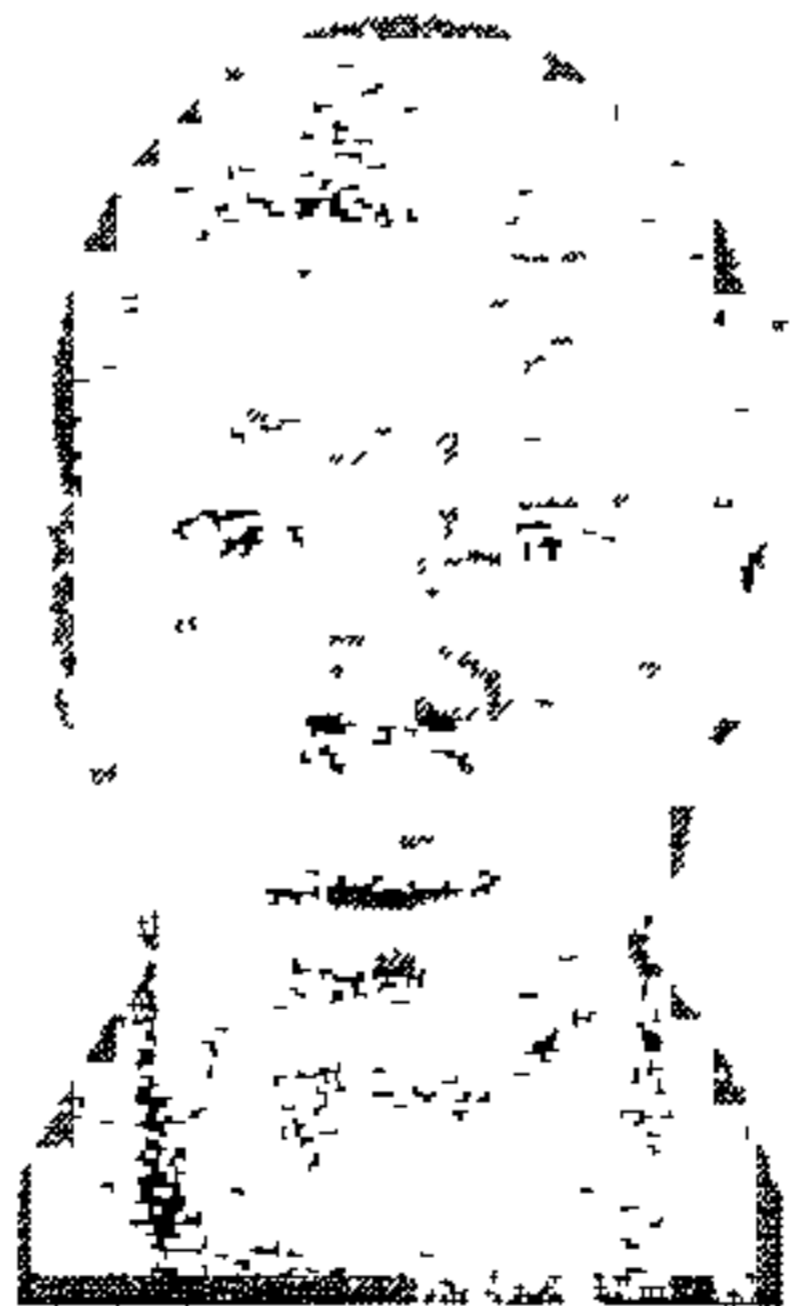
He was educated at Whittlesea, Upper Hukuwa, where he was born He passed standard eight at Freeman-tle and trained as a teacher at Dr W B

Rubusana Training College

Mr Cecane was shot near Egerton station while on his way to work

He is survived by his aunt, three sisters and four brothers

In East London a memorial service for seven people who died during the Mdantsane unrest will be held in Duncan Village tonight — DDR



MR CECANE

118 appear on tax charge

MDANTSANE — A total of 118 people appeared before Mr H M Qambela for failure to pay the Ciskei development tax

The case against six people was withdrawn because they were Transkeians. Charges against a coloured man who had a coloured identity card and a man,

who had proof of payment of the tax were also withdrawn.

The cases of the others were postponed until next week and they were given a chance to pay the tax.

Some claimed they had not paid because they were not employed

and others pleaded health reasons Those who were in arrears because they were not working for health reasons were told to bring exemption certificates.

Mr M M R Jeram and Mr V Mankahla appeared for all of the accused. — DDR

Sats still losing to private carriers

By SIMON WILLSON
Industrial Editor

THE private sector's average share of national passenger transport by road and rail is rising again at the expense of South African Transport Services.

Figures published by the Central Statistical Services in Pretoria show that from January to May this year the private sector's share of road and rail passengers averaged 53% against 35% for Sats.

The balance was accounted for by passengers carried by municipalities.

In May, the latest month for which seasonally adjusted figures are available, the private sector carried 89 329 000 passengers compared with Sats bus and railway passenger total of 57 003 000.

The private sector's market share in May of 53,8% is private hauliers' second-highest proportion of passenger traffic since the end of 1981.

The private sector's highest market share over the past two years was the 55% of passengers it carried in January this year.

This year's January-May average for the private sector was more than a percentage point better than the average for the same period last year when it was 51,9%.

Sats average market share in January-May this year was nearly a percentage

point worse than its 35,9% average share over the first five months of last year.

Statistical confirmation of the continuing slippage in Sats share of national passenger movements in favour of private-sector operators comes at a particularly sensitive time for the State-controlled transport service.

In the past three weeks Sats has been widely criticised by economists, academics and private-sector hauliers for having monopolistic control over large areas of transport.

Speakers at national and international transport conferences have also criticised the Government for what is seen as use of tighter transport legislation to restrict

private-sector operations and defend Sats shrinking customer base in both passenger and freight transport.

Sats share of annual passenger movements by road and rail has declined steadily over the past three years, and the private sector has benefited proportionately from the State-owned service's reduced popularity with passengers.

In 1980 the private sector moved 939 257 000 road and rail passengers (48,9% of the total) against Sats 737 459 000 (38,4%).

In 1981 the private sector's share rose to 49,9% as its passenger total topped a thousand-million for the first time at 1 022-million. The number of road and rail passengers using Sats in 1981 rose to 767 721 000, but its share of the market fell to 37,5%.

Last year the private sector accounted for 51,7% of passengers with a total of 1 084-million against Sats 755 000 000 passengers, — 36% of the market.

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ARGUS 11/8/83

Ciskei frees Transkei consul

Argus Bureau

EAST LONDON — Transkei's Vice Consul here, Mr Robert Ncokazi, has been released from detention in Ciskei after top-level negotiations between Ciskei and South Africa

Mr Ncokazi was held under Ciskei security laws after he had visited

the Cecelia Makiwane Hospital in Mdantsane on Friday last week

He went there to establish whether any Transkei citizens had been injured in connection with an on-going bus boycott here

Ciskei's Department of Foreign Affairs said in a statement yesterday that had Mr Ncokazi, "as a re-

cognised official of an independent State, with full knowledge of channels of communication, approached the relevant authorities, the matter could have taken a different course"

About 70 people are reported to be held under security legislation in Ciskei

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SA blamed for unrest

UMTATA — Transkei's President yesterday accused South Africa of being involved in the "horrifying" situation in Ciskei.

At a presidential palace press conference yesterday, Paramount Chief Kaiser Matanzima said

- The situation in Ciskei was an act of God as retribution for wrongdoers;
- The bus boycott was a matter to be discussed between the commuters and the bus owners and nobody had the right to interfere in trade union

affairs,

- The irresponsible acts in Ciskei would affect industrialisation of the entire region,

- Transkei was watching the situation anxiously and her cards were on the negotiating table for amalgamation,

- The events in Ciskei would not affect the concept of a black federal parliament because no government could ob-

struct the wishes of the people,

- The arrest of Transkei's deputy consul general was a blatant act to humiliate the country

The president asked what type of democracy it was that would turn civilians and police loose to mow down innocent people

Pretoria, he said, was silent on the whole affair and Transkei was suspicious that South

Africa was behind it all

"It is similar to the situation when I was stopped by South African soldiers from attending an ordinary funeral

"I am very bitter about the way they treated me as Head of State That showed they own Ciskei

"The world should know South Africa is involved in this whole mischievous affair" the

President said and reiterated that Transkei would not recognise Ciskei's independence

He said the underlying causes of the trouble would never be known until an impartial investigation was launched

"We are still awaiting information on this affair

"Anybody with a sense of responsibility should ask how it occurred that

a government should let loose civilians and police to assault innocent people trying to get transport to work"

The President said South Africa should be blamed for the whole affair because it had divided the Xhosa nation despite protests from Transkei

The present declaration of a state of emergency should never have been an option

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SA helps negotiate consul's release

EAST LONDON —

Negotiations between Ciskei and South Africa have resulted in the release of Transkei's deputy consul general, Mr Robert Ncokazi, who was detained on Friday when he visited Cecilia Makiwane Hospital in Mdantsane to check on Transkeians

injured in the Ciskei unrest

A statement by Ciskei's Department of Foreign Affairs yesterday afternoon said the decision to release him followed "top-level" negotiations between Ciskei and South Africa

"However, if the said gentleman, as a recognised official of an independent state, with full knowledge of channels of communication, had approached the relevant Ciskei authorities, the matter could have taken a different course," the statement said — DDR

"I do not want to criticise another government but to me as an old man of 68 it is most deplorable for any government to take steps which infringe on the liberty of the people — particularly since government is entrusted with the care of all the people"

It was ridiculous to learn that people had been shot while attempting to board buses "What kind of democracy is that?" President Matanzima asked

Other reports, Pages 2, 11

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Commerce appeals to SA Govt

EAST LONDON — The East London Chamber of Commerce has appealed to the South African Government to intervene in the Ciskei unrest, which is "adversely" affecting commerce in the city.

Mr George Ormond, chairman of the chamber, said "We are moving in on this but it all depends on the South African Government reaction. We have made approaches to the Department of Foreign Affairs to intervene in the situation. We cannot deal directly with the Ciskei."

Mr Ormond said he was hoping for government reaction soon "because then there would be better lines of communication."

Commenting on the arrests in the Ciskei following the alleged breaking of curfew regulations there, Mr Ormond said "We are very upset at the results of the arrests there and the delay in the trials. We are also upset at the high bail."

On Tuesday bail was set at R400 for more than 300 people in custody in Mdantsane awaiting trial after allegedly breaking curfew regula-

tions. Applications to have the bail lowered were refused.

"Workers are important for East London and East London is important for the workers. We have to take the interest of these people to heart," Mr Ormond said. "The unrest was going to have an 'adverse' effect on commerce in East London, he said. Workers were going to receive smaller paychecks because of the shorter hours they had worked since the start of the bus boycott. "This is still going to be felt by East London," he said.

By this I mean forcing the East London City Council's chairman of finance, Mr Donald Card, said the unrest was "debilitating" for the city.

"People who wished to invest here are now going to take a second look at our labour situation. This must be settled as soon as possible."

"The Ciskei must let those who want to use buses to use buses and those who want to use trains to use trains," he said.

Mr Card said the bus boycott "is a general political reaction of Mdantsane against the system."

By this I mean forcing people to become part of a homeland they do not recognise," he said.

Mr Card said he was a Xhosa speaker. "These chaps have been asking me to come and help them," he said.

Duncan Village, because it was not part of the Ciskei, "has saved East London's bacon," said Mr Card.

"Thank goodness for Duncan Village. A lot of people have been staying there overnight and then coming to work." Absenteeism because of the bus boycott has caused a slump in

productivity at some East London businesses.

"It's affected productivity because of the levels of late coming," Mr Ron Bartlett, a West Bank factory manager, said.

"Also 15 of our people were arrested for breaking the curfew. We work a 24-hour shift here so the curfew affects us."

Mr Terry Kemp, financial controller for a fruit canning factory at the West Bank, said "The bus strike has made people come to work late. We are having to work later to make up for it."

—DDR

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20 convicted in Mdantsane

MDANTSANE — Three groups totalling 20 people were found guilty in three courts for contravening the curfew regulations and eight groups totalling 123 were found not guilty of the same charge

Two of those found guilty were each sentenced to 90 days each or a fine of R45. Another two were sentenced to R100 or 50 days

A group of 16 were found guilty and fined R100 or 50 days and a further three months suspended for three years. The R100 fine was deferred until Monday

The eight groups of 29,

four, 25, eight, 21, one, and 38 were acquitted in various courts

Mr Peter Mopp, for two of those convicted, noted an appeal on the grounds that the first police witness was not reliable and had contradicted himself. The second witness did not identify the accused

Mr Mopp said there was no onus on the accused to prove their innocence. Their versions were reasonably possibly true. He applied for bail

Bail was fixed at R50 each pending the outcome of the appeal. —
DDR

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Anatomy of turmoil in the Ciskei

EAST LONDON — The week has so far been a relatively quiet one in Ciskei — a noteworthy fact, given the almost daily news reports of violence, unrest and political intrigue there during the past four weeks

The turmoil — especially the removal from power of the once-formidable General Charles Sebe, and the

spate of shooting-deaths brought on by the boycott of Ciskeian Transport Corporation (CTC) bus services — has attracted international attention to Ciskei

Within South Africa itself, meantime, serious questions are undoubtedly being asked about the stability of the fledgling republic, two years old this December. Whether Ciskei is simply going through "growing pains", or is on the other hand betraying basic structural weaknesses, remains to be seen

The first hint of the present troubles came on July 15, when unknown gunmen fired on the home of the Ciskeian foreign minister, Mr B N Pityi. That same day, President Lennox Sebe rushed home to Ciskei, cutting short by a week a visit to Israel. Within a week's time, the president's strong-man brother Charles was out of power and in jail, along with more than a dozen other apparently detained for political reasons. Rumours were rife that Gen Sebe had

been plotting to overthrow his brother's government. But on the day of the general's detention — July 19 — the Ciskeian vice-president, the Rev W M Xaba, said that to his knowledge, "no coup was planned"

In the midst of this political shakeup another potentially explosive drama was unfolding. On July 13, the CTC bus company introduced bus fare increases averaging about 10 per cent, affecting the thousands of Ciskeian workers who commute daily to their jobs in East London. Two days before, a mass meeting of students and workers had resolved to reject the new fares, saying they could not afford them

On July 18, Ciskeians began boycotting the buses. From the boycotters' point of view, the boycott was and continues to be successful: the buses are practically empty

From the CTC's point of view, the boycott has been disastrous. The managing director, Mr Hans Kaiser, has acknowledged that the boycott has cost the CTC "several hundred thousand rands", both in lost passenger revenue and in damage to the almost 200 buses stoned by angry boycotters. But Mr Kaiser still maintains that the new bus fares will stick.

From a human point of view, the bus boycott has been tragic. It has engendered deep ill-feeling, and, tragically, mass violence. When Ciskeian police shot and killed five people in Mdantsane on August 4, the gun-shots were heard around the world, having been reported in the international press

By latest count, seven people are dead and dozens injured in "boycott-related incidents". Meantime the state-of-emergency curfew in Mdantsane remains in effect and hundreds of people have

been arrested on curfew violations

The Ciskeian government, for reasons that have yet to be fully explained, appears to have taken a stand firmly opposed to the boycott. The justice minister, Mr D M Takane has been reported as saying that the "government would not tolerate the disruption of the daily pursuits of individuals"

This policy has led to drastic, and perhaps sometimes unintentional consequences

And there have been numerous reports of boycotters being bullied and assaulted by policemen or unofficial "vigilantes" who forcibly turn them away from train stations or remove them from private cars and taxis, and order them to use the buses

Mr Takane has been reported claiming that "there were elements engaged" in preventing commuters from using buses and he has pledged to eradicate "intimidation" by people attempting to enforce the boycott.

Statements by other government officials have indicated a belief that the South African Allied Workers Union (Saawu) was the main moving force behind the boycott. At least five Saawu officials or members have been detained since the boycott began, and reports indicate that the number may be higher

Saawu's president, Mr Thozamile Gqweta, has said that the boycott was a "community" effort, and that it had not been organised by Saawu

Caught in the middle of the claims, counter-claims, and above all the violence, are the mass of Ciskeian commuters who must somehow get to work every day. On the one hand they are committed either through

personal conviction or one can easily imagine — intense peer pressure — to boycotting the buses. And indeed one can ignore reports of physical intimidation, boycott "enforcers", of hundreds of stoning incidents that can cause injury to bus passengers as well as damage to buses

On the other hand, reports have made it clear that commuters on trains, taxis or private cars have been injured, bullied or threatened by Ciskeian police and soldiers, or by unofficial "vigilantes"

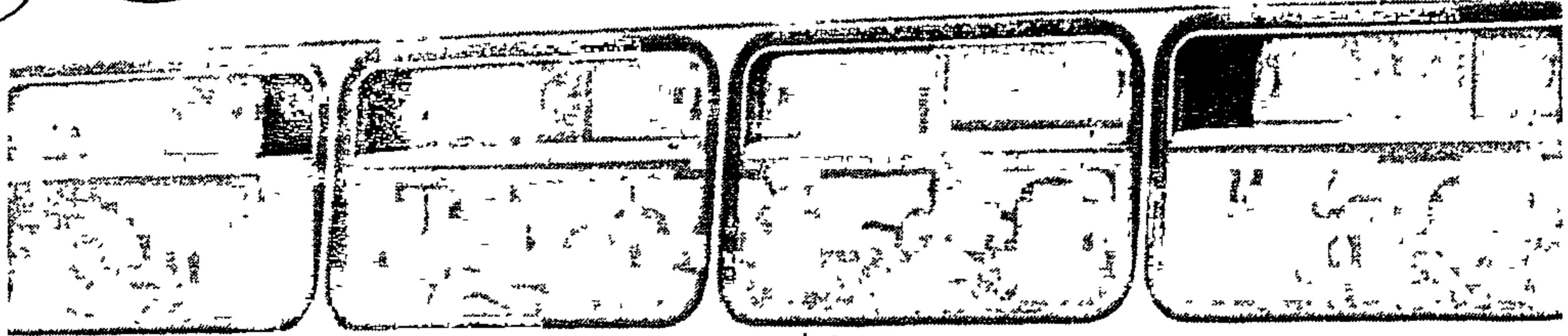
Current indications are that most commuters are getting to be bewildered by the consuming identity checks at government roadblocks — are arriving late. Hourly workers are losing their pay-packets, local industry shows signs of decreased productivity

As for the other side of Ciskei's winter violence — the Gen Sebe affair — it, like the bus situation, remains unresolved

The general remains in jail awaiting trial in the State, in evidence presented before the Ciskeian Supreme Court has said it does not expect the general's involvement in a planned coup d'etat. But the State maintains he has been detained under sections of the National Security Act that prohibit "terrorism, subversion and plotting to throw the State". A tailed explanation of the general's detention. Gen Sebe's wife stated in court that "family feud" his imprisonment legal appeal by the supreme court have her husband was dismissed

A number of other Ciskeian notables are being held in the National Security Act — among them Sebe's son, Khari, Vice President, son Mbulelo, former top aide of Gen Sebe, Maj Gen T Minnaar, DDF

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The following is a chronological overview of the recent disturbances in Ciskei

JUNE 20 CTC managing director Hans Kaiser says bus fare increases averaging 10 per cent will be introduced "in the near future" He says CTC can't afford to extend or expand service at present fare levels

JULY 11 Mass meeting of Mdantsane and Duncan Village residents rejects the bus fare increases

JULY 13 Bus fare increases go into effect

JULY 15 Unknown gunmen fire on the home of Ciskei foreign minister Pityi President Sebe returns home from Israel, eight days ahead of schedule

JULY 17 Rally at Zwelitsha told that Saawu has called for boycott of CTC buses President Sebe and other leading politicians urge Ciskeians not to boycott

● President Sebe removes General Sebe as head of state security The general loses many of his wide-ranging powers

JULY 18 Bus boycott begins "More than a thousand" extra passengers reported commuting from Mdantsane by train Ten CTC buses stoned in East London

● Mbulelo Xaba, son of the vice president, is detained

JULY 19 Bus use down by estimated 80 per cent. More buses stoned Police patrol bus routes.

● Gen Sebe, Maj-Gen Minnaar are detained under National Security Act Vice-president Xaba denies rumours of coup attempt

JULY 20 Two people dead and 25 injured in explosion on CTC bus in Mdantsane Explosion believed accidental CTC bus crashes after driver knocked unconscious by stone thrown through windscreen

● Three Sebe cousins detained, among them Gen Sebe's son Khambashe Fourteen people have been detained in the past week.

JULY 21 CTC reports buses running half full Says 49 buses stoned since July '18 Man reported seriously injured after stone thrown at bus he is riding in Saawu says it did not organise the bus boycott

JULY 22 Ciskei police accused of sjambokking bus boycotters

● Ciskei State says in Supreme Court there are no indications of involvement of Gen Sebe in attempted coup d'etat, but says Sebe and others were arrested in terms of the National Security Act which refer to "terrorism, subversion and plotting to overthrow the State" Mrs Charles Sebe says in court that an "unfortunate family feud" led to her husband and son's detention, and says she believes their lives are in danger

JULY 24 Five people reported in hospital with bullet wounds following alleged shooting at Fort Jackson train station Unconfirmed reports of train passengers assaulted by Ciskei police at Mt Ruth train station on July 22

JULY 27 Supreme Court dismisses application for release of Gen Sebe and seven other detainees Mr Justice Pickard says State's arrest of

Sebe and others was based on a reasonable belief that they had committed or intended to commit National Security Act offences

JULY 28 CTC reports buses running less than half full

JULY 29 CTC says bus fares will not be reduced to end boycott

AUG 1 Ciskei police reported holding vehicles at Mdantsane following checks on motorists suspected of transporting commuters Ciskei government vows to "eradicate intimidation" in bus boycott Says "elements" are engaged in preventing commuters from using buses Three members of Transport and Allied Workers Union detained by Ciskei police in connection with bus boycott

AUG 2 Hundreds of commuters stopped at government roadblocks in Mdantsane Commuters sent to bus stops or pulled out of their cars Some say they are assaulted by Ciskeian officers Trade union leaders say boycotters having "terrible problems" getting to work in East London Six people detained by Ciskei police in connection with boycott

AUG 3 Child dies when petrol bomb thrown into living quarters of CNIP official Mr Robert Ndlovu Ndlovu was at bus terminal urging people to use buses when bomb was thrown State of emergency declared in Ciskei Curfew imposed Several people attacked at Mt Ruth train station by men from a Ciskei army truck Men reported ordering people to board buses.

AUG 3 or 4 Five people shot dead and dozens injured by Ciskei police Police say they were defending themselves from attack by a "rowdy crowd" at Egerton and Mt Ruth train stations

AUG 4 Ciskei armed forces raid homes of Saawu members Arrests made

AUG 5 CTC reports 42 buses damaged and five drivers injured by stone-throwers during past 48 hours Ciskei police detain 21 people

AUG 7 "Vigilantes" reported assaulting commuters, taxi drivers, private vehicle owners

AUG 8 Two people dead in Mdantsane following police gunfire in

reported "bus boycott violence" More than 200 people appear in Mdantsane court charged with breaking curfew

AUG 9 377 people appear in Mdantsane court charged with breaking curfew Application for reduction of R400 bail refused — DDR

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Boycott unrest affects schools

D. Disputes 12/1/83

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EAST LONDON — The bus boycott unrest in Ciskei, which has already resulted in eight deaths and an estimated 1 000 arrests, has seemingly spread to the educational structure of the country with arsonists attempting to burn down another two schools

According to Ciskei police about R4 000 damage was caused when arsonists set fire to the Shwele Shwele Higher Primary School building at Chalumna and "several hundred" rands damage to the Mfundo Higher Primary School in Mdantsane

The liaison officer of the Ciskei police, Major Avery Ngaki, said a prefabricated building in Mdantsane was also damaged by fire early yesterday morning "but we think this was purely an accident"

Major Ngaki said police were investigating the fires at the two schools, but have not yet

made any arrests

The fires at the Mfundo Higher Primary School and Shwele Shwele High Primary School follow a fire which gutted the library of the Zwelandile Junior Secondary School at Chalumna last week

Several classrooms were also damaged in this blaze

Arsonists also tried to burn down two houses in Mdantsane at the weekend — both being the homes of prominent members of the ruling CNIP political party

The Ciskei Minister of Education, Mr A M Tapa, closed the Wongalethu Senior Secondary School on Tuesday following a mass walk-out by students

The 1 100 pupils at the school staged their walk-out last week allegedly in "sympathy" with parents caught up in the bus boycott

The bus boycott

started four weeks ago when the CTC organisation introduced increases in fares which had been approved by the Road Transportation Board nearly two years ago

Groups of stone-throwers have damaged more than 60 vehicles since then and caused damages running into "thousands of rands"

Seven people have been shot and killed by police in various demonstrations and other gatherings over the past few weeks and an estimated 1 000 people have been arrested on charges which include contravening emergency regulations that were introduced last week, not paying the Ciskei development tax and also for breaking internal security laws

A young schoolgirl was burnt to death as a result of a petrol bomb thrown into her parents' home — DDR

(269) RW 14
12/8/87

Request for all-race bus service to be considered

By JEANETTE MINNIE
Municipal Correspondent

AN APPLICATION to integrate fully the Randburg bus service may be approved by the Management Committee of the Johannesburg City Council at a special meeting today.

The committee will interrupt its ordinary routine of weekly Monday meetings to consider the application by the Progressive Federal Party-controlled Randburg Management Committee.

Informed sources believe the Johannesburg Management Committee may approve the application for Randburg buses which do not travel into the Johannesburg municipal area.

One of Randburg's most important service routes, however, is that to the Johannesburg central business district, and this could become a point of conflict between the two councils.

Johannesburg provides Randburg with a bus service on an agency basis and the application is to be considered by the management committee, and not by Johannesburg's transportation committee, because a policy decision will be required on the issue.

Bus services provided by the Johannesburg City Council are partly integrated with whites, coloureds, and Asians allowed to

share the same service.

But the ruling National Party-Independent Ratepayers' Association coalition in the city council has until now been steadfast in its refusal to allow blacks on to the "white" service despite numerous calls for a fully integrated service from the PFP opposition.

Yesterday the chairman of the Randburg Management Committee, Mr Bill Sewell, would not comment on the issue apart from confirming an application had been made.

The chairman of the Johannesburg Transportation Committee, Mr Dame van Zyl, who is also a member of the management committee, said he was not happy the issue had cropped up in the Press.

He said, however, he did not believe the application should be dismissed summarily.

"The matter has to be judged according to its merits. I am sure that the Randburg Management Committee has good reasons for making this application," Mr Van Zyl said yesterday.

But the leader of the NP opposition in the Randburg council, Mr Olaus van Zyl, was sharply critical of the Randburg Management Committee's handling of the affair and said neither the council nor the ratepayers had been informed of the committee's intention to make the application.

Police chief surprised at checks

MDANTSANE — Ciskei's Commissioner of Police, Brigadier Lulana Madolo, yesterday expressed surprise when told that Ciskei police have been checking workers' political and home ownership documentation

Ciskei police were yesterday seen to be checking Ciskei National Independence Party cards, rent receipts, house-ownership papers and voter registration stamps in identity documents yesterday

And at the Highway bus terminal workers were still being driven to buses at gunpoint

Many boarded only to get off outside Mdantsane to use trains and other means of transport

He denied police involvement in such matters, adding that he could not believe police were involved in this behaviour

Asked about yesterday's police actions, Brigadier Madolo, said the checks on political and residential papers were not being done on his instructions

By 4.50 am police had mounted a checkpoint on the road to Mount Ruth but it was found out later that the main checkpoint was near a garage below the police station

There commuters formed a long queue and a man in a vehicle with a GCF registration number took his time perusing identity documents

Police were stopping the people at a road-block and manning the queue

Two women said they were abused by a policeman when he alleged they were not keeping to the queue. They named the policeman

At the railway stations passengers continued to use footpaths to get to various points to board trains

Between Mount Ruth and Mdantsane station, commuters were seen waving to a train and it stopped and picked them up before moving to Mdantsane

By 9.15 am the road-blocks had been discontinued

Efforts to contact the Ciskei police liaison officer, Major G A Ngaki, in connection with the checks were unsuccessful yesterday

DDR

Pik Botha in calm in Ciskei

CAPE TOWN — The South African Government yesterday broke its silence on the recent upheaval in Ciskei with the Minister of Foreign Affairs, Mr Pik Botha, stressing the need for a return to calm there.

CTC fares won't alter

EAST LONDON — The CTC bus company will not reduce its fares in spite of the savings it expects to make as a result of the drop in fuel costs

This was made clear yesterday by the managing director of the organisation, Mr Hans Kaiser, who said the reduction in fuel prices will only probably allow CTC to "offset to a very small extent, the hundreds of thousands of rands we have lost in earnings and damages to vehicles during the bus boycott"

Mr Kaiser, whose organisation has had nearly 100 of its 350 odd vehicles damaged by stone-throwers during the past two weeks, said "If it had not been for the boycott we may have been able to consider an immediate reduction of fares."

"Now, due to the vast damage suffered it cannot be done"

Mr Kaiser said that he did, however, see the effect of the reduction in fuel prices as a medium to long-term benefit for commuters

Mr Botha, in a statement, said it "certainly is not the time" for emotive and acrimonious exchanges of statements

He was approached for comment on Transkei attacks on the government following the detention in Ciskei of a Transkeian Vice-Consul and the death of and injury to two other Transkeian citizens as a result of Ciskei police action in the bus boycott confrontation

President Kaiser Matanzima of Transkei, at a press conference in Umtata on Wednesday, blamed South Africa for

From **RONEL SCHEFFER**

the unrest in Ciskei and said it was an indirect result of South Africa dividing the Xhosa nation and granting Ciskei independence against the protests of Transkei.

The official opposition's spokesman on labour affairs, Dr Alex Boraine, has called on the government to restore calm in Ciskei and organised commerce and industry in East London have directed similar appeals to the Department of Foreign Affairs

Mr Botha, in his statement yesterday, said South Africa had no desire to interfere in the internal affairs of either Transkei or Ciskei

"This is a sensitive and complicated problem," he said.

However, there were certain situations which required mediation and to the extent that South Africa was requested by the governments concerned it would "naturally" be willing to assist as it has done in the past

"What we all need now is less tension and a return to calm

"This is certainly not the time for emotive and acrimonious exchanges of statements," Mr Botha said

"You may find that future fare increases are lower or less frequent or a combination of both," he said

Mr Kaiser said the fuel price cuts would bring about a small saving in CTC's operating costs "but even before the boycott we only expected to break even at the end of the current financial year". — DDR

Anatomy of turmoil, P14
Fuel price reaction, P17.

Dr Botha

12/8/83

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Ciskei lowers fuel prices

D. Disputed
12/8/83

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~~12/8/83~~

ZWELITSHA — The Ciskei Government has announced fuel price reductions — in respect of petrol, diesel, paraffin, and power paraffin — with effect from September 1

In a statement yesterday, the controller of petroleum products in the industries and commerce branch of the Ciskei Department of Finance and Economic Development, Mr J Jooste, said the retail price of petrol at Ciskei pumps would be reduced by 4c a litre for 93 octane, and by 3,4c for 98 octane

The direct sale price of diesel to "non-road users," such as agricultural, forestry and industrial consumers, will drop by 4,4c a litre, while the diesel retail price will be reduced by 3,3c a litre

The wholesale price charged to road users will drop by 3,1c a litre

Mr Jooste also announced a 3c and a 5c reduction in the cost per litre of power paraffin and paraffin respectively

He said any inquiries regarding the reduced prices for fuel could be directed to his department at the government offices here — DDR

Editorial opinion, P16.

DPSC meeting in EL postponed

JOHANNESBURG — The Detainees' Parents' Support Committee (DPSC) has postponed a national conference due to have been held in East London because of the detention of a number of participants, including a key speaker

Mr Archie Siwisa, an East London attorney who was detained by the Ciskei police earlier this week, was to be a key speaker at the conference

The conference was due to be held this weekend. It will now be held in early September in East London

A DPSC spokesman said a number of others who were going to attend had also been detained

The Mdantsane bus boycott would also have made it difficult for most of the local participants to attend the conference, the spokesman said — DDC

178 more charged

MDANTSANE — One-hundred and seventy-eight people appeared briefly in the regional court held at the Mdantsane prison on charges of public violence

The case was postponed to August 18 and bail was fixed at R100 each

The case was held in prison because of delays in transporting people from prison to the courts due to a shortage of transport — DDR

D. Dispatch

12/8/83

D. Dispatcher
13/8/82

(Handwritten marks and signatures)

Stop the coercion

A dominant issue in the unhappy and increasingly bitter Mdantsane bus boycott over the higher fares imposed on July 13 is that of coercion on both sides

The boycott, which began five days after the increased fares came into effect, was undoubtedly efficiently organised, though no group has come forward either to take the credit or blame, even if some will acknowledge support for it. This boycott was reinforced with threat to property and life, and in some cases there was violent retaliation against people who had used buses, or were supporting authority

The government response, through its police, has been one of repeated attempts to get people out of trains, taxis and private cars and on to buses by varying methods running the gamut from direct force to subtle ploys involving technical offences. It has not worked

People who may privately have wished to continue using buses but feared nefarious reprisal have in many cases swung to the side of boycott as much from objection to the official methods used as a feeling of group unity

It is deadlock. CTC has refused to relent on the higher fares, despite a possible avenue of reasonable compromise in the considerable

reduction in the price of fuel, and there could be establishment worry at seeming to bow to a grassroot protest that could have serious socio-economic, political implications leading to more upheavals

Workers still reach their place of employment — though with some effect on this area's productivity — apparently rigid in their rejection of the use of buses

We come back to a suggestion made before the bus boycott worsened, with unfortunate deaths and injuries that there should be freedom by the worker himself to choose his method of travel, without force from either side in this political conflict. Is it too much to ask that this natural law should apply, with the argument that the worker cannot afford this extra drain upon his finances negated by the almost universal employer readiness to remedy the cash deficiency?

We have already had too much tragedy, too much suffering. The medium to long-term effects of the unrest in an area that has considerable unemployment and poverty and which badly needs development and investment will be of a negative nature

The boycott should be called off. The employees of the state should stop trying to force people on to buses. No individual should be a political football. Let it be by free, personal choice

Ciskei petrol bomb attack

ZWELITSHA — A petrol bomb was thrown at the house of Mr Julius Makom, of 2707, Zone 7, Mdantsane, on Thursday night, the police liaison officer for Ciskei, Major G A Ngaki, said yesterday

Curtains were burnt but nobody was injured

Police were investigating and no arrests had been made

Major Ngaki said seven people had been arrested for failure to pay the development tax and one person for breaking the curfew regulations

In Mdanstane, Mr Christopher Nzabela claimed he was beaten while attempting to catch a train to work yesterday

Mr Nzabela said he was stopped on his way to Fort Jackson station by two policemen. They grabbed the front of his shirt and beat him

According to Mr Nzabela, the policemen demanded to know why he wasn't catching the bus to work. He said he tried to explain that he was employed by the railways and so got a fare concession

Mr Nzabela said he managed to escape but lost his glasses in the encounter which were worth R96,30. He said he was treated for injuries when he arrived at work.

Attempts to contact Major Ngaki in connection with this incident were unsuccessful last night — DDR

See also Page 7

1982

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13/8/83

Private sector war on transport legislation

By SIMON WILLSON
Industrial Editor

THE private sector would have to continue its fight against repressive transport legislation, said Mr Donald Masson, chairman of the Transport Consultative Committee (TCC), in his annual review.

Mr Masson was re-elected TCC chairman at the committee's annual meeting this week. The TCC represents 17 private-sector transport employer bodies.

He said a crucial time had been reached in the transport sector when private firms had to sit around a table with the authorities and find acceptable solutions to national problems.

Mr Masson was critical of three areas of Government transport policy:

- Legislation giving protection to South African Transport Services by restricting private services
- Proposals by the Welgemoed Commission which sought to protect public transport at the expense of the private operators
- Amendments and proposed amendments to the Road Transportation Act which hampered the private operator and added to his costs, and giving the Government unnecessarily wide powers

"SA Transport Services is facing severe and increasing financial difficulties and, in an effort to restrain these, is moving at an alarming rate to offer in competition, or even take over, services which have been considered the private sector's domain."

"We are also seeing more stringent legislation and proposed regulations, most of which are regarded as giving Sats more protection."

It was surely not the answer to Sats financial straits to grant it more protection.

The recommendations of the Welgemoed inquiry into bus passenger transport sought to prevent market forces from playing their role and to impose stringent controls to protect public transport. This would reduce freedom of choice by the user and would act against private enterprise.

The moves to phase out minibus taxi services and to control taxis in the same way as buses spelt disaster for private sector innovation and for its challenge to meet the demand of the market place.

"There are also warnings that enactment of this particular series of recommendations could be a potential flashpoint in the already sensitive labour relations and political fields."

The new Section 2 of the Road Transportation Act

gave the Minister of Transport unnecessarily wide powers. The TCC and many of its member organisations opposed it vigorously to no avail.

An amendment to the regulations had been proposed which would hamper the private operator and add to his costs.

"Other proposed amendments to the regulations also encroached on private-sector activity and could well lead to the objective of the container system as a door-to-door operation being defeated."

The amendments already implemented had increased penalties and prevented optimal use of vehicles. It was a matter of concern that the level of penalties had been taken out of the hands of the judiciary, and that they now included mandatory confis-

cation of vehicles and goods.

Mr Masson said that although the National Transport Policy Study was making progress, it was feared that the pace was too slow and that there was less willingness to change the direction of policy away from centralisation and back towards market forces.

"It is essential that the recommendations which emanate from this study should set policy based on free-enterprise principles."

"The policy should also ensure that major national investments, while being harnessed, are not jeopardised."

"To develop a market-related transport sector is in line with Government policy, and we must pursue this to ensure that the transport sector supports South Africa's economic recovery from the lengthy recession."

'THE PRESIDENT SENT ME...'

PRESIDENT Sebe sent me *with press*

These words mean the start of a vicious flurry of stamboks, batons and sticks for Mdantsane residents involved in the boycott of the township's buses

Each day they have to run the gauntlet of police, soldiers and vigilante squads before they can reach work — and again before they can return home

The Ciskeian Police have denied any assaults on commuters

But this denial is rejected angrily by people who live in the township — 11 of whom told City Press this week of the wounds they have received trying to get to and from work.

Factory worker Sheila Ndukwana-Bixa told City Press police had fractured her arm with a rifle butt when they threw her onto a bus

"They said President Sebe had sent them, and if I complained to the president he would take no notice, because they were acting on his behalf."

"The policemen also said they would blame the South African Allied Workers' Union (SAAWU) if I had any injuries."

Mrs Nkukwana-Bixa said she had been confronted again by the police two days later, when they pushed her towards a waiting bus "They hit me again

Reportard pictures by BENIRO PHILIPPS

from me. My life was saved when a crowd gathered and scared the cops away."

Mr Sonandi said he received 12 stitches above his eye and 13 on his ear.

Other injuries reported to City Press were

- Factory worker Shepherd Kalimashhe said his jaw had been broken with an iron rod when he asked for change after being forced to board a bus

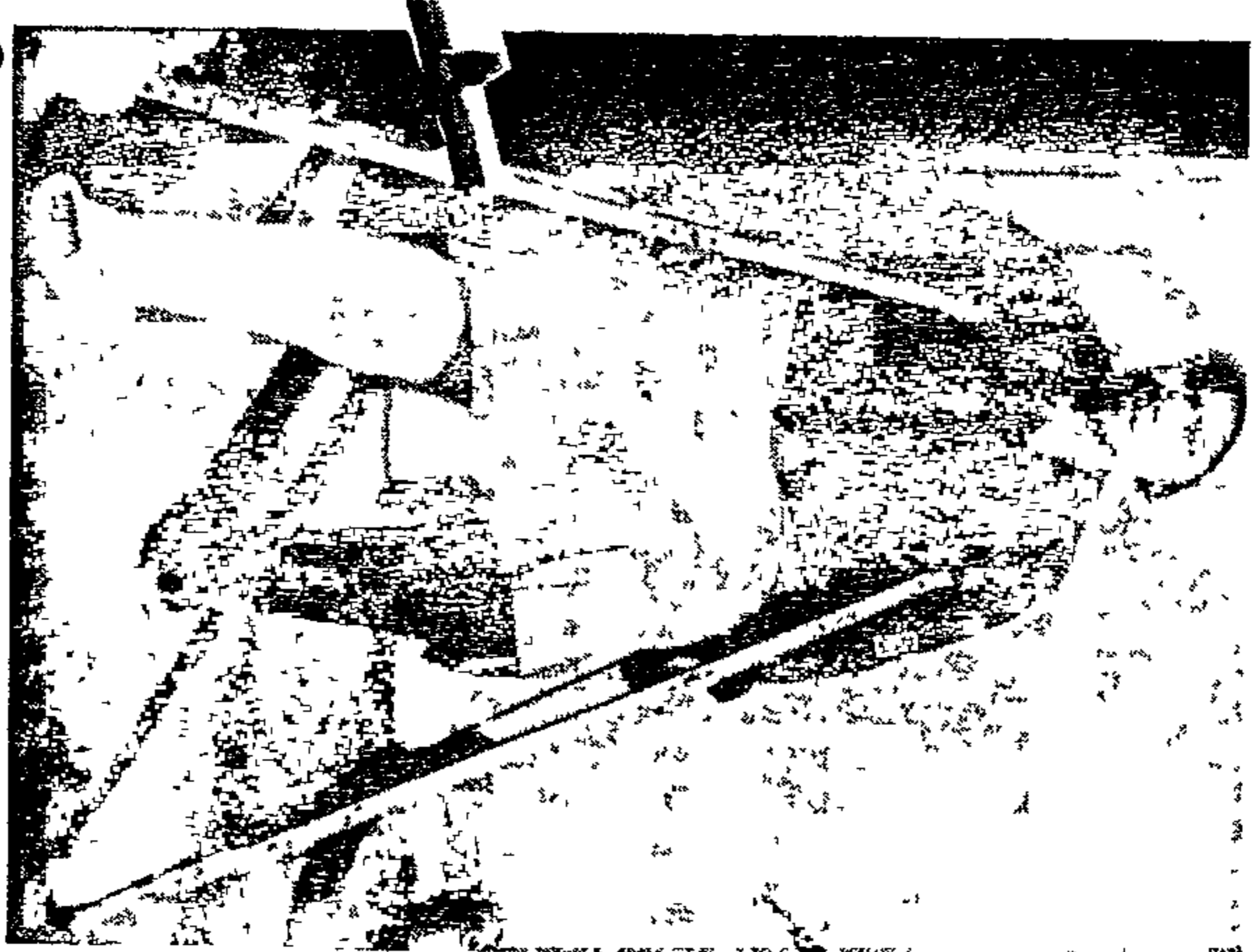
- Ernest Manoni said he was still coughing blood after being hit in the stomach by police who dragged him out of a taxi.

- Lulamq Mooi had her leg broken by three Ciskeian policemen who hit her with batons.

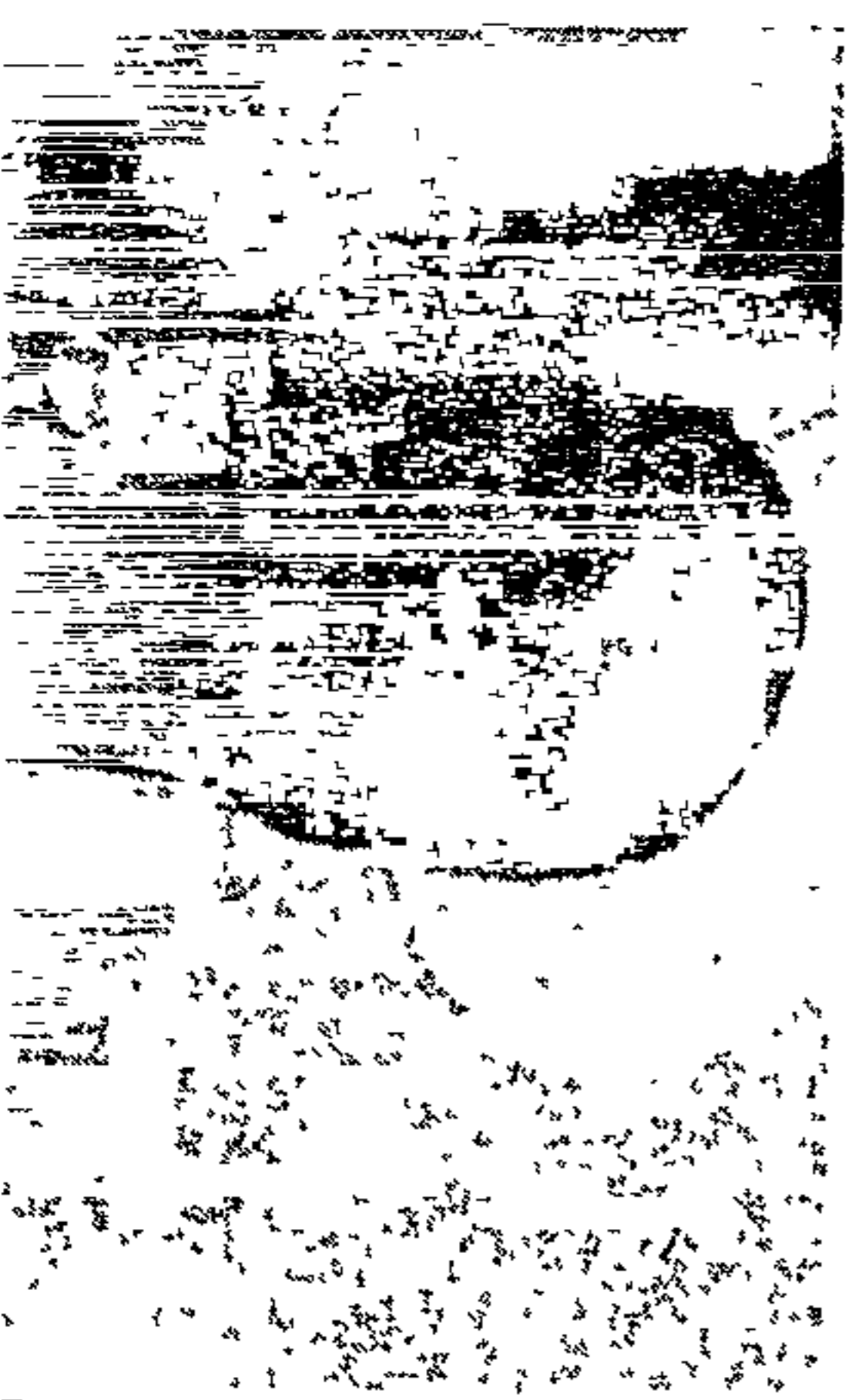
- Esther Mkyva needed six stitches on her head after six cops attacked her with batons as she was crossing a road. She said she was off work for four days because of her wounds

- Boniwe Bonkolo was hit on the knee by policemen when she refused to board a bus

- Mzwandile Tshohisi was "beaten all over" with sticks and kicked



● SYLVIA LULAMA MOOI . . . her leg in plaster after being batoned.



said she had been confronted again by the police two days later, when they pushed her towards a waiting bus. "They hit me again on my injured arm, causing further pain."

Her husband, Elijah Ndukwana, is presently in Mdantsane's Cecilia Makiwane Hospital with bullet wounds sustained in a confrontation with police. He was hit in the buttocks by the bullet, which came out of his stomach.

A zone 14 resident, Mkuseh Sonandi, said his ear had to be stitched back after police struck him with a rifle to try to get him to board a bus. "I showed them my monthly train ticket, but they grabbed it

on the knee by policemen when she refused to board a bus.

● Mzwandile Tsholisi was "beaten all over" with sticks and kicked in the stomach.

● Zandisile Patoloni, who works at a battery factory in East London, was robbed and stabbed by a vigilante squad wearing overalls and welding sticks. Badly bruised and bleeding, he was then bundled into a bus.

● Amos Mangxola was attacked from behind by men wielding sticks while he was walking to the Mount Ruth railway station.

● Tom Kiko was also attacked on his way to Mount Ruth station and had to be treated for a serious neck wound.

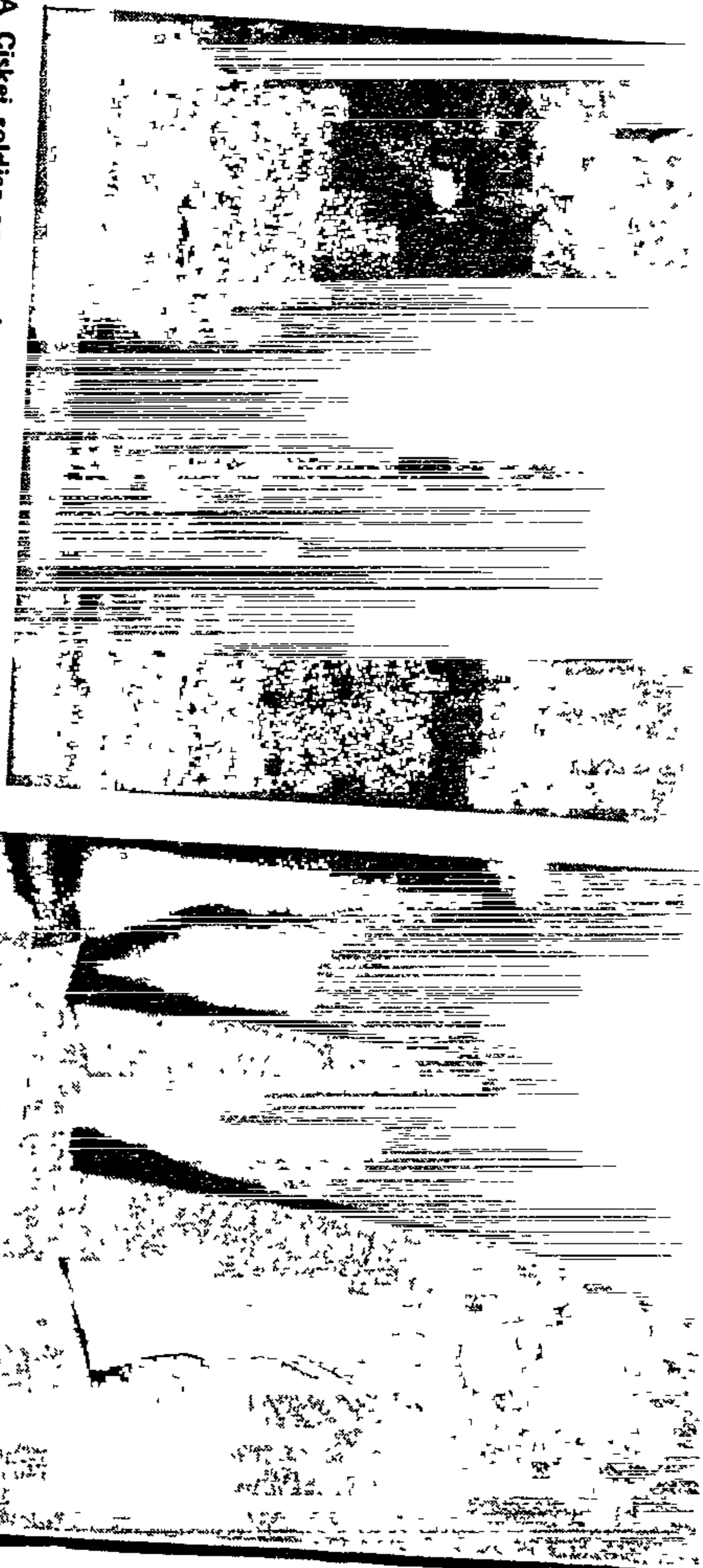
RUMOURS OF MORE BODIES IN BUSH

SEVERAL dead people — believed to be victims of police attacks on commuters — are rumoured to have been found in bush on the outskirts of Mdantsane.

Resident of the township claim the people were shot dead while trying to reach railway stations. Ciskei police officials could neither confirm or deny these claims.

However, people in Mdantsane told City Press they believe the dead people were wounded by police bullets and fled into the bushes, where they collapsed and died. They said "several" corpses had been found swarming with flies, and that many had bullet wounds.

The official death toll in police shootouts was seven at the time of going to press. The death toll includes two people who died in police action last weekend. Sisa Fuqa, 16, was shot after police fired at a crowd of people allegedly stoning a rents office. Mr M Mbila was shot dead after police fired into a group of people who had barricaded a street.



● SHEILA NDUKWANA . . . her arm in a sling after it was broken with a rifle butt.

POLICE ORDERED TO STOP ASSAULTS

CISKEI'S Chief Justice, Mr Justice De Wet, this week granted an interim court order to an Mdantsane taxi driver prohibiting members of the Ciskei police and the Ciskeian army from assaulting, molesting, harassing, intimidating or unlawfully interfering with him.

Mr Khabalu Mabulu said a group of five men had alighted from a kombi wearing long coats, brown military boots and armed with sticks, sjamboks and a sword. They approached him and questioned him about carrying passengers. When he protested, he said, and explained he was entitled to do so as a licenced taxi driver, they assaulted him.

He sustained open wounds to the head and a swollen right arm.

Mr Mabulu said unless the court protected him he feared for his physical safety and security. The case was postponed to August 26 for the respondents to file their reply.

Late last week six other Mdantsane residents were granted similar court orders to protect them from police and army attacks.

A Ciskei soldier on guard at an Mdantsane bus stop this week — guarding buses, or forcing commuters onto buses? Numerous complaints have been made about police and army attempts to break the four-week boycott of Ciskei buses.

800 DETAINED

Massive Ciskei bid to smash Mdantsane bus boycott

BY KOOS GOETZEE and BENITO PHILLIPS

A STAGGERING 832 people have been detained in the Ciskei in the past two weeks in one of the biggest security crackdowns in South African history.

The hundreds of commuters, students and trade unionists — picked up for breaking the ten-day curfew in Mdantsane or failing to pay "Ciskei Development Tax" — are seen as victims of the massive attempt to break the four-week-old bus boycott.

So far 372 people have been charged for curfew offences, of whom 208 were acquitted. Scores are still in jail because their relatives are unable to pay the R400 bail set by Ciskeian magistrates, and others are awaiting trial.

The homeland's police liaison officer, Major G A Ngaki, confirmed that another 288 people had been held for not paying "development tax". Most of them were arrested when trying to enter an Mdantsane shopping complex to see their lawyers, according to the major.

One hundred and eighteen of them were charged with not paying the tax — previously known as poll tax — and given until next week to pay up.

Another 67 people, most of them trade unionists, have been detained under Ciskei's National Security Act in connection with the bus boycott.

Eight members of the Committee of 10 elected to negotiate the bus company have also been detained.

Ciskeian police and soldiers continued to man roadblocks at entrances to Mdantsane this week in an attempt to break the boycott, turning back people without reference books and arresting those who had not paid the development tax.

Police in Ciskei have meanwhile ruled that 78-year-old former Cabinet Minister M. I. F. Siyo should be detained in a prison hospital, rather than a cell.

When Sebe's men move in . . . page 6

EAST LONDON — A man was shot and two houses were badly damaged by petrol bombs in Mdantsane during the weekend when mobs attacked the homes of supporters of the ruling Ciskei National Independence Party.

The CNIP members have been victims of several attacks since the party formed vigilante groups to try to break the bus boycott in Mdantsane

Ciskei's police Press liaison officer, Major G Ngaki, said the shooting took place at the home of Mr L J Tshetshe, a vice-chairman of a CNIP sub-region

He said a group of hostile young men visited Mr Tshetshe's home in Zone One on Saturday

Mrs Tshetshe told her husband of the visit when he arrived home at 5pm and she said she believed some of the men were still outside the house.

He armed himself and went to investigate Outside the house Mr Tshetshe was attacked by a stone-throwing mob

Major Ngaki said a few warning shots were fired but the young men continued to throw stones at Mr Tshetshe

Another shot was fired, and a 22-year-old man, Mr M Kweyi, of Mdantsane, was hit by the bullet

Major Ngaki said the bullet went through Mr Kweyi's right arm and much of his upper body

The bullet, which nar-

rowly missed Mr Kweyi's spinal cord, was removed at the Cecilia Makiwane Hospital

Major Ngaki said the gang fled from Mr Tshetshe's house after the shooting

He said there were also two arson cases involving members of the CNIP in Mdantsane last night

At 9 30pm two petrol bombs were thrown into the house of Mrs A Mvambo of Zone Six

One of the bombs was thrown through a bedroom window and the other into her lounge

Mrs Mvambo who was asleep in the house managed to escape, but damage estimated at R2 000 was done to clothing and furniture

Major Ngaki said a similar attack followed on the nearby house of Mr L Nene, an executive member of the CNIP

He said petrol bombs were thrown through the lounge and bedroom windows of Mr Nene's house

Nobody was in the house at the time, but damage estimated at R2 500 was done to the furniture.

Major Ngaki said there was also a fire in the an office of the Mzombile

Senior Secondary school in Mdantsane last night

However, he said the cause of the fire appeared to be an electrical fault

●Police have ordered that the funeral of Mr Michael Mbila — who was killed in police gunfire in Mdantsane last week — be held on a weekday, and that not more than 100 mourners may attend

Mr Mbila was shot on the night of August 8 after a police patrol came across a group of people who were singing, and who allegedly threw stones at the police

A family spokesman, Mr Lawrence Mathe, said the Mbila family told the police that it would be difficult to hold the funeral during the week, because the deceased's family and friends would be at work

The family had planned to bury him next Sunday

Mr Lawrence Vukile Cecane, another of the seven people killed following shooting incidents in Mdantsane this month, was buried at Whittlesea on Saturday

Mr Sisa Faku, shot dead in Mdantsane's Zone 7 earlier this month in police gunfire, will be buried next Saturday, a spokesman for the family said

Shootings, arson in Ciskei unrest

BY KETH ROSS
269 S. Post
15/8/83

Threats to hotel over

269 Mercury
15/8/83
Mercury Correspondent

PORT ELIZABETH—An East London hotel has received telephonic threats from anonymous callers who believe Ciskei President Lennox Sebe has taken refuge there during the month-long disturbances in Mdantsane.

However, an employee at the hotel said at the weekend the President had been refused a room because the hotel wanted no part in homeland unrest.

'Even so, black people have telephoned to say they are coming to get Sebe,' the employee said.

A spokesman for the hotel group has denied President Sebe was barred from staying there.

'He would be welcome — I am not aware of anything untoward. The hotel is used by the Ciskeian Government.'

Meanwhile, family of some of the seven Mdantsane residents shot dead by Ciskeian police earlier this month, have been forced to reconsider funeral arrangements following a police ban on weekend burials.

In addition, services must be held separately, must not last more than an hour and may be attended by more than one hundred mourners.

Determined

Mr Lawrence Vukile Cecane, 27, who died near Egerton station, was buried in Whittlesea yesterday after police ordered relatives to cancel a Mdantsane funeral.

However, the mother of another victim, Mr Michael Mbila, is determined to bury her son in Mdantsane next Monday, in spite of police warnings.

'I am not prepared to change the funeral plans,' she said at the weekend.

Police claim her son, 27, was shot after they opened fire on a stone-throwing mob.

However, according to Mr Mbila's relatives, police shot without warning at a group singing trade-union songs.

Meanwhile a Duncan Village meeting on Saturday called by representatives of four major trade unions was banned on Friday by East London Chief Magistrate, Mr J. M. van Rooyen.

It is understood that Saturday's meeting was called as a memorial service to the seven dead and to decide the future of the bus boycott, which enters its fifth week today.

Some affidavits concerning the Durban riots

269 ~~270~~ ~~271~~
RDM 16/8/83

A COMPREHENSIVE memorandum on alleged police activity in the Lamontville and Chesterville townships, near Durban, in May and June has been given to the Minister of Law and Order, Mr Louis Le Grange, by the MP for Durban Central, Mr Peter Gastrow

The memorandum includes 22 sworn affidavits by people in the two townships, who claimed they were victims of police action

It also has three signed statements from alleged police victims and 13 summaries of personal interviews carried out by Mr Gastrow and Mr Harry Pitman, MP for Pinetown, during visits to the townships on July 7 and 12

A spokesman for Mr Le Grange said yesterday that the memorandum was still being studied, and that no comment would be made at this stage

A senior officer at the Police Directorate of Public Relations in Pretoria also declined to comment

Our Political Correspondent gives some extracts from the affidavits

● Siphwe Khoza "I am a Form Two student at a Jmwelase Secondary School in Lamontville. On Sunday June 26, between 1pm and 2pm, I was sent by my mother to go and buy bread and milk from the shop on my way back I was shot by the police

"I did see the police in a 'hippo' police van, but never thought they would shoot because the location was quiet. There was no rioting or any uprising of any sort

"Shots caught me on right ankle, on my left leg twice, on my left arm one, on left flank, two on upper part of left arm almost at shoulder joint

"I managed to get home as they had used metal pellet bullets. I was bleeding from the back, arm and ankle. At home they removed three of the bullets. They then hired a car to take me to hospital"

● Bongani Memela "On Friday June 17, 1983, in the afternoon I was in bed with my sister's three-week-old baby when about nine white policemen in camouflage uniform kicked the kitchen door down and stormed into the bedroom

"They told me they were looking for boys, and one of

them hit my foot with a whip end and ordered me to get up

"I did so with the baby in my arms and one policeman got behind me and sharply squeezed my ribs with both hands while another simultaneously took the baby from my arms

"They gave the baby to my mother, who had come into the room by that time. My mother was ordered out of the room and the man then assaulted me all over my body with whips until I fell down

"As I was lying on the floor one of the policemen jumped onto my left knee while others kicked me

"After some time I was left alone and I made arrangements to go to King Edward VIII Hospital, where I was treated and discharged

"On June 20, 1983, I went to report the matter at Montclair Police Station, but I was chased away by the officers and told that they were not attending to people from Lamontville"

● Gwynneth Zanele Sibeko "I am a spinster of 28 years and the mother of Khayelihle Sibeko who died on the morning of Friday, June 17, 1983

"On June 16, 1983, I put my baby, Khayelihle, on the bed for a nap. The bedroom I used for this is in the front of the house facing the street

"At about 6pm when I was busy in the kitchen I heard the sound of a running accompanied by screams and I looked through the bedroom window thinking that the sound was that of a certain children who had been playing.

"Through the window I saw people running up the

street pursued by two white policemen. As I closed the curtains again I heard a certain noise from the verandah followed by an explosion

"Then smoke came into the room through two broken window panes and through gaps in the roof. I then quickly took the baby from the bed and tried to shelter him from the gas in the wardrobe

"After a time I took him to the kitchen where I bathed his face with a wet cloth

"The baby at that time was coughing and seemed to have difficulty in breathing. His eyes became very red and he started vomiting and having diarrhoea

"Afterwards the baby would not eat anything and cried weakly as if he had no strength left. We then went to sleep, but I sat watching over him for a long time. He was still crying weakly

"At about 5am I woke up and looked at the baby. His eyes were staring and glazed and he was not winking"

Miss Sibeko went on to describe how the child was taken to hospital and then to the Government mortuary

Later, two detectives visited her in an apparent investigation of the incident

● Nhlanhla Shezi "On May 27, 1983, at Lamontville I was repairing my car outside my home when a police van came along and made an announcement that (we) should get indoors"

"I did not take much notice of that announcement because I was not doing anything wrong or that could be provocative to the police. Immediately thereafter the police came at me and I ran into my home

with two policemen and a dog after me

"I pushed the door closed to prevent their entry and they kicked at it until I let go and ran into the bedroom. They kicked the bedroom door down and entered with their dog and assaulted me with their batons and a gun butt all over my body while the dog bit me

"The dog dragged me into the dining room where the assault continued. Thereafter I was taken out of the house and beaten in the yard until I managed to break away"

● Ephraim Mfomfo Nala "I know Wiseman Khekhe Nala. He is my ward. He is my illegitimate sister's son. On May 30, 1983, I was on nightshift. At about 2pm I was still at home sleeping

"I was awoken by the smell of teargas. My five-year-old daughter was choking. I ran out with her to the outside. The smoke was so thick I asked everybody to get out of the house

"There were about seven children in the house and as they ran out of the house police started assaulting them with sjamboks and open hands but did not suffer any serious injuries

"As Wiseman ran out of the house they went for him. He ran and they set their dogs on him. The dog caught up with him and bit him. Police came and started assaulting him with batons and sjamboks. There were two white police who actually assaulted Wiseman

"I tried to intervene and asked why they were assaulting my child. I told them that Wiseman was not even outside, he was inside the house and only

left the house because they had thrown in tear gas. "The police said they don't care about that because we are responsible for the happenings as we have failed to control our children and that I must go and collect him from where he was

"Actually the police were very rude to me. My child had suffered a bad fracture of both tibia and fibula and the right leg. We phoned Cato Manor police asking for a van to take Wiseman to hospital. The police refused. We took him by private car to hospital

"The following day I went to lay a complaint at the Cato Manor police station. I talked to a certain black sergeant who referred me to an Indian police sergeant who was very rude to me. He said our children were responsible for the killings, burnings of school and destruction of vehicle

"He refused to open a docket and said I must see the station commander the following day if I so wished. I was so downhearted that I did not go back the following day"

● Nobantu Sylvia Qula "I am a 24-year-old spinster and I am the mother of Thulasizwe Qulu who is about three years old. On Sunday, June 26, 1983, Thulasizwe had been playing with his brother, Mfanuzile, in our yard

"Things were normal on that day, there were no clashes between the people and the police and there was no rioting. While I was in the kitchen I heard an explosion and I immediately heard my son screaming in pain

"As I ran out to him I met him on the doorway running into the house and I saw one hippo van with white policemen in camouflage uniform carrying guns. The van was moving along the street. My neighbours had seen the police shooting at my son

"He was bleeding profusely and I took him to King Edward VIII Hospital where he was treated and discharged. Six of the bullets that had been fired got my son"

● Michael Madiya "On Friday, May 27, at 12 noon I was at home. The police in camouflage uniform came along and started beating people at random. They came into my yard and hit my neighbour's child with a baton

City bid to desegregate buses fails

269 Mercury
16/8/83

Municipal Reporter

DURBAN City Council lost another appeal to scrap apartheid on its bus routes when it was learned yesterday that the National Transport Commission had ruled against the council

Management Committee chairman Neil MacLennan declared: 'We are going to have to give very serious thought to our next step I feel we must go to court over the matter. I find the decision completely unrealistic and even ridiculous'

Durban has attempted for three years to desegregate services and offer commuters a choice of more frequent and less expensive desegregated green buses, or segregated blue buses

Pietermaritzburg, Cape Town, East London, Port Elizabeth and Johannesburg all run multiracial services and yesterday opposition spokesmen on transport said the decision by the National Transport Commission was undoubtedly political

Progressive Federal Party spokesman Ray Swart said the only losers would be the Durban public because the city's white bus service was totally inadequate and economics ought to have dictated a change in the NTC attitude.

'It is impossible to explain why Durban has been singled out. It looks like a political decision, pandering to extreme Right-wing opinion,' Mr Swart said.

Canvassed

Mr Ray Bartlett, New Republic Party spokesman on transport, said 'We believe decisions concerning local communities should be taken by the communities themselves, whenever this is possible, and I suggest that the Department of Transport and its boards should adopt this policy

'Of course the opinions of the people concerned must always be fully canvassed'

He felt too that the NTC decision was political but felt the PFP which controlled the city had also adopted a political stand

Durban's Mayor, Mrs Sybil Hotz, said the NTC decision was disappointing

Fifteen routes involved in the application would have carried servants into the suburbs early in the morning and white commuters back into the city. The reverse would have happened in the afternoons

269 (2186) 12/10/83

Jo'burg passes buck on 'mixed' Randburg buses

By JEANETTE MINNIE
Municipal Correspondent

THE Johannesburg Management Committee "has not been able to accede to a request" from Randburg to integrate the Randburg bus service

It has advised the Randburg management committee instead to negotiate with the National Transport Commission to begin its own bus service

And if Randburg's PFP-controlled town council succeeds in negotiating such an agreement, Johannesburg "will be willing" to withdraw from the current arrangement in which it provides Randburg with a bus service on an agency basis

This is the gist of the reply of the JMC to the Randburg Management Committee after the town applied to the city to open its "internal" buses to people of all races

Johannesburg's reply effectively means that the

National Party-Independent Ratepayers' Association-controlled city council will not be party to a decision to integrate bus services.

Instead it has passed the buck to the National Transport Commission to make a decision on the matter

The chairman of the Randburg Management Committee, Mr Bill Sewell, made the application to integrate the bus service in an effort to make it more cost effective by "filling more bus seats"

Meanwhile, Durban City Council has lost another appeal to scrap apartheid on its bus routes

The National Transport Commission has been accused of playing politics and the city council may resort to Supreme Court action

The council has battled for three years to desegregate the services and offer commuters the choice of the more frequent and less expensive green buses or the blue buses

At first it applied to desegregate all routes but the Local Road Transportation Board refused and the NTC rejected an appeal. A deputation, headed by the mayor, sought an urgent interview with the Minister of Transport, Mr Hendrik Schoeman, who advised the council to only apply to desegregate routes that would not affect the 200 private bus operators in the city. But again the LRTB refused and it went on appeal to the NTC

Management Committee chairman, Mr Neil MacLennan said "I feel we must go to court over the matter. I find the decision is completely unrealistic and even ridiculous"

A Progressive Federal Party spokesman, Mr Ray Swart, said the only losers would be the Durban public. The city's white bus service was "totally inadequate and pure economics should have dictated a change in the NTC's attitude," he added

Council may go to court over buses

Own Correspondent

DURBAN — Durban's City Council seems is set to go to the Supreme Court in a last-ditch bid to remove apartheid on its buses

The council was informed yesterday by the National Transport Commission that it had ruled Durban Transport Management Board buses would remain segregated

This was the second time in the past three years that the NTC has rejected Durban's efforts to get rid of bus segregation.

The chairman of the Durban management committee, Mr Neil MacIennan, said the decision was both unrealistic and ridiculous. He felt the council

must go to court over the matter

Manco vice-chairman Mr Don Smith said the council had wanted to go to the Supreme Court the last time the NTC had rejected its desegregation proposals

"We were persuaded to go and see the Minister instead

"A delegation was sent and reading between the lines of what he had to say we believed our proposal would be accepted if we restricted it to routes that did not affect Indian bus owners. This application has now been turned down

"The DTMB has a mandate from the council to run a cost-effective service. In effect this means working towards running one service"

Mr Smith said he expected that within the next two weeks the DTMB would indicate to the management committee it wanted to contest the decision

One of South Africa's top senior counsels said today he believed the DTMB could be successful in getting the Supreme Court to overrule the NTC decision

Police clamp eased after Ciskei unrest

By KEITH ROSS

EAST LONDON — Large numbers of Ciskeian police were withdrawn from the streets of Mdantsane today in an apparent attempt to defuse the simmering unrest

The withdrawal came as a surprise after violent incidents at the weekend when a man was shot and two houses were damaged by petrol bombs as mobs attacked the homes of members of the ruling Ciskei National Independence Party

There were no serious incidents yesterday. For the first time since violence erupted nearly two weeks ago there were no road-blocks at the exits of Mdantsane today, and there was a free flow of traffic out of the area

There was also an unaccustomed absence of police at the railway stations, where cordons of uniformed men have been on duty

The police Press liaison officer, Major G Ngaki,

said he could not "confirm" the withdrawal 100%.

"It is a routine strategy I can't say everything is over

"Our men are not out in big numbers but they are still on the alert at strategic points"

The bus boycott in Mdantsane shows no signs of abating

Boycotters interviewed today said they were determined not to travel by bus "How can we take buses when we are still weeping for our dead?" they said

There is still speculation about the possible suspension of the Vice-President of Ciskei, the Rev W M Xaba

Today he could not be contacted at his home or office

Mr Xaba was not present yesterday when South Africa's Minister of Foreign Affairs and Information, Mr Pik Botha, paid an unexpected visit to Ciskei

Mr Botha held talks with President Lennox Sebe and members of his Cabinet

Mdantsane workers continue to use trains

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E. Post
17/8/85

By KEITH ROSS

EAST LONDON — Thousands of workers from Mdantsane flocked to trains this morning in spite of the announcement yesterday that bus fares would be reduced.

The announcement, made over Radio Xhosa and on television, seems to have had little effect on the bus boycott as yet.

Workers spoken to today said the Ciskei Transport Corporation had not really made any concessions on fares.

The corporation had merely passed on its savings as a result of the drop in fuel prices, they said.

They felt the corporation should drop its prices to the level they were before the increase that sparked the boycott.

The lower fares were announced yesterday by President Lennox Sebe.

President Sebe said that from Friday bus fares would be decreased by 5c a day or 25c a week — thus effectively halving the recent increase.

He said his Government was determined that Ciskeians should share in the benefits of reduced fuel prices and had negotiated lower fares with the corporation.

The reduction would apply only to weekly tickets on routes that had been affected by the increases.

"With this announcement I have strengthened the hand of those Ciskeians who have been innocently caught up in the evil intentions of subversive elements trying to force their way into Ciskei," he said.

"I know my people will take up this challenge to resist the subversive elements and their agitation, and restore peace and quiet to this beautiful country with its vast potential."

Peace and quiet seem to be returning to Mdantsane and there were no violent incidents reported last night.

The police Press liaison officer for Ciskei, Major G Ngaki, said there had been no arrests yesterday.

He said a fire had broken

out at 1am today at the Pakamile Higher Primary school in Mdantsane but there was no indication that it had been caused by arson.

The fire destroyed two pre-fabricated classrooms.

Yesterday, President Sebe also said that Ciskei's firm stand in the recent unrest in Mdantsane prevented people being "slaughtered like pigeons".

He said people had escaped the "venom" of the instigators of the unrest.

"You people in the suburbs are not aware that Mdantsane is being used as a test of strength," he said.

"If we had given in, you would have been slaughtered like pigeons in your comfortable suburbs."

President Sebe defended the Ciskeian police for opening fire on crowds in Mdantsane which caused the death of seven people.

He said the police had acted in a situation of "life and death".

They were outnumbered by the crowd and had opened fire only after they had been cornered and stoned.

President Sebe lashed out at the Press for listening to the stories of frustrated agitators whose plans had failed.

He described reports that he was living in East London as "calculated incitement".

"They make the people feel that their leader has abandoned them in this moment of crisis," he said.

President Sebe hotly denied he had been in hospital in East London.

"There has not been a single day since I got back from Israel that I have not been at work," he said.

"Some weeks I have worked 16 hours a day, coping with a flood of people who want to establish industry in Ciskei."

He denied reports that his Vice-President, the Rev W M Xaba, had been axed or suspended.

"Reverend Xaba is at his house, comfortable at his official residence," he said.

"If he had been axed he would not be in his official house."

Service told issue is not with Sebe

MDANTSANE — Mdantsane residents were not at issue with the Ciskei Government but with Pretoria, an audience of more than 1 000 was told at a service in Duncan Village

"We are not concerned with Sebe and his government," said Mrs J Hobana, an executive member of the Border branch of the National Women's Association (NWA) which organised the service to commemorate the 1966 march by thousands of women on Pretoria.

"The Pretoria government, Sebe's masters, are the people who created apartheid and they must answer for what is happening now," Mrs Hobana, who is also president of the NWA's Mdantsane branch continued, to shouts of "Amandla"

"We are not visitors in South Africa We were born here and we are here to stay Our rights are our children's rights We must fight for them," she said

Various speakers touched on the three-week-old bus boycott in Mdantsane, the political turmoil in Ciskei, and apartheid in South Africa

Mrs N N Mgabela, said the NWA, an affiliate of the non-racial South African Federation of Women, was to embark on a drive to organise white women

She said it took her an hour every morning to get to a railway station from her house in Mdantsane, "but we as residents started the bus boycott and we are the people who will decide when to call it off Shootings and killings will not deter us"

She urged people to try to get to work even if it took them the whole morning

"We have got to show our employers that this is not a boycott by hooligans It is a peaceful protest by disciplined people"

The Reverend Alf Dlamini, vice-president of the Border Council of Churches asked the audience to pray for a sense of evaluation among black people

"We have got to know where we stand This is not a blacks-only struggle Everybody who is moved by apartheid, racism and injustice must get on the wagon," he said — DDC

Aug. 1983

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Soulfa

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D. N. N. N. N.

Mr B W B PAGE Is the business for sale?

Postage rates

*50 Mr J J B VAN ZYL asked the Minister of Posts and Telecommunications †

Whether he intends to reduce postage rates, if not, why not, if so, (a) when and (b) by what percentage?

†The MINISTER OF POSTS AND TELECOMMUNICATIONS

No, since the postal service—despite the increase of postage rates on 1 April this year—is being run at a loss that is estimated at nearly R74 million for the present financial year

269 Hansard Q 6/1, 1900
Railage/airways tariffs
17/8/83
*48 Mr J J B VAN ZYL asked the Minister of Transport Affairs †

Whether the South African Transport Services intends reducing (a) railage and (b) airways tariffs, if not, why not, if so, (i) when and (ii) by what percentage, in each case?

The MINISTER OF TRANSPORT AFFAIRS.

(a) and (b) No As a result of the large deficit for which the Transport Services budgeted for the present financial year, a reduction in tariffs is not possible at this stage

The hon member can have a look at Cape Town docks There is only one ship there today There is no business

Mr D J N MALCOMESS Mr Speaker, arising out of the hon the Minister's reply, may I remind him that he told us last year that 37% of the Airways' costs related to fuel? With the latest decrease, the saving must therefore be pretty enormous Is he, in the light of this, at least going to attempt to pass any of this on to the public of South Africa?

The MINISTER The Airways' losses for the 1982-'83 financial year amount to R98 million and the savings on an 8% decrease in price cannot cover those losses The decrease in the price of diesel fuel will lead to a saving of R25 million in the current financial year in the Transport Services It is therefore impossible to decrease prices under today's conditions I would be very glad to decrease prices, but the business must show a profit This is not a tatty concern, after all

Wednesday, August 17, 1983

D. O. Dipak

President accuses Saawu of being involved

269
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ZWELITSHA—President Lennox Sebe yesterday accused the South African Allied Workers' Union (Saawu) of being involved in the bus boycott

At a press conference, President Sebe said Saawu had been active and vocal in the boycott.

“They are behind the situation,” he said

“The tragedy of South Africa is that because the unrest involves blacks, then whites in the comfort of their suburbs, are not aware that Mdan- sane is being used in a test of strength. It is not a question of boycott at all.

“The boycott is being used as a cover for atrocities. If we had given in, whites would have been strangled like pigeons in their comfortable suburbs”

He said Saawu were not fighting the bus fare increases, because fares had been increased peacefully and people had been shown viability stu-

The alternative would be to close down the bus company and fire more than 300 drivers, as well as other workers, which would have aggravated existing unemployment — DDR

dies undertaken by the bus company which showed that buses were running at cost.

N. Nisputz 17/8/83

Administration not affected says Sebe

ZWELITSHA — The situation in Mdantsane had not affected the administration of the Ciskei Government, President Lennox Sebe said at a press conference yesterday

He was asked if the unrest in the sprawling township had had any effect on the running of the government

"The administration has been running as normally as before and visitors scheduled to come to Ciskei have come," he said

"It is only to a dreamer who dreams that I am in Port Elizabeth or East London hotels. Those people have a right to dream in a democratic country even if they dream at the expense of our country"

This was in reference to some reports that he had stayed in some hotels in East London during the Mdantsane unrest

Asked what the security situation in Mdantsane was, he said "The situation is as it was at the beginning of the bus boycott. Some men have been called back to their police stations because law and order has been definitely restored"

President Sebe said the state of emergency in Mdantsane would not be lifted at this stage

A relaxation would be made to traders by extending their trading hours. The extension would also benefit customers

"As for the rest, we will

watch how things develop — but we do not like a state of emergency"

Asked to comment on allegations that there were more than the seven deaths officially announced, he said these were exaggerations

Five people died in the shooting incidents near the Egerton and Mount Ruth railway stations. Two more people died in different incidents

Commenting on the shooting near the stations, he said when the police were forming a corridor to make their normal checks, they were stoned and cornered and had to rescue themselves and use their firearms in an unavoidable situation

A man who had been shot on his buttocks had manhandled a policeman and had thrown him on the ground and tried to grab his revolver

"While the police are looked upon as aggressors in such a situation, on the other hand they acted with patience. They only used their firearms when it was a question of life or death," he said — DDR

Study of Israeli housing

ZWELITSHA — The visit to Israel this week by the Minister of Public Works, Chief D M Jonglanga, his Director General, Mr C Attell, and an engineer was a follow-up to President

Ciskei's new fares

ZWELITSHA — The effect of the cuts in bus fares announced by President Lennox Sebe at a press conference yesterday are

Across border 10-ride workers' tickets:

Mdantsane to city/Chiselhurst: present fare R2,90, new fare from Friday R2,65

Mdantsane-West Bank R3,50, new fare R3,25.

Mdantsane-Quigney R3 — R2,75.

Mdantsane-Beacon Bay R3,20 — R2,95

Mdantsane-Gonubie R7 — R6,75

Duncan Village-Chiselhurst R2 — R1,75.

Newlands-Cyril Lord R3 — R2,75

Kwetyana-city R6,50 — R6,25.

Igoda-city R3,50 — R3,25

Ilitha-Berlin R1,80 — R1,55.

Mdantsane-Berlin R4,80 — R4,30 — DDR.

Sebe's contacts, President Sebe announced at a press conference yesterday

The delegation was going to study cheaper prefabricated houses

that would look neat and absorb heat reasonably and not drop temperature in winter

President Sebe said he had seen a firm in Israel that made these houses

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Ciskei bus-fare increases halved

CAPE TIMES 17/8/83

Own Correspondent
PORT ELIZABETH —
Ciskei's President Len-
nox Sebe yesterday an-
nounced a reduction in
bus-fare increases, but
denied the move was
aimed at ending the
month-old Mdantsane
bus boycott sparked by
a fares increase

Speaking at a press
conference, he said the
concession, which effec-
tively halves the origi-
nal tariff rise, was part
of an anti-inflation
drive and a bid to
spread the benefit of
fuel-price cuts

President Sebe said
the lower fares "stren-
gthen the hand of those
Ciskeians innocently
caught up in the evil in-
tention of subversive
elements"

He blamed the South
African Allied Workers'

Union for the boycott,
adding that "Mdantsane
is being used as a test of
strength"

Police reinforcements
in Mdantsane were be-
ing recalled because
"law and order has been
restored"

He also said some of
the 16 members of the
combined forces de-
tained with Lieutenant-
General Charles Sebe
nearly a month ago
would appear in court
soon on an attempted
murder charge related
to a shooting attack on
the home of the Foreign
Minister, Mr B N Pityi

● It was reported ear-
ly today from Mdantsane
that two schools
were on fire

They were Imkwenk-
lezi Secondary School
and Phakimile Lower
Primary No further de-
tails were available

Industry waits for effect ⁽²⁶⁹⁾ of fare cuts

EAST LONDON — There were indications that commuters were swinging to the use of rail transport and it remained to be seen whether the reduction of bus fares would stop the swing, Mr Dave Saunders, chairman of the Border Chamber of Industries, said yesterday.

He was commenting on President Lennox Sebe's announcement of a reduction in fares of 5c a day, on routes where the fares on Bisho and Gompo transport buses had increased. The reduction will come into effect tomorrow.

Gompo buses serve the East London-Mdantsane area, and Bisho buses serve the King William's Town-Zwelitsha area.

Mr Saunders said "Industrialists have detected a swing towards the use of trains. If the reductions will change this remains to be seen."

He said it should be up to the worker to decide whether he wanted to travel on buses or trains.

The East London Chamber of Commerce had no comment on the announced bus fare reductions. The chamber's secretary, Mr Jock Allison, said "I'd rather not comment on this."

Mr Ted Ashdown, the managing director of a large multinational concern on the West Bank, welcomed reductions in bus fares, but said "The whole thing has escalated into another arena."

He added "This takes

it beyond a bus boycott. But I will not be more specific."

Mr Ashdown said that "anything that is done to relieve the plight of the black worker is welcomed by my company. I hope the reductions in fares helps bring a speedy resolution to the problem."

The South African Allied Workers Union, which was accused by President Sebe of being involved in the boycott, was still preparing a reply to his allegations yesterday — DDR.

Petrol bomb thrown into Ciskei home

18/8/83
Post Reporter

EAST LONDON — A petrol bomb was thrown into the house of an executive member of the Ciskei National Independence Party in Mdantsane today.

The bomb failed to explode and little damage was done, according to Ciskei's police Press liaison officer, Major G Ngaki

Major Ngaki said the bomb was thrown through the dining room window of the home of Mr Z W Rocolo, in Zone Nine, at 1 30am

He said the bottle broke but the petrol failed to ignite. The only damage to the house was a broken window

Major Ngaki said there was a "slight improvement" in the number of people taking buses from Mdantsane since the fare reduction was announced by Ciskei's President Lennox Sebe

● Sapa reports that four trade unionists were taken from their offices and detained by South African security police yesterday

They are the branch secretary of the South African Food and Canning Workers' Union, Mr N Norushe, the general secretary of the union, Mr David Tandani, the organiser of the South African Allied Workers' Union, Mr Boyce Melitafa,

and the branch secretary of Saawu, Mr Yure Mdyogolo, all of Mdantsane

● The former acting president of the Media Workers Association of South Africa (MWASA), Mr Charles Ngakula, 40, was yesterday detained by the Ciskeian security police, the head of the security police, Colonel Z Makuzeni, confirmed

Col Makuzeni said Mr Ngakula was detained under Section 26 of the National Security Act

He is a former president of the Union of Black Journalists (UBJ), and is the editorial co-ordinator of the Veritas independent news agency, in Zwelitsha

Col Makuzeni also confirmed the detention of three former Mdantsane councillors. They are Mr M Maqosha, Mr D Qabaka and Mr N Nkohla

● A Johannesburg advocate and an attorney, both of whom have been prominent in most of the Ciskei's political trials, have been barred from Mdantsane township for 60 days

Mr Clifford Mailer and Mrs Priscilla Jana have been ordered out of the township on the authority of the Ciskei Commissioner of Police, Brigadier L D Madolo. Major Ngaki confirmed the ban

~~269~~
Railway will
cross desert ²⁶⁹

18/8/73 Mail Correspondent

LUSAKA — Plans to construct a Zambia-Botswana trans-Kalahari railway are well advanced, the Zambian Minister of National Development and Planning, Dr Henry Meebelo, said yesterday.

The railway, which will link the two countries to the Atlantic Ocean, and a microwave link between Zambia and Botswana via Bulawayo, are being sponsored by the Southern African Development Conference Coordination Conference.

Durban 269 urged to fight *Mercury* bus ruling *8/83*

Municipal Reporter

MR Frank Martin, Natal's MEC in charge of local government, yesterday urged Durban to fight the National Transport Commission in the bid to scrap bus apartheid.

Why doesn't Durban City Council do what Pietermaritzburg did? If the council is really sincere about saving the ratepayers money then anyone who says they can't do this must be challenged.

If the council had a sound case to prove that a multiracial service was in the financial interest of ratepayers, there was already a precedent tested in court.

In 1957 when Pietermaritzburg was ordered by the transport board to segregate the buses they were totally sincere about wanting to keep them multiracial and refused to do so. Two years later the Supreme Court ruled in the council's favour.

Mr Keith Nicol, Pietermaritzburg's Deputy Town Clerk, said yesterday the Court had found that the country's segregation laws did not apply to the city's general bus service, which operated mainly in white areas.

Durban's Mayor Mrs Sybil Hotz said: "There are many people who think just like Mr Martin." It is anticipated that Durban's black bus service will lose R4 000 000 this year and the skeletal white service will lose R500 000.

The council's application to desegregate 15 routes and improve the service in white suburbs without a major increase in running costs, was refused by the Local Road Transportation Board and an appeal to the NTC was rejected.

'We tried to complain against police' two c

Mercury Reporter 18/8/83

ATTEMPTS had been made to lay complaints against the police during the unrest in Lamontville and Chesterville in May and June by at least two people. It was claimed yesterday

After the Minister of Law and Order, Mr Louis le Grange, said a commission of inquiry into police action would not be held, the Mercury yesterday spoke to two people who claimed they had been sent away from the Montclair Police Station in Durban and told by the police that they were not dealing with people from the townships

Miss Sylvia Qulu, whose three-year-old son, Thulasizwe, was allegedly injured during the attacks, said she went to the Montclair Police Station on the day her son was hurt — Sunday, June 19 — and found two other people there

'I went with my father, but the policeman told us to go to Wentworth on Tuesday,' said Miss Qulu

'My father could not go, so I went alone. There I was told to go to Mont-



ONE of the people who says she was sent away by police at Montclair Police Station... Miss Sylvia Qulu, with her three-year-old son, Thulasizwe.

clair because they did not deal with Lamontville at Wentworth:

'At Montclair, the other people and I were told by the white station commander to go away,' she said

William Joseph Ndlovu, a matric pupil at Lamontville High School, claimed he was kicked by police at his home

'I went to King Edward VIII Hospital for treatment and was told to make a statement at the Montclair Police Station,' he said

'I went there but they refused to take a statement, so my parents handed the matter to Mrs V N Mgxenge, a Durban attorney'

Mrs Mgxenge took a statement from him and referred the matter to the Montclair police

Yesterday in Parliament

Prisoner made Nat banners in jail

Parliamentary Correspondent

A PRISONER at the Fort Glamorgan prison in East London made fabric banners for the National Party during the 1981 election campaign and the incident has led to departmental action being taken against three prisons officers

This emerged in Parliament yesterday when the Minister of Justice, Mr Kobie Coetsee, was replying to questions tabled by Mr Graham McIntosh (PFP Maritzburg North).

Mr Coetsee said a former deputy commanding officer at the prison, whose identity could not be established yesterday, had 'overstepped his authority' by granting permission for a prisoner to make about 10 banners, depicting the MP and MPC for East London City, Mr Peet de Pontes and Mrs Elsabe Kemp

He said the officer had granted the permission without the knowledge of prison headquarters, but a departmental investigation was instituted when the incident became known early last year

The results of the investigation had been released to his department and action had been taken against the responsible deputy commanding officer, a subordinate commissioned officer and a non-commissioned officer.

Mr Coetsee did not reveal the nature of the action, but emphasised that material for the banners had been supplied by a member of the prisons service

The department had not received any payment for the work as it did not involve any Government materials, time or money. The work had been done voluntarily by the prisoner, who used his recreation time for the task.

In supplementary questions in the Assembly, Mr Horace van Rensburg (PFP Bryanston) asked whether the prisoner involved had been a paid-up member of the National Party.

Mr Coetsee said he could not confirm that but thought the prisoner possessed

No cuts in rail and air tariffs

Parliamentary Correspondent

THE Minister of Transport, Mr Hendri Schoeman, said yesterday that fuel price reductions would not be passed on to consumers through lower rail or air tariffs

Answering a question from Mr Jan van der Merwe (CP Sunnyside) he said the transport service had a budgeted deficit of R600 million a year

'A reduction in tariffs is not possible at this stage,' he said

'Look at Cape Town docks. There is only one ship there today. There is no business'

Mr John Malcomess (PFP Port Elizabeth Central) then asked whether Mr Schoeman would not make 'at least an attempt' to pass the benefits on to the public

Mr Schoeman had stated last year that 37 percent of airways costs related to fuel. Mr Schoeman replied that South African Airways losses were R93 million, which an 8 percent saving in fuel prices would not cover. Reduced diesel costs would save R25 million for transport services

'It is therefore impossible to decrease prices under today's conditions. I would be very glad to decrease prices, but the business must show a profit,' he said

Inflation

The Opposition transport spokesman, Mr Ray

Heunis had free copter transport

Parliamentary Correspondent

A SOUTH African Defence Force Puma helicopter flew the Minister of Defence, Chris Heunis, to a National Party meeting in Kaniemskroon at a cost of R5 894 on August 6, the Minister of Defence, Gen Malan confirmed yesterday

Answering a question by the PFP MP for Westberg, Mr Philip Myburg, Gen Malan said he gave permission for Mr Heunis to be flown from the force base at Ysterpla Kaniemskroon — a five hour flight.

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ONE of the people who says she was sent away by police at Montclair Police Station... Miss Sylvia Qulu, with her three-year-old son, Thulasizwe

clair because they did not deal with Lamontville at Wentworth

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'I went to King Edward VIII Hospital for treatment and was told to make a statement at the Montclair Police Station,' he said

'I went there but they refused to take a statement, so my parents handed the matter to Mrs V N Mgxenge, a Durban attorney'

Mrs Mgxenge took a statement from him and referred the matter to the Montclair police

The police then visited him at his home and took their own statement from him. Since then he had not heard anything

Mrs Mgxenge said 37 people had come to her after they had been chased away from several police stations near the townships where they had gone to lay charges

She said she took sworn statements from them, and would be acting on their behalf

Mr Peter Gastrow, the PFP MP for Durban Central who handed the memorandum to Mr le Grange, said 'I'm not surprised that the Mercury has actually spoken to people who were chased away from police stations

'A number of affidavits and statements in my report referred to specific instances where this happened,' said Mr Gastrow

'The minister has read these and I'm therefore baffled by his attitude

'Many did not bother to go and lay complaints because they believed that it was useless to complain to the police about police actions. It shows a lack of confidence in the police, which is disturbing'

A police spokesman said police had to use their discretion before allowing people to lay charges or to make a statement

The station commander at Montclair Police Station said last night that this was the first he had heard of the chasing away of people

If they want to lay charges then let them come and see me, he said

manding officer at the prison, whose identity could not be established yesterday, had 'overstepped his authority' by granting permission for a prisoner to make about 10 banners, depicting the MP and MPC for East London City, Mr Peet de Pontes and Mrs Elsabe Kemp.

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Mr Coetsee said he could not confirm that but thought the prisoner possessed 'good judgement'

Approached for comment yesterday, Mr de Pontes in a statement, said the minister had answered the matter fully

'He has pointed out that no Government material, Government time or Government money was involved, and that the work was done voluntarily by a prisoner and in his spare time

'It is quite clear, therefore, that the officials concerned acted openly and completely bona fide,' Mr de Pontes said

He added 'It is typical of the PFP, while being aware of this, to raise the matter in this way, more than two years later, in order to cast unfounded suspicion on, and bring unwarranted embarrassment to, the Prisons Service and its officials'

Mr de Pontes declined further comment

The Nationalist MP for East London North, Mr Henrik Coetzer, in a statement said his constituency had nothing to do with the incident and had no knowledge of it

Mr McIntosh, in a statement last night, said Mrs Kemp and Mr de Pontes owed East London a public apology for this grave breach of public responsibility' and should make a payment to the prisoner involved

It is disgraceful that Mr de Pontes and Mrs Kemp and the National Party should be able to use the Department of Prisons and prison labour for drawing up their party political propaganda

'Indeed it reveals a shameful mentality on the part of those two public representatives. One can only be thankful that the department has acted to prevent a recurrence of such an incident'

'Look at Cape Town docks. There is only one ship there today. There is no business'

Mr John Malcomess (PFP Port Elizabeth Central) then asked whether Mr Schoeman would not make 'at least an attempt' to pass the benefits on to the public

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'It is therefore impossible to decrease prices under today's conditions. I would be very glad to decrease prices, but the business must show a profit,' he said

Inflation

The Opposition transport spokesman, Mr Ray Swart (PFP Berea), said in a subsequent statement that the Government had to set an example if the reduced fuel prices were to have an impact on inflation

'For years now transport tariffs have escalated alarmingly, adding to the inflation spiral across the whole spectrum of economic activity'

One of the main excuses had been repeated increases in the fuel price, Mr Swart said

'The Minister of Transport now owes it to the nation to review tariffs in the light of the pending decreases in the price of fuel and to pass the benefit on to the consumer

When the Prime Minister announced that fuel prices would drop he appealed to the private sector to ensure consumers benefited from the move

had free copter transport

Parliamentary
Correspondent,

A SOUTH Africa Defence Force Puma helicopter flew the Minister Constitutional Development and Planning, Chris Heunis to a National Party meeting in Kamukrona at a cost of R5 894 on August 6, the Minister of Defence, Gen Mag Malan confirmed yesterday

Answering a question by the PFP MP for Wymberg, Mr Philip Myburg, Gen Malan said he gave permission for Mr Heunis to be flown from the force base at Ysterplaat Kamieskroon — a five-hour flight.

According to National Press reports at the end of the trip, Mr Heunis spoke at a National Party meeting attended by 100 people at Kamieskroon.

Gen Malan said the purpose of the trip was 'execution of duties in accordance with Cabinet directives pertaining to activities of ministers'

The South Africa Defence Force paid for the trip. Pilots of the Defence Force, Gen Malan said, had to undertake regular flights to maintain flying skills and minister flights formed part of the flying programme

Gen Malan did not rule out a supplementary question by Mr Koos van der Merwe (CP Jeppe) as to whether he had given permission to ministers to use Defence Force helicopters to go on their trips

Govt to consider road toll on N3

Political Correspondent

THE Government was prepared to consider a toll on the N3 to speed up construction of an alternative route to the notorious and dangerous Field's Hill

Transport Minister Hendrik Schoeman said in reply to a question by the Opposition's transport spokesman Mr Ray Swart (PFP Berea) in Parliament yesterday that because of a shortage of funds the final contract to complete the work would start only in the 1984/85 financial year

Mr Brian Page, the New Republic Party's spokesman wanted to know if a toll could not be considered for financing the route

Mr Schoeman said the cost of the road was being borne by the National Road Fund but we can investigate the matter of tolls

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Fare cuts — effect known on Monday

EAST LONDON — Sales of weekly bus tickets today would give an indication of whether there would be a rise in the number of people using buses next week, the public relations officer of the CTC bus company, Mr Wessel van Wyk, said yesterday

But he added that a visible change one way or the other in the use of buses could only be expected on Monday when workers would start using tickets purchased at the weekend

Mr Van Wyk emphasised that when the announcement to decrease fares was made, it was stated they would decrease from today

"This is because the change applies only to holders of the season cards who normally purchase their tickets on Fridays and during weekends for use the next week," he added

Otherwise there was no noticeable change in bus occupancy yesterday

The system manager of

the South African Transport Services (Sats) here, Mr L du Toit, said there had been no change in the number of passengers using trains

Figures quoted by Mr Du Toit earlier were that the number of commuters had increased from 6 000 to more than 12 000 since the start of the boycott

It was still quiet in Mdantsane yesterday with police, army and vigilantes keeping a low profile and only maintaining routine patrols

DDR

Car plant back to normal

EAST LONDON — UCDD, manufacturer and distributor of Mercedes-Benz and Honda in South Africa, says its CDA plant here is back to normal work procedures after production and deliveries had been adversely affected by

the bus boycott and the upheavals in Mdantsane

Mr Leo Borman of CDA said that the plant had been operating below capacity for the past three weeks and had lost the production of more than 600 vehicles which inevitably would be re-

flected in August sales results for Mercedes-Benz and Honda cars

However, with the recent commissioning of the new paint shop it was expected that CDA would soon make up for the backlog in deliveries of its vehicles — DDR

Youth buried

MDANTSANE — A 20-year-old youth who was allegedly beaten to death with sticks here on July 30, was buried at the weekend

Mr Alfred Zengeze Mpiyake, of Zone Six, was walking with his brother near the Sisa Dukashe Stadium at about 7 pm on July 30, when they were attacked, his brother, Mr Michael Mpiyake, 24, said yesterday

"A white car pulled up next to us and some men with sticks came out and asked if we were stoning buses," Mr Mpiyake said

"As there were no buses around we did not answer and we were attacked from behind I

fell and I don't know which way my brother went"

His elder brother, Mr K Mpiyake, said he found Zengeze's body at the Cambridge mortuary a few days later

His information from a relative who saw the attack was that the brother who died had run off while Michael fell when he was hit

The public relations officer for Ciskei Police, Major G A Ngaki, said he had asked police in Mdantsane to investigate the matter and report back yesterday but they had not done so by yesterday evening — DDR

Shooting victim's funeral

MDANTSANE — Sisa Faku, the 16-year-old youth, of Zone Seven who was fatally shot by police two weeks ago, will be buried on Monday, Mr George Faku said yesterday

The family had earlier decided to bury him on Sunday but the decision was changed when the Ciskei Government ruled that all victims of police shooting in Mdantsane should not be buried over weekends — DDR

Average absolute error	1973
	1972
	1971

Unionist: son held

EAST LONDON — An 18-year-old Duncan Village youth, Sicelo Fazzie, was detained by the security police early yesterday morning, his father, Mr C J Fazzie, said

Asked for confirmation of the detention of Sicelo Fazzie, the head of the security police here, Colonel A P. van der Merwe, said he had no knowledge of such an incident

Mr Fazzie said police in eight vehicles arrived at his home at 11.45 pm on Wednesday

Later Captain Charles van Wyk, who appeared to be in charge of the team, arrived and the men searched the house, until 2.10 am, Mr Fazzie said

He added the men removed two books and other material from the yard.

"What worries me is that they did not give me an inventory of what they took away."

He said one of the men had said he would return but had not done so by yesterday afternoon

Mr Fazzie, the local secretary of the National Automobile and Allied Workers' Union, said the police had also questioned him about two vehicles in his yard

"They actually suggested to me the two vehicles were stolen and took away the keys of one," he said — DDR

Barred lawyers to sue Ciskei

JOHANNESBURG — Two Johannesburg lawyers are to take legal action against the Ciskei Government for a ban preventing them from entering Mdantsane for 60 days.

Mrs Priscilla Jana, a Johannesburg political attorney, and Mr Clifford Mailer, an advocate, were banned from Mdantsane earlier this week

Mrs Jana said last night that, in fact, they had been served with no such order and had not been informed under what law the action had been taken

The two lawyers have sent a telex to the Ciskei

Government asking under what law the action was taken and for what reasons

Mr Ernie Wentzel, chairman of the Johannesburg Bar Council said that by barring Mr Mailer, the Ciskeian authorities were interfering with his duties as an advocate.

Mr Wentzel said "Advocates are subject to stringent rules of professional conduct The Ciskeian authorities are surely aware of this

"One of the professional rules of the bar obliges a member to accept a brief, however unpopular the cause may be," he said. — DDC.

Randburg in favour of mixed buses — survey

269 ROOM 19/8/83

Municipal Correspondent

THE "Randburg Commission" Human Sciences Research Council survey into the opening of public amenities to all races reveals that 54% of white Randburg residents interviewed are in favour of integrated municipal transport "immediately or in the near future"

This comes at a time when the Johannesburg City Council — which provides Randburg with a bus service — has refused a request from Randburg's PFP management committee that integration of the bus service be allowed

The HSRC statistics counter a claim by a Randburg NP opposition councillor, Mr Frans Lourens, that there was no independent study to back the PFP request for

mixed buses

The NP opposition in Randburg is likely to point out that 37,7% of the survey respondents indicated that buses should only be integrated in the "distant future"

The survey says that the "distant future" category includes "never" responses as well as non-responses

In the HSRC's questionnaire for blacks sleeping in Randburg, 88,4% said that public transport should be integrated now or in the near future, with only 7,2% in favour of integration in the distant future

Black respondents indicated a strong preference for the opening of sports amenities — basketball (40%), tennis (25,1%), netball (24,2%) and soccer (22,3%)

Almost 43% of blacks said they would like to use sports facilities currently reserved for whites

Almost 62% of white respondents are in favour of integrating sports facilities now or in the near future

Other public amenities favoured by the majority of whites for integration include library services (67,3%), cultural gatherings (64,6%), theatres (59,2%) and health clinics (56,7%)

But white resistance to integration on other levels were evident from "distant future", "never" or non-responses to facilities such as public toilets (44,3%), creches (40,4%), nursery schools (40,4%), and municipal swimming pools (44,8%)

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ese and "other
s" — DDPR

UMTATA — The deputy
medical superintendent
at Umtata General Hos-
pital Dr M Xaba-
Mokoena, has criticised
Transkei Airways for re-
fusing to allow passen-
gers on board flights if
they do not arrive at the
stipulated time for de-
parture

Yesterday the manag-
ing director of Transkei
Airways, Mr Maurice
Pike, outlined proced-
ures to be followed and
welcomed the opportu-
nity to discuss the com-
plaint with Dr Xaba-
Mokoena

"The processing of
passengers at K D
Matanzima Airport is
handled in various
stages by the author-
ities concerned, as well
as airline staff

"Although these
checks are carried out
by relevant government
officers and not by air-
line employees, the pro-

Why airline can't take latecomers

D. D. Dipak

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269 19/8/83

cess obviously takes
time and requires a time
limit to be adhered to
These checks are for the
sake of passengers' safe-
ty only

"The K D Matanzima
Airport is classified as
an international gate-
way and is handled as
such, whereas flights out
of East London are
domestic, with the ex-
ception of one daily light
aircraft service to Umta-
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"Another important
difference is that with
up to 16 flights daily out
of East London, of which
eight operate to Johan-
nesburg (some via Kim-
berley or Bloemfontein)
it is normally easier to
exercise "standby" faci-

lities on the next avail-
able flight"

In a statement to the
Daily Dispatch Dr Xaba-
Mokoena said

"I had been on call all
night but got up on time
to be at the airport
timeously As I was ab-
out to be driven out,
another call came from
the hospital and I had to
answer

"As a result I got to the
airport 30 minutes be-
fore the plane was due to
depart I was refused
(with two others) permis-
sion to take off on the
flight We begged and
tried to explain to un-
listening ears

"The result was a
rushed car trip at break-

neck speed to East Lon-
don after collecting my
car at the hospital After
the incident one hates
flying from our airport
and rather chooses to fly
from East London

"I got there unbooked
20 minutes before the
next flight explained my
ordeal and was put on
their standby list in case
there was space on the
incoming flight, and in-
deed was called to the
aircraft after it had
landed"

Dr Xaba-Mokoena re-
ferred to the case in
which two sisters were
killed while on their way
to the airport in East
London and asked if
such losses could be
afforded

Oppenheimer divorces wife

LONDON — Mr Anthony
Oppenheimer, 45, son of
Sir Phillip Oppenheim-
er, a director of Anglo
American Corporation,
divorced his wife, Pen-
ny, yesterday on grounds
of her adultery with a
British racehorse owner,
Captain Fred Barker
— SAPA-AP



Anthony Newley and Andrea Marcovici who take the leading roles in a new musical based on the life of Charlie Chaplin by Newley and Stanley Ralph Ross

Bomb explodes in hospital

BEIRUT — A bomb tore
through a Palestinian
hospital near the Sabra
and Shatila refugee
camps here last night,
wounding a number of
people including two
children, the state-run
media reported

Lebanese television
said one of the wounded
was in serious condition

The bomb, planted on
the first floor of the
Akka Hospital,
appeared to be the latest
in a series of anti-
Palestinian attacks in
Beirut and southern
Lebanon

The hospital looked af-
ter many children left
fatherless after last

September's massacres
in the Sabra and Shatila
camps, blamed by
eyewitnesses on Chris-
tian militamen

Poor Palestinians say
there is a campaign of
harassment against
them, apparently aimed
at encouraging them to
leave Lebanon — SAPA-
RNS


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BMW's revolutionary Amock
BS) in all models from the 745 through
We make the new 7 Series the safest
BMW is that guarantees reduced
to 40% and full steering control
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is a steel safety cell, reinforced all
over bar with reinforcements.
and protects the interior in the
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performance, not only in terms
of speed, but also in terms of
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evrability, and roadholding.
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Unquestionably, one should be
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afford the best, how can you be
Anything less?

nd out for yourself about advanced
automotive safety by taking a new
7 Series BMW for a thorough test drive.



**Don't spend a lot
to live a little**

169/100M
Fares may rise

Mail Correspondent 20/8/83

PIETERSBURG — Lebowa Transport has advised its commuters it intends applying for fare increases, according to the managing director of the company, Mr B. H. Brooks

The fare increase were necessitated by the increase in the costs of buses, tyres, spare parts, salaries and operating equipment since the last increase on August 1, 1982, he said

Mr Brooks said casual commuters would probably have to pay an additional 14%, if the fare increases are approved by the Department of Transport

Mercury 20/8/83 269

Durban poised to go ahead with mixed buses

Municipal Reporter-

DURBAN looks set to defy the National Transport Commission and scrap apartheid on its buses

It is the city's best option, according to Mr Don Smith, vice-chairman of the city's Management Committee

He said: 'We have three choices. To take the rejection of our appeal like lambs; to go to court, which will take a lot of time and money, or to say we believe the NTC decision is totally unjust and unreasonable and just go ahead with desegregating the services

'What could the Government do other than say we've been naughty boys and cancel our permits and try to find somebody else to run it? This would be very unlikely'

Earlier this week the

city was advised by its senior legal adviser to ask the NTC for its reasons for rejecting the appeal before resorting to Court action

But, according to Mr A B Eksteen, Director-General of the Department of Transport, it was not NTC policy to furnish reasons

Yesterday Mr Smith suggested that the Minister of Transport, Mr Hendrik Schoeman, should have consulted black students who attended Natal University and had to walk up the hill to Howard College because they were not allowed to catch the buses on that route

'And what about our non-white meter maids who have to get in and out of the city but can't use white buses because somebody complained?'

Mr Smith said there

◆ TURN TO PAGE 2

Bus saga

◆ FROM PAGE 1

was no chance the Government would discontinue its subsidy of black passengers if the service was desegregated since it was committed to the subsidy

In 1957, when the Local Road Transportation Board refused to renew 71 permits for the Pietermaritzburg council unless it introduced apartheid on the municipal buses, the city council got a Supreme Court interdict to prevent the board from cancelling the permits

Later the Court ruled in the council's favour

Cape Town's multiracial service was a *fait accompli* by the time the operator applied for formal permission to run a desegregated service.

Port Elizabeth, East London and Johannesburg also have multiracial services.

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 S. G. M. S. 21/8/83
Govt could slam racial 'open' door

By MIKE CADMAN

THE government and province could prevent Randburg from opening all public amenities to all races.

A study by Professor Johan van der Vyver, of the University of the Witwatersrand law faculty, shows that legislation and provincial ordinances exist which, if adhered to, could sabotage the Progressive Federal Party-controlled council's plans to 'open' the town.

His study follows the release this week of the Human Sciences Research Council's preliminary report on people's attitudes to the opening of public amenities to all races.

The HSRC survey was commissioned by the Randburg town council.

It covered attitudes on amenities such as swimming pools, public toilets, clinics, some nursery schools, community halls, libraries and the bus service.

The report found that of the 730 white people who participated in the survey, 45,4% would accept the opening of public amenities to members of all race groups.

A further 10,8% said they would oppose the move at



● Prof Johan van der Vyver in-depth report

first, but would gradually resign themselves to it.

The move was opposed by 30,8% Of the 656 black people surveyed 92,6% were in favour.

Prof van der Vyver's study revealed the laws that could affect Randburg's plans.

● Every bylaw approved by a city (or town) council and intended to integrate any public municipal amenity can in terms of section 99 of Local Government Ordinance, 17 of 1958 (T) be vetoed by the Administrator.

● The segregation of buses



● Mr Olaus van Zyl .. awaiting debate

can be imposed on local authorities by virtue of Transportation Act, 94 of 1977.

● The Reservation of Separate Amenities by Local Authorities Ordinance, 8 of 1958, if applicable — Prof van der Vyver believes it is not — "can be used to prevent the integration of all municipal amenities, except the swimming pool, the buses and the cemetery"

● The Group Areas Act, 36 of 1966, could be used to punish black people for being in "white" areas.

Prof van der Vyver says the Group Areas Act could

be implemented at public amenities used for the staging before a live audience of any performing arts or cinema shows or at any public amenity where blacks would be present for a period exceeding one day.

Prof van der Vyver also warns that black people could fall foul of curfew laws "It should be noted that blacks who avail themselves of integrated public amenities in circumstances that would cause them to be within the 'white' section of an urban area, may experience problems under curfew regulations.

"If the Reservation of Separate Amenities by Local Authorities Ordinance is enforced, Randburg's parks, the library, municipal buildings and public toilets would have to be segregated.

"A peculiar point is that if a road or street constitutes part of a bus stop, its use can be reserved for the exclusive use of one's race group — yet if the bus stop is part of a sidewalk it cannot be reserved for any particular group."

In his 75-page report, Prof van der Vyver argues that the Separate Amenities by Local Authorities Ordinance might not be applicable to Randburg.

The leader of the National Party on the Randburg council, Mr Olaus van Zyl, said this week he was not prepared to debate a preliminary report and would wait until this month's council meeting before discussing the issue.

Mr van Zyl has consistently attacked the management committee for not consulting the full council before commissioning the HSRC to do the survey.

Mr van Zyl has also hit out at the management committee's recent application to the Johannesburg council to integrate the bus service.

Johannesburg provides Randburg with a bus service on an agency basis. Johannesburg refused to grant permission for the integration of the service and referred the matter to the National Transport Commission.

Durban thwarted over black-and-white buses

By JO RADFORD

FOR three years attempts by the Durban City Council to scrap apartheid on its bus service have been thwarted by the National Transport Commission — and Durban will never have desegregated buses.

The National Transport Commission will not reconsider its refusal and it has refused to give reasons.

Mr Hendrik Schoeman, Minister of Transport, will not make representations to the commission to reconsider its decision against allowing Durban to have a mixed bus service.

The appeal to the NTC to scrap apartheid on certain routes was a result of a meeting between Durban City Council and Mr Schoeman in an effort to reduce the high cost of running two bus services in the city.

It is expected that Durban's black bus service will lose R4 000 000 this year and the skeletal white service R500 000.

Mr Schoeman rejected accusations that the decision was based on political grounds. He said the NTC was an autonomous body.

Mr Schoeman said the only thing he had done in the inquiry was refer to the NTC representations made to him.

"I had a lot of letters from people who didn't want buses integrated," he said.

In 1957, when the local Road Transportation Board refused to renew 71 permits for the Pietermaritzburg Council unless it introduced apartheid on municipal buses, the council obtained a Supreme Court interdict to prevent the board from cancelling the permits.

Later the court ruled in the council's favour and the service is still multiracial.

Furious Ciskei commuters

beat up vigilante

BOYCOTT REVENGE

City Press 21/8/83
By BENITO PHILLIPS

AN INFURIATED mob beat a Ciskei "vigilante" to within an inch of his life and threw him from a moving train this week.

'We won't board the buses'

'the buses'

in boycott.

COMMUTERS Mdantsane have vowed to continue their boycott of Ciskei buses despite a 25c drop in weekly fares.

The lower fares are a result of the drop in petrol price, according to Ciskeian President Lennox Sebe.

They come into effect today, less than 10 days after the bus company's managing director, Hans Kaiser, declared that the new petrol price would not effect fares.

Commuters told City Press they were waiting for the release of trade unionists and the 10 committee members elected to negotiate with Mr Kaiser before any decision was made on the

Once their leaders were out of prison, they said they would also call on the Ciskei government to give control of the Mdantsane bus service to either the South African Transport Service or the East London municipal-

ity. But they vowed that Sebe's "petrol price drop" — which applies only to weekly tickets — would not affect the present dispute over an 11 percent fare increase.

"It will take a long time before our wounds are healed," said Mdantsane resident Alfred Ranuka. "We can't board those buses while we are still mourning our dead."

Police had been pointed out as a "vigilante" who had taken it on himself to assist Ciskei police assault commuters taking part in the bus boycott.

Police who found him lying by the tracks took him for dead and drove him to hospital for certification, only to be told he was in a coma but still alive.

BEAT UP

Eye-witnesses on the train said one of the commuters had recognised Mr Norman Sekeni as the man who helped police beat up bus boycotters.

A mob then went for Mr Sekeni and threw him from the train near Mount Ruth Station.

SURPRISE

Railway Police found him at about 5.30am

The regional chief of the Railway Police, Colonel Johan Sydow, said it had come as complete surprise when the hospital informed them Mr Sekeni was still alive. The matter was being investigated, he said.

CITY

AGUS 23/8/13

Schoeman 'conspiracy'

Staff Reporter

THE Minister of Transport, Mr Hendrik Schoeman, was party to an "unholy conspiracy" between the SA Transport Services and the white-controlled Transkei Blue Line Bus Services to exclude other bus operators from the route between the Western Cape, Ciskei and Transkei.

This was said today by Mr Harry Snitcher, QC, for Mr B S Ndamase, at the resumed hearing of the National Transport Commission's inquiry into the bus transport service along the route ordered by the Minister in May.

Application

An application by Mr Snitcher and several other legal representatives of private operators for the commission to adjourn so that the Minister could be asked to supply his reasons for believing that the service could be improved was refused by the commission chairman, Mr H C van Zyl.

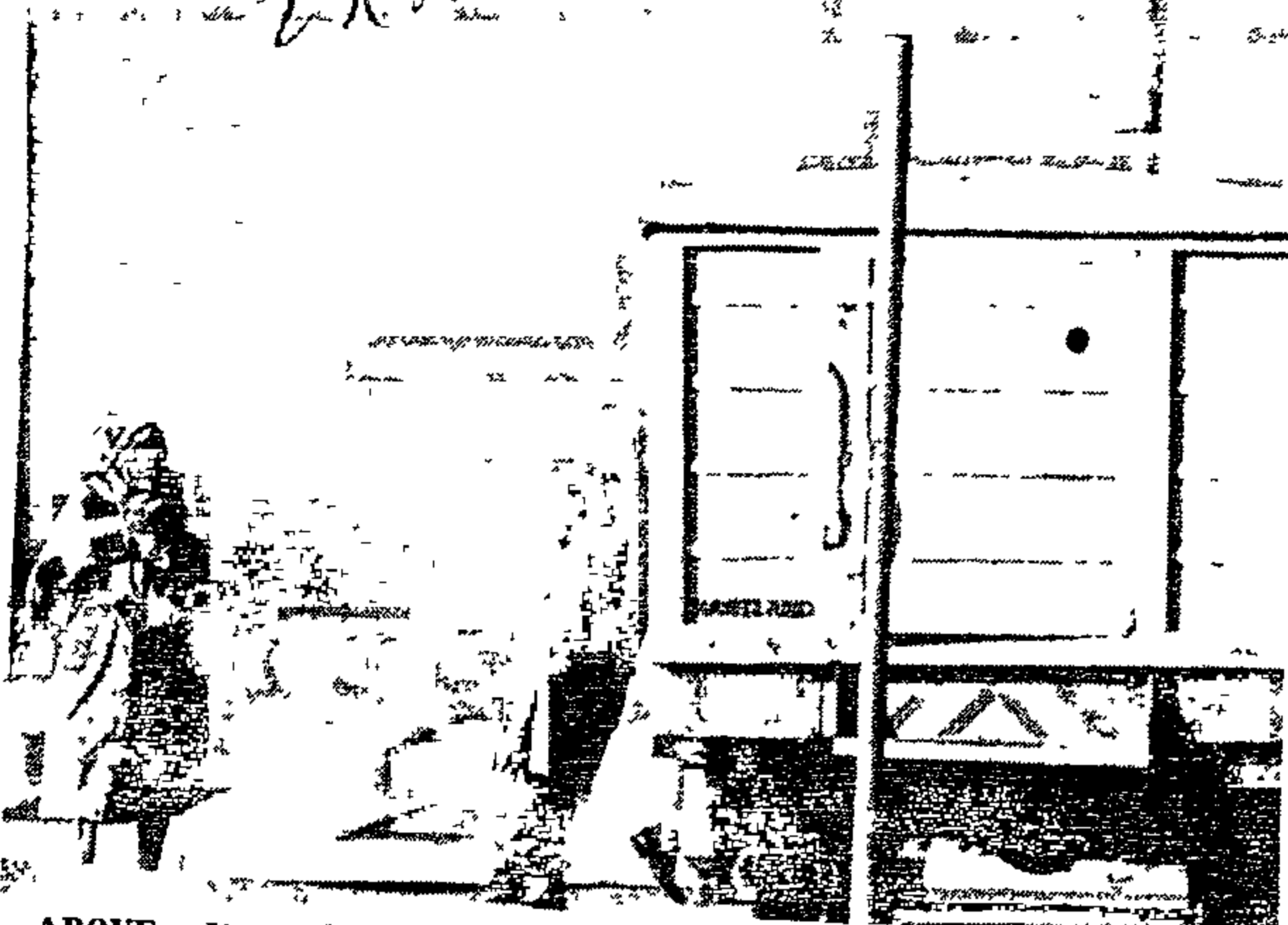
He said he had already indicated that the commission was investigating only the problems caused by "over-competition" by too many operators on the route and the desirability of placing the service under unified control.

But Mr van Zyl granted an adjournment until tomorrow morning to enable legal representatives of the parties to make urgent application to the Supreme Court for a review of the Minister's decision to set up the commission without giving reasons.

Referring to the contract between SATS and Blue Line, which the commission had yesterday ordered be disclosed to the other parties at the hearing, Mr Snitcher said its terms suggested that SATS and Blue Line wanted to "grab" all public permits for the route.

"This is a disgraceful agreement for a public body such as SATS to have entered into," he told the commission.

D. N. N. N. N. N.
23/8/83



ABOVE — It was all quiet at the Mdantsane bus terminus yesterday morning. An early morning stroller passes a relaxed policeman. RIGHT — The most popular form of transport between Mdantsane and East London is the train. Sometimes there's only room on the roof.

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Quiet as bus boycott continues

MDANTSANE — It was all quiet here yesterday when workers again walked to railway stations, continuing the bus boycott started on July 18, a week after fares were increased by 11 per cent.

Police kept a low profile and patrolled various areas where buses were boarded.

There did not appear to be any marked improvement in the number of people using buses and there were several policemen and vehicles at the main bus terminal but there were no incidents.

The public relations officer for the Ciskei police, Major G A Ngaki, confirmed it was quiet here yesterday.
See also P9

**Shooting:
man
wounded**

**Lower bus
fares have
little effect**

~~269~~
~~270~~

EAST LONDON — A man from Zone 3 Mdantsane, was admitted to Frere Hospital with a bullet wound in his buttock on Saturday night following a shooting incident in Mdantsane

Mr Joe Qayiso, whose condition was described as satisfactory yesterday said he was shot on Saturday at 8 30 pm in the yard of Mr Bandile Mkup

He said he was in a toilet when the incident occurred. As he walked out he heard a noise in the yard and a man shouting "Shoot, shoot". Several shots were fired and he felt his left leg to lame

"I only realised a few seconds after that I had been shot. Mr Qayiso said

He said the police had taken some men away from the house but had released them later. The men took him to hospital where a bullet which had pierced his left buttock was lodged in his hip

A hospital spokesman said the bullet had been removed

The Ciskei police, liaison officer, Major G A Ngaki, said Ciskei police were investigating the matter — DDR

EAST LONDON — The bus boycott in Ciskei has gone into its sixth week with CTC vehicles running at only 60 per cent of capacity

Officials of the CTC organisation said the reduced fares that were announced last week seem to have made very little difference to the number of commuters making use of their buses

President Lennox Sebe announced cuts of 25c on weekly tickets and 5c on single-fare tickets but this has evidently not been enough to draw passengers back

hand are still running at about 40 per cent up on normal

Railway officials said the number of daily commuters from Mdantsane to East London had gone up from about 6 000 to 10 000 shortly after the hike in bus fares last month and we are still operating at about the same level

The liaison officer of the CTC organisation Mr Wessel van Wyk said that the reduced fares which were introduced as a result of the drop in fuel prices do not seem to have swayed commuters to make use of buses again

Trains on the other hand are still running at about 40 per cent up on normal. "All we can do is wait" he said — DDR

Willmer calls ²⁶⁹ on mayor to quit ^{Mercury} over bus dispute ^{23/8/83}

Municipal Reporter

DURBAN'S Right-wing Civic Action League has reported City Councillor Don Smith to the National Transport Commission for saying the city could desegregate its bus services in defiance of an NTC ruling.

But Management Committee chairman Mr Neil MacLennan said yesterday 'I don't believe, in any circumstance the council would adopt an irresponsible attitude, which breaking the law would be'

League director Mr Brendan Willmer has also claimed that league members will lay criminal complaints with the South African Police if black and white passengers travel on buses together and has called for Mayor Sybil Hotz and Mr MacLennan to resign because of the claim.

Mr MacLennan said 'I can't imagine any reason why either myself or Councillor Hotz should resign because of something Councillor Smith said.'

'It was his comment only. The council has never expressed such intention and the whole thing is sheer nonsense.'

Mr Smith said 'Mr Willmer's intemperate outburst displays all the signs one expects from those whose comments are activated by Pavlovian-like reactions to stimuli, as opposed to comment derived through reason.'

Logic

'Any suggestion that racial injustice be corrected or that a bus service be properly operated activates the Action League's mouthpiece.'

'The call for the mayor and committee chairman to resign for something he had said displayed an abysmal lack of logic. He had simply said the council's best option might be to integrate the services, in spite of the NTC decision.'

The council had not yet considered the matter and therefore not decided which course to follow.

'One assurance I can give Mr Willmer and his fellow travellers, no threats, no blustering bombast will dissuade the city council from a very careful and logical analysis of the whole situation, nor pressure it into a course of action other than the one it believes to be right in the circumstances,' Mr Smith said.

Argus
23/8/83
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Ciskei buses still shunned

Argus Bureau

EAST LONDON — There has been no change in the number of people using Ciskei Transport Corporation buses, in spite of a fare reduction which came into effect yesterday

Mdantsane commuters have been boycotting buses for five weeks in protest against a fare increase introduced on July 13

REDUCTION

Last week Ciskei's President Lennox Sebe announced a fare reduction of 25c a week on weekly tickets. The reduction amounts to 50 percent of the recent increase

Other commuters are using trains, which are carrying about 40 percent more passengers, to get to work

Police are investigating the shooting of a man on Saturday night who was admitted to Frere Hospital, Major Ngaki said

MCI backs private transport services

269 ~~277~~ ~~278~~ E. Pos 24/8/83

THE Midland Chamber of Industries in its latest newsletter staunchly defends increased competition for private transport

Opposing recommendations to phase out "Kombi-type" taxi services, the MCI says such ventures provide "an effective channel for drawing black businessmen into the free enterprise system"

In its commentary the MCI echoes concern expressed on the issue earlier by its parent body the Federated Chamber of Industries (FCI), which has expressed concern at the "potential for unrest and industrial disturbance that could result from this action"

"Government has often voiced its commitment to the free enterprise system

and has in many instances placed its faith in that system to be the vehicle for raising living standards," says the MCI

"As always the private sector has responded positively to these challenges to the free enterprise system as evidenced by its actions in the field of housing

"Government has also stressed the need for attracting the small would-be-entrepreneur into this "free enterprise" economy, and took steps in this regard when it opened the way with the establishment of the Small Business Development Corporation"

It is against this background, continues the MCI comment, that the contents of the Welgemoed Commission report and its recom-

mendations ought to be reviewed

The FCI in its comment, observed that it was notable that the Welgemoed Commission approved the privatisation of bus services. And to this end it opposes the establishment of a National Bus Transportation Corporation and favours the sale to the private sector of the bus services operated under the Corporation of Economic Development

"Notwithstanding this, the recommendations of the Welgemoed Commission basically favour more centralised control, greater regulation and the curtailment of competition over established services, whether publicly or privately owned

"Furthermore, to the ex-

tent that inefficiencies in the transport system give rise to the need for subsidisation of passenger services in excess of R800 million a year, the commission does no more than recommend that new sources of tax be raised (mostly from employers) in order to cover these (growing) losses

"It is thus a matter for regret that the Welgemoed Commission did not see fit to move towards a more open competitive transport structure"

The MCI concludes with the observation that the Government should not accept recommendations "that will inhibit the entry of the small black entrepreneur into the economic system that everyone purports to support"

Court
269
acts on
CAPE TOWN
bus 24/8/83
inquiry

Supreme Court Reporter

AN INQUIRY by the National Transport Commission into the allocation of bus services to carry passengers between the Western Cape and Transkei was postponed, yesterday pending the outcome of an urgent application in the Supreme Court on or before October 3

In an urgent application before Mr Acting Justice Berman in the Supreme Court late yesterday afternoon, seven operators of bus services to Transkei asked the judge to restrain the NTC from proceeding with the inquiry

'Prejudiced'

One of the bus operators, Mr B S Ndamase, who trades as Elite Bus Service, said in an affidavit "At the commencement of the proceedings on August 23, it was pointed out to members of the Commission that the Minister of Transport had at no stage informed any of the interested parties of the reason for his belief that the existing transportation facilities required improvement. The operators were gravely prejudiced in the presentation of their representations to the Commission"

'Agreement'

The affidavit said the operators asked the Commission to allow the proceedings to be adjourned till the minister had given reasons for the convening of the Commission

In the absence of a full disclosure by the minister, the bus operators would not know what evidence to call

The affidavit said one reason why the minister directed the inquiry was to implement an agreement between South African Transport Services and Transkei Blue Line Bus Services (Pty) Ltd, in particular the proposal that Sats and Blue Line be granted the exclusive right to transport black passengers over the route

This was clearly not in the public interest.

Leave to file

Mr Acting Justice Berman granted the chairman of the Commission, the Minister of Transport, Sats, Blue Line and the Ciskei Transport Corporation leave to file opposing affidavits before the launching of the application on October 3

The matter of costs was to stand down

Mr H Snitcher QC assisted by Mr A J Nelson, instructed by Olivier, De Nobrega and Fourie and Olivier, appeared for Mr B S Ndamase, trading as Elite Bus Service, Koncoshe Eagle Transport (Pty) Ltd, P N Bam trading as Broadway Transport and Services, Mr P P Motale, Mr Sedick Chikwan and Trans-Ciskei Transport (Pty) Ltd

The NTC and the Minister of Transport were represented by Mr W J Burger SC, assisted by Mr J R Gutschi. Mr C B Prest represented Sats. They were instructed by the Deputy State Attorney. The other two respondents, Transkei Blue Line and Ciskei TC, were not represented.

Howard Q 61 1950
Khayelitsha
269 24/8/83
*21 Mr. K. M. ANDREW asked the
Minister of Transport Affairs

Whether, with reference to his reply to

1951

WEDNESDAY, 24 AUGUST 1983

1952

Question No 17, standing over, on 29 June 1983, the local Metropolitan Transport Advisory Council has made any decisions or recommendations in respect of the most economic and suitable mode of transport for the people of Khayelitsha; if so, what is the purport of the decisions or recommendations; if not, when is it anticipated that such decisions or recommendations will be made?

The MINISTER OF MANPOWER (for the Minister of Transport Affairs):

Yes.

The Cape Town Metropolitan Advisory Board recommended to the Administrator-in-Executive Committee that a study be undertaken by the core city, namely Cape Town, to ascertain the most economic and suitable mode of transport. The decision regarding the recommendation is being awaited

Khayelitsha

*22. Mr. K. M. ANDREW asked the Minister of Co-operation and Development

- (1) How many (a) families and (b) persons were living at Khayelitsha as at the latest specified date for which figures are available;
- (2) whether any of these persons have been allocated sites for the erection of dwellings; if so,
- (3) whether any persons have constructed dwellings on these sites; if not, why not?

The DEPUTY MINISTER OF CO-OPERATION.

- (1) As at 22 August 1983.
 - (a) 112 families;
 - (b) 439 persons.
- (2) Yes, 112 persons.
- (3) Yes, temporary shelters have been

erected. Discussions were held with site holders and it is hoped that the erection of a more conventional type housing will be commenced within the next two or three weeks.

~~11/13~~ 40

New sliding-door train for



Train commuters at the East London station in the new coaches with sliding doors which have been brought into the East London-Mdantsane service

EAST LONDON — A suburban train made up of more-modern sliding-door coaches has been introduced to the East London Mdantsane service

The train is capable of carrying nearly double the number of passengers transported in the old swing-door sets presently

used.

Railway officials said the new train, which was slotted into the timetable shortly before the peak-hour traffic last night, is made up of 12 sliding-door coaches which can carry a total of 2 400 passengers.

Sets made up of 10

swing-door units can only transport a total of between 1 200 and 1 500 passengers

Railway operating staff said the sliding-door coaches had been sent up from Cape Town and the only difference is that they are being hauled by diesel units instead of

electric engines

This means that the doors have to be slid open manually instead of automatically

The 12-coach set made two trial runs to check on platform heights. Horseshoe Station was the only stop on the East

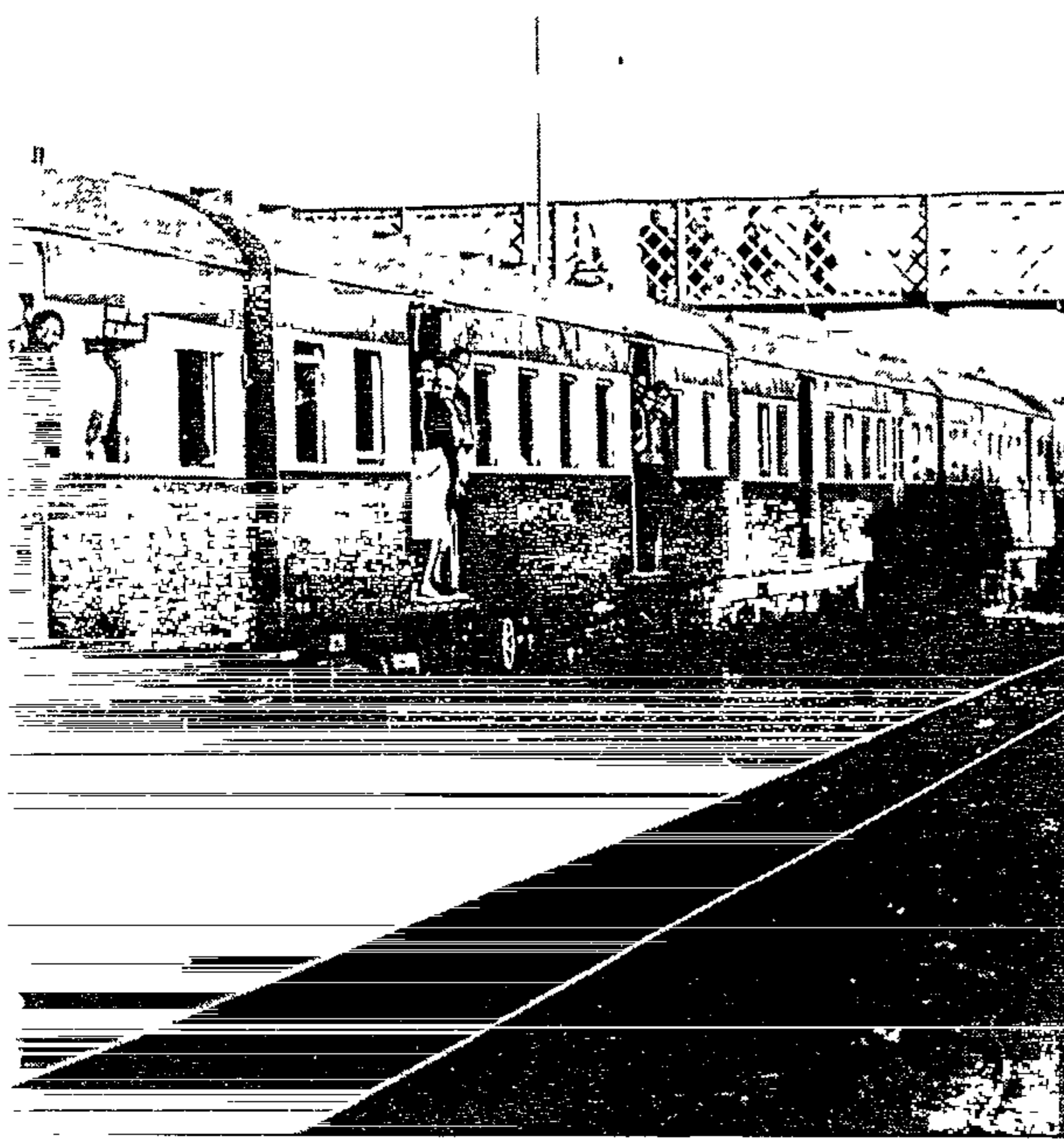
London-Mdantsane where a slight occurred

Railway officials were expected to be moved to East to replace the old door types which were being phased out — DDR.

(105) (269)

Sliding-door train for EL

Crackdown on buffer benders



station in the new coaches with sliding doors which have been the East London-Mdantsane service

EAST LONDON — Railway authorities are to crack down on commuters who sit on the roofs and inter-locking buffers of coaches of suburban trains

centres in the country", he said "but we want to stop it in East London before someone gets killed"

This was made clear yesterday by the regional chief of railway police, Col Johan Sydow, who said "besides being extremely dangerous it seems very few people realise that it's a criminal offence"

Col Sydow said many passengers — mainly young men — seemed to do it as an act of bravado

"You'll find plenty of space inside the coach, but they seem to get a kick out of riding on top of it or perched on the inter-locking buffers"

Col Sydow said the problem of having passengers riding on roofs or perching on the buffers between the coaches was not unique

Col Sydow said he has instructed his men to crack down on "roof riders" and "buffer benders"

"They have a big problem with this in Cape Town and other major

These offences carry a penalty of a fine of R100 or six months in jail — DDR

swing-door units can only transport a total of between 1 200 and 1 500 passengers.

electric engines. This means that the doors have to be slid open manually instead of automatically

London-Mdantsane line where a slight problem occurred

Railway operating staff said the sliding-door coaches had been sent up from Cape Town and the only difference is that they are being hauled by diesel units instead of

The 12-coach set made two trial runs to check on platform heights. Horseshoe Station was the only stop on the East

Railway officials said it was expected that more sliding-door coaches will be moved to East London to replace the old swing-door types which are being phased out of service. — DDR

(200) ~~183~~ 8/25/83

Sasol, Triomf fertiliser case is postponed

By Fiona Macleod

An urgent application by Triomf Fertilisers (Pty) Limited to prevent Sasol One from manufacturing fertilisers in Southern Africa was postponed to September 7 by a Rand Supreme Court judge yesterday.

After lengthy negotiations it was agreed that the case be postponed to allow the parties to reply to the allegations leading to the application.

The application by Triomf Fertilisers was for an order binding Sasol One, AECI Limited — a minority shareholder in Triomf — and Fedmis (Pty) Limited — a competitor in the fertiliser business — to a contract signed during 1974 and 1975.

In papers before the court Mr Louis Luyt, chairman and director of Triomf Fertilisers, said in terms of the contract Sasol One had undertaken not to enter the retail fertiliser market in Southern Africa.

In return, Triomf and Fedmis had undertaken to buy agreed amounts of fertiliser nitrogens produced at Sasolburg.

He said a new company, Sasol Fertiliser (Pty) Limited, had been set up in 1981 and had entered the retail market in 1982. Triomf had lost key personnel to it.

In about March this year it became apparent that Sasol Fertiliser threatened Triomf's mar-

ket. But because it appeared that this new company was not a subsidiary of Sasol One, he could not bind it to the contract.

Mr Luyt said he learned in June that Sasol One had gained control of Sasol Fertiliser in February and had since been breaking the contract.

He had also learned that Sasol One and AECI — Triomf's formal contracting party in the agreement — were working on amendments to the contract without consulting Triomf.

DEMAND

He was not certain whether Sasol One and AECI still considered themselves bound to the contract.

The demand for fertiliser had been dramatically reduced and Sasol's entry into the market had cost Triomf millions of rands, he said.

Triomf had abided by the contract. If the contract still existed Triomf was presently obliged to buy 41 000 tons of nitrogens — worth about R5 million.

Mr Luyt said he would buy these nitrogens from Sasol only if Sasol abided by its undertaking.

An alternative to the application to bind Sasol to the contract would be an application for an order relieving Triomf of the burden of buying the nitrogens.

Mr Acting Justice F S Steyn reserved costs.

D. Dispath 26/8/83

Gqweta calls for ~~the~~ talks on bus issue ~~the~~

EAST LONDON — The president of the South African Allied Workers' Union, Mr Thozamile Gqweta, yesterday repeated his offer of negotiations on the Ciskei bus boycotts

Mr Gqweta said such negotiation with the Ciskei Government and the bus company was subject to the release from detention of eight members of the community committee of ten which had organised the bus boycott

The committee had at one stage arranged for a meeting with representatives of the bus company but had called off talks before they started because some of its members had been detained

Mr Gqweta said machine guns and detentions were not a solution to the bus boycott

"How many hours, not even days, has President Lennox Sebe spent with the people in trying to find a solution to the bus boycott?" Mr Gqweta asked

He said when capitalist exploitation of workers reached its highest level, trade unions, apart from political organisations, were bound to emerge in large numbers to strive for the economic interests of workers

History had proved no governing political party in any capitalist society in the world could ever fulfil the economic interests of workers, he added

He said President Sebe's suppression of trade unions in Ciskei had led to the situation he found himself in today

He accused President

Sebe of boycott-breaking tactics

He said President Sebe had applied them in 1974 and this time had intensified them with gunpowder

Mr Gweta said similar tactics had been applied by the South African Government against peaceful demonstrators at Sharpeville in 1960 and repeated in 1976 when many students were shot dead during the riots in Soweto and other urban areas

"But these tactics have not deterred our people in their battle against racist capitalist exploitation and oppression," he said

How could they be expected to submit to President Sebe, he asked

"We still declare that in the face of brutal repression, between the jaws of a lion, the South African and Ciskei Gov-

ernments, our people are still not riding buses

"It is not ourselves but our principles that provide us with the determination we are displaying today

Mr Gqweta said President Sebe would never get co-operation, collaboration and sacrifice of principles by trade unionists

He said the Sebes had been out and out exponents of non-violence and sworn enemies of violence as a means of achieving consensus on any issues involving conflicting ideas

They had remained true to this belief and it had taken them to Ciskei independence in 1981 — achieved through "negotiations"

"It is now interesting to read in newspapers that General Charles Sebe is alleged to have plotted violence against



MR GQWETA

the presidency of his brother"

He said Saawu — which had been accused of subversion and other incriminating allegations by President Sebe — was still ready to negotiate in pursuit of its policy — DDr

GQWETHA IS READY TO NEGOTIATE

CISKEI trade unionist Thozamile Gqwetha yesterday offered terms to the Ciskei Government to end the bus boycott.

Mr Gqwetha, who is president of the South African Allied Union (Sawu), made this offer as the bus boycott continued in its sixth week.

In a statement issued from a hideout in East London Mr Gqwetha said the terms for such negotiations were subject to the unconditional release of eight detained members of the Community Committee of Ten which had organised the boycott. "We still say our pens are ready for negotiations

and machine guns and detentions are not a solution to the bus boycott," Mr Gqwetha said.

He asked how many hours the president of Ciskei, Chief Lennox Sebe had spent with the people in trying to find a solution to the bus boy-

cott

When capitalist exploitation of workers reached its highest level, trade unions — apart from political organisations — were bound to emerge at a rapid rate to strive for the economic interests of workers

JUNGLE TIGER

He likened President Sebe to "an enraged, wounded and directionless jungle tiger which, by some unknown miracle, found itself in a soccer stadium full of spectators with whom it had never had any natural affinity.

"One can imagine what kind of damage can be done to the people in that situation"

Such behaviour had manifested itself on the "Black Thursday" shooting at dawn of more than 60 workers by Ciskei police and army on August 4

He said President Sebe's boycott-breaking tactics were not new to the people. He had applied them in the 1974 bus boycott and had this time intensified them with a smell of death and gunpowder

In spite of all this the people were still not using the buses and Mr Gqwetha warned that if the matter would be solved by violence, more people were still to be shot

OWN CORRESPONDENT

City bus boss slams complaints by blacks

Municipal Reporter

MR MARSHALL Cuthbert, general manager of the Durban Transport Management Board, has slammed complaints that black commuters are subjected to rude drivers, inconvenient routes, not enough shelters or buses and frequent breakdowns

He was reacting to a memorandum released by the Joint Commuters' Committee, which calls for the reduction of fares to January 1982 levels and accuses the DTMB of not responding to the economic plight of black commuters forced by the Group Areas Act to live far from their workplaces

The memo had obviously been prepared for handing to the mayor in January, but had instead been handed to the DTMB only on August 3 — and received wide Press coverage

In a 15-page reply to the JCC chairman, the Rev M O Xundu, the general manager warns that while the DTMB recognises the committee, it does not see it as the only voice of commuters

As far back as 1977 the DTMB had recognised the need to consult commuters and consultative committees had been established

Many innovations had followed. All commuters over 65 could now travel at 20 percent of the average fare, with the balance subsidised by the City Council to the tune of R105 000 a year

Direct services from Gijima and Point and from Umlazi to Pinetown had been introduced, as had monthly clip-cards and changes in the selling points for the cards

The consultative committees had complained that some buses were not as clean as they should be. Women cleaners had been employed, but unfortunately the drought was making their job difficult

It was not the function of the DTMB to provide bus shelters, but the board had liaised with advertising companies who erect shelters

The Government subsidised black fares by R4 000 000 last year. Consequently, a Stage 1 clip-card on the green-line cost R1,75 while white commuters had to pay R4

There were no white buses after 6 p.m. and very few at weekends. No new buses had been bought for the service since 1975, yet 271 green-line buses had been purchased in the past four years.

Black commuters were provided with an extensive weekend service — 4 000 trips on Saturdays and 2 100 on Sundays

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Mercury

26/8/83

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Court
orders
made
final

ZWELITSHA — Two separate interim orders prohibiting interference with Mdantsane commuters and a licensed taximan were made final by the Chief Justice, Mr Justice De Wet, here yesterday

In terms of the orders, members of the Ciskei's police, army and members of the Mdantsane vigilante group are prohibited from assaulting, molesting and harassing the applicants

The applications were made at the height of the Mdantsane bus boycott, and the final order was by consent of the parties involved

The first application was made by six commuters who alleged police harassment against the Minister of Justice, the Deputy Minister of Defence, the Commissioner of Police, Warrant-Officer Litha Mbi and a Mr Maduna

The State agreed to pay for the costs of one counsel, including the costs of obtaining a final order on an unopposed basis. It applied that costs incurred in opposing the offer to pay for only one counsel be paid by the applicants

The second application for an order was brought by a taximan, Mr Khabalinjani Mabulu, against the Minister of Justice, the Deputy Minister of Defence, the Commissioner of Police and Mr Vernon Ngani

The order prohibited members of the Ciskei Police and the army, as well as Mr Ngani, from assaulting, molesting, harassing and unlawfully interfering with Mr Mabulu. It further ordered the police to restrain members of the public from unlawfully interfering with others while in the presence of the police

The respondents were ordered to pay the applicant's costs

Mr Justice De Wet asked the Attorney-General to investigate Mr Mabulu's allegations that he was forced to pay a R100 admission of guilt fine at Mdantsane police station when he was arrested for conveying passengers —
DDR

27/8/83
~~269~~ ~~258~~ ~~257~~ ~~256~~ ~~255~~ ~~254~~ ~~253~~ ~~252~~ ~~251~~ ~~250~~ ~~249~~ ~~248~~ ~~247~~ ~~246~~ ~~245~~ ~~244~~ ~~243~~ ~~242~~ ~~241~~ ~~240~~ ~~239~~ ~~238~~ ~~237~~ ~~236~~ ~~235~~ ~~234~~ ~~233~~ ~~232~~ ~~231~~ ~~230~~ ~~229~~ ~~228~~ ~~227~~ ~~226~~ ~~225~~ ~~224~~ ~~223~~ ~~222~~ ~~221~~ ~~220~~ ~~219~~ ~~218~~ ~~217~~ ~~216~~ ~~215~~ ~~214~~ ~~213~~ ~~212~~ ~~211~~ ~~210~~ ~~209~~ ~~208~~ ~~207~~ ~~206~~ ~~205~~ ~~204~~ ~~203~~ ~~202~~ ~~201~~ ~~200~~ ~~199~~ ~~198~~ ~~197~~ ~~196~~ ~~195~~ ~~194~~ ~~193~~ ~~192~~ ~~191~~ ~~190~~ ~~189~~ ~~188~~ ~~187~~ ~~186~~ ~~185~~ ~~184~~ ~~183~~ ~~182~~ ~~181~~ ~~180~~ ~~179~~ ~~178~~ ~~177~~ ~~176~~ ~~175~~ ~~174~~ ~~173~~ ~~172~~ ~~171~~ ~~170~~ ~~169~~ ~~168~~ ~~167~~ ~~166~~ ~~165~~ ~~164~~ ~~163~~ ~~162~~ ~~161~~ ~~160~~ ~~159~~ ~~158~~ ~~157~~ ~~156~~ ~~155~~ ~~154~~ ~~153~~ ~~152~~ ~~151~~ ~~150~~ ~~149~~ ~~148~~ ~~147~~ ~~146~~ ~~145~~ ~~144~~ ~~143~~ ~~142~~ ~~141~~ ~~140~~ ~~139~~ ~~138~~ ~~137~~ ~~136~~ ~~135~~ ~~134~~ ~~133~~ ~~132~~ ~~131~~ ~~130~~ ~~129~~ ~~128~~ ~~127~~ ~~126~~ ~~125~~ ~~124~~ ~~123~~ ~~122~~ ~~121~~ ~~120~~ ~~119~~ ~~118~~ ~~117~~ ~~116~~ ~~115~~ ~~114~~ ~~113~~ ~~112~~ ~~111~~ ~~110~~ ~~109~~ ~~108~~ ~~107~~ ~~106~~ ~~105~~ ~~104~~ ~~103~~ ~~102~~ ~~101~~ ~~100~~ ~~99~~ ~~98~~ ~~97~~ ~~96~~ ~~95~~ ~~94~~ ~~93~~ ~~92~~ ~~91~~ ~~90~~ ~~89~~ ~~88~~ ~~87~~ ~~86~~ ~~85~~ ~~84~~ ~~83~~ ~~82~~ ~~81~~ ~~80~~ ~~79~~ ~~78~~ ~~77~~ ~~76~~ ~~75~~ ~~74~~ ~~73~~ ~~72~~ ~~71~~ ~~70~~ ~~69~~ ~~68~~ ~~67~~ ~~66~~ ~~65~~ ~~64~~ ~~63~~ ~~62~~ ~~61~~ ~~60~~ ~~59~~ ~~58~~ ~~57~~ ~~56~~ ~~55~~ ~~54~~ ~~53~~ ~~52~~ ~~51~~ ~~50~~ ~~49~~ ~~48~~ ~~47~~ ~~46~~ ~~45~~ ~~44~~ ~~43~~ ~~42~~ ~~41~~ ~~40~~ ~~39~~ ~~38~~ ~~37~~ ~~36~~ ~~35~~ ~~34~~ ~~33~~ ~~32~~ ~~31~~ ~~30~~ ~~29~~ ~~28~~ ~~27~~ ~~26~~ ~~25~~ ~~24~~ ~~23~~ ~~22~~ ~~21~~ ~~20~~ ~~19~~ ~~18~~ ~~17~~ ~~16~~ ~~15~~ ~~14~~ ~~13~~ ~~12~~ ~~11~~ ~~10~~ ~~9~~ ~~8~~ ~~7~~ ~~6~~ ~~5~~ ~~4~~ ~~3~~ ~~2~~ ~~1~~

'External source to internal unrest'

PORT ELIZABETH—It was a well-known fact that almost without exception, unrest in South Africa was instigated from outside the country, the Minister of Transport Affairs, Mr Hendrik Schoeman, said yesterday

Speaking during a visit to the SAR Police Special Task Force training base at Slagboom near Port Elizabeth, Mr Schoeman, an honorary colonel in the task force, said evidence gleaned from terrorist acts perpetrated in South and South West Africa pointed to external involvement

Referring to the situation in neighbouring states, the minister asserted that internal unrest in Zimbabwe and Mozambique and the hostile foreign policies of those countries towards South Africa, indicated that they would remain 'tension areas'

'The South West Africa question could also have the consequence that, even after a peaceful attainment of independence, the tension will not abate quickly,' he said — (Sapa)

Boom looming for coastwise

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~~230~~

E. Post
27/8/83

SA shippers

SHIPPERS gathered at a top-level meeting in Port Elizabeth this week to debate a long-awaited change in their fortunes which is expected to boost coastwise cargoes by a substantial annual tonnage

The change involves the introduction of a ceiling on the ad valorem calculation of coastwise cargo — an innocent enough adjustment, but one which heralds a major departure from current practice.

While the impact of the change could signal a major turnaround in the fortunes of shippers, and consequently a trend back from road transport to sea transport, it is undoubtedly also intended as a major new onslaught against the proliferation of "pirate" road hauliers

The meeting was convened after Minister of Transport Mr Hendrik Schoeman's hallmark announcement on the controversial "wharfage charge" during the official opening of the port control building on Thursday.

During his speech Mr Schoeman also announced SATS' intention to spend an additional R21 million expanding the Port Elizabeth ore berth in order to accommodate a quay for the discharge of petroleum

products

But the main thrust of Mr Schoeman's speech as far as the future of coastwise traffic is concerned, was the shot in the arm provided by placing a ceiling on the ad valorem level at which the wharfage charge is levied

The charge was identified in a study commissioned by Unicorn Shipping Lines Pty Ltd from the Rand Afrikaans University's Department of Transport Economics as a major culprit behind the shift from coastal traffic to road traffic

Clients lost to shippers were predominantly producers of high-valued cargo who were heavily penalised by the charge

Thus, for example, a container of 18 tons might be packed with R80 000 worth of clothing. At a rate of R1,80/R100 of value, the wharfage charge would amount to R1 440

However, with the current ceiling of R1 750 per



By Louis
Beckerling
Business Editor

ton, the new rate would amount to R567 — for a 60,6% saving (In an 18-ton container the maximum value for the purpose of calculating the wharfage charge — at a ceiling of R1 750/ton — would be R31 500 and therefore the maximum wharfage charge would be R567)

The charge is levied, says SATS, to install and main-

tain wharves, but is not cost-related, and for this reason, together with the fact that it has driven high-rated customers to seek alternative road transport, it has long been a bone of contention to shippers

Another controversial aspect of the charge, said Unicorn market research manager Mr Ray Sowman in an interview yesterday, was the SATS policy of "cross-subsidisation"

"SATS is admittedly in an invidious position due to the economic recession and cannot tamper too much with current revenue

"Unfortunately, under these circumstances the practice developed of cross-subsidising, and harbour revenue is employed to subsidise the loss of around R600 million made on uneconomic rail passenger services"

Understandably, shippers were unhappy with the fact that they were being charged to keep passenger rail tariffs down

"For this reason, this week's announcement, together with the fact that SATS was represented at such a senior level at the Port Elizabeth meeting, is regarded as an acknowledgment of the plight of coastwise cargo," said Mr Sowman.

To be fair to SATS, several shippers endeavoured to dodge the charge by under-valuing cargoes — a practice which led to the creation of a "fraud squad"

After heavy fines were levied in a number of celebrated cases — one of which cost a shipper R60 000 — some doubt

arose as to whether profit should be included in the calculation of the ad valorem value of the consignments

At this week's meeting — called by Unicorn and the line's shippers, Grindrod, SATS assistant director for marketing services Mr Neels Hubinger emphasised that where "inter-depot" transfers were being made and profit was not relevant to the exchange, it need not be included in the calculation

Hailing the announcement on charges and this week's meeting as a major breakthrough by SATS into "open marketing", Mr Sowman said Unicorn — South Africa's major coastal shipper responsible for transporting some 90% of such traffic — anticipated regaining a substantial part of the traffic previously lost to road hauliers

"The report we commissioned did include projections on revenue that SATS might lose but they regard this as confidential information," said Mr Sowman

"However, an edited version of the report is currently being bound and will be made available to the industry some time next month"

Mr Sowman said the second reason that coastwise traffic had switched to road transport was the proliferation of illegal road hauliers.

"But the Department of Transport is currently looking at ways of restricting such hauliers, who are making serious inroads not only into shipping business, but rail traffic as well."

BIG BROTTHER ABANDONS SAA

269 S. Express 28/8/83

THE Government's dramatic refusal to be associated with Mr Sol Kerzner's casino empire has cleared the way for a new international airport in Bophuthatswana to serve as a base for cheap excursion flights overseas.

By pulling out of Safmarine, which is now Mr Kerzner's major partner in the casino business, the government has sacrificed its means of protecting the African Airways monopoly from competition.

This was disclosed to the Sunday Express this week by Mr Wynand van Graan, managing director of the Bophuthatswana National Development Corporation.

"Now that the Industrial Development Corporation has been told to divest itself of its interests in Safmarine, the possibility of cheap flights to and from Europe becomes a distinct probability within the next few years," said Mr van Graan.

Lower fares threaten State monopoly

BY JEAN LE MAY

"IDC, which is wholly controlled by the South African government, would have done everything in its power to protect the national airline — SAA — from competition.

"But with IDC out of the way, there is nothing to stop the Bophuthatswana government negotiating with Saf-

marine or with independent operators for cheap international flights."

"The cost of air travel to and from South Africa at present is ridiculously high because of the protection enjoyed by SAA," said Mr van Graan.

"I know of a recent case in which it was found that a

person who wished to extend an excursion flight from Brittan to Nairobi as far as Johannesburg found that the cost of the three-hour Johannesburg flight would be more than the return trip between Nairobi and London."

Mr van Graan said the new international airport at the Bophuthatswana capital, Mmabatho, would come into operation next March but could easily be extended to take wide-bodied jet aircraft.

The runways, which are at present designed to accept aircraft as large as Boeing 747s, could be extended to full international standards at a cost of R60-million, said Mr van Graan.

"The way we see it, the offer of cheap flights between Mmabatho and Europe — and even to the United States and the Far East — could increase the number of foreign visitors to South Africa tremendously," he said.

Safmarine would be the logical innovator of cheap excursion flights, said Mr van Graan, but there was no reason why — if this fell

through — the Bophuthatswana government should not negotiate with other charter operators.

Among the airlines mentioned previously in this context were Balair and Crossair in Switzerland, Air Lingus, Alitalia, KLM, Scanair, Austria Air Transport, Sobelair in Belgium, Spanair in Spain, Condor in West Germany and Air Charter International in France.

Some years ago, when the Bophuthatswana government first made investigations, the possibility was raised that cheap charter flights could cut at least R300 from the cost of an flight to Europe.

With the cheapest flight (to Luxembourg) at present

● To Page 3

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SAA faces fares threat



From Page 1

costing R895 off-season, this means that excursion rates between Bophuthatswana and Europe could be as low as R500, said an airline representative

The new development follows the merger last week of Southern Sun and Holiday Inns casino interests in a new consortium in which Mr Kerzner has a 50,1% interest in the holding company, Newco, while Safmarine has the remaining 49,9%

In a dramatic move last

weekend, the IDC — a major shareholder in Safmarine — was instructed to withdraw its two directors from Safmarine's board because participation in casino interests would seriously embarrass the government

Comment was not available from IDC, but a spokesman for Safmarine said that the group would "probably be very happy to participate" in any such arrangement

But he emphasised that IDC's interest in Safmarine — estimated at R144-million — had not yet been disposed of and that it was "too early

to start planning"

"Moreover no firm commitment can be given on behalf of Safmarine until the chief executive, Mr Mar-mion Marsh, returns from overseas," he said

Mr Kerzner, asked to comment, said that while it was still too early to make plans for cheap international flights, "the possibility definitely exists and could be an exciting development for South African tourism"

However, Mr Kerzner warned that international aviation was "extremely complicated" and that nothing could be done "in too

much of a hurry"

Safmarine's air transport arm is said to be currently "under-utilised"

Its air interests range from CapeAir and Namib-Air, which are passenger services, to Safair, which is a transport service

Safmarine's latest annual report says that although it is common knowledge that the world's airlines have experienced serious financial setbacks, "it is pleasing to report that all our air interests achieved profits although in some cases at reduced levels"

'CISKEI THUGS KIDNAP WOMEN'

269
28/8/83 City Press

CISKEI vigilantes are kidnapping Mdantsane residents hours before the 10pm curfew, holding them prisoner overnight in the Sisa Dukashe stadium and beating them up.

Residents have told City Press that the vigilantes separate the men and women at the stadium and then beat them up before locking them up for the night.

A number of teachers who did not want to be named for fear of reprisals said many of the women arrested were forced to strip — because the vigilantes claimed they wanted to see if they were wearing SAAWU T-shirts.

Although they are taken to the police station the following morning, no charges are laid, say residents.

Meanwhile, charges against 51 people who were arrested at the weekend funeral of Mr Michael Mhila, killed during the bus boycott on August 8, have been dropped.

Emergency laws in their fifth week

EAST LONDON — The emergency regulations in Mdantsane go into the fifth week tomorrow with Ciskei government officials evading efforts to find out whether they intend lifting them or not

The regulations, which curtail normal living conditions in the sprawling township, were introduced on the night of August 3 by the Ciskei Minister of Justice, Mr David Takane

The emergency laws were introduced following unrest that was sparked off by the Ciskei Transport Corporation increasing bus fares

Main points of the emergency regulations are a 10 pm to 4:30 am curfew, closing of garages from 5:30 pm to 6 am, restrictions on cafes, restaurants, bottle stores, bars and general dealers and a ruling that not more than four people can walk together in the street at a time

There is a total ban on meetings or night-time social functions

The Ciskei police liaison office, Major Avery Ngaki, said he was not able to comment on the emergency regulations or say whether or not consideration is being given to lifting or

easing them

Repeated attempts to contact the Minister of Justice, Mr David Takane, have been unsuccessful

The minister's secretary, Mr B M Nobatana, initially inquired what information was required and after being told his routine reply to telephone calls was "The minister is not available"

Yesterday afternoon, Mr Nobatana said "The minister doesn't have time for the Press"

Attempts to contact the President, Chief Lennox Sebe, were also unsuccessful — DDR

Bus vigilantes back

MDANTSANE — A fresh campaign to direct bus boycotters back to buses was started by vigilantes here yesterday morning

Their main points of operation were in Zones 6, 7, 8 and 9 but similar reports were received from other areas

Workers walking to the stations and to the main bus terminal to board taxis were stopped and told to board buses

Pupils from Wongalethu High School reported yesterday that some of them were taken to the Sisa Dukashe Stadium on Monday and were beaten up with sjamboks

Later they were forced to march around the stadium with hands over their heads, singing "We like Sebe, we don't burn schools, we don't

stone buses, we like Sebe

The Ciskei Commissioner of Police, Brigadier Lulama Madolo, reiterated an earlier statement that such incidents would be investigated and justice would take its proper course on all matters reported

He called on the students to report the matter to the police

The public here was not allowed to enter the Sisa Dukashe Stadium without permission, a re-

porter was told yesterday

"The only people allowed in are the government people who live here and the police," a man at the gate said

Brigadier Madolo said he did not know where the people operating from the stadium got their authority

"These people are doing things on their own and I have sent police there to investigate what is happening," he said — DDR

New Ciskei court to open

ZWELITSHA — The Ciskei Supreme Court will sit at the new Supreme Court complex at Bisho from next week

This was confirmed by senior officials of the Department of Justice Staff started yesterday,

moving furniture and other items to the newly completed building

In the past the Supreme Court was accommodated in the government complex in Zone Six — DDR

Agreement gazetted

ZWELITSHA — An extradition agreement between the governments of South Africa and Ciskei has been gazetted in an extraordinary Gazette

The agreement, entered into terms of the Extradition Act of 1962 has been issued by Ciskei's life President, Chief Lennox Sebe

It is the second ex-

tradition treaty to be gazetted in Ciskei. The first, which was gazetted a few weeks ago, was between Ciskei and Bophuthatswana

In terms of the agreement, extradition may be refused if the offence is regarded by the requested party as a political offence. It shall not be granted in respect of an offence under milit-

ary law if such an offence is not an offence under ordinary criminal law

According to the Gazette the agreement came into force on the date of Ciskei independence, December 4 1981. It was signed in Cape Town by Mr Pik Botha and President Sebe on November 20 1981 — DDR

22 pc 769
of goods
to Rand
Mercury
'illegal'
1/7/83

Mercury Reporter

MORE than 22 percent of goods transported along the busy Witwatersrand-Durban corridor were being carried illegally and hundreds of vehicles, and their loads could be confiscated

Mr Jack Webster, executive director of the South African Public Carriers' Association said yesterday 'We are calling on the Government to look into the whole permit system

'We don't think they should be abolished but a major problem is that many permits are ambiguously worded

'They are sold among hauliers at exorbitant prices. And when a haulier pays a black market price of R20 000 for a permit, that cost will be passed on to the consumer in the end'

Conviction

Several trucks worth more than R100 000 each have already been forfeited to the State after unsuccessful appeals to the Supreme Court

In terms of an amendment to the Transportation Act, any haulier convicted for the third time of carrying goods without a permit will forfeit the vehicle and the goods

The consignor of the goods, the recipient and the agent all face conviction. A third conviction carries a fine of R10 000

The National Transport Commission had appointed consultants to carry out a survey on the route between Durban and the Witwatersrand, which carries the biggest volume of traffic

In April a traffic count was taken from three strategic places, Villiers, Newcastle and Piet Re-tief

Permits

No vehicles were stopped

Then in mid-March Department of Transport inspectors stopped every vehicle on that route from midnight one Sunday to midnight the following Sunday

They compared the goods carried with the details on the permit and found that of 66 500 tons, 14 000 tons were unauthorised

Last night Mr Ramcharitar Panday, chief spokesman for the Durban-based Private Hauliers' Association and South African Indian Council spokesman on transport, said there were at least 600 hauliers operating without permits

Many were paying off R20 000 a month on their vehicles

No Govt
269
reply
Mercury
yet to
2/9/83
SAIC

Mercury Reporter

THE South African Indian Council had asked for an appointment with the Minister of Transport, Mr Hendrik Schoëman, three months ago and had still not heard from him, according to transport spokesman Ramcharitar Panday.

In terms of an amendment to the Transportation Act, more than 600 hauliers transporting goods along the Durban-Witwatersrand corridor faced having their trucks and loads confiscated.

The SAIC was concerned that the Government's attempts to protect the South African Transport Services would have serious repercussions on the Indian sector and the economy of the country.

Build-up

Mr Panday, who is also chief spokesman for the Durban-based Private Hauliers' Association, said permits were practically impossible to get and many truckers were paying as much as R20 000 to buy permits from other hauliers.

Yet in 1981, when the SATS couldn't cope with the huge build-up of containers in the harbour, it had rounded up every Indian truck owner to help transport the goods inland.

The Indians had found it a lucrative business and invested in bigger vehicles. Many were now committed to R20 000 a month in HP repayments.

Now that the SATS was losing R600 million a year, the hauliers were being harassed, he claimed.

Long and costly delays at roadblocks were affecting the truckers' customers. Late deliveries were slowing production times.

Mr Panday said 'The SATS can't offer a door-to-door service and the private operators play an important role in the economy.'

Illegally

'Customers often order goods in Durban one afternoon and ask for delivery by the next morning. The private hauliers oblige but again the SATS can't compete.'

A survey conducted for the Department of Transport has revealed that more than 22 percent of goods transported along the busy Witwatersrand-Durban corridor are being carried illegally.

Any haulier convicted for the third time of carrying goods without a permit will forfeit the vehicle and the goods.

SEPTEMBER 1983

Hansard

2040

~~269~~ 269 Persons shot: killed/wounded

*18 Mr P C CRONJÉ asked the Minister of Transport Affairs

Q Col 2040 2/9/83
Whether any persons were shot by the South African Railways Police in the first six months of 1983, if so, how many were shot and (a) killed and (b) wounded in that period?

The MINISTER OF TRANSPORT AFFAIRS

Yes, 33

(a) 7

(b) 26

- number of representatives of the major employer and employee organisations,
- (ii) payment of benefits should be expedited
- (3) Yes The following action has been taken
- (i) the engagement of additional temporary staff,
- (ii) the secondment of experienced officials from other offices of the Department,
- (iii) the approval of additional paid overtime,
- (iv) the temporary secondment of additional staff from the Johannesburg sub-offices,
- (v) the creation of 50 additional posts in the unemployment insurance section,
- (vi) procedural short-cuts have been introduced,
- (vii) the commission for administration has been approached for the elevation of salaries on the basis of vocational differentiation of officials in Divisional Inspectors' offices who are engaged on duties in connection with unemployment insurance matters,
- (viii) a special sub-committee of the Unemployment Insurance Board has been appointed to investigate delays in the processing of applications and to consider proposed amendments to the act,
- (ix) representations have been made to the effect that deferment of military service be granted to claims officers and assistant claims officers, and
- (x) a pamphlet has been distributed under the aegis of Manpower 2 000 explaining the procedures to be followed by employers and employees before benefits to which unemployed persons are possibly entitled, can be paid

United Democratic Front: pamphlets
*10 Dr A L BORRINE asked the Minister of Law and Order

- (1) Whether the South African Police have instituted an investigation into the origin of pamphlets relating to the United Democratic Front rally on 20 August 1983 which were distributed on or about 19 August 1983; if so,
- (2) whether the investigation has been completed, if so, by what body or person was the pamphlet (a) printed and (b) distributed,
- (3) whether he will make a statement on the matter?
- The MINISTER OF DEFENCE (for the Minister of Law and Order).
- (1) Yes
- (2) No, the investigation is continuing.
- (3) No
- Q. Col. 2032 2/9/83
*1 Mr P G SOAL asked the Minister of Co-operation and Development
- (1) Whether water meters are to be installed at houses in Soweto, if so, (a) when, (b) how many and (c) who will pay for the (i) meters and (ii) cost of installing them,
- (2) whether Soweto residents are to be charged for water consumed, if so, at what rate,
- (3) whether water meters are to be installed in any other Black townships, if so, which townships?
- The DEPUTY MINISTER OF CO-OPERATION
- (1) Yes
- (a) and (b) 20 000 water meters are currently being installed as part

- of the upgrading of services in Greater Soweto. The balance of approximately 80 000 meters will be installed as funds become available
- (c) (i) and (ii) The community will bear the cost of the water meters as well as the cost of the installation thereof
- (2) Yes Soweto residents are at present being charged for water consumed and this procedure will continue. The rates are as follows —
- Unmetered consumption R10-50 per household per month
Metered consumption: First 25 kℓ per month at 28,12 cents per kℓ
Consumption in excess of 25 kℓ at 32,12 cents per kℓ
- (3) Full information regarding this question has not yet been received from all the administration boards and a reply can therefore not be furnished at this stage
- Q. Col. 2033 2/9/83
*1 Mr R A F SWART asked the Minister of Transport Affairs
- (1) Whether the National Transport Commission has instituted an inquiry into factors affecting bus transportation between the Western Cape and (a) Transkei and (b) Ciskei, if so, why,
- (2) whether representatives of existing transport operators have been invited to give evidence at the inquiry, if not, why not, if so, which transport operators are involved,
- (3) whether he will make a statement on the matter?
- The MINISTER OF TRANSPORT AFFAIRS
- (1) (a) and (b) Yes, to bring about possible improvements in the transporta-

tion facilities over the routes in question

- (2) In terms of section 28(2) of the Road Transportation Act, 1977, read with regulation 19 of the Road Transportation Regulation, 1977, notice of the inquiry was published in the *Government Gazette* and Afrikaans and English newspapers circulating in Western Cape and in the Eastern Cape
- (3) No, in view of the fact that the inquiry is *sub judice*
- Bus company. agreement

*13 Mr R A F SWART asked the Minister of Transport Affairs

- (1) Whether the South African Transport Services have entered into an agreement with a bus company the name of which has been furnished to the South African Transport Services for the purpose of the Minister's reply, if so, (a) what are the terms of the agreement, (b) when (i) was it entered into and (ii) does it come into effect and (c) what is the name of the company concerned,
- (2) whether the agreement will have any effect on the rights of other bus operators using the routes involved, if so, what effect,
- (3) whether he was consulted prior to the agreement being concluded, if not, why not?
- The MINISTER OF TRANSPORT AFFAIRS
- (1) Yes
- (a) To operate a co-ordinated passenger bus service on routes between the Republic of Transkei and the Western Cape
- (b) (i) 21 August 1983
- (ii) No date has been determined yet as this matter is still

being investigated by the
National Transport Com-
mission

- (c) Transkei Blue Line Bus Service
(Pty) Ltd
- (2) Unknown This matter is still being investigated by the National Transport Commission
- (3) No Consultations of this nature fall under the managerial functions accorded the General Manager in terms of the South African Transport Services Act, 1981 (Act 65 of 1981)

Mr. K M ANDREW Mr Speaker, arising out of the reply of the hon the Minister to paragraph (2) of the question, is it not correct that when the agreement comes into effect, all operators other than SATS and the Transkei Blue Line Service will be unable to operate and will therefore be excluded?

The MINISTER Mr Speaker, that is the reason why there is an inquiry We are afraid that we may create a monopoly and that is why we are investigating the whole matter As soon as we are in receipt of the outcome of the inquiry, I shall come back to the hon member

Mr K M ANDREW Mr Speaker, further arising out of the reply of the hon the Minister, can he tell the House why SATS entered into this agreement—I think the date given is August this year—when the inquiry was started in May? Why could SATS not wait until a recommendation was made?

The MINISTER Mr Speaker, that is a separate matter The System Manager of SATS went into this business I have asked them to come back to me as soon as they have the information They are looking at the whole matter of the contract made between Blue Lines and the SATS

(269) RUM 3/9/83

WITH public concern mounting at the number of rail accidents, South African Transport Services this week candidly admitted "We are just as concerned and we are doing all we can to cut down the accident rate. With us, safety is number one priority."

The words came from SATS assistant general manager, operating, Mr Gert van der Veer, in an exclusive interview — probably his last in that capacity before assuming his new duties as assistant general manager, airways

Mr Van Der Veer also disclosed that to further ensure the safety of passengers SATS was to introduce automatic train stopping systems on heavily frequented suburban lines

Soweto would probably enjoy priority, followed by Durban and Cape Town

"The programme will take years to implement and will cost millions but it will be implemented," he said

The system, developed in Europe and adapted for local conditions, consists basically of a device inside the engine and transponders on the tracks

The transponder monitors the signalling system and if danger is apparent it signals the driver to apply brakes

If further monitoring makes it apparent that not enough brake has been applied and that the train is in danger, the transponder equipment takes control from the driver

The system has already been tested locally and will be installed in the new high-speed trains between Johannesburg and Pretoria, which are to come into operation in November

The transponders would be situated in the high-speed section between Germiston and Pretoria, Mr Van Der Veer said

SATS was also rapidly phasing out wooden coaches and replacing them with steel coaches. Wooden coaches heightened death and injury risk in the case of accident

Mr Van Der Veer said "Every accident, fatal or not, is a cause of great concern to us"

Accidents could basically be divided into two areas.

● Open line accidents — including collisions and derailments — with or without loss of life

● Shunting accidents where no loss of life occurred

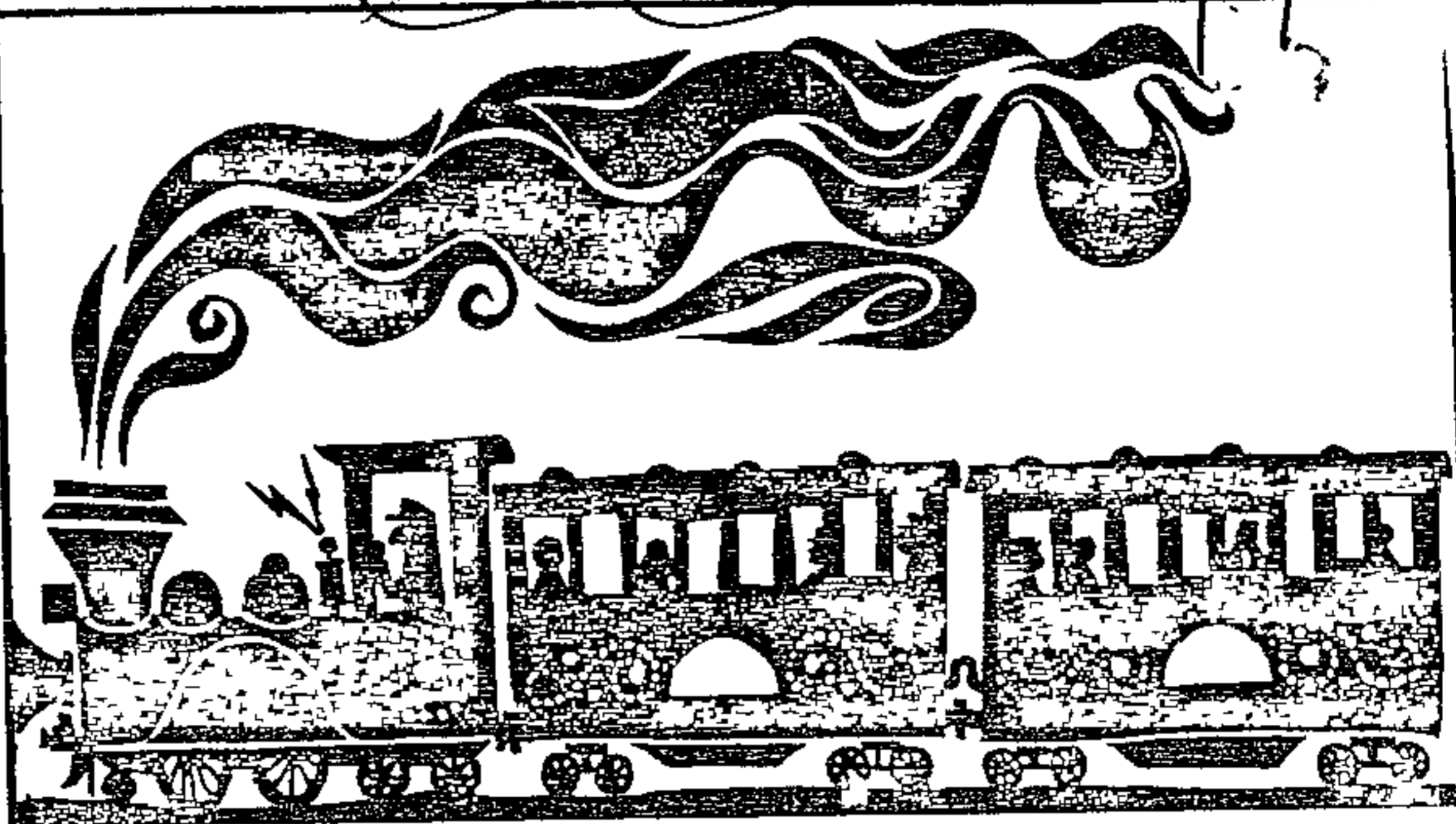
Loss of life, or injury, could not be measured in terms of money but SATS keenly felt a sense of shock and concern at every death or injury, Mr Van Der Veer said

On the material side, with a locomotive costing R1-million, a head-on collision involving five locomotives would cost R5-million. This did not take trucks and cargo into account

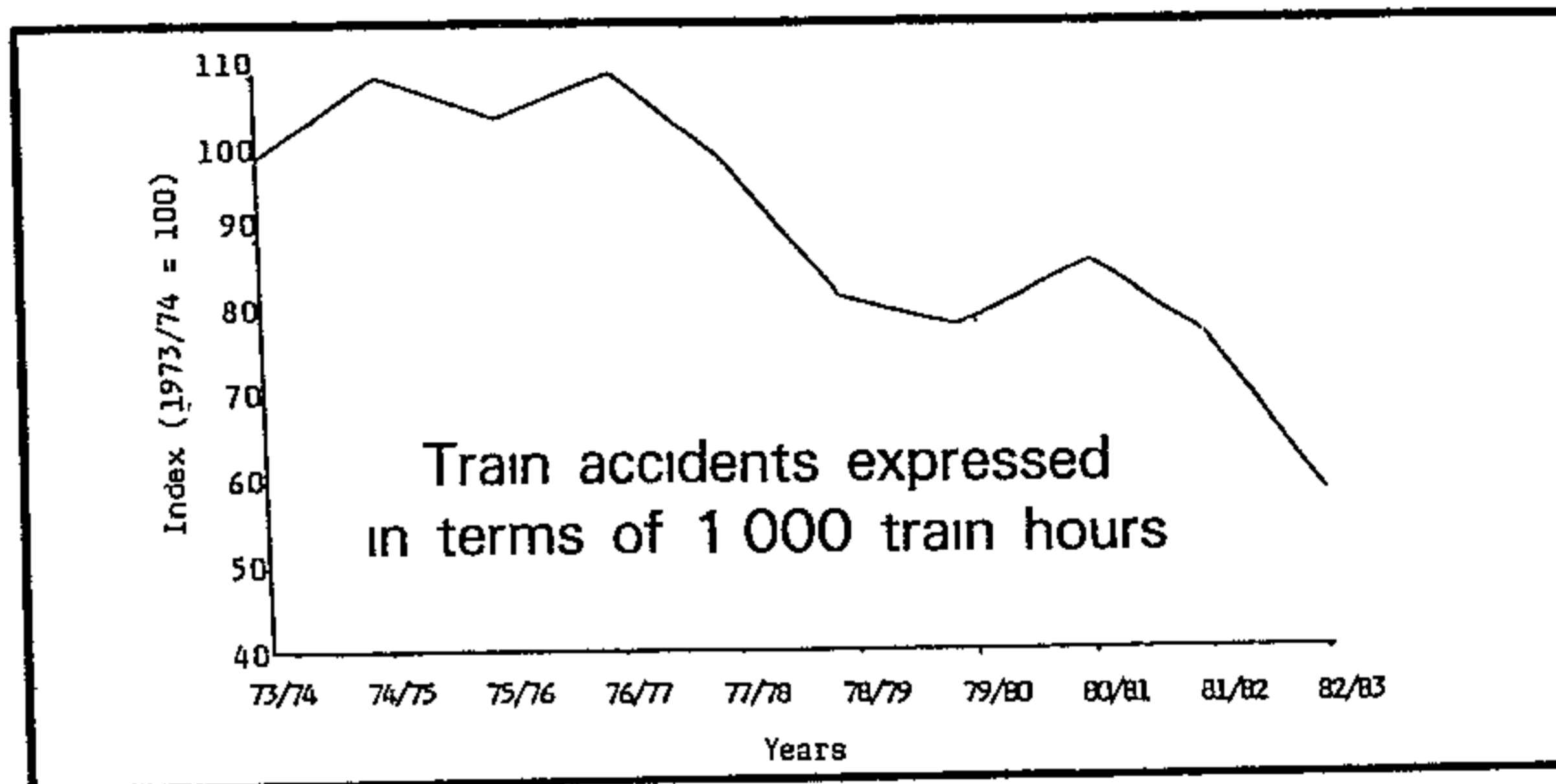
After every accident, whether in shunting yards or open lines, a board of inquiry was appointed. Depending on the nature of the accident the number of people on the boards could range between two and five

Where there was loss of passenger life an immediate head office inquiry was instituted

Mr Van Der Veer said boards of inquiry investigated every possible facet of an accident — including protection of an accident scene so that no other collisions occurred, emergency services, technical aspects and possible systems rectification for future



Why safety is No 1 at SATS



By J MANUEL CORREIA

avoidance of similar accidents

Mr Van Der Veer said he was proud of the reliability and safety record of SATS, given the services' 6 000 trains a day, more than 36 214km of track distance, more than 5 300 locomotives and more than 195 000 passenger coaches and goods trucks

Millions of passengers were conveyed daily on 3 200 suburban, mainline and mixed goods and passenger trains

But what really causes accidents? One would be entitled to think that two trains colliding head-on would inevitably be the result of human error. But this was where Mr Van Der Veer produced a trump card

The number of accidents caused by direct human error has dropped from 24% in 1979 to 14% in 1982-1983

"We are constantly striving to bring it even lower but I think we must accept that it is impossible to achieve a completely accident-free record

"In money terms alone it would be an impossibility. It would be the equivalent of every motorist travelling between here and Pretoria being provided with his own highway — and even then he would probably still roll his car at some time"

Mechanical causes of accidents could be due to almost anything. In cold weather a rail could break — thus despite the fact that SATS used acoustic probes to examine rail lines and spectroscopic examination during welding. A wheel could crack and one would have to start investigating why it had happened

Overall, train accidents had dropped dramatically by 56,5% since 1976-1977 and yard

accidents by 44%

And from April 1 to July 31 this year mainline accidents had dropped to 32% and yard accidents to 30%

"I am proud of this, but not complacent," Mr Van Der Veer said

He conceded that in this latter period rail traffic was down by 10% over the same period last year but the percentage did not significantly alter the accident rate reduction equation

Mr Van Der Veer emphasised that safety at SATS assumed the proportions of an ethic. Operating executives were on call 24 hours a day 365 days a year

In parenthesis, on the day of the interview a head-on collision had occurred on the Stanger-Mandini line. Two drivers died and their two assistants were seriously injured

Within a short time of the accident Mr Van Der Veer had been informed and a full report had been placed before the Minister by 8 30am

A board of inquiry, however, would still have to investigate the accident and Mr Van Der Veer declined to say anything that might anticipate the board's findings

Mr Van Der Veer said operating procedures — well tried and tested over the years — were firmly laid down. SATS did not operate on an ad hoc basis. Apart from intensive training courses in safety, each of the 10 SATS regions had safety instructors whose job it was to promote safety and motivate staff

SATS also held quarterly safety meetings, which could involve up to 50 people from all branches of the service

Drivers attended regular symposiums on safety and discussions were held on accident avoidance, among other things. Drivers also earned badges and trophies for five, 10, 15 and 20 years accident-free driving

Given the multinational composition of SATS it was an education and source of pride to see how whites, blacks and coloureds took safety seriously

In an attempt to remove the direct human factor as an accident cause SATS was constantly introducing more advanced signalling systems. But even with all these factors accidents still occurred

One area of concern to SATS was the number of level crossing accidents. Though the number had declined the drop had not been significant enough and SATS intended taking further steps to minimise such accidents

For an organisation with an annual budget of R8 500-million — 41% of the country's budget — and employing 244 000 people SATS feels that it is doing everything humanly possible to reduce the accident rate and succeeding

Mr Van Der Veer said that if a board of inquiry held that negligence was responsible for an accident the person or persons concerned were subjected to a disciplinary hearing

If accidents were the result of criminal conduct the South African Railways Police took over and those responsible were charged

"I would like the public to know that we are doing all we can to promote safety. We have nothing to hide," Mr Van Der Veer said. To end the interview I put a loaded question in view of his being transferred to SAA "Is it safer to fly or to go by train?"

MDANTSANE WORKERS FEAR A BLOODBATH

269 City Press 4/9/83

VIGILANTES are being imported into Mdantsane to try to break the boycott of buses there, according to workers who warned of possible retaliation from commuters

They told City Press gangs of men armed with sticks and kombis travelled round the township this week in minibuses trying to force people onto buses

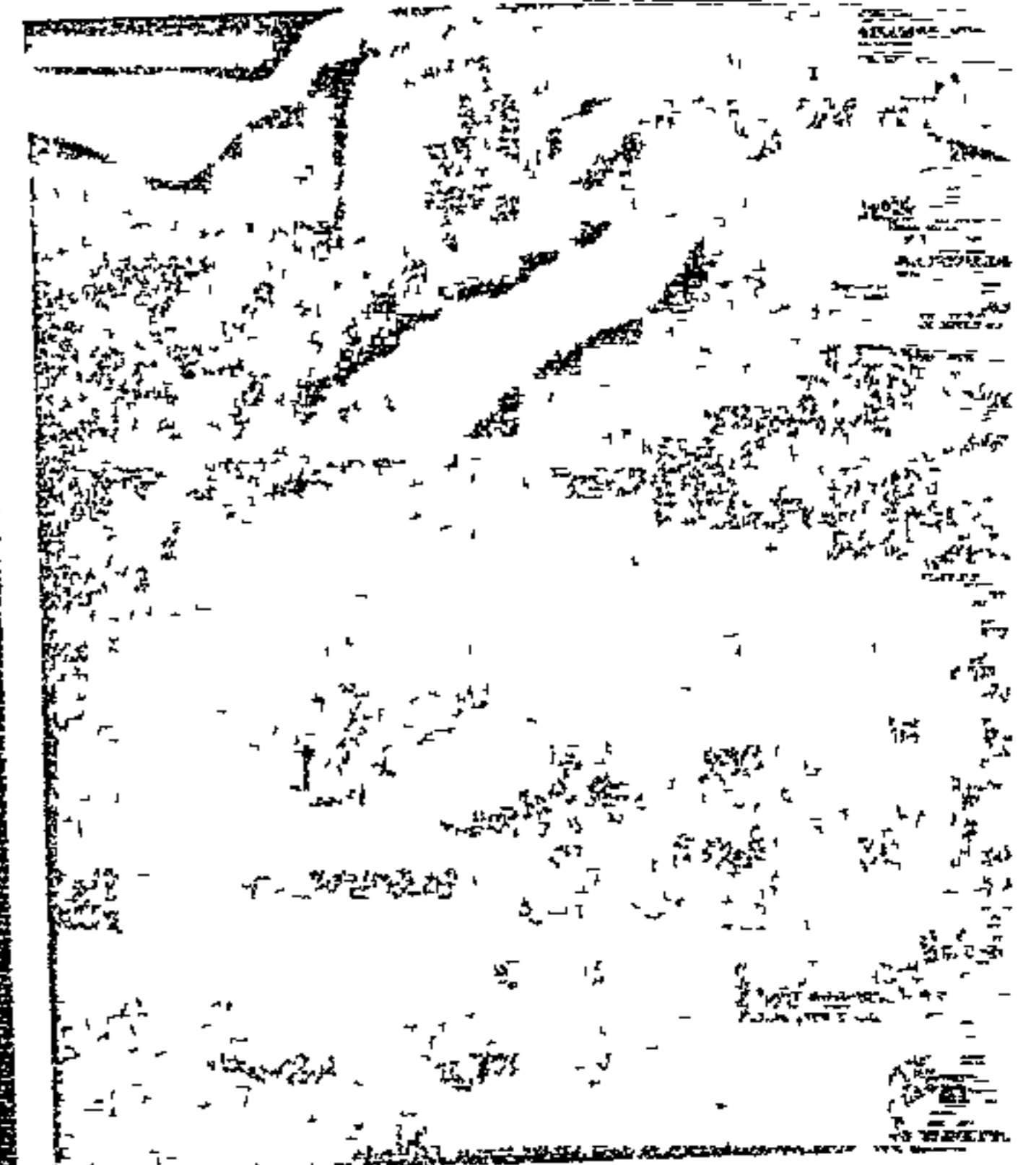
Workers said the people in the buses were from outside Mdantsane, and seemed to have taken over the work of the police and army

"We are sick and tired of this treatment," one worker, Mzimasi Nkonyekazi said "We will

meet violence with violence if this sort of thing doesn't stop"

Mr Nkonyekazi said the workers were going to band together against the vigilantes

"All we ask is to be left in peace and allowed to decide what transport we prefer"



PAY DAY, SLAY DAY!

Bloodied and in a mugging victim mourns his miserable Hospital at the wretched hand account of the of the world's most

LAMONTVILLE: BATTLE TO STAY OUT OF KWAZULU

Inside

MIGHTY MILLY'S AMAZING RESCUE

Inside

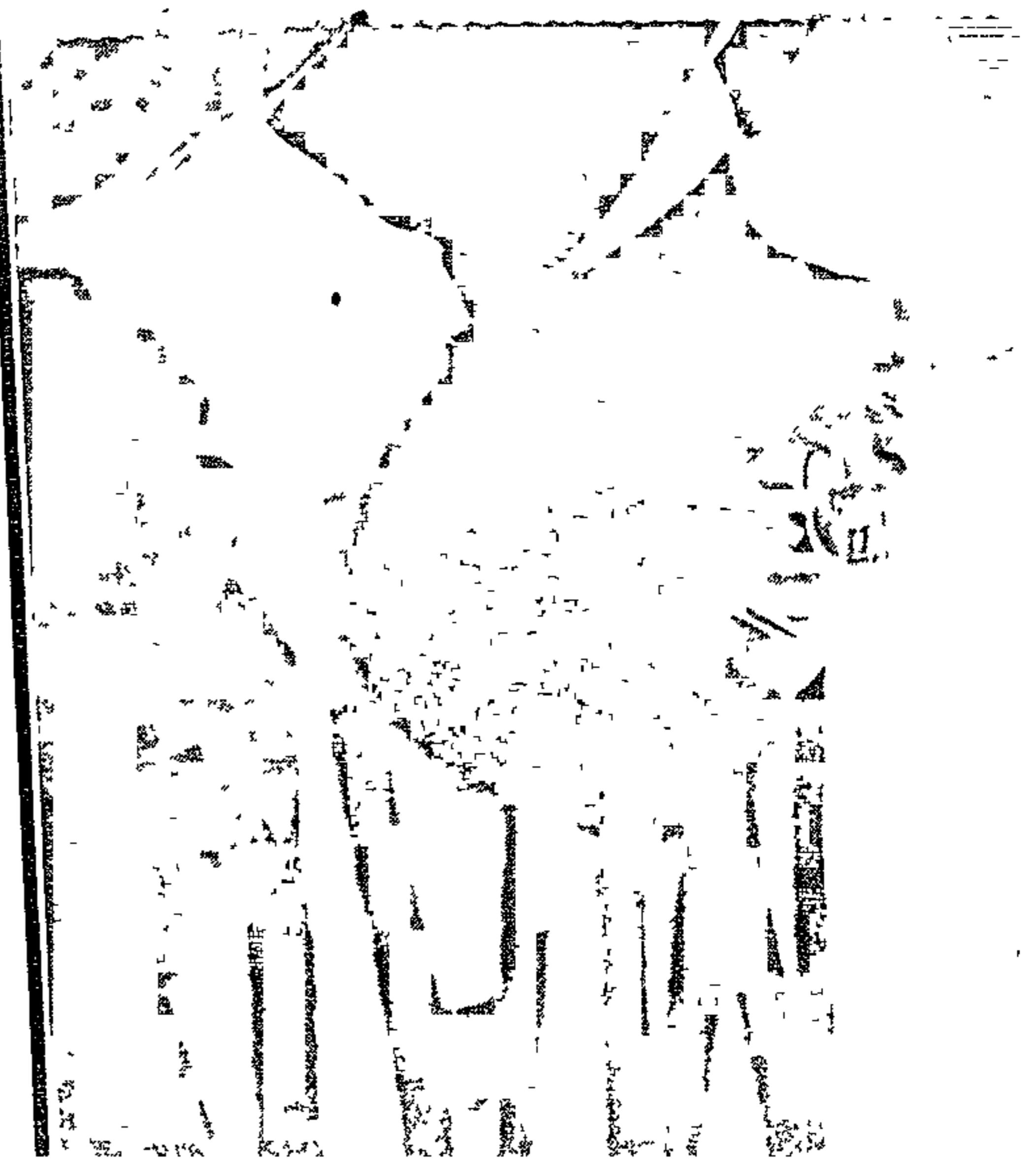
Mrs Mvubelo has just returned from a visit to their 800-strong East London branch to negotiate compensation for

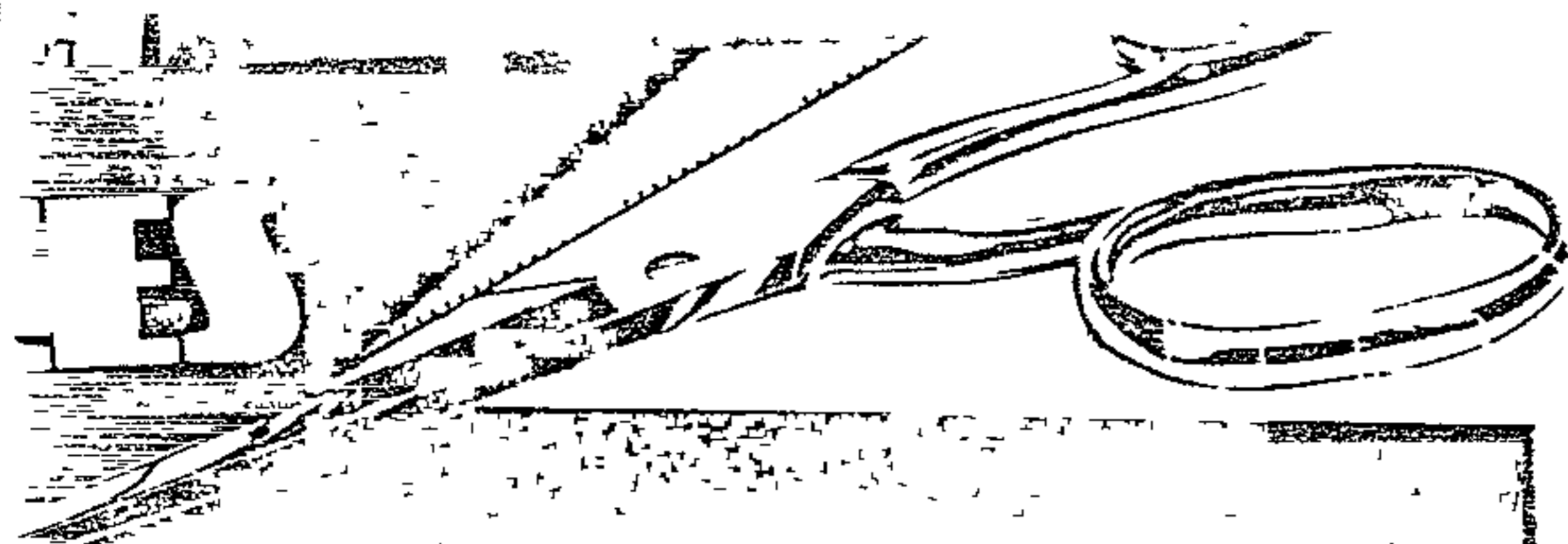
Mrs Mvubelo said the union's legal advisers were also looking at cases where union members were fined up to R100 during the boycott

Absent

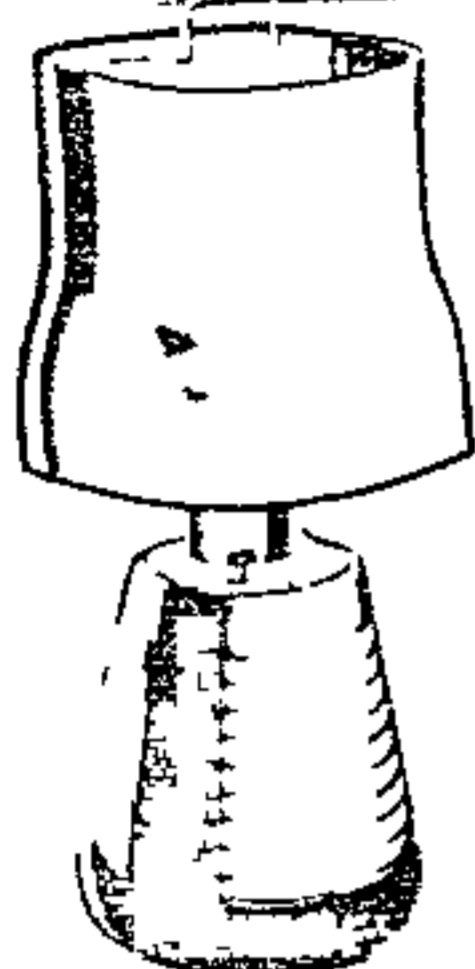
"We are going to take this to the highest level," said general secretary Lucy Mvubelo.

THE NATIONAL Union of Clothing Workers is to send formal notes to the South African and Ciskeian police commissioners protesting against the police conduct during the Mdantsane bus boycott.



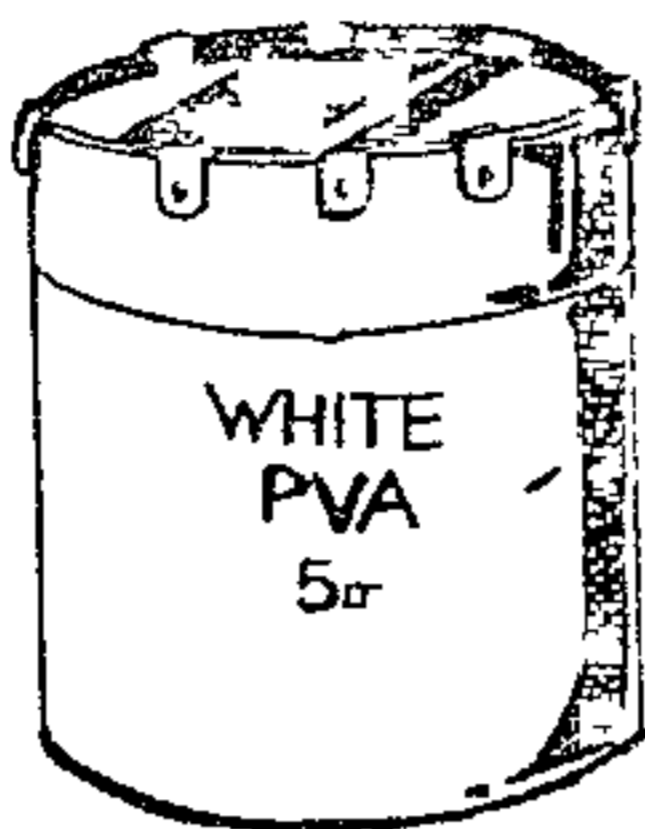


FURTHER



BATTERY OPERATED
TABLE LAMPS

399



5 LITRE P V A WHITE

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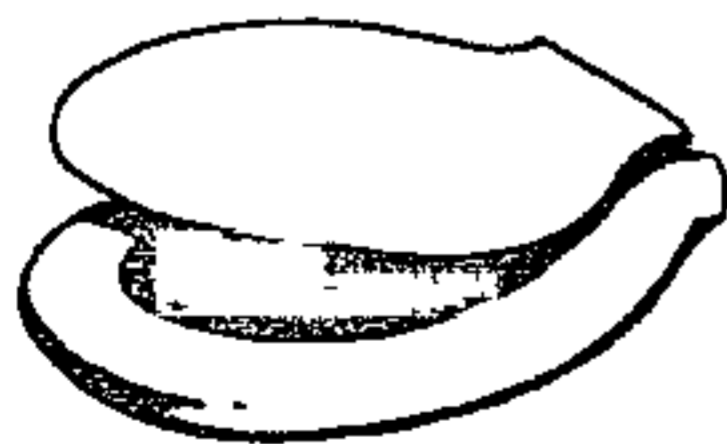
POMPADOUR
LUXURY DECORATED
CUP AND SAUCER

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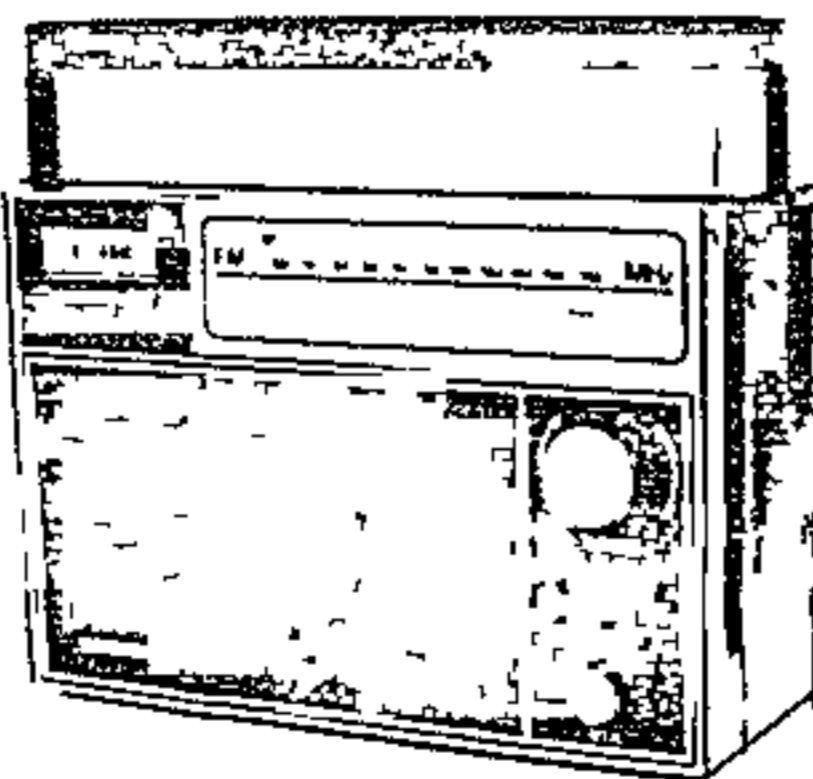
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GLOSS ENAMEL

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TOILET SEATS
ASSORTED COLOURS

299



TOBISHI FM RADIO

1999



CTC
sacks 17

SEVENTEEN Ciskei
Transport Corporation
employees have been
sacked

And some drivers are
to go on a week on, week
off system, according to
the company's director,
Mr Hans Kaiser

He admitted the firm
had been seriously hit
by the 8-week-old boy-
cott

SAAWU T ARMY TO

CP Reporter

THE South African
Allied Workers Union
(SAAWU) has instructed
its lawyers to seek an
urgent court ruling
stopping the Ciskei army
and cops from assaulting
union members

SAAWU's latest move
comes as reports of
wholesale assaults on
SAAWU members, both
in detention and still
free, emanate from the
Ciskei and as the storm
of international protest
against human rights
violations in the home-
land gathers force

Too hot for t

PRESIDENT Lennox Sebe
tional Independence Party
ntsane residents,

It has decided not to hol
sive township from where
main support

The party will be holdin
Ciskei over the next few
Mdantasane, where the em
apply

Mdantasane residents ha
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A call will be made soon
can Government to free M
"clutches" of the Ciskei an
it into South Africa Many
has no claim over Mdantasane

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STD 8

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MDANTSANE WORKERS FEAR A BLOODBATH

269

City Press

4/9/83

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meet violence with violence if this sort of thing doesn't stop."

Mr Nkonyekazi said the workers were going to band together against the vigilantes.

"All we ask is to be left in peace and allowed to decide what transport we prefer."

Consumers face bill for transport black market

269 ~~269~~ RDM
5/9/83

CONSUMERS will ultimately have to pay for skyrocketing black-market prices being demanded for road transport permits, according to private sector road hauliers' representative Mr Jack Webster.

The black market in road transport permits has been created by regional road transportation boards' growing reluctance to issue them.

The boards' cutback in granting permits has taken place at the same time as the entry by State-owned, subsidised South African Transport Services into transportation markets which have been traditionally dominated by private hauliers.

Private sector transportation interests have claimed that the Government is waging deliberate war on private hauliers by restricting the issue of permits, in an attempt to drive more national freight custom to Sats.

Sats' share of national freight carriage has been falling for more than a year at the expense of the private sector's rising market share.

Official figures show the private sector's seasonally adjusted share of goods car-

By SIMON WILLSON — Industrial Editor

ried by road and rail is 64,4%, against 35,6% for Sats.

With new permits so hard to come by, the private sector spotlight has shifted to the transfer of permits.

But demand is so great that private hauliers willing to transfer their permits can almost name their price.

"The whole position has got completely out of hand just recently, and the authorities are going to have to step in if costs are not to become totally unrealistic," said Mr Webster, chief executive of the National Association of Private Transport Operators (Napto).

"As it is, operating costs for private-sector road hauliers are being driven up by the need to compete in this black market."

Mr Webster said the prices being paid by private road hauliers for permit transfers ranged from R25 000 upwards. Other sources said figures of around R60 000 had been freely negotiated.

The normal cost of transferring a road transport permit is R20 — a R10 applica-

tion fee and a R10 transfer fee.

The unit cost of transferring individual transfers can be brought down to R2 each by submitting 10 applications on a single transfer form.

"This kind of premium is bound to be passed on to the consumer of road-hauled freight in the shape of increased operating costs."

"Private hauliers are not buying road transport permits for R25 000 with spare cash they have no other use for. This money has to come from somewhere, and has to be made up from somewhere else," Mr Webster said.

He said private road hauliers had now recognised that regional road transportation boards were far more likely to grant permit transfers than they were to issue new permits.

Private hauliers were prepared to pay exorbitant black-market prices for transferred permits because the penalties for transporting road freight without the necessary authorisation had also risen steeply this year, he said.

Under the provisions of amendments to the Road Transport Act now on the statute book, the maximum fine for contravention has been increased tenfold to R100 000.

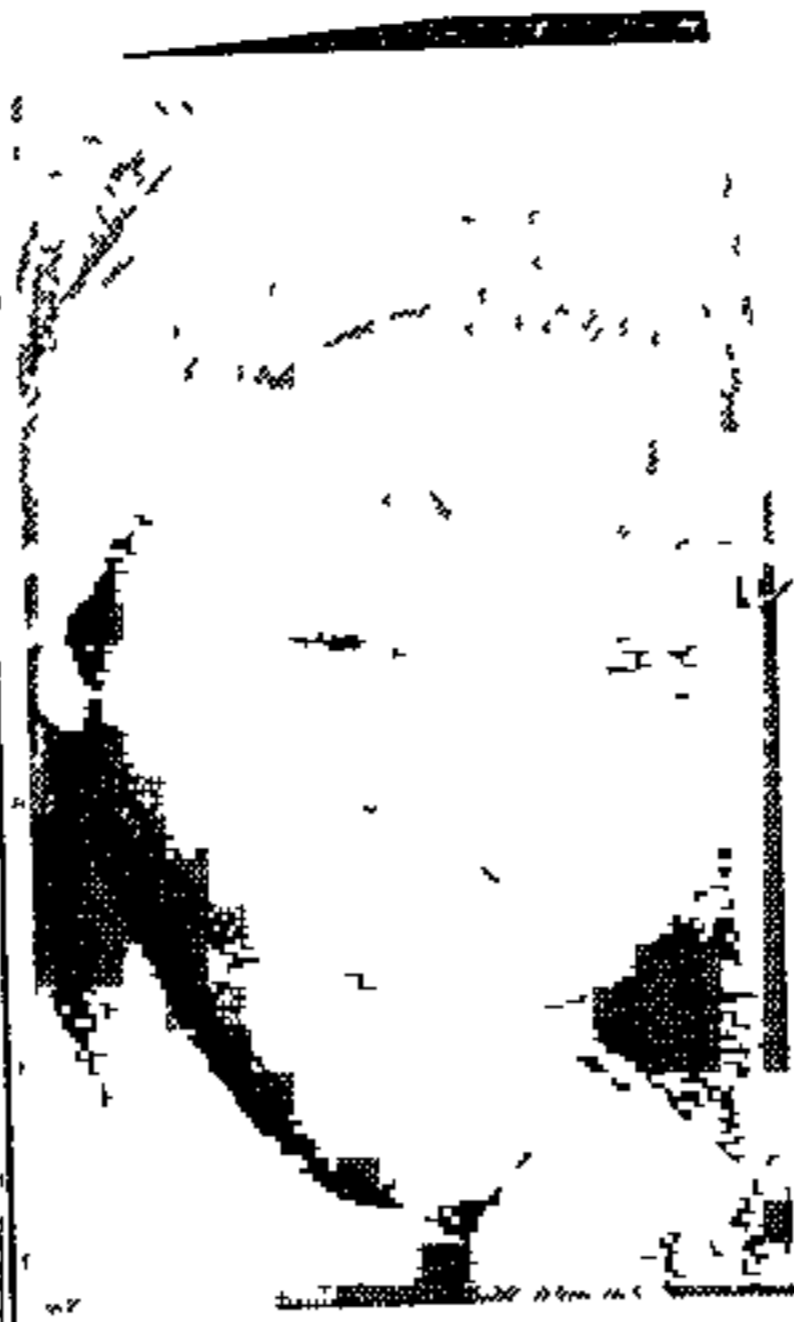
A third offence means automatic confiscation of the vehicle concerned, along with its entire load. Vehicle and load can then be sold, with the proceeds going to the State.

All lorryloads of freight are now subject to official inspection under the amended Act, and the courts' discretion in penalising offenders has been removed.

Napto maintains these dramatically higher penalties for contravening the Road Transportation Act have helped to drive up black market prices.

Even so, the association estimates that more than 22% of the goods freighted by road between the Witwatersrand and Durban are carried illegally by vehicles without permits.

Railway Police are known to be investigating allegations of falsifying transport documents in what is suspected to be a clean-up of a transportation board racket in the valuable road permits



MISS FODI

Train (269)
traveller
Dispute
beaten (6/9/67)

EAST LONDON — An Mdantsane woman said yesterday she was beaten up after being told she had no business to use trains since Ciskei had no such means of transport

Miss Sylvia Fodi, a cutter at a tailoring shop here, said she was attacked on her way to Egerton station

A man she believed to be a vigilante met her and asked where she was going

"I told him I was on my way to work," she said

Miss Fodi told him she always travelled by train

"He told me I had no reason to use trains, which Ciskei did not have and that Ciskeians should use buses," she said

Before she could answer the man hit her in her right eye

"I fought back but as I overcame him two men appeared and joined in the beating," she said

"I fell down and they dragged me to a car but I managed to escape," she said

Miss Fodi said her right eye — she had both eyes bruised yesterday — was completely closed at the weekend — DDR

EAST LONDON

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WATERS WATCH **R179,99**

WATERS WATCH **R179,99**

WATERS WATCH **R179,99**

As the job evaluation project progresses, the benefits will also extend to other grades."

Mr Schoeman said he had met representatives of the various staff associations on Monday for final talks and that, in spite of a "deficit situation" on the transport services, he had decided on a 12 per cent increase.

The head of the Economic Research Bureau at the University of Stellenbosch, Professor J. L. Sadie, said the increases would be inflationary.

The economy was in the grip of a perpetual spiral of price increases followed by wage increases, he said.

Professor Sadie said the increases would also create a more favourable climate for the government in the November 2 referendum.

"And the politicians could hardly have accepted their increases, which came into effect in July, without giving something to the people they employ," Professor Sadie said — PRS-DDC

PRETORIA — First the good news. If previous rainfall patterns after a drought hold good this year, the present drought could be broken by October 10.

Now for the bad news. Even if the drought is broken and abundant rains fall they will still not be enough to fill even the Vaal Dam.

The good news and the bad news were disclosed yesterday by a spokesman for the Weather Bureau.

to use a shotgun They are being trained on President Sebe's farm near Irene to help with state security Report page 3

Bus trade hit by bus boycott

EAST LONDON — Merchants here are reporting significant — and in some cases, huge — drops in sales and customer traffic, and all agree that the Ciskeian bus boycott is the cause.

A survey of local merchants conducted yesterday found that business at some shops had dropped by as much as 80 per cent — according to shop-owners' estimates — since the boycott in protest at a bus-fare increase began in mid-July.

Businesses most severely affected appear to be concentrated in the North End and Buffalo Street shopping areas. Both these areas normally rely heavily on black trade, and depend to a large extent on "passing trade" going to and from nearby bus stops or terminuses.

Both areas are also inconveniently located in relation to city train stations. With black commuters now relying almost exclusively on trains, many North End and Buffalo Street merchants have seen their passing trade practically vanish.

And they point out that the daily schedules of many commuters have been so upset by the boycott that they are unable or unwilling to linger in the city long enough to do much shopping there.

"They're going straight from work to the railway station now," said Mr Utam Bhana, manager of a clothing store in Porter Street near Buffalo Street. "My trade is about 90 per cent black, and

business has been off by about 20 per cent since the boycott began, he said.

For the manager of a furniture store at the corner of Stephenson Street and Buffalo Street, the boycott has had a "tremendous effect."

"August was a complete bomb-out. There's just no way I can go on living with a turnover like this," he said.

For half-a-dozen other Buffalo Street merchants interviewed yesterday, the word chosen repeatedly to describe the effect of the boycott was "drastic."

"Every day, we hope that things will turn around, was how a Buffalo Street fruit and vegetable merchant — whose trade had dropped by between 30 and 40 per cent — described the general feeling.

In the North End, general dealer Mr C Geyser said he thought the entire business area would "close down soon" unless the boycott ended, allowing business conditions to return to normal.

"We are totally dependent on the buses for trade. For me business is down 70 to 80 per cent. I've cancelled all my outstanding orders — R95 000-worth," he said.

He said businessmen would reach a critical point in about three weeks' time, when they would have to decide whether to make their usual Christmas orders in the hope that conditions would recover in time for the Christmas shopping

mouth by next spring — SAPA-AP
Mr Alton buxk, who lives on a property be-

D. Dipeter 1/9/83
209

period. Nearby at the Oriental Plaza fruit merchant Mr Reggie Padayachee said that his trade had also been down by about 80 per cent since the boycott began. Other North End merchants also reported substantial declines in business.

For Mr Geyser, the explanation was simple. "The minimum number of people are staying in town. They're going to the trains as soon as possible."

For more centrally located businessmen — such as those in Oxford Street — the effects of the bus boycott appear to be less dramatic and less consistent.

Many said yesterday that they had noticed little or no decline in business — and one or two said that business had in fact improved somewhat since the boycott began.

However a few, including managers of a major department store and a major women's clothing store, said they had seen a small but significant decline in trade.

Almost all of the merchants surveyed yesterday said that their black staff members had periodically been arriving late for work since the beginning of the boycott — DDR

See also pg: Editorial opinion P14

Drought: good and bad news

He said there was no real way of forecasting rainfall for the next season.

The tendency in the past, however, was for drought to be followed by above average rainfall.

But even this happened in only 70 per cent

the drought would be broken

"However one must remember that even the normal summer season rainfall will not be enough to fill the Vaal Dam in the critical situation in which we find ourselves.

"Water restrictions will still have to be retained," he said.

"So while there's optimism on the one hand I'm afraid it must be tempered with pessimism."

24 quit HNP for CP

PRETORIA — The annual congress of the Herstigte Nasionale Party got off to a shaky start here last night with 24 delegates crossing over to the Conservative Party.

The dissidents, led by former HNP parliamentarian candidate, Mr Johan Langenhove, wrote a letter to the leader, Mr Jaap Marais, condemning the

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269 ~~163~~ D-Dispatch
7/9/83

Gompo sustains heavy losses

EAST LONDON — Gompo Transport — the Mdantsane-East London wing of the Ciskei Transport Corporation — has lost "several hundred thousand rands" in income and suffered nearly R200 000 damage to vehicles in the eight weeks since the bus boycott started.

This was disclosed yesterday by the managing director of CTC, Mr Hans Kaiser, who said the combined total for lost earnings and damages to buses is a "very substantial" amount.

Mr Kaiser said the loss in income was "several hundred thousand rands" while the bill for damage comes close to R200 000.

"Replacement of windows alone came to R112 000," he said "and we had R6 000 damage to a bus which hit a pole after the driver was knocked unconscious by a brick that had been

thrown through the windscreen"

Mr Kaiser said another bus was burnt out after being involved in an accident. The replacement cost was R75 000.

The bus company is trying to recoup some of its losses by putting its 800-odd employees on a short-time schedule.

All running staff and maintenance workers went onto a "week on-week off" system as from Monday.

Mr Kaiser said this system will be operated for two weeks and then be reviewed.

He said that if there was no marked increase in the number of passengers travelling by bus his board will be obliged to take "more drastic steps."

"We simply could not go on carrying the staff while suffering such heavy losses," he said —
DDR

EL trade hit by bus boycott

D. Dipakata 7/9/83

269
~~705~~

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See also P3;
Editorial opinion P14

Fort Hare 30 arrested

Argus 12/9/83
269 Argus Bureau

EAST LONDON — Thirty Fort Hare University students have been arrested after a night of violence on the campus

Mr Holliday said the incident was "no peaceful demonstration but a violent action" It was not yet known what the extent of the damage was

About 250 students threw stones and threatened people with sticks and knives trying "unsuccessfully to compel fellow students to join in what was ostensibly a political demonstration", Mr Norman Holliday, public relations officer, said today

It was not clear whether the group was the same which caused R250 000 in fire damage to the staff centre recently.

Mr Holliday said the university authorities allowed freedom of opinion but "will definitely not tolerate such violence and intimidation

"Students found guilty of such behaviour will be sent down and will not be allowed readmission"

LECTURE BOYCOTT

A student source said students had not attended lectures this morning and it did not appear that they would return to classes today

The reason for the demonstration was not known, he said

Mr Holliday said a small group of police arrived on the campus No violence was used against students who dispersed

About 30 were arrested and it was believed they would soon be charged or released

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14/9 82

Witness: wind not unusual (209)

EAST LONDON — Vessels had often been docked in East London harbour in weather conditions similar to the windy day when a foreign ship collided with a barge while making a turning circle before berthing the Supreme Court here was told yesterday

Captain Alan Meadows in charge of safety in the harbour said this while giving evidence in a trial where the owners of the ship the Clyde Maritime Company are claiming damages of R47 828 49c from the South African Railways and Harbours

The Cypriot-registered cargo ship, the First Jay damaged all four of its propeller blades after colliding with a barge while making the turning circle in East London's harbour on December 6 1979

Evidence in court was that the ship was making the turn in windy conditions which were forcing it upstream towards the barge, before the collision took place

In reply to questions by Mr F Kroon SC for the South African Railways and Harbours Captain Meadows told the court the barge was in its normal position where it always is before the collision took place

At the time of the collision Captain Meadows was acting master of the tug the J D White which was used as a stand-by vessel when the First Jay was making the turn

During the turning manoeuvre, he realised his tug would not be needed to push the ship at its starboard quarter, assisting the duty tug which was helping the ship to turn

Captain Meadows said he then moved his tug to the ship's port quarter. After this, he realised the ship was moving broadside up the river in the wind, which he estimated was about force five in the harbour that day

He then positioned his

tug close to the bow of the ship, he said and asked the vessel's crew to throw a heaving line to the tug

"I got the impression they could not find a heaving line" said Captain Meadows. He said this caused a considerable delay

Evidence earlier was that the ship dropped anchor to stop its drift towards the barge

Captain Meadows said the ship's anchor line became taut, momentarily stopping its drift, but became slack when the ship's crew let out more anchor chain

This happened two or three times, said the captain. He could not understand why the ship's crew had done this

Earlier Mr B Hobbermann SC for the Clyde Maritime Company called a Cape Town shipping expert Captain R H Deacon to give evidence

Captain Deacon said the port manager, in consultation with the assistant port captain authorised the berthing of ships

He said "In those conditions I don't think I would have attempted the turning manoeuvre"

Captain Deacon said the barge appeared to have been near the turning circle, and "with the force of the wind blowing it left very little latitude for human error"

He reasoned that the mud at the bottom of the harbour would have given the ship's anchor little hold

Captain Deacon described the wind in East London's harbour as being similar to winds 'rushing up' Alpine valleys, 'which vary in strength and often increase to very high speeds' The case continues

Mr Justice T Mullins was on the bench. Mr Kroon was instructed by Mr J Burmeister of Wakefield Houzel and Burmeister and Mr Hobbermann was instructed by Mr M Schwartz of Drake Flemmer Ormond and Vermaak — DDR

George and Mrs L B George

Old Buffalo Flats Parkridge and C C Lloyd
Mr D W Alexander Mrs L George

Parkside and Durban Flats Mr F N Barlow, Mr J L Segers

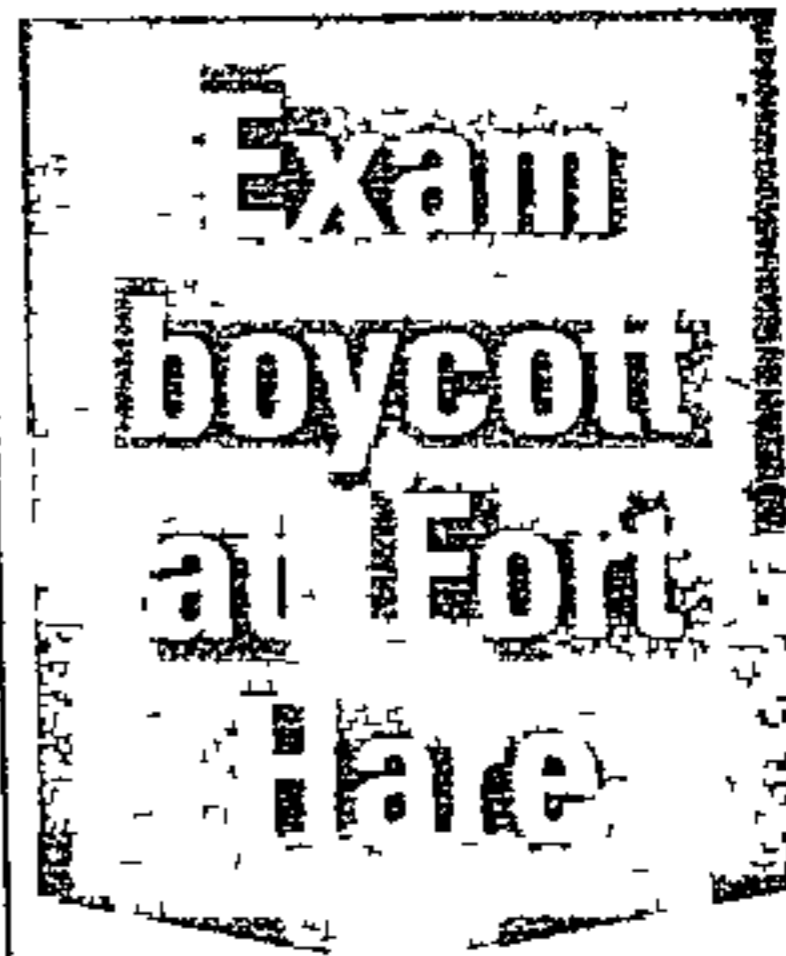
Pefferville and Duncan Village Mr A V Green Mr D W Alexander

Technikon and Education Matters Mr F N Barlow Mr J F Temmers and Mr W George

Western Seafront Mr D W Alexander (chairman), Mrs L B George, Mr W George and alternate member Mr J F Temmers

Eastern Seafront Mr W J George Mr D W Alexander and Mr A V Green

East London Sportsfield Board Mr D W Alexander and Mr W George — DDR



EAST LONDON — Fort Hare University authorities were forced to cancel a series of end-of-term examinations last night when students failed to turn up to write them

This followed two days of boycotting of lectures by students

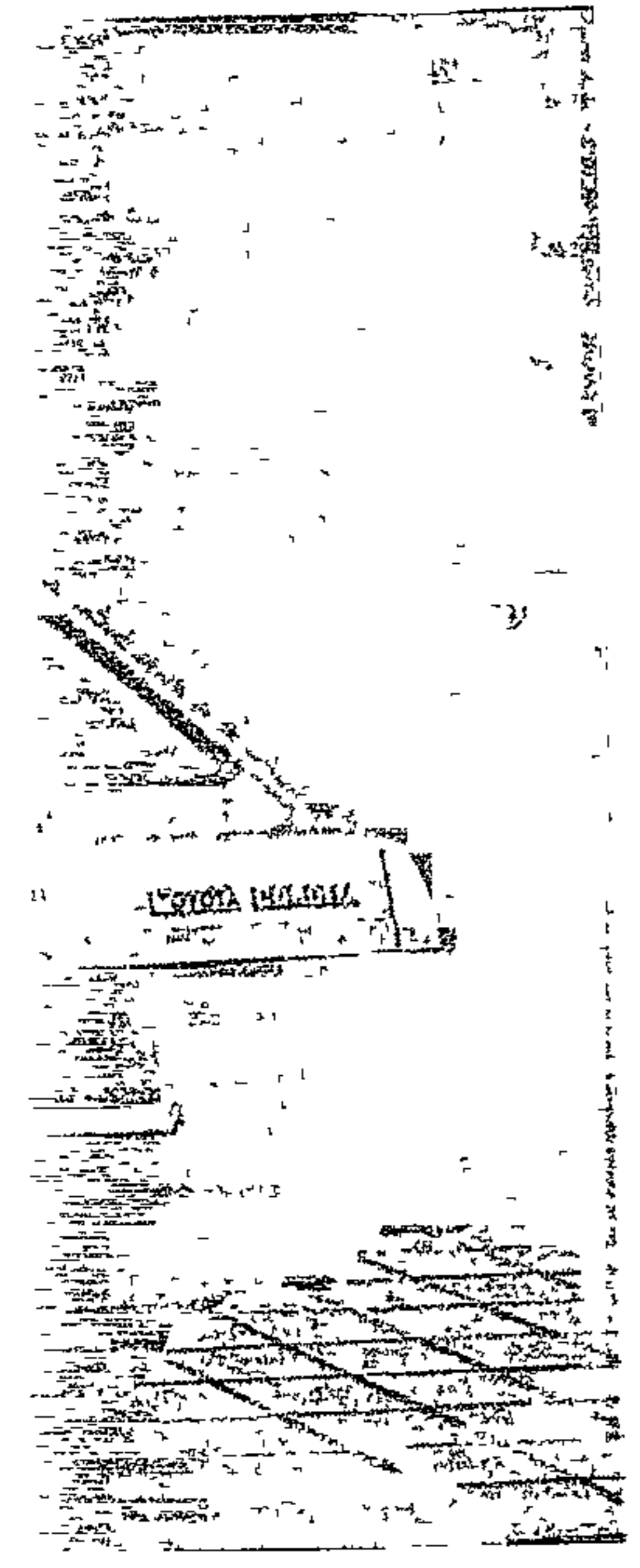
The liaison officer of the university, Mr Norman Holliday, said the 2000-odd students boycotted classes on Monday and yesterday "and those who were due to write end-of-term exams on both nights also failed to turn up"

Mr Holliday said he understood the mass stay-away had been organised to mark the death of Steve Biko in police custody on September 12, 1977

"We can understand why the students boycotted lectures on Monday and failed to turn up for exams that night," he said "but do not know why the boycott was carried over to yesterday and there was a similar stay-away from the examination rooms last night"

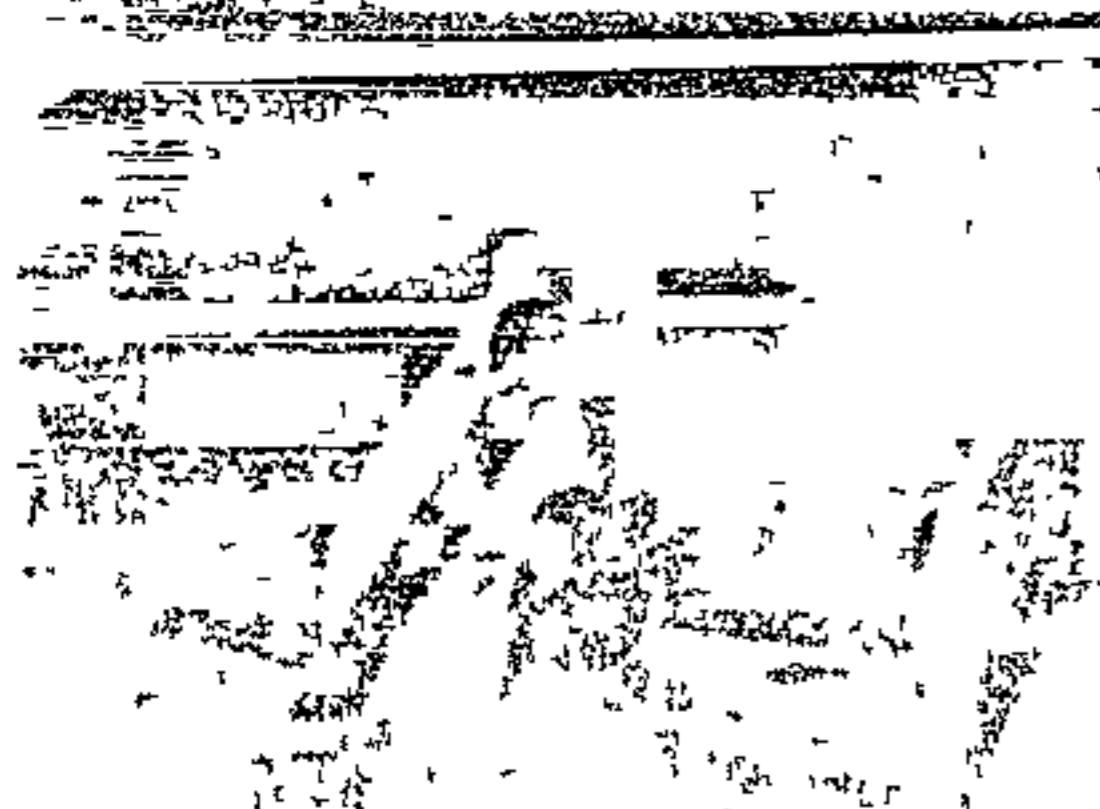
Eggs thrown at Slabbert

STELLENBOSCH — Eggs were thrown at the Leader of the Opposition, Mr J. D. Slabbert, during a speech on the floor of the House of Assembly. He was



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EAST LONDON — The Mdantsane bus boycott — now in its ninth week — has cost the South African Transport Services an estimated R3 million

This was disclosed yesterday by Railways public relations official, Mr Leon Els, who said about R3 million damage to suburban coaches had been caused

"Commuters have over-crowded trains and we have already had to scrap 12 coaches which had their chassis bent beyond repair," he said

Mr Els said other damage included 350 broken windows, 300 door locks, cut upholstery and more than R6 000 to battery holders underneath coaches

"One thing is definite and that the bus boycott has been far from profitable for the Railways," he said

Bus boycott costs R3m

Mr Els said the coaches that were damaged were all old swing-door units "but their replacement value is about R250 000 each"

Railway police said the coaches, which were designed to carry 120-odd passengers often came into East London station packed with 350 to 400 people

Mr Els said the excess weight of extra passengers had caused the chassis to bend — resulting in irreparable damage.

"When the chassis bends it also forces down the battery holders which then get ripped up on the tracks and sleepers," he said

Mr Els said stone-throwers had broken 350-odd windows which will cost about R7 000 to replace and another R2 000 worth of locks have been smashed on doors

Vandals have cut and caused about R200 damage to upholstery in coaches

Asked why more trains could not be put into ser-

vice during peak periods, Mr Els said the closure of one section of double track at Chiselhurst had caused a "bottle-neck" in operations

"Unfortunately, we had to close off one line to allow work for the preparation of electrification," he said

"This, therefore, causes a bottle-neck as we can only run trains through at intervals which will allow them sufficient turn-around time in East London," he added

Mr Els said the Mdantsane-East London trains could not be increased in length because platforms were not designed to accommodate longer units

"As it is we have added two coaches to the normal trains, just squeezing them in at some stations." — DDR

269

P. Dispatch 15/9/83

Whites' coach commandeered by 50 blacks

(269) E. Post
16/9/83

JOHANNESBURG — A group of about 50 black commuters commandeered a coach reserved for whites and ordered white passengers to find seating elsewhere on the 9 06am Randfontein to Johannesburg train yesterday.

One of the passengers, Miss R Swiegers, of Randfontein, said "We boarded the train and were waiting to leave the station when a group of about 50 blacks came into the coach and ordered us off. At first we refused to get off, but some of the black commuters started insulting us so we left."

Miss Swiegers said 12 whites, including eight women, were forced to leave the coach.

"We looked for the Railway Police, but there were no members around, so we called the conductor. He went into the coach and tried to get the people out, but they refused."

Miss Swiegers said she was not threatened, but the

situation had become "so uncomfortable" in the coach that the whites decided to let the black commuters have their way.

A spokesman for the South African Transport Services, Mr Mike Adendorff, said the incident was being investigated.

"We believe the problem arose because the train was late and there were more black commuters than normal waiting at the station. In a case like this some of the white coaches are normally designated for black passengers to ease the problem."

Mr Adendorff said the railways were aware of "this sort of problem cropping up occasionally" as many black commuters worry about getting to work on time.

"In this particular instance I think the passengers took matters into their own hands rather than wait for the problem to be sorted out. We will try to ensure it does not happen again."

Overloaded train stopped

269 D. Dignatle
17/9/83

EAST LONDON — The Mdantsane-East London early-morning suburban rail service was brought to a stop for more than 70 minutes yesterday when railway officials refused to move a train from Arnoldton because it was "grossly overloaded"

The system manager of SATS, Mr Louis du Toit, said the train stood at Arnoldton for 73 minutes and eventually arrived in East London just over two hours late

"This delay had a ripple effect on following

trains, and as a result the entire early-morning schedule was disrupted completely," he said

Mr du Toit said the train concerned had left Fort Jackson at 4 33 am

"When it pulled into Arnoldton 23 minutes later the operating crew realised it was grossly overloaded and refused to move it until a number of passengers got off," he said

Mr du Toit said the operating crew knew that it would be dangerous to travel through to

East London with an over-crowded train

"They quite rightly claimed that overloading of the coaches would cause serious damage and could even result in an accident," he added

Mr du Toit said the passengers were told that the train would not be moved until a "couple of hundred" got off and caught a following train

The station's public address system was used to relay this information to the passengers

"The passengers re-

fused to get off so the train simply stood along side the platform," he said

Mr du Toit said passengers started to alight after an hour and the train was eventually able to resume its journey at 6 09 am — 73 minutes behind schedule

The train arrived in East London 126 minutes late and the delay had a ripple effect on the rest of the early morning schedule

By midday, however, the service was back to schedule — DDR

Erab overstepped mark says Brig

Sowetan 20/9/83 (2/6)

THE South African Transport Services (SATS) has condemned the pass raids conducted by East Rand Administration Board (Erab) police at the Kempton Park station.

Erab started the raids two weeks ago at the station's subway.

Five Erab policemen were reportedly assaulted by angry passengers for demanding passes on the railway platform and in the subway and one of the policemen is reported to

have been injured

Brigadier R van Heerden, commanding officer of the Western Transvaal railway police, said yesterday Erab police had no right to conduct pass raids on railway property

Brig van Heerden said "These police have no right to be there and should be moved out of the station as soon as possible because they are just a nuisance."

He also said police

had discussed the matter with the executive committee of Erab, but it appeared that Erab policemen had not pulled out of the station.

Commuters said they had been inconvenienced by the pass raids because they arrived late at work.

The chief director of Erab, Mr F E Marx could not be reached for comment yesterday as he was attending a meeting in Vosloorus.

R124m plan for W Cape rail service

269
24/9/83
C. Times

Staff Reporter

THE RAILWAYS are to spend more than R124-million in the Western Cape over the next two or three years to improve the local train service — and nearly R5-million to get more people country-wide to “go rail”.

By 1986, a completely independent line will join the Cape Flats to the City, cutting the link with the Bellville service.

“This will eliminate existing bottlenecks at points where the lines converge, cutting delays drastically,” said the systems manager for the Western Cape, Mr E W Kirsten.

He added that there was no likelihood of a fare increase this year.

The massive improvements programme includes the building of four lines between Mait-

land and Salt River, six between Salt River and Woodstock, lengthening platforms and providing five staging roads at Steenberg, extensions to platforms, rolling stock and signalling equipment on the Nyanga-Bonteheuwel run, a ticket-barrier system on the Cape Town-Kraaifontein line, and additions to facilities at Cape Town station that include automatic fare and gate-control systems, new rolling stock and extra platforms.

“There might not be a visible improvement in our suburban services for the next 18 months or so, but when all the projects are complete, I can promise Capetonians a service second to none,” Mr Kirsten said.

Describing the growth of the commuter population in the Western Cape as “phenomenal”, he said that nearly 480 000 people used trains daily to come to work.

“We are facing stiff competition from cars and planes as far as passenger transport goes,” said Mr H Hamersma, the Railways’ national director of passenger services.

“We have taken a decision to embark on an ambitious marketing and advertising campaign to attract our passengers back to our services.”

Abrupt end to planning sessions

THE HAGUE. — The Dutch Railways abruptly broke off a briefing session with a delegation of South African planning consultants yesterday after it appeared that the delegation's visit was not officially backed by the Dutch government.

A Dutch Railways spokesman maintained that the briefing of the delegation, consisting of seven consultants of private South African consultancy firms, had been organised at the request of the Dutch Ministry of Public Health, Planning, and Environment.

But the Ministry has denied any involvement in the visit, adding that a request by the South African group to visit the Netherlands was rejected several weeks ago by the National Planning Agency, a subsidiary of the Ministry.

Later a Ministry spokesman said an official of the Planning Agency had "privately" put forward an invitation to the South African group despite the agency's earlier rejection, and had arranged the briefing with Dutch Railways.

"This official acted on his own," spokesman Mr Johan Huygen said.

"All this is very embarrassing."

The Netherlands suspended its cultural treaty with South Africa, which includes technological matters, in 1981 as a protest against apartheid. — Sapa-AP.

— Roadblocks go up again in Mdantsane

26/7 City Press 25/7/83

GETTING OUT OF Mdantsane township can take up to four hours for workers commuting to East London, because of police action against bus boycotters.

After a three-week lull, the police this week resumed their roadblock campaign to break the boycott, which started in July when bus fares went up 11 per-

BY BENTO PHILLIPS

cent
Workers told City Press that even though they left home at 4 am — as early as they are allowed in terms of the township's curfew — they only manage to get out of the township after 8 am
They said police stopped all

vehicles and pedestrians and demanded reference books, development tax certificates and proof of voter registration.

The resultant loss of time has caused concern with employers in East London, who say they are losing valuable working time.

Some employers claim they have appealed to the homeland government to "use more tact

when manning roadblocks".

Meanwhile, vigilantes who have been using the township's Sisa Dukashe stadium as a prison-cum-torture chamber, are said to have stopped holding people there.

However, residents say the vigilantes are still waylaying and assaulting people in the townships. Students in the townships are

still boycotting classes, while at East London's Duncan Village there is a total boycott at two schools.

The cause of the Duncan Village boycott has not been revealed, as students failed to attend a meeting called by parents to discuss their grievances. They held their own meeting in a church hall instead

Apartheid 'no burden' to railways — SATS chief



Mr. Ernie Kirsten

Staff Reporter
APARTHEID is "not really a burden" to the railways today because segregation takes place not so much on the basis of race as on the cost of the ticket.

This is the view of Mr. Ernie Kirsten, Western Cape systems manager of the South African Transport Services (SATS), who is about to retire after 46 years with the railways.

Mr. Kirsten was reluctant to discuss the effect of apartheid on the railways, taking the view that it was "Government policy and we are bound to adhere to it".

However, he said "You find numerous non-whites using first class coaches because they've bought first class tickets. They are not barred from the first class side of Cape Town station. If they have booked a first class ticket they go through the same barriers as any other passenger booking a first class ticket."

He admitted that once they had gone through the first class entrance whites and non-whites had to use separate coaches, but said this presented "no problem whatsoever".

The question of white passengers buying third class tickets and wanting to use the black station entrance had not arisen.

Mr. Kirsten, who will be succeeded by Mr. Bertie Heckrood on November 1, said he had originally wanted to become a doctor. But being a "depression kid" his parents told him at the age of 16 that he had to go out and work. He applied for a number of jobs and got

one on the railways. "I might tell you I gave preference to a railway job because my father and brothers were in the railways."

Mr. Kirsten started at headquarters in the new rolling stock section and eventually became director of operating control. Then, after a series of coronaries, he was transferred to Cape Town to his present post.

"If I could come back into this world I'd join the railways again. They have such a diversity of duties that can make heavy demands on a person. You rarely have a dull moment."

And he tells of how a student recently telephoned him to ask that a special notice be put up in her coach requesting silence so she could study.

During his retirement Mr. Kirsten intends reading as much as possible and listening to music — "I'm a Rogers and Hammerstein type of man".

And if he travels locally he will go by train — "I'm not overfond of the air".

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New turn in bus boycott

THE Corporation for Economic Development, formerly the Bantu Investment Corporation, which owns 50 percent of the shares in the Ciskei Transport Corporation, will meet officials of the South African Allied Workers' Union (Saawu) in Durban today to discuss the ending of the bus boycott in the Ciskei.

This was disclosed yesterday by Mr Sam Kikine, General Secretary of Saawu.

Mr Kikine told the In-

dependent Press Trust of South Africa news agency that the meeting had been arranged at the special instance of the chairman of the Corporation for Economic Development Dr J Adendorff.

Mr Kikine said Dr Adendorff was so concerned about the crippling effect of the more than two-month-old bus boycott in Mdantsane township that he was even prepared to pay for the airfares of two Saawu officials from

East London.

"We have arranged the meeting for Durban because it is a neutral venue and away from all the horrors of what is going on in the Ciskei Bantustan.

"We have decided to help because we are also concerned about the suffering of our people," said Mr Kikine.

He said although Saawu was not involved in arranging the bus boycott the Ciskei authorities banned the union and detained its offi-

cial.

"The latest attempt to negotiate with us is an acknowledgement that no matter how much they oppress and deny us our existence, Saawu is a force to be reckoned with in the Ciskei and East London."

A spokesman for Dr Adendorff's office in Pretoria said he was not available for comment because he was on a tour of KwaZulu.

The latest breakthrough by Saawu follows the strong condem-

nation of its banning by the United Democratic Front (UDF) and 10 trade union organisations. Among the unions that have condemned the banning are the Council of Unions of South Africa and the Federation of South African Trade Union (Fosatu).

The UDF has announced that it will arrange a series of protest meetings and also call on the people to take retaliatory actions by condemning the Ciskei

Train commuters face another 3 years of delays

269

C. Herald

11/10/83

FOR the next three years train commuters will be faced with more delays as the South African Transport Services tries to improve their entire operation which has come under much fire lately.

This warning was sounded by Mr E W Kirsten, the Western Cape System Manager, when he released details of some of the projects which would be carried out between now and 1986.

Mr Kirsten said that the improvements were necessary because the service had deteriorated from being one of the finest in the world.

"When the improvements, which will cost R124-million, are completed we will have a service second to none. We have to ask people to bear with us as we start work to improve the system, and this may inconvenience them a bit."

FAULTS

"We realise that there are faults in our system, and we admit to these faults. These include having to run at maximum capacity on all lines, the limited number of platforms at Cape Town station and signal failures."

"Trains have to run faster because we run at maximum capacity and because of the limited number of platforms at Cape Town station we have to move trains out

of the station, minutes after they arrive," he said.

IMPROVEMENTS

Among the improvements are

- Lengthening platforms on the Nyanga-Bonteheuwel, Salt River-Woodstock and Maitland-Salt River lines and platforms 14 to 17 at Cape Town station line to accommodate 14-coach trains.

- An extra four lines will be added between Maitland and Salt River and an extra six between Salt River and Woodstock.

- The platforms at Steenberg and Retreat stations are to be lengthened.

- A new computerised notice board is to be built at Cape Town station.

- An automatic fare and gate-control system is to be installed gradually at all stations in the country. Cape Town will probably be the first recipient of the new system which will do away with barrier guards at stations.

- A ticket barrier system between Cape Town and Kraaifontein.

Denial by Ciskei of 'brutality'

Staff Reporter

CISKEI police yesterday denied reports of police atrocities at the Sisa Dukashe Stadium outside East London, and said "criminal elements had been acting under the camouflage of vigilantes who had been assisting the police"

The denial follows a recent report in a Sunday newspaper claiming that many Ciskei citizens had been taken to the stadium where they had been tortured

Among the alleged atrocities cited was an incident involving a 22-year-old man who had had his hands handcuffed to his feet and made to swing for hours from a rod suspended between two tables

'I deny them'

Asked yesterday whether the allegations of police brutality at the stadium were true, Major G A Ngaki, police liaison officer for the Ciskei, replied "Not from the police I know these allegations have been flying around, and I deny them"

He said that about two months ago vigilantes assisting the police in dealing with the bus boycott had been housed at the stadium

"But as far as I know, the stadium is once again being used for sports matches when they are scheduled," he said

"Normal police routines" involving roadblocks and patrols were currently being used to deal with the boycott

The report in the weekend newspaper said that when the prisons had become full of people who had broken curfews designed to end the bus boycott, they had been taken to the stadium. Many had been tortured there

'Notorious gang'

The report also said Life President Lennox Sebe had called in a "notorious gang of vigilantes" who harassed motorists giving people lifts, in an attempt to force commuters back to the buses

This had led to the gang — and members of the police force — taking things into their own hands

Major Ngaki told the Cape Times yesterday that the group of vigilantes was not a "gang". But there had been reports that a criminal element had been acting under the camouflage of the vigilantes — knowing full well that the blame would fall back on the police and the vigilantes, he said

These reports had been investigated and police were satisfied that this element had been taking advantage of the situation

● Unrest in Ciskei: UDF's view, page 12



Captain G A Venter, Colour-Ensign 22 Squadron, receives the State President, Mr Marais

President praises SAAF

Staff Reporter

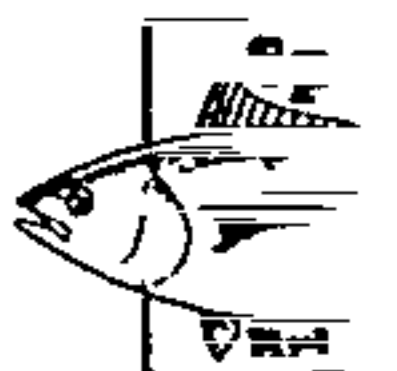
THE South African Air Force has shown that it not only possessed an iron fist but also a velvet glove, the State President, Mr Marais Viljoen, said at the presentation of colours yesterday afternoon to 22 and 30 Squadrons, stationed at Air Force Base Ysterplaat

Addressing more than 700 guests while 200 officers and men of the squadrons paraded in pouring rain, Mr Viljoen said the humanitarian work of the Air Force was carried out almost

First tunny season boats

THE first tunny of the Cape's 1983-84 summer gamefishing season has been boated and just in time for the two big inter-provincial contests which will be fished off Cape Point and Hout Bay later in October

After an exceptionally cold and wet winter, the first fish of the new season were long in coming and it was only last weekend that Bob Busby and his crew, on the tunny boat J & B, decided to venture out in search of early shoals



qualify for
The secret taken by Bob Busby, chairman of Boat Club, the club's award for the best of the season. The third boated by who is a member of SA Marine

2/10/83

BOGUS COPS GO ON THE WARPATH

269

City Press

BOGUS COPS are terrorising Mdantsane residents only days after the township's vigilante forces ended their unofficial onslaught against commuters

By **BENITO PHILLIPS**

ATTORNEY RELEASED BY CISKEI

MDANTSANE attorney Hn-tsa Siwisa has been released after 48 days in detention.

Mr Siwisa was arrested in Zwelitsha on August 8, while defending in a security trial.

He told City Press he had lodged a complaint while in detention about the treatment of detainees, but would not elaborate.

City Press' correspondent in Zwelitsha, Charles Nqakula, was also released from Ciskei detention this week.

Residents suspect the vigilantes are behind the phoney cop force which launched dawn raids on parts of the township this week. Ciskei Police have promised to investigate the incidents.

Boys and young men were pulled from their beds by the "cops" in one area, according to residents, while others were picked up on their way to work.

Ciskei Police went off in pursuit and eventually traced those arrested to the Hlaziya In-service Centre, where they were released.

In another incident, 82-year-old Annie Gaxa's home was raided by men

claiming to be members of the Ciskei Police. She said the men had banged on the door before forcing it open, and then took away her two grandsons, Mongezi and Ronnie.

When Mongezi tried to ask why they were being arrested, he was assaulted, according to Mrs Gaxa. When she questioned the men about this, Mrs Gaxa said, she was threatened with arrest.

She was later told the "cops" were arresting

people in connection with petrol bomb attacks on two houses in the area owned by Mr Grenene Mnyabiso. She described Mr Mnyabiso as "one of the men who patrol the area at night".

She added that two other youths, grandsons

of a Mr Douglas Sigayiya, had been arrested in connection with the attacks.

Ciskei's deputy police commissioner, Colonel D Mhlandu, promised to investigate the incidents and the "bogus cops" would be brought to book.

Xaba's still ill

CISKEIAN vice-president Willie Xaba is still at home after a heart attack three weeks ago — something which homeland president Lennox Sebe says has prevented him from "action" because of alleged misuse of funds.

The former churchman refused to comment this week on the allegations against him.

Meanwhile, Ciskeian National Independence Party member Steve Nene has been detained by the homeland's Security Police.

Three other CNIP members are already in detention.

UDF call for boycott of buses, money to Ciskei

AGUS 3/12/83

269 372 445 454

Staff Reporter

THE Western Cape branch of the United Democratic Front (UDF) has called for a boycott of Ciskeian Government bus companies operating from Cape Town to Ciskei and a ban on money sent to the the Ciskeian Government from the Western Cape

About 1 200 people attended a meeting at Hanover Park Civic Centre yesterday to discuss alleged atrocities being committed by Ciskeian police and army and government vigilantes against residents of Mdantsane

A large banner in the hall proclaimed "No to Ciskei terror".

STRUGGLE

The UDF committed itself to supporting the struggle of the people of Ciskei against a "puppet government" and to expose the "brutal methods of the Sebe regime and its masters in Pretoria"

Speakers at the meeting included one from the Border region of the South African Allied

Workers' Union (Saawu), recently banned in Ciskei, other trade unionists, members of community organisations and representatives from Crossroads

Speaker after speaker condemned the involvement of the South African Government in the "repression of people in Ciskei" and called on the Government to remove "its puppet Sebe"

The meeting was told that virtually all trade union leaders in the Border region were in detention and there were allegations of torture and murder being committed by the Sebe Government

The UDF resolved to extend its solidarity to all people of Mdantsane to encourage those people in Cape Town who give money to the Ciskei Government to stop doing so immediately

It was also decided to discourage people from using Ciskei Government buses which travel weekly from Cape Town to Ciskei in support of the people of Mdantsane who are boycotting the buses

Mr Joe Adams, a guest speaker, said "Sebe and his heartless gang have declared war on residents of Mdantsane"

Hundreds of people had been detained, he said

"Workers, residents, students and trade unionists are in the hands of Sebe. Who knows how safe they are," he said

SEARCH

Mr Adams said President Sebe had been using his power for a door-to-door search of nearly every house in Mdantsane

He said that the only people who had benefited from Ciskeian independence were President Sebe and his supporters

"For the people of Ciskei, independence has meant poverty and hunger so serious that there is starvation all over," he said

The resettlement plans of the South African Government had meant that people were dumped all over Ciskei in places where there was no work or food, he added.

(News by B Gordon, 122 St George's Street, Cape Town)

2 000 attend anti-Ciskei weekend rally

Labour Reporter

GUNS and brutality would not kill the spirit of the people who had been boycotting buses in Mdantsane for almost three months, Mr Robert Gqweta of the SA Allied Workers' Union (Saawu), told an anti-Ciskei rally in Hanover Park yesterday

About 2 000 people packed the hall to hear speakers condemn the "ongoing atrocities" in the Ciskei, where a number of people have been detained and allegedly tortured and killed by the Ciskei Government in the wake of the bus boycott

Cheering

The rally was organized jointly by the United Democratic Front, the General Workers' Union (GWU) and the Cape Town Municipal Workers' Association

A plea by Mr Moses Mobotwa, an executive member of the GWU, for the "brutality to stop immediately" was greeted by loud clapping and cheering

Mr Gqweta — the brother of Mr Thozamile Gqweta, Saawu's president, who has been in hiding for several months — outlined the course of events since the boycott began

He said there would be negotiation with the bus company only when the Ciskei Government released the elected leaders of the people being held in detention

Mr Gqweta said

● Mdantsane residents had decided to boycott the buses as they could not afford the fare increase of 25 percent. However, trouble began only when a number of people involved in the boycott were detained

● People had been chased off trains, beaten, shot and arrested by Ciskei police, army and vigilantes brought in from the rural areas

● Many people had been held for days at the Sisa Dukashe sports stadium, where they had been tortured and women had been raped. Some men had been tied up with ropes and hung by their hands for days

● Schoolchildren had been taken away in army trucks and forced to sing "We like Sebe We no longer want to burn our schools"

Dog food

● Apart from the banning of Saawu in the Ciskei, six trade unionists had been arrested by the South African security police and handed over to the Ciskei police

● There were door-to-door raids in Mdantsane every day and Saawu members were being beaten

● It was impossible to estimate how many people had been killed or were still in detention. People who had been released said they had been forced to eat dog-food pellets while in detention

● 400 people had been detained at unit eight in Mdantsane in one swoop last week after petrol-bombs had been thrown at the homes of Ciskei officials

Police denial

● On Friday the Ciskei Government denied reports of police brutality at Sisa Dukashe Stadium and said "criminal elements have been acting under the camouflage of vigilantes who had been assisting the police"

Major G A Ngaki, police liaison officer for the Ciskei police, said "I know these allegations have been flying around, and I deny them"

Corporation: ²⁶⁹ boycott talks ^{D. By patch} will continue ^{4/10/83}

EAST LONDON — The head of the transport division of the Corporation for Economic Development (CED), Mr D J Viljoen, confirmed yesterday they had held talks with officials of the South African Allied Workers' Union (Saawu) in an effort to end the Mdantsane bus boycott

Mr Viljoen said he and the chairman of CED, Dr Jack Adendorf, had represented the corporation in the talks

"We will be having discussions again in the near future," he said

"We are trying to talk to everybody who can help in this issue because as we see it, it is the passengers who are now suffering, plus, of course, the workers retrenched by the Gompo bus company"

They were interested in finding a solution and had approached Saawu after reading in newspapers that the union was calling for talks on the matter

On the bus boycott he

said it was difficult to understand what was involved because the commuters had used buses for a week after the fare increase and then suddenly started the boycott which could not be said to have been spontaneous

"We can't report any progress at this stage but we are prepared to keep trying in the hope of getting the problem resolved for the good of everyone involved," he said

Gompo Transport is a subsidiary of the Ciskei Transport Corporation which is controlled by the CED — DDR

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5/10/83
269 Mercury
Railways Police
call taxi meeting

Mercury Reporter

THE Railways Police are prepared to meet black taxi owners to discuss grievances following last week's roadblock at Isipingo at which 150 taxis and 38 buses were damaged

Two people were injured and three of the buses were completely burned out when violence flared. A crowd, which gathered at the roadblock, attacked the taxis — legal and pirate — and the buses

Col Johan Arpin, of the South African Railways Police, said: 'I am prepared to meet the taxi men and also investigate any complaints against the Railways Police'

Mr T J Ngcoya, chair-

man of the Natal branch of the South African Black Taxi Association, said yesterday that although they had met the South African Police after last week's roadblock their grievances were not levelled against them but against the Railways Police

'We cannot understand why the Railways Police are taking action against taxis because we act as a feeder service conveying passengers to and from railway stations,' Mr Ngcoya said

He felt a meeting with the Railways Police would iron out many problems and also would serve to bring about a better relationship between taxi owners and the Railways Police

Mercury
Fares up

269

~~274~~
Pietermaritzburg

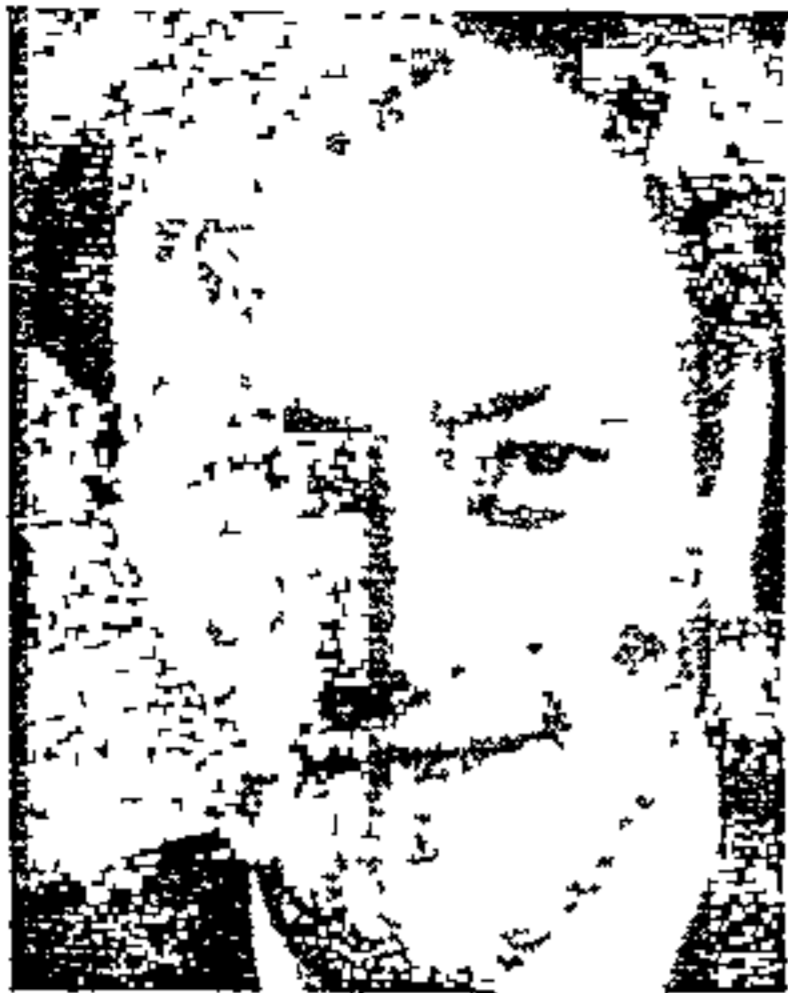
Bureau 7/10/82

BUS fares on Pietermaritzburg's municipal buses are to go up by 5 c a trip on October 26

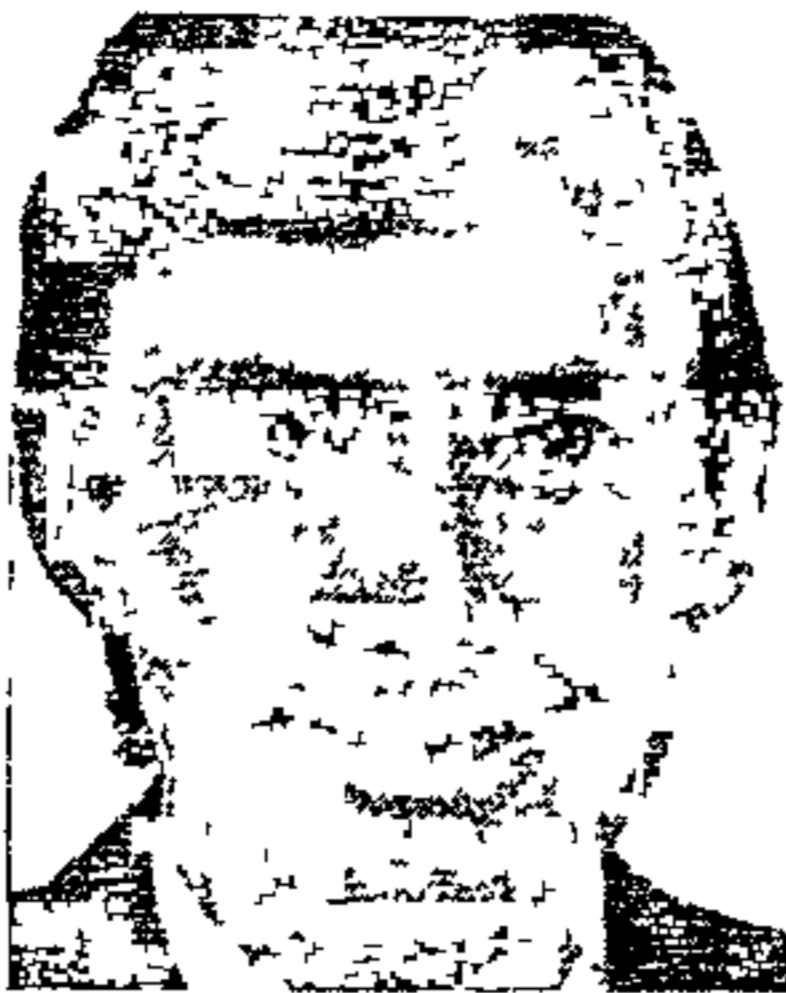
Clipcard fares on the African service will increase by 3 c a trip

This is the second bus fare increase this year, cash fares having gone up 2 c in January

NEW APPOINTMENTS



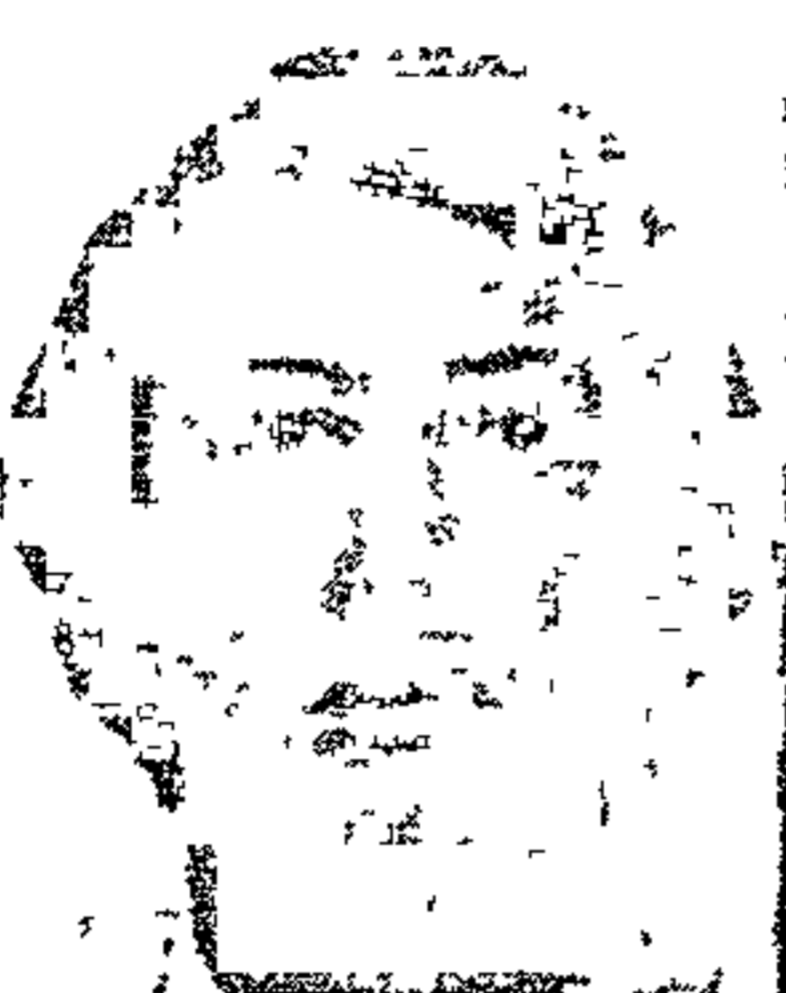
Mr Tony Trahar, of the finance office, has been appointed a manager of Anglo American Corporation



Mr Tony Lea, of the finance office, has been appointed a manager of Anglo American Corporation



Mr Rod Boyd has been appointed marketing manager of Barclays National Industrial Bank



Mr Johannes Britz has been appointed a broker in the life assurance broking division of the UBS



Mr Robin Crawford, of the diamond services division, has been appointed a manager of Anglo American Corporation



Mr Clem Sunter, who is secretary to the executive committee, has been appointed a manager of Anglo American Corporation.

Sats loses out to road

RDM 7/10/83 269

Industrial Editor

TRANSPORT of cement is being switched from rail to road as customers place more importance on prompt delivery times and fewer bag breakages

The switch represents a serious loss for South African Transport Services, which is losing an increasing amount of freight to the private sector

Almost all the cement consignments taken off the railways end up on the freight vehicles of private-sector road hauliers, worsening Sats' disadvantage against the private sector

In June, the latest month for which figures are available, the total national freight tonnage moved by road and rail was the highest for nine months at 35 820 000 tons

Private-sector hauliers, however, accounted for 22 758 000 tons — or 63,5% — of the freight carried, against Sats's 13 062 000 tons — or 36,5%

"Judging by the demand of our customers, rail is becoming less and less competitive against private road haulage," Mr Naude Klopper, customer service manager of Blue Circle cement, said yesterday

"In our experience, customers have found increasingly that railed cement takes anything up to two weeks to reach them, and when they get it they find several bags are broken

"When they are offered a private road service, often with a next-day delivery and a totally undamaged consignment, it is not surprising which transport method they subsequently choose"

Transport of cement from the factories of the big three inland cement producers — Blue Circle, Anglo-Alpha and Pretoria Portland Cement — continued to be done by rail because it involved high bulk and a narrow range of destinations, Mr Klopper said

For this reason, rail would continue to move cement between the factories and depots for the foreseeable future

But when the bulk was broken down into separate customer orders and the destinations increased in range and diversity, road haulage gained a clear edge over the railways

Cement manufacturers had no control or influence over their customers' choice of transport once the cement had left the depots

Ciskei children beaten — claim

Political Reporter

THE Detainees' Parents' Support Committee said yesterday they had received new information that conditions in the Ciskei were worsening and vigilantes were now attacking young children who were boycotting school.

In a statement yesterday, the DPSC and the Detainees Support Committee (DESCOM) called for an independent commission of inquiry to investigate "the brutalisation of the people of Mdantsane by the Ciskei Government".

The two bodies condemned the South African Government for "failing to exert pressure on President Sebe's regime to end the atrocities".

Instead, they said, the South African Government had colluded with Ciskei by handing over to them five trade unionists who were detained in East London.

The statement said the shocking report by the Centre for Applied Legal Studies, published in the Rand Daily Mail yesterday, confirmed the information they had gathered over the last two months.

"Horrific as these reports were, we have received new information that conditions in the Ciskei are worsening and the vigilantes are now turning their violent attention to schoolchildren boycotting classes in support of their parents.

"Last weekend, supporters of the ruling Ciskei National Independent Party gave parents an ultimatum to send their children back to school from Monday.

"The boycott continued. Vigilantes rounded up children — many in their early teens — and severely assaulted them.

"It is clear that in his attempt to crush the bus boycott, President Sebe has allowed the administration of law and justice to disintegrate.

"He has also refused all attempts to negotiate to end the boycott and has detained the elected representatives of the residents.

"We therefore call for an independent commission of inquiry, consisting of internationally respected jurists and community leaders."

Industry 'involved' in Ciskei dispute

By STEVEN FRIEDMAN
Labour Correspondent

EAST LONDON employers were sympathetic to workers who had suffered as a result of the Ciskei government's reaction to the Mdantsane bus boycott and were working behind the scenes to secure a settlement, the president of the Border Chamber of Industries, Mr David Saunders, said yesterday.

Mr Saunders also sharply criticised the action of the Ciskei government against boycotters, charging it had been "heavy handed" and accused it of over-reacting.

He confirmed there had been violence against boycotters by supporters of Ciskei President Chief Lennox Sebe and said the chamber "strongly objected" to this.

Attempts by employers to help workers had been thwarted by Ciskei authorities, he said, but the chamber had met senior South African Government men in the past few days in an attempt to secure a settlement.

Mr Saunders was reacting to charges in a report by researcher Mr Nicholas Haysom, who alleged many employers in East London were "indifferent" to the plight of workers who, Mr Haysom alleges, are being subjected to random violence by vigilantes loyal to Chief Sebe.

Mdantsane is outside East London but is technically part of Ciskei.

Mr Haysom's report contains startling charges of violence against boycotters by the vigilantes and Ciskei police.

He also alleged that, while some employers had reacted sympathetically and helped workers who arrived late because of the boycott, or had been subjected to violence, the reaction of most did not "warrant much praise".

He alleged many employers had not provided transport to and from work, nor helped workers financially and had not condemned the violence by vigilantes.

Few had fired workers for being late, but some had given them disciplinary warnings and one business leader had warned that workers would lose earnings because factories would have to

switch to short time.

One company had fired workers and allegedly assisted Ciskei authorities.

Mr Saunders said he was "astonished" by Mr Haysom's statement about employers.

But he confirmed the situation in Mdantsane was serious, and that the boycott was continuing and said he believed the company which owned the buses, CTC, "may never be able to run a bus service in the area again".

Mr Saunders said within three days of the beginning of the boycott, the Border chamber had attempted to intervene.

"But we are stymied because the Ciskei authorities will only talk to us if we contact them through the South African authorities. This we did."

He said the Border chamber had appealed for the restoration of the status quo before the boycott and had objected to violence against boycotters.

Most employers had not adopted a "hard line" towards boycotters.

"Some provided transport for their workers, but these vehicles were turned back by the Ciskei authorities," Mr Saunders said.

'Only seven bus boycotters shot'

Mail Correspondent

PORT ELIZABETH — A claim that 90 people have died at the hands of Ciskeian authorities in the Mdantsane crackdown aimed at breaking a bus boycott, approaching its fourth month, was an "utter fabrication", Ciskei's security chief, Colonel Z Makuzeni, said yesterday.

He was reacting to a report containing charges of widespread violence by supporters of President Lennox

Sebe against Mdantsane residents which was compiled by Mr Nicholas Haysom, a researcher for the University of the Witwatersrand Centre for Applied Legal Studies.

Col Makuzeni said yesterday only seven people had been shot dead by police who had opened fire "in self-defence".

Mr Haysom's report alleges that vigilantes had detained scores of residents in

the Sisa Dukashe sports stadium, where up to 80 people at a time had been tortured, and incarcerated in a change room for several days without toilet facilities, food and water.

"These atrocities were not known to the police," Col Makuzeni said.

The vigilantes, who have been operating in Mdantsane since the outset of the boycott in July, are said to have been recruited from the rural

areas with promises of government rewards for their support.

The Justice Minister Mr David Takane said during the early stages of the boycott that the vigilantes were operating with Ciskeian government sanction.

Col Makuzeni said Mr Haysom's report contains several "wild allegations".

A more detailed statement would be issued after consultations with Mr Takane.

Cape Food
 Dr 1600
 Coffee House
 Franschoek
 CS3/R

Report false, claims Ciskei

Cape Times 7/10/83

Own Correspondent
 PORT ELIZABETH — A claim that 90 people had died at the hands of Ciskeian authorities in the Mdantsane crackdown aimed at breaking the bus boycott was an "ut-

ter fabrication", Ciskei's security chief, Colonel Z Makuzeni, said yesterday

He was reacting to a report containing charges of widespread violence by supporters of President Lennox Sebe against Mdantsane residents, compiled by Mr Nicholas Haysom, a researcher for Wits University's Centre for Applied Legal Studies

Colonel Makuzeni said yesterday that only seven people had been killed by police, who had opened fire "in self-defence"

Mr Haysom's report alleges that vigilantes have detained scores of residents in the Sisa Dukashe sports stadium, where up to 80 people have been tortured at a time, and locked in a change room for several days without toilet facilities, food or water.

Colonel Makuzeni said "There was no action at the stadium when we were first told about these allegations and went there. These 'atrocities' were not known to the police"

The vigilantes who have been operating in Mdantsane since the outset of the boycott in July are said to have been recruited from the rural areas with promises of government rewards for their support.

They have been accused of rape, pillage, and numerous assaults. Justice Minister Mr David Takane said during the early stages of the boycott that the vigilantes had Ciskeian Government sanction.

According to Colonel Makuzeni, Mr Haysom's report contains several "wild allegations"

● East London employers were sympathetic to workers who had suffered as a result of the Ciskei Government's reaction to the Mdantsane bus boycott, and were working behind the scenes to secure a settlement, the president of the Border Chamber of Industries, Mr David Saunders, said yesterday

Mr Saunders was reacting to charges in Mr Haysom's report which alleged that many employers in East London were "indifferent" to the plight of workers

Mr Saunders criticized the action of the Ciskei Government against boycotters.

He confirmed there had been violence against boycotters by President Chief Lennox Sebe's supporters and said the Chamber "strongly objected" to this. He added that the Chamber had made representation to the Ciskei Government three days after the boycott began.

"Some employers had provided transport for their workers, but these vehicles were turned back by Ciskei authorities. All attempts to help workers with transport have been thwarted by them", he said.

He said most workers were now travelling to work by train and employers were arranging a feeder bus service from stations, as municipal transport could not cope. He added that in spite of the boycott, worker absenteeism was low.

● Mdantsane — Ciskei township of terror, page 6

Words on Wine

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Call for equal pay for teachers

Cape Times 7/10/83

Education Reporter
 THE South African Teachers' Association (Sata) and the Suid-Afrikaanse Onderwyser-sunie (Saou) have declared the principle of equal salaries for men and women teachers to be "non-negotiable" and

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Intimidation: man fined 7/10/83

EAST LONDON — A Mdantsane man was convicted yesterday of intimidating commuters at a city bus terminus

Mr Mandisi David Samana, 29, of NU 9, Mdantsane was fined R100 (or 50 days) and sentenced to nine months imprisonment suspended for five years when he appeared in the magistrate's court here

Evidence before the court was that Mr Sama-

na shouted at people, asking why they were using buses and not taxis at the Pontoon Road bus terminus on August 5

He also moved his hand over his throat, indicating that they would have their throats cut if they boarded the bus

The court was asked to take into consideration that Mr Samana had been unemployed for eighteen months, that he had a crippled mother to

look after and that his offence was committed at the time of a general bus boycott

In passing sentence, Mr N R Oosthuysen said intimidation was a serious crime which could not be tolerated and that the interests of society must weigh more than the personal circumstances of the accused

Mr D van Lamp appeared for the State and Mr M M R Jeram appeared for the defence —
DDR

GRAHAMSTOWN — A claim that 90 people have died at the hands of Ciskeian authorities in the crackdown aimed at breaking the Mdantsane bus boycott was an "utter fabrication," Ciskei's security chief, Colonel Z Makuzeni, said yesterday

He was reacting to a report compiled by Mr Nicholas Haysom, a researcher for Wits University's Centre for Applied Legal Studies. The report alleged there had been widespread violence by supporters of President Lennox Sebe against Mdantsane residents.

Col Makuzeni said yesterday seven people had been shot dead by police who had opened fire "in self-defence".

Mr Haysom's report alleged that vigilantes had detained scores of residents in the Sisa Dukashe sports stadium, where he claimed up to 80 people at a time had been tortured, and incarcerated in a change room for several days without toilet facilities, food and water.

"There was no action at the stadium when we were first told about these allegations and went there," Col Makuzeni said. "These 'atrocities' were not known to the police."

According to Col Makuzeni, Mr Haysom's report contained several "wild allegations".

Meanwhile, the president of the Border Chamber of Industries, Mr Dave Saunders, has commented on a report in a Johannesburg newspaper that Mr Haysom had also alleged that

Ciskei denies 90 boycott deaths claim

269
D. Dispatch 9/10/83

East London employers were indifferent to the plight of their workers affected by the boycott.

Mr Saunders told the newspaper that East London employers were sympathetic to workers who had suffered and were working behind the scenes to secure a settlement.

Mr Saunders also sharply criticised the action of the Ciskei Government against boycotters, charging it had been "heavy handed" and an over-reaction.

Attempts by employers to help workers had been thwarted by Ciskei authorities, he said, but the chamber had met senior South African Government men in the past few days in an attempt to secure a settlement.

Mr Haysom's report alleged that while some employers had reacted sympathetically and helped workers who arrived late because of the boycott or had been subjected to violence, the reaction of most did not warrant much praise.

He alleged many employers had not provided transport to and from work, not helped workers financially and had not condemned the violence by vigilantes.

Mr Saunders said he was "astonished" by Mr

Haysom's statement about employers, adding that he had not attempted to contact the Border chamber.

But he said that the situation in Mdantsane was serious and that he believed the company which owned the buses, CTC, "may never be able to run a bus service in the area again."

Mr Saunders said that within three days of the beginning of the boycott, the Border chamber had attempted to intervene.

"But we are stymied because the Ciskei authorities will only talk to us if we contact them through the South African authorities. This we did."

He said the Border chamber had appealed for the restoration of the status quo before the boycott and objected to violence against boycotters.

He said most workers were now travelling to work by train and employers were arranging a feeder bus service from stations as municipal transport could not cope.

Although the boycott was continuing, absenteeism among workers was very low, Mr Saunders said. DDC
Extracts from Haysom report, page 6

269 329

Violence in troubled Mdantsane

Resistance to govt growing — report

JOHANNESBURG — A report by a Witwatersrand researcher claims that resistance to the Sebe government is growing in Ciskei

The report, running to 98 pages, was compiled by Mr Nicholas Haysom

It says President Sebe is resorting to "desperate measures" to control his subjects and that law and the administration of justice have almost ceased to operate in Mdantsane

Instead, says Mr Haysom, the township has become the scene of a battle of wills between the Sebe government and Mdantsane residents, in which the government is using violence to impose its will

But, he says, the crackdown has strengthened, rather than crushed, resistance to the Sebe government

The bus boycott President Sebe seeks to crush continues, as does a schools boycott in support of it, Mr Haysom says, and he adds that there are signs that opposition to the Ciskei

Government is spreading to groups previously friendly to it

Mr Haysom argues that events in Mdantsane — the second biggest black township in South Africa — are a direct result of Ciskei Government policy. And Mr Haysom claims that at times the Ciskei authorities are assisted by their South African counterparts

The Haysom report is partly based on sworn affidavits and interviews with Mdantsane residents

It details action against residents since the beginning of the bus boycott, which brought to a head simmering tensions between the Ciskei Government and its subjects, in particular trade unions and community groups

It contains accounts of assaults by police on residents who travelled by train or car, rather than by bus

It also reports of detentions, overcrowded prisons, alleged assaults on detainees and raids on private homes. There

is also an account of how armed vigilantes loyal to President Sebe's Ciskei National Independence Party are alleged to have roamed Mdantsane acting indiscriminately against residents and taking them to the Sisa Dukashe soccer stadium, where they are said to have been assaulted

The report lays the blame for events at the door of the separate development policy

The report claims that power in Ciskei is not held by elected leaders. The area's rulers, Mr Haysom says, are largely chiefs who do not rely for their authority on black tradition or democratic support but, he claims, on laws passed by the South African Government

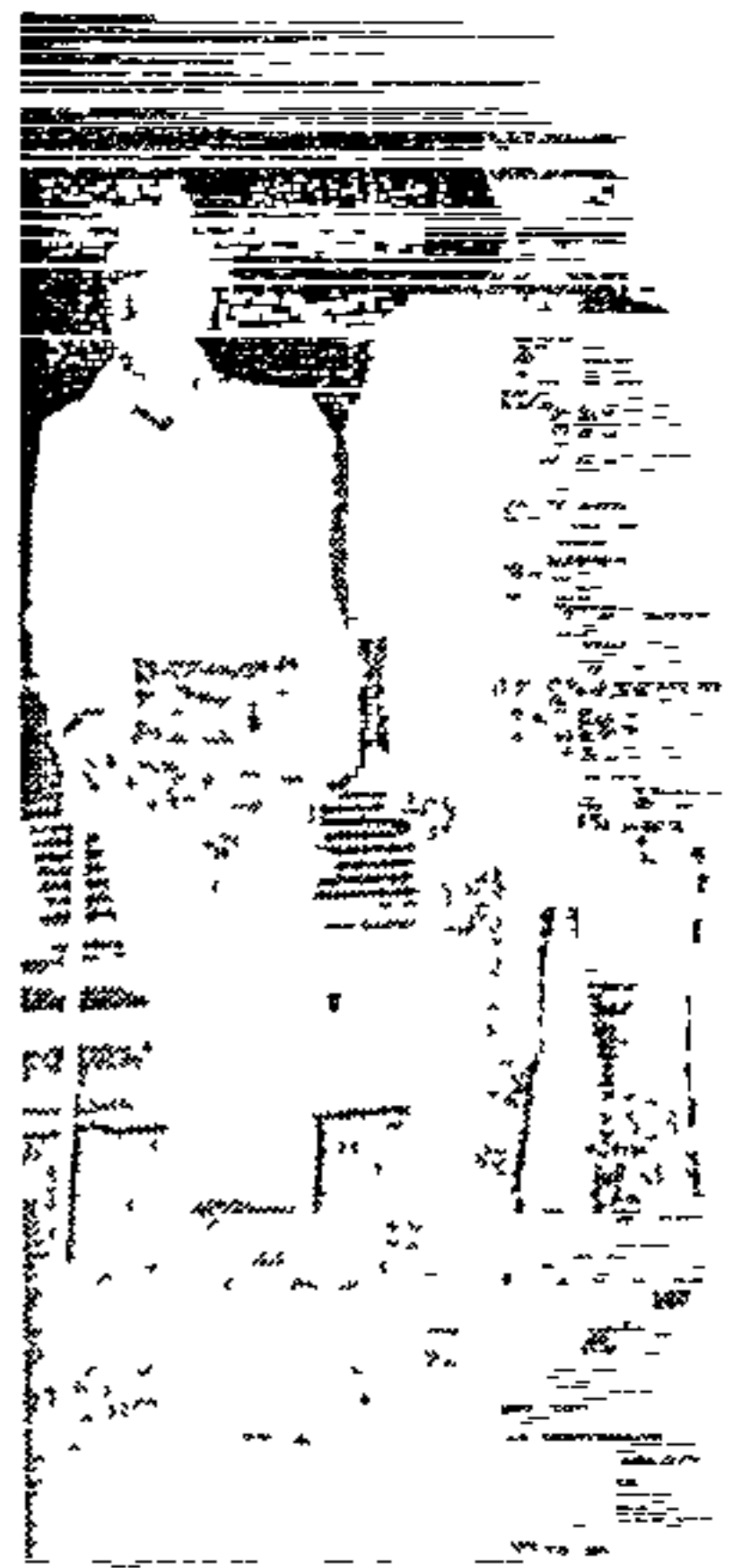
Mr Haysom quotes statistics to indicate that poverty is rampant in Ciskei

More than 350 000 people have been moved to the area by the South African Government, he says, and average land allocation per person is not enough to feed one person

Jobs, he adds, are virtually impossible to come by. As a result, Ciskei's chief export is migrant labour and the Ciskei authorities are forced to control this labour in order to make it more palatable to South African employers

The Ciskei Government, he says, has acted repeatedly against the trade union movement — DDC

A report by a Johannesburg researcher on the violence which has gripped the Mdantsane township



A group of vigilantes at work in Mdantsane

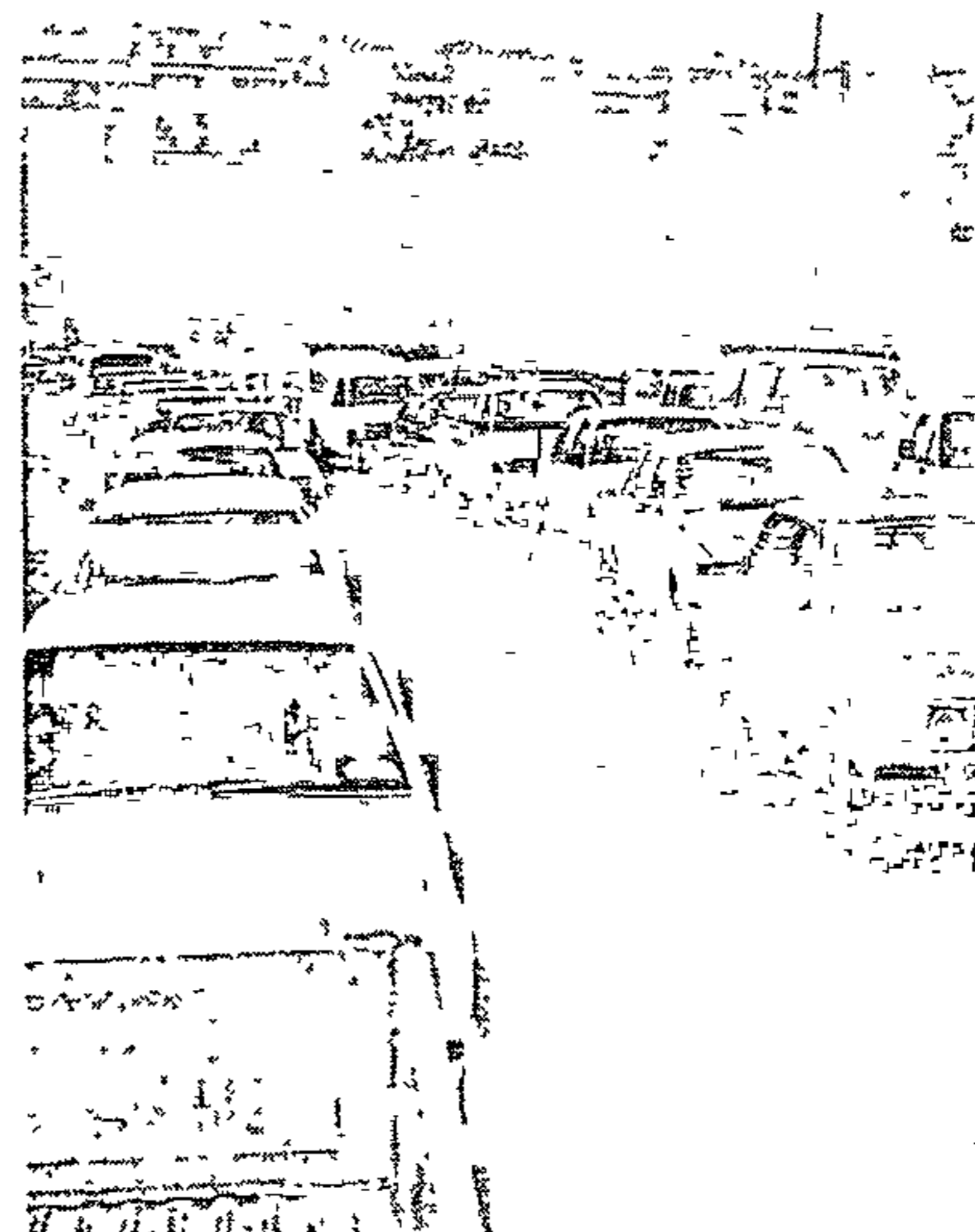
No dockets with Attorney General

BISHO — Ciskei's Attorney General, Mr W F Jurgens, said he had not received any dockets from the police relating to the fatal shootings at Mdantsane at the height of unrest during the bus boycott

Mr Jurgens was asked if there would be any inquests or charges following the shootings

"I suppose that either prosecutions for murder or culpable homicide will be instituted against those responsible for the deaths or else inquests will be instituted," he said

"That is what the law requires and is what will happen" — DDR



Cars halted at an Mdantsane roadblock while documents are checked

Police on vigil

MDANTSANE — Ciskei police have curbed the activities of vigilantes

Mdantsane men are leaving their operational headquarters and service training centre, and have to pack up and go home

Men from country areas are to remain at Hlaziya to guard the area

Since then there has been no activity at night by the vigilantes

When a Daily Dispatch reporter visited the training centre last week, the country areas there looked quiet for them

A Ciskei National Independence Party spokesman reported to have been working for the vigilantes

He was reported to have argued that he felt the vigilantes were for a better purpose and police could do better

Efforts to get confirmation to end vigilante activities were made yesterday

The Commissioner of Police, Madolo, could not be reached for comment — DDR

Mdantsane

Johannesburg researcher which has accompanied Mdantsane bus boycott.



at the Highway bus terminus in Mdantsane

curb vigilantes?

Ciskei police are believed to have been told at headquarters, the Hlaziya centre, last week that they would try areas were told they would to guard schools at night. There have been some reports of the Mdantsane men. A match reporter visited the train, there were several men from. Local women prepared meals. An Independence Party official is been asked to make representatives to be allowed to continue. They have refused and to have the vigilantes had served their could handle the situation. Confirmation of the police decision activities could not be obtained. Chief of Police, Brigadier Lulama be contacted for comment —

JOHANNESBURG — Allegations of torture, overcrowding and insanitary conditions in changing rooms at the soccer stadium in Mdantsane are contained in the Haysom report on the Ciskei's troubles

Detainees at the stadium are often ordinary residents of Mdantsane who are not politically active, but have angered the vigilantes in some way, the report says

One man was alleged to have been detained and assaulted for asking a vigilante not to beat his son

The vigilantes are described in the report as mostly middle-aged men from the rural areas who dress in overcoats and are armed with sjamboks and knobkieries

They were brought into Mdantsane to help quell the bus boycott a fortnight after it began and have been used to quell unrest before, the report says

Their job has been to enforce the curfew and to "roam the streets at night preventing commuters reaching the station" and thus catching trains rather than buses

At times, it says, wearing an SA Allied Workers Union (Saawu) T-shirt has been sufficient to incur a thrashing from the vigilantes

Two rooms at the sta-

JOHANNESBURG — Mdantsane residents estimate that up to 90 people have died as a result of police and vigilante action against bus boycotters, according to the Haysom report. The deaths, the report claims, are the result of police action against residents attempting to use trains in preference to the buses which they are boycotting

On occasions, the report says, police have opened fire on residents attempting to board trains. One eye-witness is alleged to have seen bodies lying on the platform of a station in the Mdantsane area

In one case, Ciskei police killings are alleged to have occurred at a station which is across the Ciskei border

Assaults and torture at stadium alleged

dium, each 7m to 8m square, are said to have been used to imprison residents arrested at their homes or at checkpoints

The report says "There was often no sexual division (in the rooms), neither food nor water was provided to those detained. At times there were up to 80 persons locked into one room

"There is no running water. The detainees are forced to defecate on the floor, which was at some stages littered with piles of faeces"

It says detainees were held for periods of up to a few days before being removed to a police station to face charges

"It was practice to sjambok people who were brought there. No blankets were provided. A number of victims have reported that they were handcuffed and hung up on a water pipe, and thrashed while suspended by their wrists"

One young woman claimed she was held in the stadium after vigilantes received a report from a neighbour with whom she had had an argument

But, the report says, the story of Mr and Mrs Mbola indicates best the "unchecked power" vigilantes have exerted

The couple's child, who is about 15, was returning from work one evening, the report claims, when he was assaulted by a leading vigilante

Three days later Mr Mbola asked the vigilante why he did not approach adults instead of hitting children? Later that night the Mbola home was surrounded by vigilantes, who banged on the doors and windows

"Mr Mbola opened the door and immediately vigilantes rushed into the room and began to strike Mr Mbola and his wife with sticks and sjamboks. They thrashed the two of them through the house and into the official van outside"

Mrs Mbola was covered in blood, the report says, and Mr Mbola was unconscious

The couple were taken to a police station and released the next morning

Two weeks later, however, the vigilantes

returned, to say "We didn't hit you properly last time," the report says. They then assaulted Mr Mbola again and threw him into the boot of a car with a government registration

On the advice of friends, Mrs Mbola sought her husband at the stadium. There she was told the vigilantes would not release him yet. He returned five days later and "cried tears when he saw her"

He said he was handcuffed and suspended from the ceiling by a rod — a practice referred to by Ciskei security police as the "Boeing", or "helicopter"

An eye-witness claimed he had seen Mr Mbola in the stadium, injured so badly that "blood flowed out of his shoes"

The report quotes several other cases

The report also alleges that no medical treatment is given to people who are injured there, that at least one woman has been raped by vigilantes there and that an 11-year-old girl and 14-year-old boy were being held there — DDC

Deaths blamed on police

and is, therefore, in South Africa

According to the report, both private mortuaries in Mdantsane were full during the second week of August, and one private mortuary owner alone said he was holding the bodies of seven people who had been killed, five of whom were not identified

The report also reports numerous accounts of serious assaults on residents by police or vigilantes because they were travelling in private cars rather

than buses

It includes incidents in which a man, who had used trains all his life, had to have his ear stitched back after being assaulted for not using buses

A woman is said to have had her arm broken by Ciskei police, who several days later assaulted her again on her injured arm

In many cases, it says, vigilantes and police had stopped residents and demanded documents which residents do not have to carry, or which have never been

issued to them. If they could not provide them, they were assaulted and arrested

In some cases, the report claims, residents have been detained and assaulted for not paying a "development tax" imposed by President Sebe's government

Some were said to have been civil servants who have the tax deducted from their pay and therefore cannot produce a receipt to prove they have paid

Police have also engaged in frequent raids on residents' homes, searching for "political literature", the report says. In one case, police are said to have dug up a resident's entire garden, claiming they were searching for "subversive" documents — DDC

Trade 269
bid to end bus boycott

By KEITH ROSS
EAST LONDON — The Border Chamber of Industries has been negotiating with the South African Government in an attempt to end the Mdantsane bus boycott.

The chamber's president, Mr David Saunders, confirmed this week that negotiations had taken place. But Mr Saunders would not disclose with whom the negotiations had been held. "We were asked not to identify the department concerned," he said.

"We tried to take up the matter of the bus boycott with the Ciskeian authorities but we were told we would have to make an approach through the South African Government."

Mr Saunders said his chamber considered the boycott as serious and had sent a telex appeal to the Ciskeian authorities several weeks ago. No reply had been received.

He said that after his negotiations with the South African Government, he was not hopeful that a solution could be found to the boycott problem.

"The boycott has now become a political thing and somebody has to back down gracefully," he said. "We would like to see a solution found."

"Ciskei has been given all kinds of decentralisation concessions, but one wonders what investors must think of this whole thing. There are thousands of unemployed in the area and this situation is not helping their lot."

Mr Saunders said the chamber was deeply concerned about the banning in Ciskei of the South African Allied Workers' Union and about the continuing curfew in Mdantsane. Mr Saunders lashed out at the researcher, Mr Nicholas Haysom, for saying in a report that many employers in East London were "indifferent to the plight of the workers."

"Mr Haysom has not contacted me. I have never heard of him and I am glad the chamber never contacted him."

He believed Mr Haysom's claim that violence was being used against bus boycotters by followers of President Lennox Sebe was true.

"In my own organisation I have had three people badly injured as a result of the boycott," he said.

Care Times

13/10/83

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A car ride can mean arrest

TO ride in a private car is to risk assault or arrest. To encounter armed vigilantes who roam the streets is to invite incarceration in a soccer stadium, where 80 people at a time are held in a dressing-room without food or water. Even to walk to work is to risk arrest or assault.

That, according to a research document, is the reality of life in Mdantsane township, outside East London, as President Lennox Sebe's Ciskei government desperately attempts to crush the bus boycott there.

The document, compiled by Mr Nicholas Haysom, a researcher for Wits University's Centre for Applied Legal Studies, runs to some 90 pages, many of which are filled with allegations of torture against residents by police and by "vigilantes" loyal to President Sebe.

He concludes that President Sebe is resorting to "desperate measures" to control his

A bus boycott in the Ciskei township of Mdantsane has led to widespread violence in the area. Allegations of torture and beating of boycotters by Ciskei police and vigilantes have been made in a report on the situation compiled by a Wits University researcher, Mr Nicholas Haysom. STEVEN FRIEDMAN reports.

subjects and that law and the administration of justice have almost ceased to operate in Mdantsane.

Instead, says Mr Haysom, the township has become the scene of a battle of wills between the Sebe government and Mdantsane residents, in which the government is using widespread violence to impose its will.

But, he says, the crackdown has strengthened, rather than crushed, resistance to the Sebe government.

The bus boycott President Sebe seeks to crush continues, as does a schools boycott in support of it.

And there are signs, he says, that opposition to the Ciskei government is spreading to groups previously

friendly to it.

And Mr Haysom insists that events in Mdantsane — the biggest black township in Ciskei and the second biggest in South Africa — are not simply the result of "excesses" by a foreign black government.

They are, he argues, a direct result of Ciskei government policy. And at times the Ciskei authorities are being assisted by their South African counterparts.

The document is a report on human rights violations in Ciskei prepared for the Legal Studies Centre, Lawyers for Human Rights and the Detainees' Parents' Support Committee.

It is based on published reports, sworn statements to lawyers and interviews with



President Lennox Sebe of Ciskei

wards and control over the distribution of social welfare grants.

This gives chiefs and headmen a direct interest in the political system from which they benefit. Mr Haysom says that is not surprising that the chiefs and headmen play a vital role in recruiting CNIP vigilantes.

Security laws

In addition, the Ciskei has, says Mr Haysom, built up a formidable security force with South African assistance and operates in terms of security legislation which is almost identical to South Africa's.

Ciskei and South African police have co-operated in handing over detainees and allegations about torture methods used by Ciskei police are similar to allegations of torture made in South African courts.

Thus, Mr Haysom argues, the South African government has given the Ciskeian authorities real powers to curb internal dissent.

Because they rely on continued financial and security support from Pretoria, they have used these powers to crush opposition to South African government policy and themselves and to back up decisions which are resisted by Ciskeians.

to →

Mdantsane residents.

It details action against residents since the beginning of the bus boycott, which brought to a head simmering tensions between the Ciskei government and its subjects, in particular trade unions and community groups.

It contains chilling accounts of assaults by police on residents who travel by train or car, rather than by the buses of which the Ciskei government owns a major share.

It also contains details of mass detentions, overcrowded prisons, assaults on detainees and raids on private homes.

Perhaps the most disturbing aspect, however, is the account of how armed vigilantes loyal to President Sebe's Ciskei National Independence Party have roamed Mdantsane acting indiscriminately against residents and taking them to the Sisa Dukashe soccer stadium, where they are assaulted.

But the report also places events in Mdantsane in a wider context and lays the blame for them at the door of the separate development policy.

Reserves

Independent homelands like Ciskei, suggests Mr Haysom, serve as reserves for blacks who are not needed in white South Africa.

The homeland is independent, so Pretoria no longer has to provide jobs or social security for those who are forced to live in them.

He also quotes commentators who argue that areas like Ciskei play a key role in canalizing political, economic and social discontent.

In other words, the homeland government takes over unpleasant functions which would otherwise be undertaken by Pretoria and black anger is diverted against the homeland authorities and not white officialdom.

The report points out that power in Ciskei is not held by elected leaders.

The area's rulers are largely chiefs (seven out of eight cabinet ministers are chiefs), who do not rely for their authority on black tradition or democratic support (less than half the Ciskei Parliament is elected), but on laws passed by the South African government.

These laws, which also allowed Pretoria to appoint chiefs, gave them extensive powers as well as financial re-

Mr Haysom quotes statistics to indicate the poverty which is rampant in Ciskei.

More than 350 000 people have been moved to the area by the South African government and average land allocation per person is not enough, according to experts, to feed one person. Jobs are virtually

Continued on page 6, col 8

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Mr. Nicholas Haysom

THE report by Mr. Nicholas Haysom tells of a soccer stadium in Mdantsane township, near East London, has been turned into a prison where residents are held and physically as-faulted.

Accounts of torture, overcrowding and insanitary conditions in the changing rooms — where up to 80 people at a time were held — are contained in the report.

It says the stadium is used by vigilantes loyal to President Lennox Sebe's Ciskei National Independence Party as a "reception area" for detainees.

The detainees are, says the report, often ordinary residents of Mdantsane who are not politically active, but have angered the vigilantes in some way.

One man was allegedly detained and assaulted for asking a vigilante not to beat his son.

The vigilantes are mostly middle-aged men from the rural areas who dress in overcoats

Soccer stadium becomes a

and are armed with sjamboks and knobkerries.

They were brought into Mdantsane in government combis to help quell the bus boycott a fortnight after it began and have been used to quell unrest before, the report says.

Their job has been to enforce the curfew and to "roam the streets at night" and thus catching trains rather than buses.

At times, it says, wearing a South African Allied Workers Union T-shirt has been sufficient to incur a thrashing from the vigilantes.

On arrival, the vigilantes took up residence in changing rooms in the stadium. Initially, they handed over their charges to the police, the report says. They manned the high brick

The Haysom Report

wall around the stadium, armed with shot-guns and pellet guns.

Many of those held in the stadium seem to have been arrested arbitrarily, often simply because they could not provide documents at a roadblock.

In many cases, those detained in the stadium have been charged without being released. Some have been charged and acquitted.

One young woman says she was held in the stadium after vigilantes received a report from a neighbour with whom she had had an

argument

But, the report says Mrs Mbola indicate "power" vigilantes ha-

The couple's child, turning from work on-

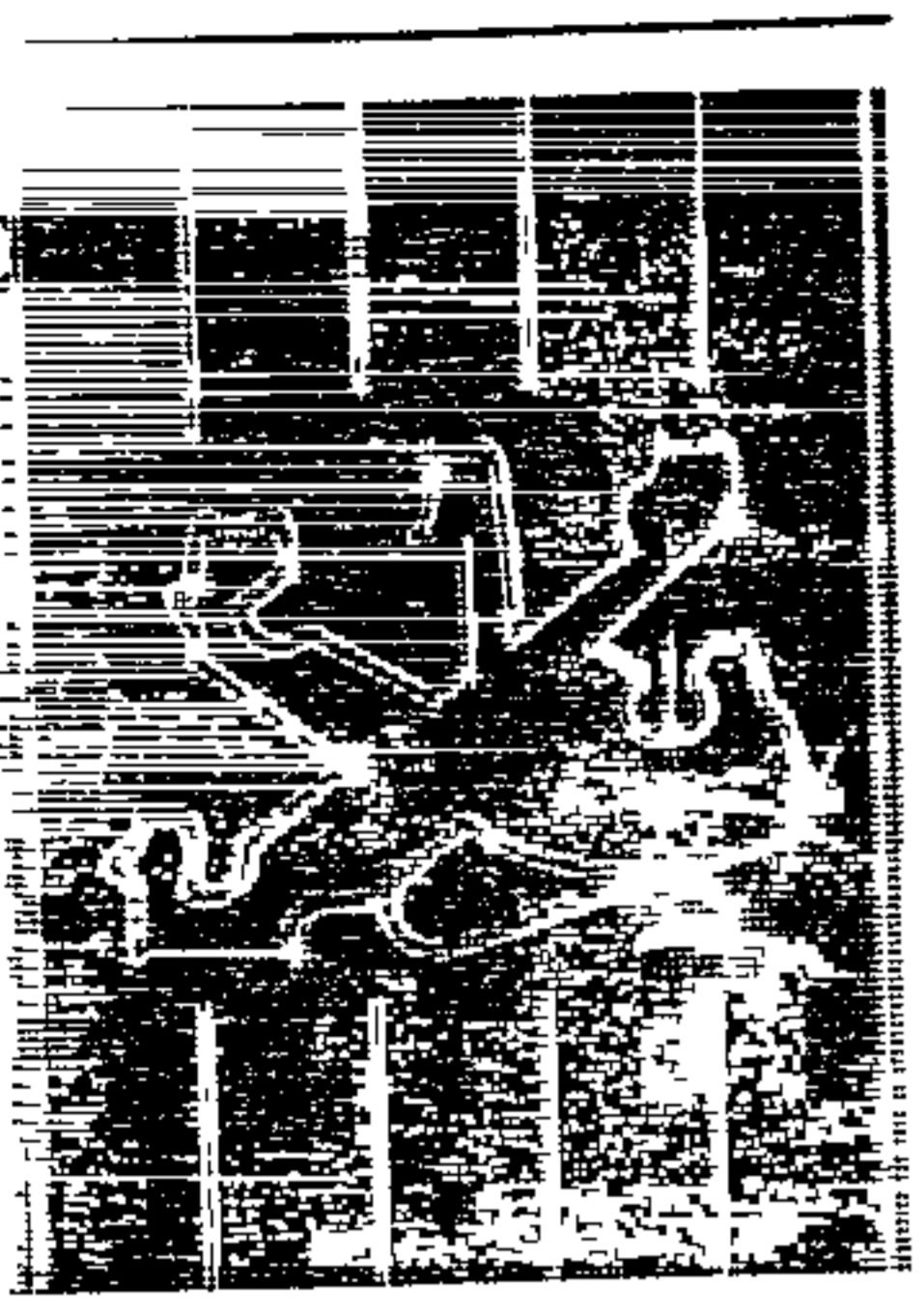
assaulted by a leader. Three days later N-

lante why he did not of hitting children

Later that night it rounded by vigilantes and windows

"Mr Mbola opened ately vigilantes rushed to strike Mr sticks and sjamboks

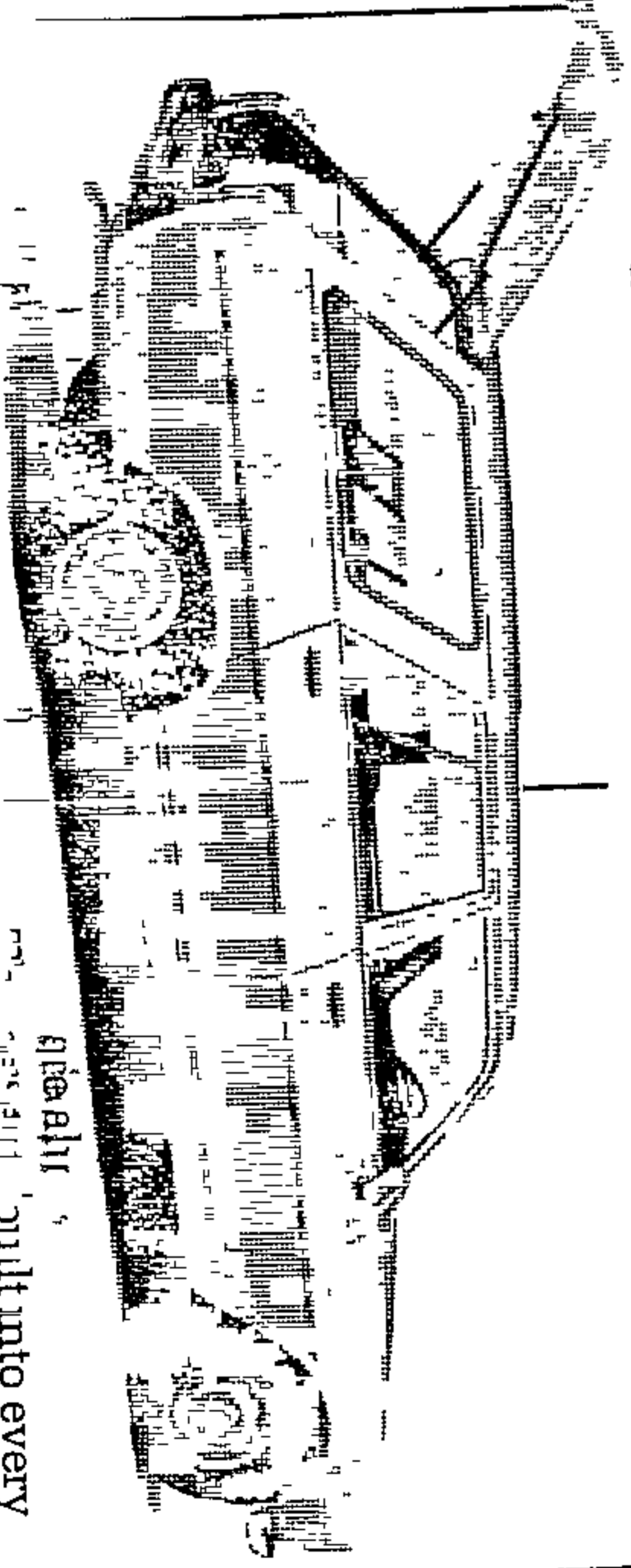
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And every Peugeot is judged by people who're paid to be critical: at Peugeot that means not only the quality control inspectors, but every worker on the assembly line.

As a measure of the importance attached to quality



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Soccer stadium becomes a prison

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The Haysom Report

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from a neighbour with whom she had had an

argument.
But, the report says, the story of Mr and
Mrs Mbola indicates best the "unchecked
power" vigilantes have exerted.
The couple's child, who is about 15, was re-
turning from work one evening when he was
assaulted by a leading vigilante.
Three days later Mr Mbola asked the vigi-
lante why he did not approach adults instead
of hitting children.
Later that night the Mbola home was sur-
rounded by vigilantes, who banged on the
doors and windows.
"Mr Mbola opened the door and immedi-
ately vigilantes rushed into the room and
began to strike Mr Mbola and his wife with
sticks and sjamboks. They thrashed the two

of them through the house and into the offi-
cial van outside."
Mrs Mbola was covered in blood and Mr
Mbola was unconscious.

There were two policemen among the vigi-
lantes and the couple were taken to a police
station and released the next morning.

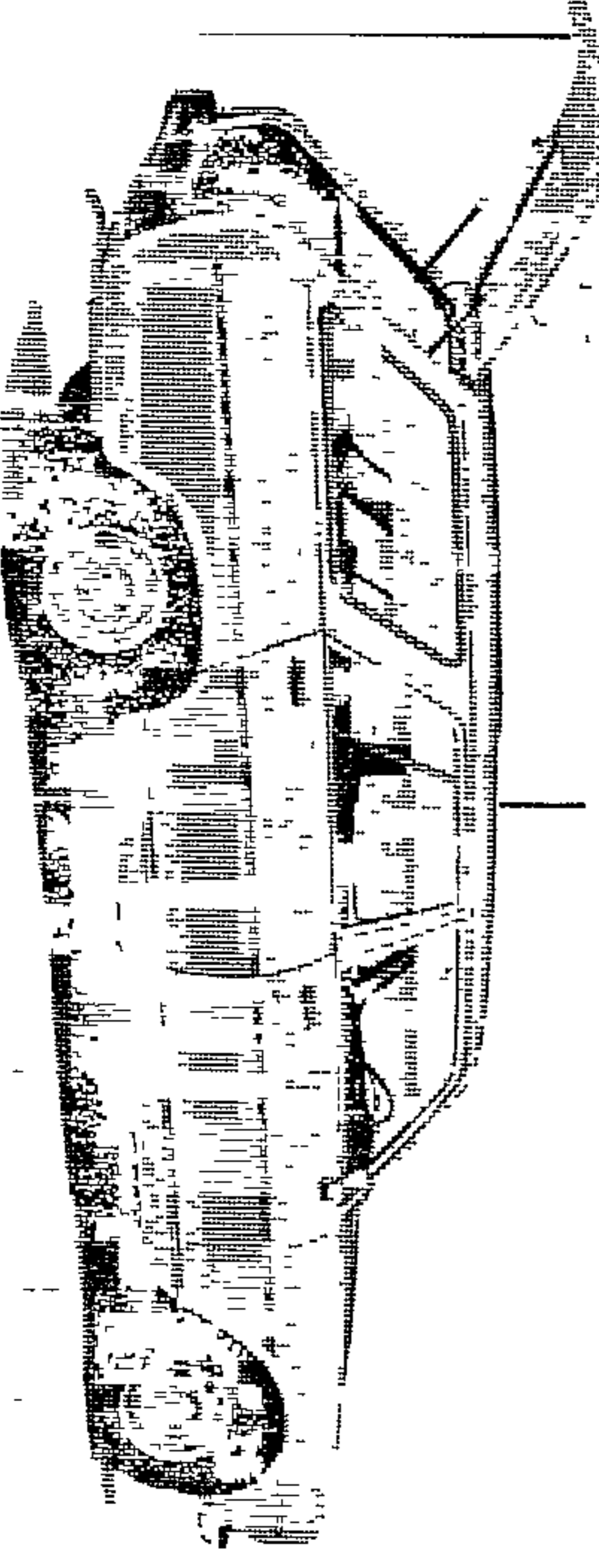
Two weeks later, however, the vigilantes
returned, to say "We didn't hit you properly
last time." They then assaulted Mr Mbola
again and threw him into the boot of a car
with a government registration.

On the advice of friends, Mrs Mbola sought
her husband at the stadium. There she was
told the vigilantes would not release him yet.
He returned five days later and "cried
tears when he saw her."

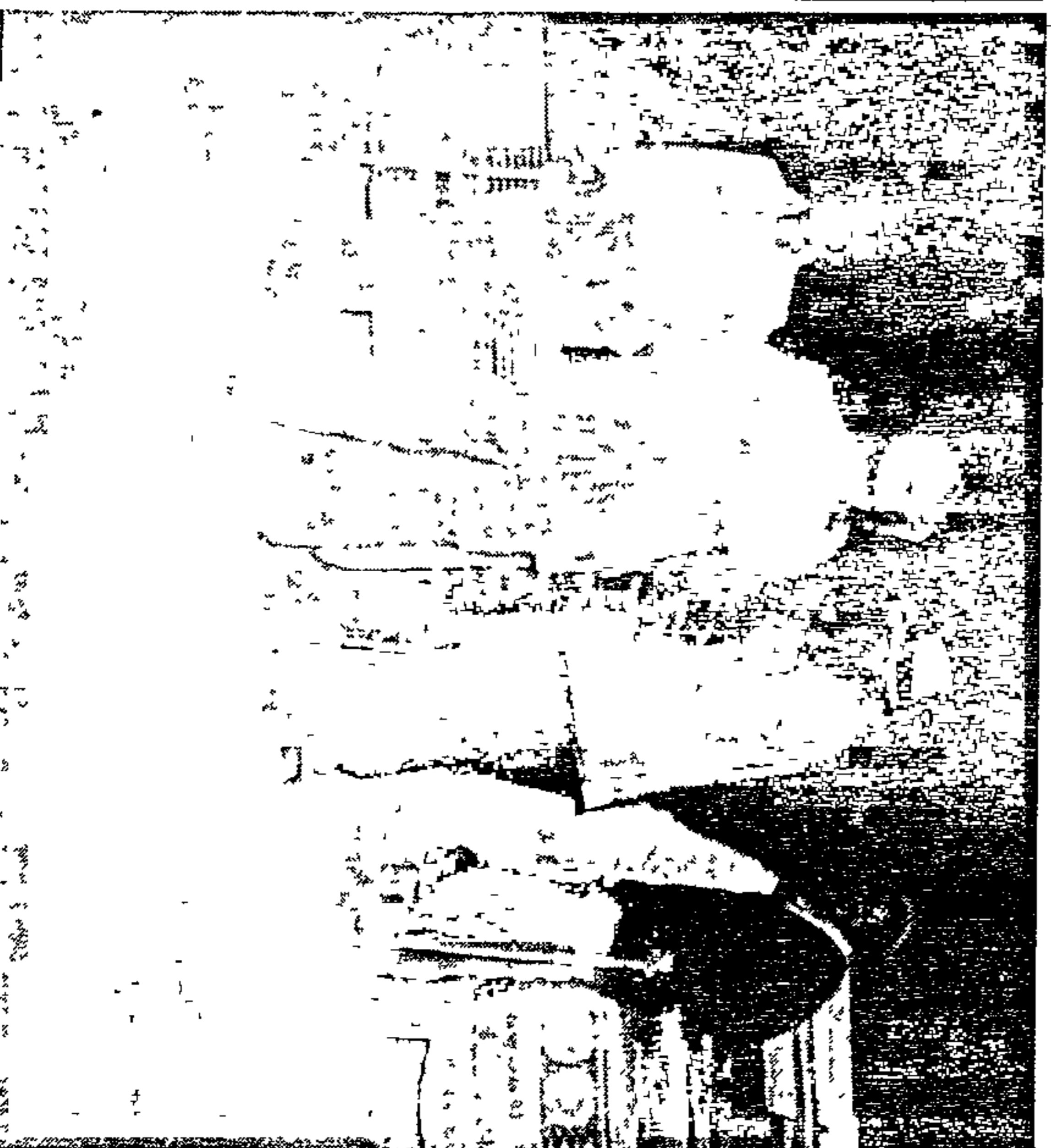
He said he was handcuffed and suspended
from the ceiling by a rod, a practice referred
to by Ciskei security police as the "boeing"
or "helicopter."

Travel in a Peugeot

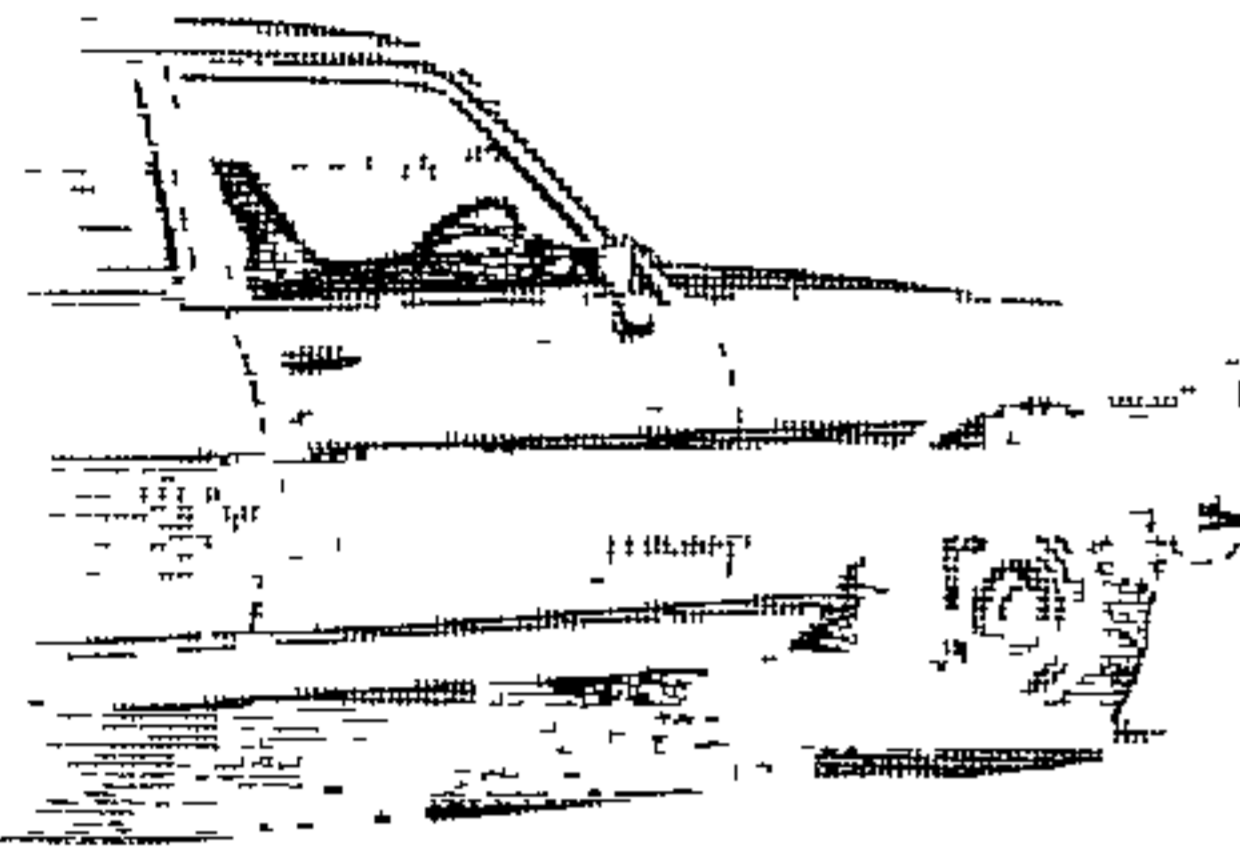
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A group of alleged vigilantes at a bus terminus in Mdantsane

Bodies on a train platform

RESIDENTS estimate that up to 90 people have died as a result of police and vigilante action against Mdantsane bus boycotters, according to Mr Nicholas Haysom's report.

The deaths are the result, it says, of police action against residents who have boarded trains in preference to the buses, which they are boycotting.

On occasions, police have fire on residents attempting to board trains, and one eye witness reports seeing bodies lying on the platform of a station in the Mdantsane area.

In one case, Ciskei police killings are alleged to have occurred at a station which is across the border and is, therefore, in South Africa, not Ciskei.

Residents allege the official death toll is lower than their estimate, because figures released by the Cecilia Makiwane Hospital are sanctioned by the Ciskei government.

They also allege that some residents are afraid to go to the hospital because police raid it searching for residents who have allegedly been assaulted.

According to the report, both private mortuaries in Mdantsane were full during the second week of August, and one private mortuary owner alone said he was holding seven people who had been killed, five of whom were not identified.

The report also reports numerous accounts of serious assaults on residents by police or vigilantes because they were travelling in private cars rather than buses.

It includes incidents in which a man, who had used trains all his life, had to have his ear stitched back after being assaulted for not using buses.

A woman had her arm broken by Ciskei police, who several days later assaulted her again on her injured arm.

In many cases, it says, vigilantes and police are stopping residents and demanding documents which residents do not have to carry, or which have never been issued to them.

If they cannot provide them, they are assaulted and arrested.

The report says that residents claim any resistance to the demands made of them by vigilantes can result in the protester being shot out of hand.

In some cases, residents are detained and assaulted for not paying a development tax imposed by President Sebe's government.

However, some are civil servants who have the tax deducted from their

Haysom Report

pay and therefore cannot produce a receipt to prove they have paid.

Police also engage in frequent raids on residents' homes, searching for "political" literature.

In one case, police dug up a resident's entire garden, claiming they were searching for subversive documents.

In some cases, it says, vigilantes are using their position for personal gain by demanding money from residents in exchange for not arresting or assaulting them.

In some cases, women have been sexually assaulted by vigilantes.

Since a schools boycott began in Mdantsane, secondary-school children have also been subject to police action, it adds.

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Cape Times 13/8/83

Cops thwarted workers' aid

269 City Press 16/10/83

CP Correspondent
EAST LONDON

ATTEMPTS by employers to help workers when the bus boycott in Mdantsane was at its worst were thwarted by Ciskei police.

President of the Border Chamber of Industries, Mr David Saunders, said this in response to a report by researcher Nicholas Haysom, who

claimed "that many employers in East London were indifferent to the plight of workers"

"We have and are still working behind scenes to secure settlement to the bus boycott," he told City Press. "We are sympathetic

to workers who have suffered from the Ciskei government's over-reaction. Many employers had provided transport to and from work but these vehicles were either turned back or impounded by Ciskei police.

Many firms which could not provide transport actually closed earlier than usual to allow their employees to board their trains in time," he said.

"When we attempted to intervene within three days of the boycott, the Ciskei authorities refused to talk to us unless we approached them through the South African authorities, and we complied.

"What more does Mr Haysom expect us to do if there is no co-operation from the other side? I am astonished at his criticism. Why did he not bother to contact us and obtain our views as well before he just blew his top?

"At least he would have been able to have given a true reflection of the stand we took and not just a distortion of fact," Mr Saunders said.

"To accuse employers of having sacked workers is another figment of his imagination which has no substance whatsoever," said Mr Saunders.



21A Dispatch 19/10/83

Transportation board to sit again in EL

EAST LONDON — The Road Transportation Board is to open an office here again soon, four years after a decline in activities forced its closure

Announcing this yesterday, the MP for East London City, Mr Peet de Pontes, said the decision to reopen the office was further proof of the government's confidence in the Border area

It was hoped that the

presence of an office in the area would assist the private sector in transportation matters and stimulate development, he said

The office, to be situated in the city centre, will open on December 1 and serve most of the Border area

The director of land transport administration in the Department of Transport, Mr H. J. Claassens, said from Pretoria yesterday that applications regarding road transportation in

the area had increased to such an extent that the reopening of the office was justified

The previous office of the board was closed down on June 30, 1979 after the efforts of three Border MPs to keep it open had failed

The move was opposed by the City Council and the East London Chamber of Commerce. However, the Border Chamber of Industries felt the closure of the office was justified as it was 80 per cent under-utilised.

The Minister of Transport at the time, Mr Louwrens Muller, said the government had considered carefully the representations of various local bodies, but the office had to be closed as there was "not enough work" for an office in the city

Transkei at that stage had taken independence and Ciskei authorities had also taken over the control of transportation

matters in the territory

Mr De Pontes disclosed yesterday that he had been making representations for the reopening of the office since he was elected MP in 1981

He also revealed that a city councillor, Mr Robert de Lange, jnr, and a former commanding officer of the Fort Glamorgan prison, Mr P Oosthuizen, had been appointed to the board

The office will be manned by a permanent secretary, Mr Joos Engelbrecht, and an adequate staff

Commenting on the reopening of the office yesterday, the executive director of the Border Metropolitan Development Corporation, Mr Ted Walsh, said it was a sign of an upswing in the local economy

"It is great news for the industrialists Mr De Pontes is to be congratulated on his efforts," said Mr Walsh — DDR



Maj-Gen P. M. du Plessis, the assistant commissioner of the Railways Police presents Det-Sgt Theophilus Lwana with his medal for 30 years service. *Mercury*

'The police must not avenge'

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Mercury Reporter

POLICEMEN should always remember that they are servants of the public and, without their faith and goodwill, the police would lose the fight against crime

This was said yesterday by the assistant commissioner of the Railways Police, Maj-Gen P. M. du Plessis, before he pre-

sented faithful service medals to policemen with more than 20 and 30 years service.

The medal parade took place at the new Umlazi compound, to the south of Durban.

Maj-Gen du Plessis said it should be remembered that the police had no judicial powers. 'The duty

22/10/83
to punish lies with the courts and the police must never try to usurp these functions

'The police must never punish or avenge,' he said.

Maj-Gen du Plessis said that he would very much like to see the Railways Police deal with the public in the traditional way of the London bobby

CISKEIAN POLICE have been accused of hijacking Mdantsane schoolchildren and sjambokking them at police stations — and then forcing them to clean police vehicles with their clothes.

Police confirmed this week that they had received several complaints to this effect in the wake of the month-long boycott of classes at of the township's schools

One pupil, Victor Vele Tutu, told City Press he and numerous other students had been hijacked and beaten by a "guard of honour" of cops

A Std 9 pupil at Khulani High, he said he had been bundled into a van when police saw him walking away from school and accused him of being involved in the boycott

"I had just turned back to buy a ballpoint pen when they pounced on me," he said "They asked why I wasn't at school, but refused to listen to my explanation"

The cops rounded up several other students and — after stopping at

Now Sebe

men

turn on

scholars

By

BENITO
PHILLIPS

a shebeen to buy liquor — took them to the police station

"We were all beaten with sjamboks and then told to clean the police vehicles with our shirts. They released us later"

Victor said he had reported the incident to his principal, who had taken him to the police station to lay a charge

In a separate incident,

a factory worker was mistaken for a scholar and rounded up by the eager cops

Dickson Mbele said he was bundled into the boot of a police car and questioned with a group of pupils about the boycott

Despite his protestations about being a worker, Mr Mbele said he was forced to parade with the pupils and face a barrage of police wielding batons and sjamboks

He was eventually released without being charged

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23/10/83

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SAIA 269

New buccaneers on rampage



South Africa is a country heavily dependent on foreign trade. Most of its exports and imports are conveyed by sea. It stands to reason, therefore, that it is vulnerable to a mod-

ern form of piracy, known as maritime fraud, which is no less pernicious than the old-style buccaneering.

In its most visible form, it is illustrated by the Salem incident, the details of which the SA public is still being denied. But it takes on far more subtle guises, specialising on the grey areas between national jurisdictions.

This new piracy, including scuttling, documentary fraud and theft of goods, is contributing to an estimated US\$1 billion a year world business, according to Eric Elms, director of the London-based International Maritime Bureau (IMB), who recently addressed a conference on the subject in Johannesburg.

Piracy has reached such proportions in the seas off Lagos, for example, that ships have, in desperation, begun employing security men armed with bows and arrows to repel boarders. Off Lebanon, maritime criminals run floating warehouses of illicit goods. Through them, it is even possible to have items stolen to order.

SA will not escape the onslaught of organised crime. Warns Michael

The law cannot protect all the victims of fraudsters, increasingly attracted to the fertile pastures offered by international shipping. Furthermore, the tradition of trust must not be an excuse for the gullible.

Shrimpton, director of Bowring Barclays. "Too many SA businessmen are under the mistaken belief that we have no problem here. Nothing could be further from the truth."

His point was graphically illustrated by the conspicuous absence of many representatives, notably from the banking and insurance sectors. One broker called it a "disgraceful show of complacency."

Apathy was no better defined than by Rodney Schneeberger, manager of the SA Insurance Association (SAIA), when he said "We don't really believe this is a problem in SA at the moment." But he conceded that world trends should be taken as a warning of the need for deterrents and preventative measures.

Ray Havens, a state investigator based in Florida, US, pointed out that SA was one of the biggest diamond and gold exporters. It was only 19 hours from America, where the overland transportation industry was facing thefts of US\$2 billion/year.

A favourite means of maritime fraud is where the cargo is illegally sold at a port of

convenience before the ship is deliberately sunk to hide the fact of theft. It is sometimes referred to as the "rust bucket" fraud, where the most decrepit hulks are used. Some fraudsters even have the audacity to claim hull insurance for the ship itself.

The Salem affair involved the theft of over R30m of oil, following which the ship was sunk in the deepest waters. And though the ship's log was "lost," the entire crew was rescued safely, complete with carefully packed suitcases. Sanctions-busting of this nature, together with regions of conflict from political unrest upwards, provide lucrative areas for the maritime criminal.

Indeed, another reason why SA is particularly vulnerable to maritime fraud is that its relative political isolation forces it to trade unofficially with some countries through the use of technically fraudulent documents.

In some cases, there are claims for cargo which never existed — the documentary fraud. The growth of organised crime and its increasing sophistication has eclipsed a vulnerable banking system through which money is advanced to the exporter under a "letter of credit" (l/c). This is the importer's permission to the bank to pay for goods prior to their receipt, provided the documents called for under the l/c are "in order." The bank never sees the goods and deals only in paper, the most important being the "bill of lading" (b/l). This controls the ownership of goods and purports to

SAIA's Schneeberger ... no problem in SA, yet

The illustration depicts a ship's deck with various pieces of equipment, including masts, rigging, and what appears to be a lifeboat or similar structure. Overlaid on this illustration is a dense grid of text, which is a reproduction of a shipping contract. The text is organized into several numbered sections, including:

- SHIPPER'S RESPONSIBILITY**: Discusses the shipper's obligations regarding the description of goods, marking, and liability for loss or damage.
- BOTH TO BLAME COLLISION**: Details the rules for liability when two ships collide, including provisions for damage to cargo and the vessel itself.
- GENERAL AVERAGE**: Explains the concept of general average, where all parties in a voyage share the loss of a part of the cargo or the vessel to save the whole.
- VARIATION OF THE CONTRACT ETC**: Addresses how the contract terms can be modified or varied.
- LAW AND JURISDICTION**: Specifies the governing law and jurisdiction for any disputes arising from the contract.

The text is presented in a small, dense font, typical of legal documents. The overall layout is a combination of a technical illustration and a legal text overlay.

The Terms and Conditions of the Contract of Carriage are the copyright of the South and East Africa Conference of Shippers and must not be reproduced without the written permission of the copyright holder.

prove their existence and worth. However, this is not always the case.

Hidden among the rapidly increasing quantities of legitimate trade is a host of fraudulent manoeuvres by operators often capitalising on the concept of trust on which the bill of lading process relies so heavily — legally termed *uberrima fides* (the utmost good faith).

The Union Bank of Switzerland, for example, paid out US\$560 000 for a Copenhagen b/l covering 1 000 t of palm oil for Angola. But the goods never reached their destination. The same bank paid out US\$1.6m against a forged b/l covering meat supposedly certified as fit for human consumption by a Portuguese document. Yet the ship named in the documents was still being built in Norway.

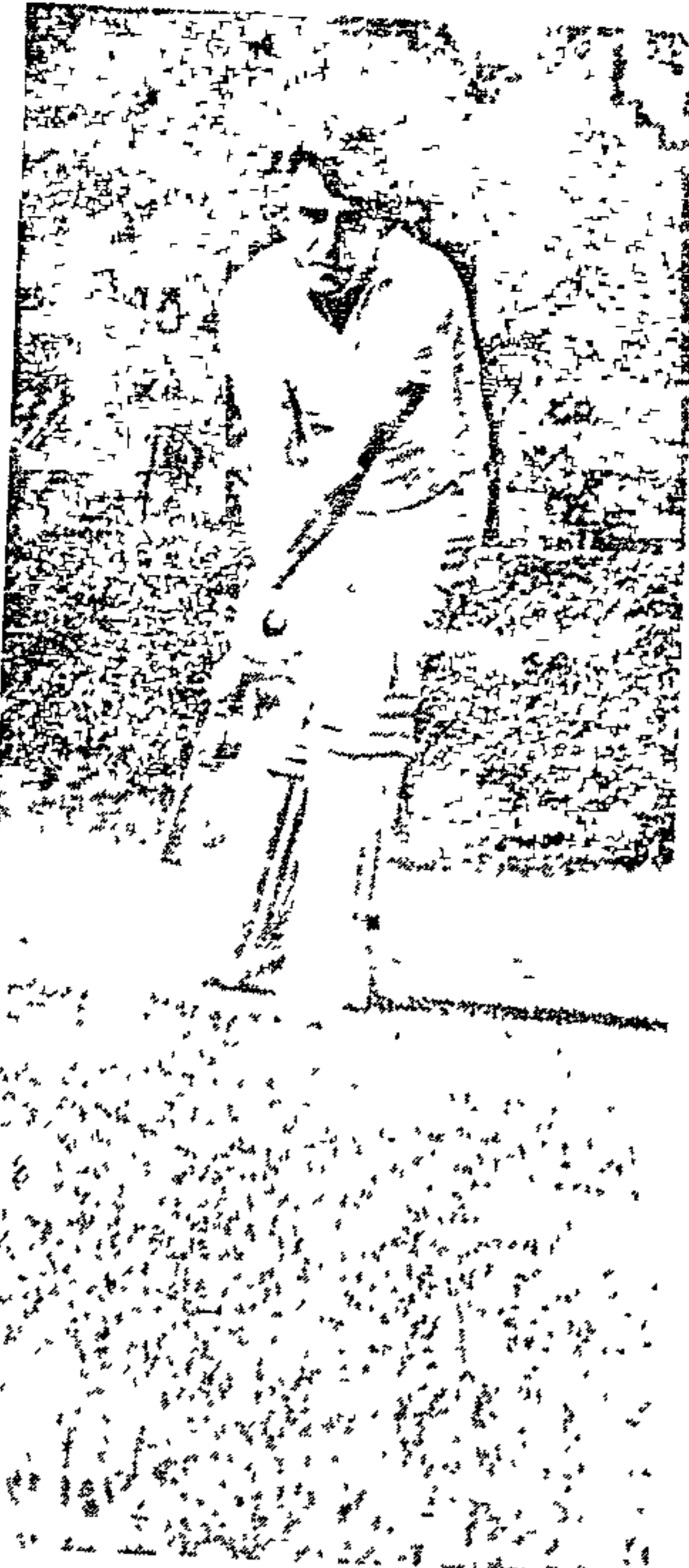
Fraudsters do not always have to go to the trouble of forging the bill of lading. As Ellen pointed out, blank forms were freely available over the counter from London business stationers. This laxity over legal documentation of title is compounded by what he believes to be insufficient vigilance on the part of banks and their use of inexperienced staff.

This is notable in developing countries, where budgetary stringencies leave them wide open to the cut-price and often spurious deal. One such example involves a consignment of 13 000 t of peanuts destined for Liberia, for which a bank paid out US\$6.8m. Naturally the Liberians were a bit peeved when peanut husks were all that arrived. Evidence of the expensive mistake is still in the warehouse — and the harbour, too, because the authorities impounded two ships hoping to extract compensation.

But as they rot in Liberian waters, Ellen explains that law enforcement does not travel well. The difficulty of arranging extradition treaties — only 49 countries participate in reciprocal deals — and jurisdictional problems make apprehension of the criminal virtually impossible. Indeed, fraudsters are operating across international borders and structuring deals of such complexity and scope as to defy investigation.

When the IMB traced stolen cargo from the *Vicky Kay* to a Greek shipper, he demanded US\$300 000 in return for information as to its whereabouts. Fortunately, photographs proving he had the goods were sufficient for the bureau to identify their location without paying the bribe, even though the shipper turned nasty. In the end, the shipper waxed philosophical, commenting "Well, not to worry. We're scuttling two more ships next week anyway."

The IMB had no means of apprehending this man. This was especially frustrating because of his open declaration to continue in crime. Indeed, inability to settle demarcation disputes has let many a fraudster go free. One case involved a Greek-owned ship sailing under a Honduran flag with cargo loaded in Trieste, Limassol and Cape Town. Though the goods were believed to have



Bowring Barclays' Shrimpton
... it's not really cricket

been sold illegally in Lebanon, the claim was that the ship sank off Cyprus. The master was Greek, the chief officer Turkish, the deckhands Gambian and the cargo was insured in London. The victims were obviously unaware of the old adage "Beware of Greeks bearing gifts."

Given that redress is limited, as maritime legal expert Douglas Shaw QC puts it, this leaves the matter of adjustment between the innocent parties as to whom should bear the loss. Yet there is no question that it is the consumer who ultimately pays through an increase in the cost of goods, whether the insurers pay up or not.

Though they often meet claims if only to maintain reputation, this is not always the case. The redrafted institute cargo clauses, effective April 1 1983, exclude claims resulting from insolvency or financial default of the carrier — something that often happens in the case of the charter party fraud.

This is where a non-vessel owning carrier hires a ship on a time charter basis and sells the freight space at very low rates. He then disappears with the proceeds, leaving the shipowner and the cargo interest to argue about which of them should bear the loss.

Insurance also becomes invalidated if

the goods insured are proved to be non-existent because, as Shrimpton points out, "insurance companies deal in goods not paper. Banks, of course, deal in paper not goods, and so the client falls between two stools. It really does come back to buyer awareness — know who you are dealing with and to whom you are entrusting your goods."

Perhaps the attitude of the banks is illustrated by the banker who commented that it is unfair to expect banks and insurance companies to pick up the pieces after a client has been gullible enough to fall in with rogues. "The bank's function is to effect payment, not to enter into the risk of shipping."

Yet cases are not unknown where banks have legitimised documents simply to expedite business. Over-invoicing, ante-dating of the b/l to comply with the l/c, signing of the b/l as "clean" even though the goods were damaged and certifying goods shipped under-deck when in fact they were shipped on deck — all are done to expedite matters. Such sloppy — and some say fraudulent — practices thrive vigorously where vast amounts of paper have to be processed, seldom by experienced staff, and occasionally by the unscrupulous.

One case of over-invoicing to avoid exchange controls caught the original fraudsters. A Nigerian importer arranged to buy goods valued at US\$25 000 from a Danish exporter. The invoice was jacked up to US\$250 000, the intention being for the exporter to credit the difference to the importer's secret overseas account. The Dane intended to double-cross his Nigerian accomplice by presenting false documents covering non-existent goods. But even the "exporter's" scheme backfired when a cheeky bank clerk in Nigeria discovered the over-invoicing and misappropriated the whole \$250 000 for himself.

Ellen wants to see reform of the bank's payment mechanism through a "secure bill of lading" — an updated document to reduce the amount of fraudulent use. World sea ports should be classified depending on the number of times and manner in which they feature in proven instances of fraud to discourage their use by premium rating.

Although there is great resistance to various changes such as this, the IMB believes a breaking point will be reached when a more co-operative stance will have to be taken in support of the bureau's attempts to nail criminals.

In a plea for sanity, Ellen asked if *Salem* wasn't enough, "or do you need a couple more before doing anything about it?" SA victims, including bankers, insurers and shippers should overcome their traditional secretiveness and fall in line with overseas business, especially in the UK and US, and inform his bureau of suspected fraud.

Only by an organised assault on an international scale could they hope to combat organised crime. He hinted that in his view perpetrators of the *Salem* fraud, though still at large, could yet be brought to book.

Schoeman quips about referendum as

Sats is set to lose

R750m this year

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RDH

15/10/83

Mall Reporter

DURBAN. — South African Transport Services (Sats) is heading for a R750m loss this year but it is determined to regain its "fair share of the market", according to the Minister of Transport, Mr Hendrik Schoeman.

Officially opening the new R150m Durban station yesterday, the Minister said although Sats was a State organisation, like any private firm it had to do all it could to remain in business.

Ten years ago Sats controlled more than half the transport market, but this

had dropped to as little as one third, with an expected loss of R750m on passenger services alone

"Should we just let it be, the escalated loss by the year 2000 could be R2 000m," he said

So Transport Services had decided to improve productivity and capture more of the market

Since June last year 35 000 staff members had been axed, and more were to be retrenched to provide for a smaller, better selected, better trained and higher paid work force

On the second point Mr Schoeman said a more client-oriented marketing approach had been adopted, with fast, efficient and reliable service to satisfy the passenger in every respect

But in spite of the effort the high investment in rolling stock and the cost of maintaining the service ensured that short-term losses on passenger services were incurred everywhere in the world

Government compensation was the order of the day the world over, and SATS expected compensation of about R395m, leaving a shortfall of R355m which the Sats would have to make good

"But 'let it be' is no longer the attitude of Transport Services, and passengers can look forward to bold new strategies and innovations," said Mr Schoeman

In reply to the delay in building Durban's new international airport at La Mercy on the North coast, Mr Schoeman said R30m had already been spent on the site, but work on the building had been stalled because the State had run short of money

"But you have my assurance that we are paying attention to it," he said

Clearly in an elated mood just before the unveiling of the plaque, Mr Schoeman called television crews to attention and said "this must be shown on television — please, on November 2, vote Yes"

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BYE-BYE BUSES

TO MAINTAIN the Nationalist dream of keeping the capital city white by night, Pretoria's black workers are to pay more in cash and lost time to travel to and from the city.

Workers are to be forced to use trains rather than more convenient buses to get to work in the city order to justify a massive R180-million investment in a special railway line to transport black workers in and out of the city to townships in Bophuthatswana

A Pretoria city council spokesman said this week "It would be unfair to expect the government to subsidise both train and bus services when the railway service can carry all passengers."

The forced withdrawal of bus services means that many workers are now having to spend four hours a day travelling to and from work in Pretoria, instead of less than two hours on a point-to-point bus

Main reason for preferring buses to trains is that existing point-to-point bus services allow most workers to take only one bus to get from home to work

On August 29 a railway line from Pretoria to Mabopane — nearest dormitory town in Bophuthatswana — was opened. The line cost R180-million to build

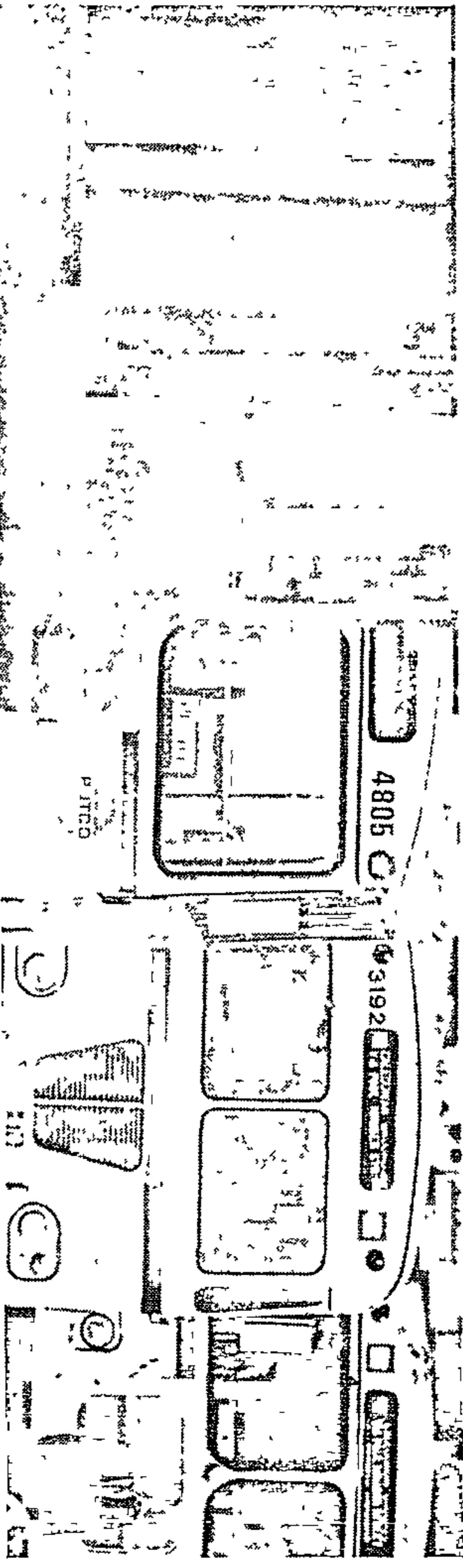
South African Transport Services (SATS) had anticipated carrying 60 000 workers to the city each morning. Originally the option of using whichever service was most convenient to them was open to the black commuters

ers chose to travel by train, threatening the service with financial disaster. SATS soon changed its mind. To travel by train means that the average worker living in Mabopane must

- Take a township bus to the nearest station — a 15-minute trip
- Wait another 15 minutes for a train
- Take a 47-minute train trip to Bel Ombre, the new station north of the city centre
- Wait another 15 minutes there for a feeder bus to his place of work in the central city, 2km away. It could take a further 30 minutes because of the longer routes the city council demands black buses must take to avoid city streets reserved for 'white' traffic

The result is that train commuters have all the inconvenience of three queues, two changes and more than

● Commuters save far more time on point-to-point bus services than the new train service



PUTCO'S PULSATING PRETORIA/RUN

THE number of workers ferried to and from Pretoria by bus and train is awesome. A fleet of 990 Putco buses transports more than 3,7 million people into Pretoria each month

- Trains carry more than 98 000 people into the city each week-day
- A breakdown of the figures shows that 435 Putco buses ferry more than 40 000 people from Bophuthatswana into Pretoria daily
- Another 230 buses are used to transport 16 500 people from Kwandebele into Pretoria
- A further 195 buses bustle around Pretoria and it's environs getting people to work, to the stations and to the townships

90 buses take people from Kwandebele to small towns on the West Rand and in the Western Transvaal. The other buses are in workshops for maintenance

- The 98 000 people carried to work by train each day include:
 - 10 000 people from Hammanskraal, 50km from Pretoria
 - 30 000 people from Mabopane, on the Bophuthatswana border
 - 11 000 people from Garankuwa
 - 9 000 people from the Johannesburg area
- The remainder come from areas such as the Mamelodi and Ateridgeville townships near Pretoria

two hours' travelling for a single journey to work — more than double the time on a direct bus route

Several petitions have been signed by thousands of people who say they prefer the buses as the train is inconvenient

Now, in a move to force people to use the rail service, a special transport committee consisting of officials from the city council, SATS, the Department of Transport and Putco has decided to 'phase out' competing bus routes

They parties involved meet fortnightly to co-ordinate services. The first step was taken last month when they withdrew the normal transport subsidy, which led Putco to

increase fares on the offending routes by 32%. Fares on other routes increased by 12%

But this week the parties involved seemed to be in disagreement as to what the future of the Mabopane buses would be

Putco officials said it would not mean the phasing out of the buses altogether, yet SATS and the Pretoria city council said total phasing out was planned

"The idea is to phase out the parallel bus service where people can use trains," Mr Leon Els, public relations officer for the SATS said. "The department can't subsidise Putco indefinitely"

A spokesman for the Pretoria city council agreed that the buses were to be phased out

"Where the buses are in direct competition to the train they will be taken off

the route," the spokesman said

"This is in keeping with a decision taken by the Minister of Transport

"The railway line was specifically designed to provide the backbone for infrastructure in the area

"Where people can use the train they should be made to, rather than buses," he said

"From the city council point of view it is a good idea to have as few buses in the city centre as possible — congestion along the main routes into the city is aggravated by a large number of buses," the spokesman said

Putco's co-ordinating executive, Mr Paul Nucchi, said it was not definite that the Mabopane bus service would be phased out

"I can't say how many buses might be taken off — it depends which are not found to be competition," Mr Nucchi said

"More buses will be taken off phase by phase, if the committee finds it necessary"

Mr Nucchi said the introduction of the train service had resulted in some Putco buses operating without a full load

"Commuters should be allowed to make their own free choice on transport — we can't say how many buses will be affected yet," he added

At a recent Assoccom congress in the city, businessmen unanimously decided to call on the government to allow black commuters a free choice. There has been no response yet to the plea

The issue is expected to lead to heated discussion at the Pretoria Metropolitan Transport Board, which meets later this month



Government word on transport report soon

'Dissatisfaction' over findings on black taxis

Argus Correspondent

JOHANNESBURG. — There will be serious dissatisfaction among black commuters if the Government implements the recommendations of the Welgemoed Commission and bars black taxi drivers from using minibuses, South Africa's black taxi boss, Mr Jimmy Sojane, has said.

Mr Sojane, president of the Southern Africa Black Taxi Association, was speaking last week at a seminar in Johannesburg — attended by 200 of the country's top transport executives — on the controversial recommendations of the Welgemoed report

Mr Sojane said the black taxi industry flourished because bus companies were unable to provide the service taxis could. But if permits for minibus taxis were abolished, pirate taxis would take their place and the authorities would be powerless to stop them.

"The general feeling among black taxi owners is that they have proved there is an exploitable market which does not coincide with that of the bus companies," he added.

"But the recommendation now is that the market be taken away from the pioneers who have exploited it and handed to the bus companies who have so far proved unable to run their concerns without subsidisation"

Argus Correspondent
JOHANNESBURG — The Government's decision on the controversial recommendations of the Welgemoed report — which will have far-reaching implications for passenger transport in South Africa — will be given within the next few weeks

This undertaking was given last week by the Director General of the Department of Transport, Mr A B Eksteen, when he addressed a symposium at Rand Afrikaans University, organised to review the Welgemoed Commission's report

Guidelines

Dr Piet Welgemoed MP, a transport economist, headed the commission which last year recommended to the Government policy guidelines for every major aspect of bus passenger transport in the future

The Government's views on the Welgemoed report would be given within the next few weeks, and although certain aspects might not be very popular in certain quarters, the interests of South African transport in general would be tak-

en into account, Mr Eksteen said

He also assured the Southern African Black Taxi Association (which represents a major share of the estimated 20 000 black taxi drivers in South Africa) that their views of the Welgemoed recommendations would be "considered very carefully"

The association has been particularly critical of recommendations aimed at cutting back on minibus taxis which have virtually supplanted the sedan in urban black townships

"I also consider it necessary that the Black Taxi Association and the SA Bus Owners Association should meet in order to define the place of minibuses in South Africa," Mr Eksteen added

Dr Welgemoed hit out at criticisms of the commission's report — particularly as it affected recommendations concerning the future of minibus taxis in black areas — which he said were too often based on only a part of the recommendations

He referred to the controversial recommendation on taxis which stated "Existing legalised interests should be respected in any changing

set-up and the present legalised eight-passenger vehicles that may be used as taxis should be phased out over a period of four years"

"The commission acknowledged the place of taxis and minibus services and tried to bring a little more order to this sector of transport," he said. "The commission's recommendation which followed on this above one made provision for a new category of transport, namely a category of public passenger transport of five to 25 passengers"

It would be possible for a taxi owner to extend his permit to run such a passenger service in terms of further recommendations in the report, Dr Welgemoed added

Appealed

Dr Welgemoed also appealed for the Government to indicate its response to the report as soon as possible "in order that the entire public transport industry could be given the opportunity to plan their future with greater confidence"

He also pleaded for the Government to draw up, as a matter of urgency, an integrated national transport policy

End bus boycott appeal

MDANTSANE — An appeal was made to residents here yesterday to end the bus boycott

At a rally held at the Sisa Dukashe Stadium, the former chairman of the Mdantsane Township Council, Mr Ben Mashiyane, urged the people to use the buses. He said the boycott had resulted in the retrenchment of several employees, some of whom had long service.

He said residents were afraid of agitators. Some houses had been petrol bombed in full view of neighbours who were afraid to come forward with information.

An executive member of the ruling Ciskei National Independence Party and employee of the Gampo bus company, Mr Caweni Sotyelelwa, accused Saawu of being behind the boycott.

He also accused the Transkei and KwaZulu governments of poking their noses into the affairs of Ciskei. He said the two states should solve their own problems first.

Mr Q Kewuti, MP for Mdantsane, said he was not happy with the general situation in the township. He said there was fear among the people.

He also called for the end of the bus boycott saying many people were suffering. **DDR**

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CAME TIMES

8/11/83

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Trendline, Box 767, D

J F M A M J J A S

Barlow Rand

From page 20

Comment. By now, after the results from CG Smith, Tiger, PPC, TC Land, the improved trend in the second half is already established, but it is encouraging to see that the thread of tighter control and efficiency has been maintained through to the top

Middelburg is probably the key to much of Barlows future organic growth. It is a classic recovery situation, with everything in place and simply waiting for the markets to improve.

The divisionalization is now well under way, and Mr Rosholt noted yesterday that eventually six out of seven operating divisions would be listed.

Divisions

Barlow Rand, as such, would be responsible for policy, philosophy and financing, and while there would still be a great deal of cross-pollination through the executive committees, the divisions would be autonomous.

One of the problems as far as the Barlows share price is concerned is that most institutions have all the holdings they want, having been satisfied by rights issues and the various acquisitions that have been satisfied by share issues over the past few years.

What this means is

that, at least in the short term, institutions have no need to chase scrip; and price changes will depend entirely on private investor activity.

Mr Rosholt said the ratios would clearly show the effects of the efficiency drive, as margins had been tighter and had not improved over the year.

Ideally, this sort of asset management and cost control should be a continuing feature through good times and bad, but inevitably when conditions are booming, there is less time to concentrate on such intangibles, and efficiencies tend to slip.

However, provided the necessary surgery is applied when required, and in this case it has proved highly successful, the seeds are sown for efficient management in the upturn.

Yield

At yesterday's R12,30 Barlows is on an unchanged dividend yield of 5,7 percent and the price earnings ratio moves to 7,4 from 7,0.

Barlows is correctly regarded as a microcosm of the South African economy, and prospects for the company, as for the country, are heavily dependent on the gold price.

What is clear is that there will be no visible recovery for at least another nine months, and this timescale could move out if there is no real gold price improvement.

Appeal to Govt on minibus taxis

Argus Correspondent
JOHANNESBURG. — The Association of Chambers of Commerce (Assocom) has lodged an urgent appeal with the Minister of Transport Affairs, Mr Hendrik Schoeman, to block moves to force minibus taxis out of business

The appeal is an 11th-hour attempt to persuade the Government to delay

any decision on implementing the recommendations of the Welgemoed commission of inquiry into bus passenger services, regarded as one of the most explosive issues since the referendum

Blockage of a gradual ban on minibus taxis has also been advocated by the Chamber of Mines and by the SA Black Taxi Association in a growing wave of apprehension about the repercussions

Many of the recommendations of the commission — in particular proposed new controls on minibus taxi fleets — came under fierce attack at the recent Assocom annual congress

Concern that Government approval of all the recommendations may be hurried through without a re-think on several key issues has been heightened by hints by Mr R Eksteen, Director-

General of the Department of Transport, that a decision on the proposals may be imminent

Assocom has rushed a formal memorandum to Mr Schoeman warning that a withdrawal of minibus taxi services is "a potential flash point which could spark unrest in the already sensitive labour relations and political arenas"

The commission has proposed that taxi status should be restricted to vehicles carrying up to only four passengers and that all vehicles capable of carrying between five and 25 passengers must be licensed as buses following set routes and timetables subject to official approval

Assocom calls for a compromise, arguing that the freedom of taxi status should be extended to vehicles carrying up to eight passengers and so cover the big fleets of minibuses now in operation, especially between metropolitan centres and satellite black townships in peak rush hours

Services

Vehicles in between minibuses and full-size buses in passenger capacity should be encouraged to form feeder services at both ends of the main bus and rail routes

The minibus taxi fleets should be painted a uniform colour and clearly identified so they can be easily spotted by commuters. They should also be provided with their own recognised taxi ranks at strategic points

Minibuses have been in operation for five years and have proved vital at peak rush hours to supplement mass bus and

train transport systems, states Assocom

Assocom acknowledges that many of the current minibus taxis operate illegally as they have not obtained necessary permits, but argues that the fact that all of the taxis, legal or illegal, run at capacity at peak hours provides a clear demonstration of an essential role

The memo says that many passengers prefer to travel by minibus not only for comfort and convenience but also speed and security, even if fares may stand at a premium

Minibus use to convey passengers from urban areas to the homelands over weekends also provides a valuable service that cannot be filled by normal bus services

Though the minibus taxi issue is regarded as the most urgent to be resolved, the Assocom memorandum also raises several other aspects in need of more attention, including the use of subsidies handed over to bus services, which grew from R2,3-million a year in 1966/67 to R127-million in 1981/82

Its primary concern is that subsidies should go only to bus operations that can prove optimum efficiency

Commerce's general advice to the Minister of Transport Affairs is to delay any decisions until more consultations have been held with the private sector and ensure that new proposals do not run into conflict with the decisions that may emerge from the policy studies being carried out by the National Transport Commission



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v. Diopatch

17/11/85

Trains used more since bus boycott

EAST LONDON — South African Transport Services here had noted an increase in the number of passengers travelling between stations serving Mdantsane and East London from a little more than 6 000 to 23 000 each way since the start of the bus boycott on July 18, a spokesman for the services said yesterday

He added the growth had also affected trains serving the areas on Saturday where the number had increased from three to 13 each way

And the teething problems caused by the sudden influx of passengers at a time when changes were being made to the main lines between East London and Chiselhurst had also been overcome

"We have improved some of the trains that were running empty at first while others were overcrowded," he said

He added overcrowding was now a thing of the past as peak times and general requirements had been established for various times during the day

He emphasised there-

had been no drop in the number of passengers recently and their general flow had remained constant

He said there were rare occasions when the odd train ran two or three minutes late because of circumstances that had nothing to do with passenger problems

In all the daily service during the week comprised 21 trains each way — three of which were on the Port Rex route serving the West Bank industrial area and other concerns —
DDR

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SATS

Light at the end of the tunnel

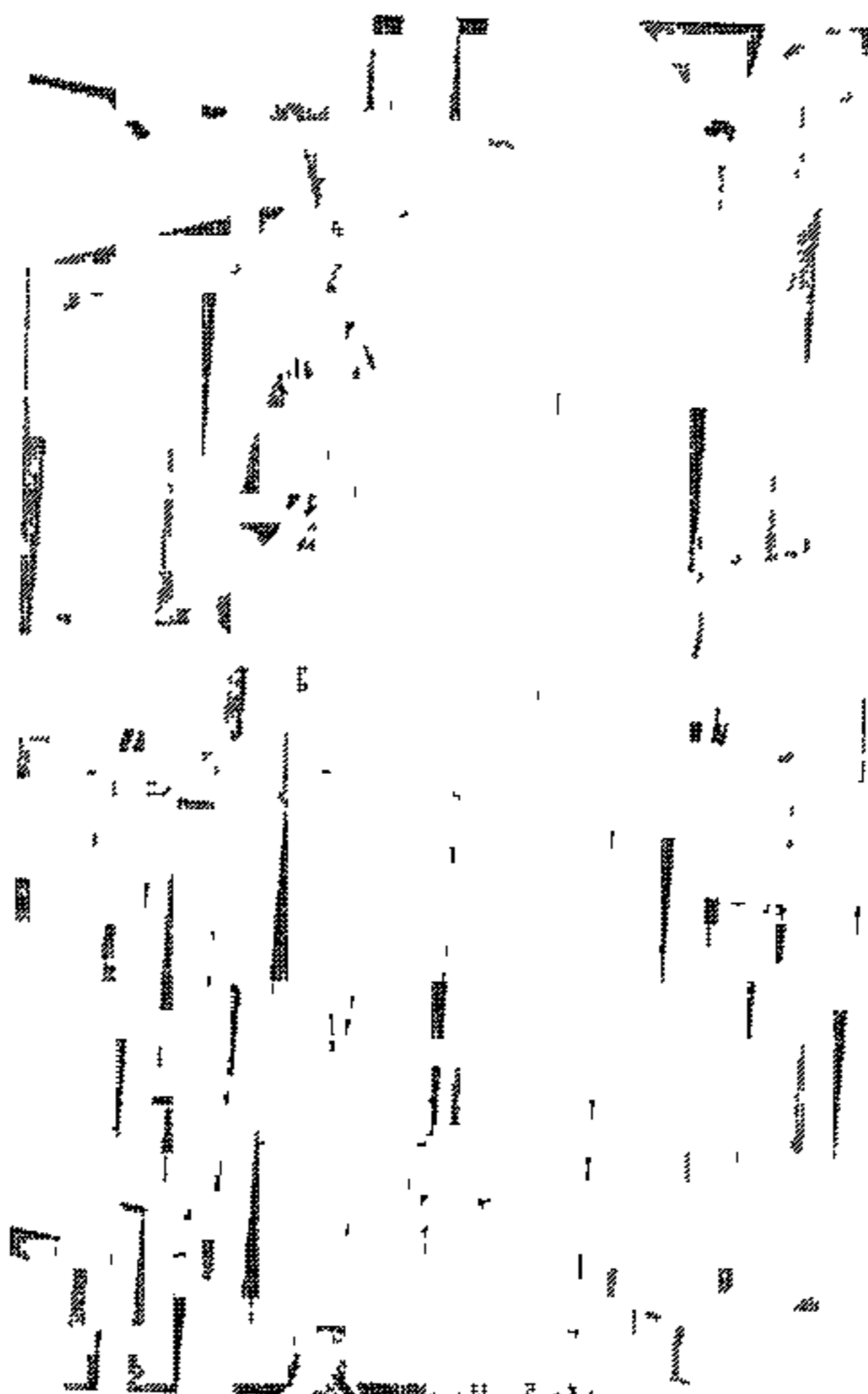
SATS's tough cost-cutting measures and efficiency drive should save about R500m this year. As a result, the deficit of R634 expected for 1983-1984 should now be substantially less than R100m. And deputy general manager Giel Holz believes the giant transport group may even post a small surplus next financial year.

Since April 1982, SATS has experienced a 20% across-the-board drop in revenues, and losses last year amounted to R413m. Says Holz "Virtually overnight bulk exports dropped 36% and high-rated traffic by 30%. Iron ore shipments from Saldanha Bay dropped from 16 Mt to 6 Mt/year and coal shipments out of Richards Bay from 30 Mt to 26 Mt/year. Our share of the transport market has fallen to 32% from a high of 50% in 1981, and we are still obliged by law to provide uneconomical services that further increase our deficits."

Passenger services, which are the biggest money loser, recorded a whopping R750m loss last year. The true loss is probably even higher as passenger services are subsidised by other, relatively profitable SATS services. However, a direct Treasury contribution brought the final loss on passenger services to R340m.

Uneconomic routes lost R150m, while losses on transport of agricultural goods came to R300m. The rail link with Namibia lost R75m.

The prospect of these losses being even bigger this year prompted SATS to launch



SATS employee ... major cost generator

its major cost-cutting and efficiency drive. Its biggest success so far has been in curbing labour costs, which account for 48% of total expenditure.

Pay increases have been held back and

overtime reduced. The labour force was reduced from a peak of 279 000 in June 1982 to 244 000 in September this year. These steps contributed 30% of the total savings. Holz says SATS would like to reduce staff further to around 230 000 and keep it at this level even when the economy picks up.

Cost of inputs like fuel and electricity fell 30%, although much of this saving can be attributed to the reduction in traffic volumes.

SATS has also embarked on a major marketing drive. New passenger services have been introduced as well as an efficient fast freight container service. Automatic ticket vending machines are also planned to further increase efficiency.

SA Airways (SAA) has pulled out of routes that required smaller turboprop aircraft and is looking at ways of reducing its fuel bill, which accounts for 40% of operating costs.

It has also developed some novel ways of getting new equipment without spending more money. A sophisticated computerised freight handling system was acquired from Alitalia in a barter deal, and a new type of computerised simulator has cut costs by R576 000.

The harbours, which have always made money, have reduced wharfage charges in an effort to increase business.

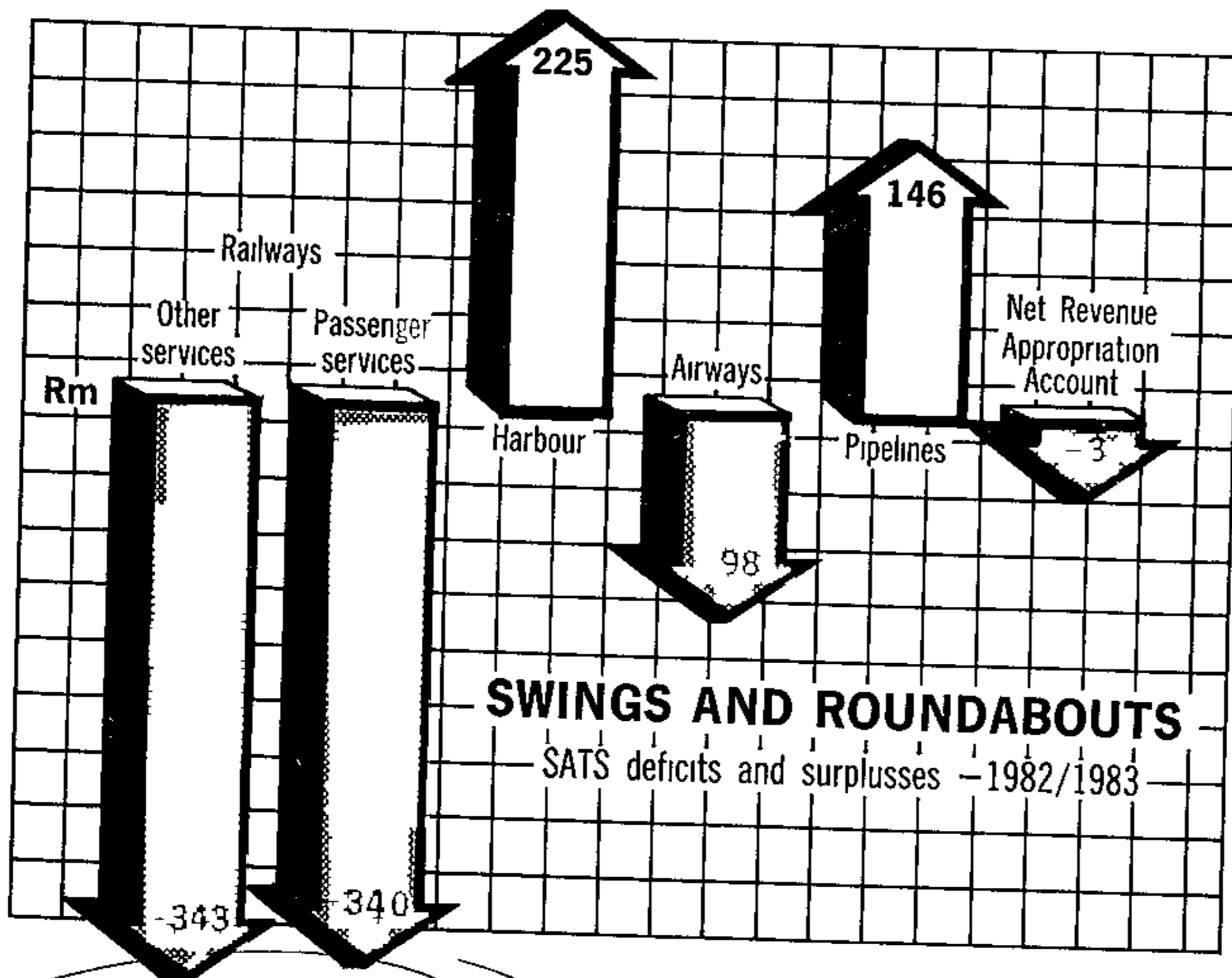
SATS's profitable pipeline service will probably experience reduced business as increased deliveries of fuel from Sasol Two and Three replace fuel sent inland from coastal refineries. But Holz is confident that it will always be a money spinner.

Capital project expenditure has been cut from R2,2 billion to R1,7 billion. This includes a new computer centre in Johannesburg and container terminals at Capital Park and Rosslyn, which have been put on the back burner.

Despite the success in reducing losses, Holz says the practice of subsidising certain uneconomical services by revenues from other services will have to stop if SATS is to become truly competitive. If routes are to be subsidised, he says, this should be done by direct compensation to SATS. He adds that tariffs currently cover only 50% of the cost of carrying some goods such as bulk agricultural products. But some manufactured goods are charged for at double the true costs of carriage.

Holz says SATS wants to reduce the tariff range to a more equitable 85% and 135% of costs. He adds that SATS must be given more discretion to refuse unprofitable business and to trim uneconomic routes.

SATS also wants the private sector to carry its share of maintaining the transport



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18/11/83

FM

infrastructure "We have to pay the full cost of our railway track, while private sector road hauliers do not pay for the full cost of building and maintaining roads," says Holz "If we are given a free hand I am sure we will be very competitive and win back much of the traffic we have lost"

ROAD TRANSPORT (269)
Which permit?
F M 18/11/8)

A recent dispute between SA Transport Services (SATS) and a courier firm suggests that the immense burden of sorting out the ambiguities which riddle road transport permits may one day fall upon the courts

Presto Parcels abandoned its airfreight delivery service between East London and Port Elizabeth for its client Mitchell Cotts, it says, because of harassment by railways police SATS, which immediately jumped in to claim the Mitchell Cotts business for itself, has so far not denied Presto's allegations

Presto demanded, as is its right, to see the authority under which SATS is conducting its newly-won business. The alleged document, which was allegedly produced by the Port Elizabeth Road Transportation Board (RTB), is said to be full of the kind of anomalies the Department is anxious to eliminate

There are more than 150 individual authorities for carrying "goods," with no further clarification of what the "goods" are. Other provisions include authority for SATS to carry "European passengers" and "third class passengers" on a 10 t flatbed trailer

SATS denies that it is using this permit, but refuses to supply the proper one. The RTB, however, reaffirms that it supplied Presto with the correct permit

Asked to interpret this document, the Department of Transport declined, saying "It is not the function of the Department to interpret road transport permits. This is the function of the courts. We are unable to clarify any of the ambiguities it may have." This implies that if the Department is to carry out its stated intention of recalling and re-issuing ambiguous permits, this will need widespread recourse to the courts

It could also mean that the Department has already abandoned any hope of undertaking this daunting task, which could have rocked the entire transport industry

The Director-General of Transport, Adriaan Eksteen has said "It has been decided to give urgent attention next year to measures to eliminate the ambiguous interpretation of road carrier permits. If the SATS hold such permits to which more than one interpretation can be given, they shall have to be reviewed"

Until this week he had not said who would conduct the reviews, but the Presto/SATS dispute could force him to reveal his hand

Employer transport levy legislation coming

By Sue Leeman

A system of employer transport levies based on turnover, payroll and capital investment will be introduced to raise funds for metropolitan transport systems, says the Minister of Transport, Mr Hendrik Schoeman

Opening the annual general meeting of the South African Road Federation in Randburg this morning, Mr Schoeman said mass transit schemes were going to be needed in the larger metropolitan areas "in the not too distant future".

In the Johannesburg municipal area alone 28 projects totalling R240 million had been held back at the beginning of this financial year due to a lack of funds

Mr Schoeman said that in terms of draft legislation drawn

up by the Croeser Committee funds in future would be collected and controlled locally by regional finance committees

These bodies would derive funds from an establishment tax based on a firm's output or turnover and "an investment tax calculated according to the value of capital equipment owned by business concerns"

Businesses with fewer than 10 employees would be exempt.

If inflation continued at the existing level the 1983/84 income of the National Road Fund would have to exceed R300 million to be equal in real terms with the 1976 income level.

Even if the 0,7c overall increase in the levy for the current year were taken into account, current income probably would not exceed R217 million, he said

Mr Schoeman said a 0,7c levy increase had been granted for the 1984/85 financial year, making the National Road Fund levy 3,054c a litre in total

This increase was long overdue when one considered South Africa's overburdened road network

"It was only too obvious in the last Easter weekend that traffic congestion on certain corridor routes, particularly those from Durban to the Johannesburg area, is becoming severe.

"I do not believe that the penalty in terms of road accidents can be tolerated"

The road through Parys to Kroonstad and the road north of Durban to Richards Bay were further cause for concern, the Minister said

More funds needed for roads

19/11/83
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By GERALD REILLY
Pretoria Bureau

THE Minister of Transport Affairs, Mr Hendrik Schoeman, said yesterday there was an urgent need for funds for road building projects in South Africa. Speaking in Randburg at the annual meeting of the SA

Road Federation, Mr Schoeman said mass schemes would be needed in the larger metropolitan areas soon, which would demand large amounts of capital.

He indicated that to keep pace with growing traffic volumes at least a further 1,5c/l fuel levy in addition to the 0,7c already granted would be needed by the National Road Fund.

"When the boom takes place — and all signs point to a strong recovery in 1984 — the share of funds for roads should be raised without delay".

The need for funds was particularly great in the metropolitan areas.

Developments, however, indicated urban transport was at last receiving the attention it merited. The Croeser Committee had drafted legislation to obtain additional funds for regional authorities.

Three sources of funds were envisaged:

- An establishment tax based on a firm's output
- A payroll tax based on employees salaries
- An investment tax based on the value of capital equipment

Substantial funds should then become available to cover public passenger transport subsidies, and for road infrastructure in metropolitan areas.

Taking into account the recent 0,7c/l rise in the levy, current income would not exceed R217-million, a shortfall of R83-million.

To restore the road fund to its 1976 position, R685-million would have to be found over the next five years, and thus the Government could not afford at present.

Mr Schoeman stressed the inadequacy of current road funding resources in spite of continuous efforts by himself and his department to gain a bigger share of the cake.

The Minister said adequate public transport for blacks was becoming an issue demanding urgent attention. It could be a vital factor in the way change evolved in South Africa.

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22/11/83
Free port
plan for EL

THE possibility of setting up South Africa's first duty-free zone is being examined for location in East London.

It will be called an export processing zone (EPZ) and modelled on the free-ports of Europe and South-East Asia where goods are permitted entry and exit to the country free of any tariffs provided they are not sold in SA.

The mayor of East London, Mr Errol Spring, said yesterday the idea of the EPZ was being seriously examined and discussions were taking place with Taiwan on the best way to establish it.

Proposals will be submitted to Pretoria and a response is expected early next year.

Land on the East Bank has been earmarked for the zone and the infrastructure developments are going ahead on the conviction that the area will be attracting businesses late next year.

269 D. Napier 23/11/83

Transport costs retard development — Adendorf

EAST LONDON — High transport costs were an important factor in retarding economic development, the chairman of the Corporation for Economic Development (CED), Dr J Adendorf, said here yesterday.

Dr Adendorf was speaking at the annual dinner of the East London section of the Chartered Institute of Transport

He spoke on the role of passenger transport in a developing country

He said economists rightly emphasised efficiency of transport services because of the impact transport had on the cost of raw materials, labour and output

South Africa had a dual economy — a modern or generator sector and a third world sector — alongside each other

"This normally involves that the richer sector must put in a lot of effort to help the third world sector in development," Dr Adendorf said

This was compounded by efforts to stimulate growth poles in decentralised areas and national states

Differences in popula-

tion growth in the two sectors — 2.9 per cent in the developing sector as against 2.1 per cent in the other — extended the problem

The question that arose was whether there was any wisdom in increasing development assistance substantially to third world regions, implying say a doubling of the present rural infrastructure expenditure and obviously draining the generator sector because of the higher infrastructure cost in rural areas

He added it was virtually impossible for a country like South Africa to make much of a contribution in the "catching up" problem

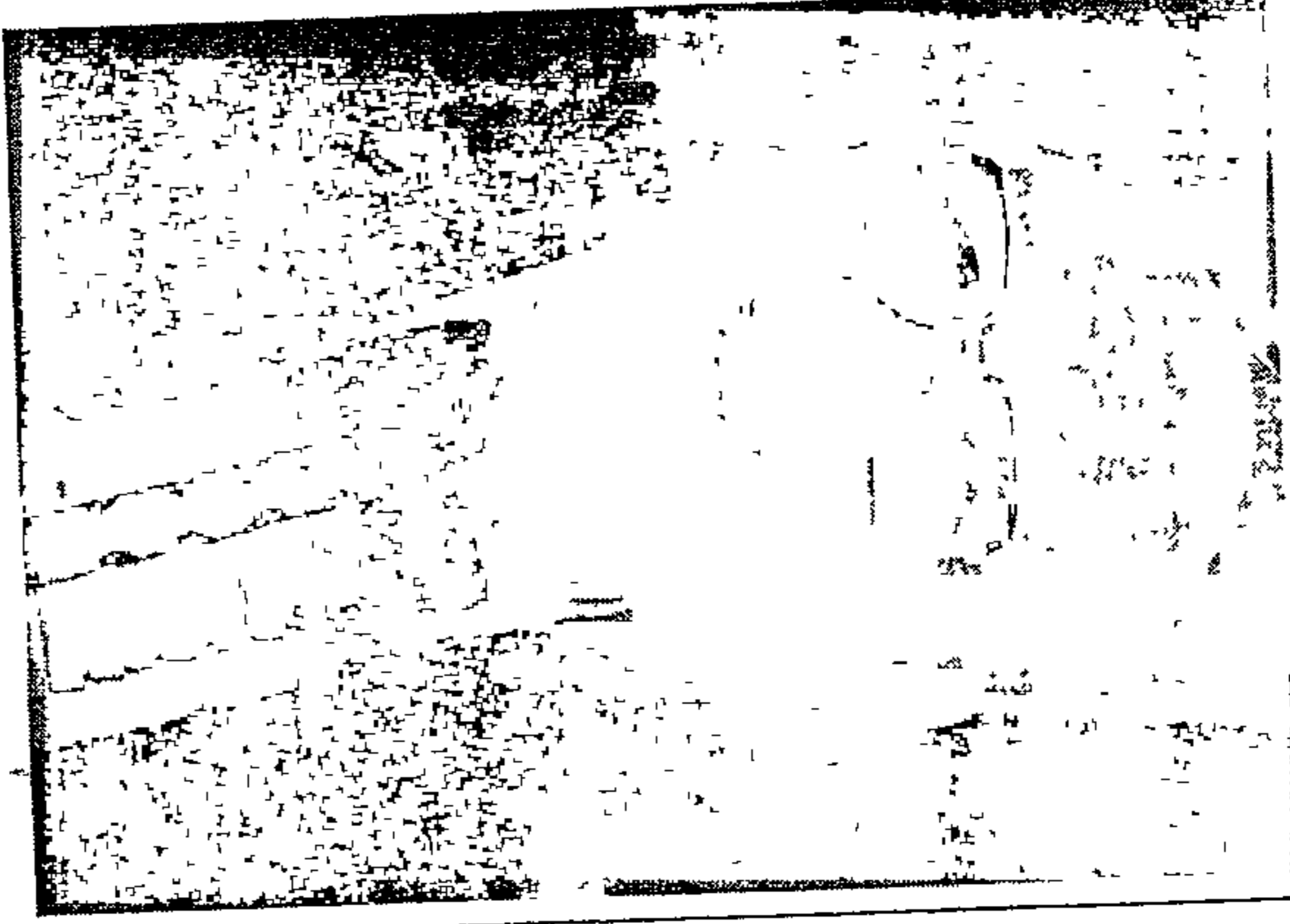
Dr Adendorf said the main functions of transport were economic, social and political

The main economic function was to ensure that people who wished to travel could do so in a fast, efficient and as cheap as possible way

"It must ensure the mobility of labour as this is of prime importance if optimum use is to be made thereof"

In South Africa transport's most important social function was the maintenance of the social unit. In this he referred to its ability to get workers back to their homes after work instead of the migrant labour system

In the South African political structure it was essential that workers got to their homes in the divided political areas — especially the national states — DDR



Dr J Adendorf. "must ensure the mobility of labour"

Dr J Adendorf. "must ensure the mobility of labour"

Police probe child's death

EAST LONDON — South African Police were investigating the discovery of the beheaded and disembowelled body of a young girl and a claim that children were held in a hut in the bush near Mdantsane, the Divisional Commissioner of Police for the Border area, Brig J Bekker, said yesterday

The investigation followed the finding of the body in the bush between Mount Ruth and Mdantsane stations last Friday and claims by a young girl that she had been taken to a hut and seen children tied up. She said one child was killed in her presence

Brig Bekker confirmed police had taken the body to the mortuary in Cambridge where an examination was done

The police were conducting a thorough investigation and were hoping to contact the young girl and others who might have information on the matter — DDR

Card: police criticism was misreported

EAST LONDON — The Progressive Federal Party's East London City chairman, Mr Donald Card, has reacted to criticism of a remark he made about policemen's political views at a PFP congress in Johannesburg

steps which would interfere with the security of the state but mentioned that it was unfortunate that most policemen believed that people who did not subscribe to the National Party policy were acting against the state," Mr Card said

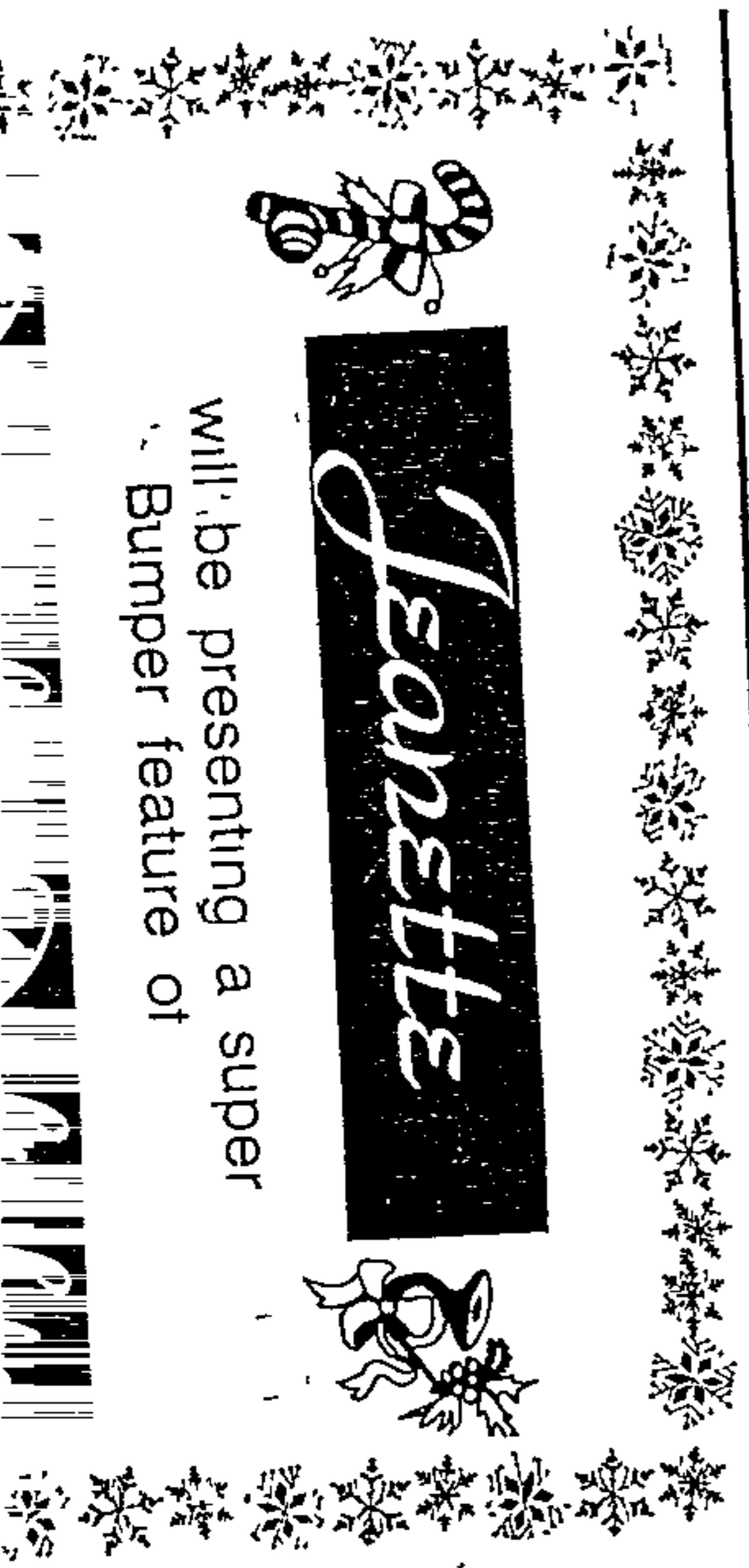
He said he still believed his statement was correct and asked whether a PFP member would be allowed in the security police

In response to criticism by the New Republic

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EL Chamber of Commerce

Electrified trains for EL in 1987

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EAST LONDON — Latest estimates are that the electrification of the railway line to East London will be complete in 1987, the System Manager of SA Transport Services, Mr Louis du Toit, said here yesterday

Mr Du Toit was addressing a quarterly luncheon meeting of the East London Chamber of Commerce

Mr Du Toit said it had been decided to adopt AC electrification, in contrast to the earlier electrified lines which were all on the DC basis

Reasons for this were that AC gave better energy utilisation, that as far as technical development went it had a more promising future and routine maintenance was less costly finally,

AC traction made heavier trains possible, resulting in higher line capacity

In financial terms, over a 20-year period, there was an advantage of about R131 million in favour of the AC system

Mr Du Toit recalled earlier estimates that the electrification to East London would be completed in 1985 That was in 1980, which was a good year and it was not foreseen that the economy would drop in the way it did

Now it was estimated that the R150 million project would take until 1987

Preparatory work had already been started Rail tracks under bridges and in four tun-

nels had to be lowered to make room for the overhead power wires, and over a distance of 40 kilometres, steel sleepers had to be replaced by concrete

Other details Mr Du Toit gave were that the distance involved was 500 kilometres, that the system would operate on 25 KV AC power and it would require 17 substations about 30 kilometres apart, each costing almost R1 million

The line would use 100 locomotives and at normal operating levels, each locomotive would consume approximately the same power as East London Harbour

New depots for staff would be created at

Cambridge, Stutterheim, Queenstown and Burgersdorp and it was estimated that about 220 staff (half of them black) would be needed to maintain sub-stations overhead electrical equipment and locomotives

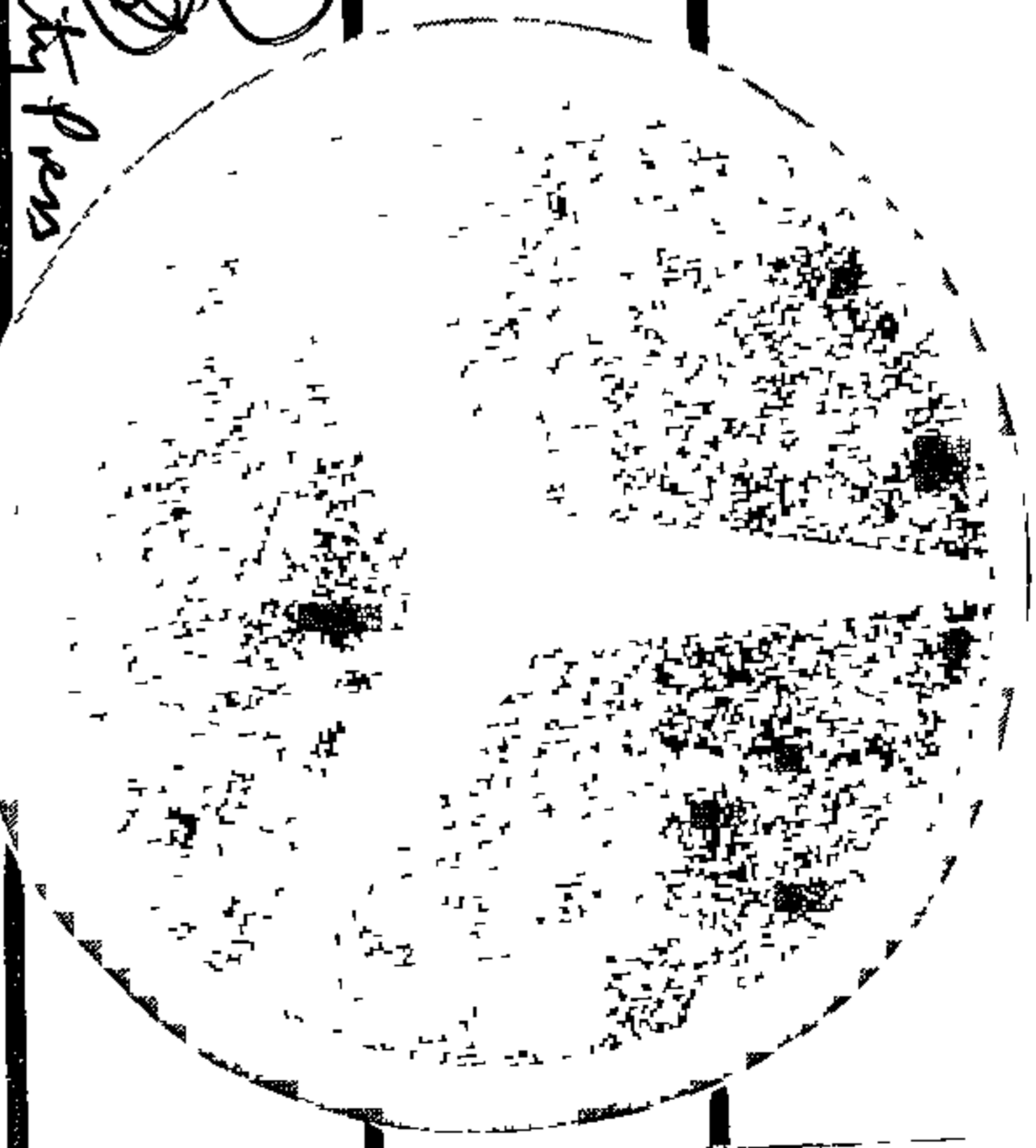
Mr Du Toit remarked that the high voltages used tended to affect the lower-voltage equipment such as in the signalling system in centralised traffic control The communication network was also affected

"This aspect has been sorted out, but does cost money," Mr Du Toit said

Most of the civil engineering work in the project will be done by SATS, but electrical and associated work will go out to contract

Sebe (WHO DRIVES) blames it all on Mercedes

269
 City Press



PRESIDENT Lennox Sebe — whose homeland government runs a fleet of expensive BMW motor cars — this week accused Mercedes Benz of being responsible for the turmoil in Ciskei.

He told a rally at Mdantsane's Sisa Dukashe "terror stadium" that East London industrial firms were behind the

BY BENITO PHILLIPS

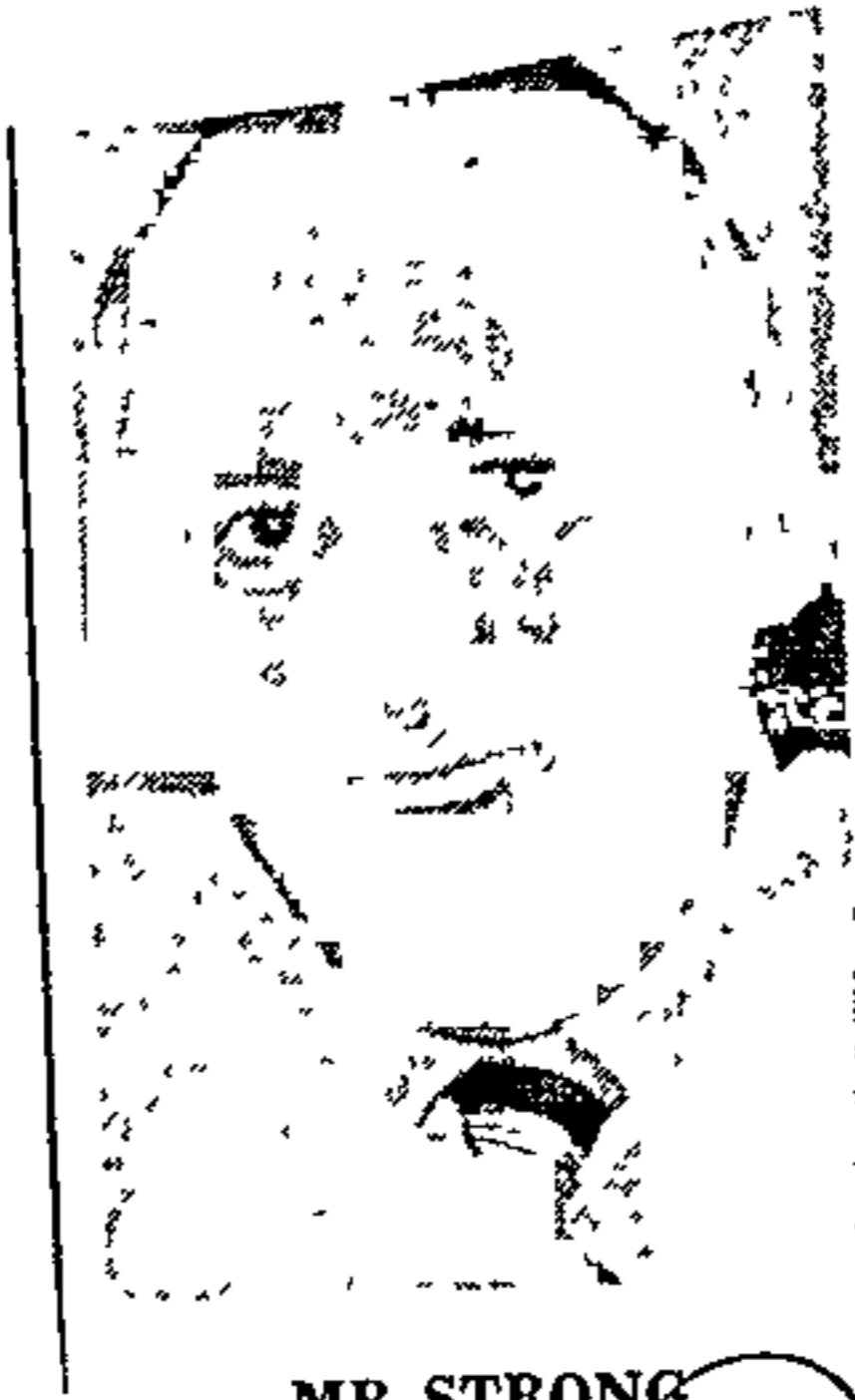
Who drives a Mazda

bus boycott in the homeland and unrest that went with it. He then singled out the Car Distributor Assembly plant, where

South Africa's Mercedes and Honda motor cars are assembled, and warned: "Ciskei has laws to deal with people like those behind the Mdantsane troubles." CDA managing director Leo Borman said later he was baffled by the president's accusation, saying he had done his bit for Ciskei by trying to get a technical establishment to serve

their step". Meanwhile, the SA Transport Service says the number of people using trains between Mdantsane and East London has increased fourfold since the boycott started in July. "The number increased from 6 000 a day to 23 000 a day," SATS said in a statement released to City Press.

● SEBE It's Merc's fault.



MR STRONG

BCI,

Fosatu

met on

boycott

EAST LONDON — The vice president of the Border Chamber of Industries (BCI), Mr Mike Strong, confirmed yesterday that members of the chamber had had a meeting with officials of the Federation of South Africa Trade Unions (Fosatu) here recently

Mr Strong confirmed they had discussed the current situation here in relation to the bus boycott

The BCI was represented by the president, Mr Dave Saunders, Mr Strong, Mr E Ashdowne and Mr G Uys

Fosatu was represented by the president, Mr Chris Dlamini, the general secretary, Mr Joe Foster and six other officials

In his presidential address to the annual meeting of the BCI last week, the outgoing president, Mr Dave Saunders referred to the meeting and said that, regrettably, the union delegates did not have any specific solution for ending the bus boycott

The BCI had urged them to do all in their power, in conjunction with other unions, to persuade their membership to end the boycott — DDR

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Govt rapid rail probe is under way

269

Municipal Correspondent

A GOVERNMENT committee to determine the viability of a rapid rail system for Johannesburg has been formed.

A spokesman for the Johannesburg City Council yesterday said that a meeting had been held last week and that the committee would probably meet again soon.

The formation of the committee was announced this week at the council's monthly meeting by the chairman of the Transportation Committee, Mr Dame van Zyl

The committee was formed by the Minister of Transport, Mr Hendrik Schoeman, on the advice of the Director General of Transport Affairs, Mr Adriaan Eksteen

The council announcement came after years of speculation about whether Johannesburg would ever get a rapid rail system similar to those in major overseas cities

The chairman of the committee is Mr Ray Smith, Director of Land Transport for the

Department of Transport Affairs.

The city council has two representatives on the committee, the general manager of the Transport Department, Mr Les Pettey, and the City Planner, Mr Bernard Carlsson

The Government Department of Finance as well as the Transvaal Provincial Administration are also represented on the committee but the names of their representatives have not yet been established

The council spokesman said yesterday that a working agenda for the committee had not yet been formulated and therefore no details were yet available

But he said that the financial considerations were probably overriding and that there was little sense in reviewing council plans for a rapid rail system if it was not certain that funds would be available

Mr Van Zyl has estimated the cost of a rapid rail system at anything between R1 000-million and R1 500-million rand

When apartheid slips

AKS 1/12/83 (269)

IN the wake of the Colin Croft train apartheid debacle, Staff Reporter DAVID BREIER finds spontaneous mixing on Peninsula trains

DIFFERENT races ride together quite happily on Cape Town's suburban trains — if they can get away with it.

But train conductors are perfectly entitled by law to "no-ball" them, as West Indian cricketer, Colin Croft, discovered when he was asked to move to a "non-white" coach.

Despite the strict apartheid on the "white" and "non-white" coaches, a degree of spontaneous mixing is taking place on the Peninsula's train service, especially among children and students.

Sometimes they get away with it, sometimes they don't.

Two boys

Take the case of two Standard 1 lads from a private school in the city whose headmaster recounted the incident. One of the boys was white and the other coloured.

On their way home from school one day this year, they entered a "whites only" coach together. The conductor duly told the coloured boy to move to a "non-white" coach.

Not quite understanding what it was all about, both boys meekly obeyed and trooped off to the "non-white" coach.

Once there, a conductor ordered the white boy to return to the "whites only" coach. The boys again thought the instruction was intended for both of them. So they both retraced their steps to the "whites only" coach.

This process, the headmaster said, was repeated several times as the bemused boys moved to and fro between coaches.

Different hues

In another incident about two weeks ago, the headmaster said, a group of older boys from the school were travelling together in a "whites only" coach. All but two of them were white. Of the two coloured boys, one had a darker complexion and the other was lighter.

The conductor told the darker-complexioned boy to move to a "non-white" coach, leaving his lighter-hued schoolmate behind.

"We tell our pupils to sit where they like," the headmaster said.

"If anything happens, we tell them to keep their cool, be polite, obey what they are told to do and not to start an argument."

"I know it is against the laws of the country for them to travel together, but it is very difficult to make them travel separately," he said.

He added he knew he could apply for special permits in such cases, but said, "I cannot apply for a permit every time one of my boys wants to use a train."

A spokesman for another private school which also asked not to be identified, said that the school was seldom faced with the issue as it used buses or cars for outings and sports fixtures.

On rare occasions when a racially-mixed group had to travel by train, the school obtained a permit from the SA Transport Services to travel as a group on a white coach. It was essential to keep the group together to enable proper teacher supervision.



Colin Croft

Such occasions were kept to a minimum as the red tape was lengthy and the whole issue embarrassing, the spokesman added.

The headmaster of another school recounted one incident in which a conductor had been "extremely aggressive" in ordering a 15-year-old white boy off a "non-white" coach.

A group of boys travelling to Johannesburg recently had received a special pass to enable them to travel together as a group, he added. He said the school had no special advice on the issue for pupils who used the trains.

Mr Kevin Wall, national publicity officer of the Boy Scouts, said he was not aware of any reports by scoutmasters accompanying racially-mixed groups on trains. But he added this might be because scoutmasters had handled incidents "discreetly".

He said groups had to travel together as a unit to allow for proper supervision. "You cannot have some of them disappearing down the passage," he said.

One mixed group of university students finds the conductors in the "non-white" coaches more tolerant than their white counterparts, possibly because white passengers do the complaining.

So the students hop onto a "non-whites" coach and travel happily together.

Discretion

A spokesman for SATS said conductors were obliged to enforce the law of the country which was that coaches were reserved for the different race groups.

He said the conductor in the Colin Croft case had acted correctly even though Croft was a foreigner. The official had to use his discretion.

"These cases are very difficult," the spokesman added.

The provisions applied to both "white" and "non-white" coaches. "What applies to one applies to the other," he said.

Special permits could be obtained from the local systems manager for people to travel on coaches reserved for another race group.

At most major stations, concourses were reserved for classes of passengers and not for races.

For example, first and second class passengers of any race use one concourse while third class passengers (who are inevitably people of colour) use another.

The one exception is the Johannesburg Station where whites use one concourse and other races use another.

A spokesman for City Tramways in Cape Town, whose bus service is racially integrated, said "We run buses for people and we have had no problems."

trouble, in SA, 90% reliance is placed on local market sales at prices determined not so much by what the traffic will bear but by what the majority vote of 7 000 growers requires

With the rand now at least as weak as the lira in relative dollar terms, the need for export has never been more urgent

ROAD TRANSPORT

Cargo conundrum

FM 2/12/83
Cargo Carriers (CC) wants to reduce its 12 operating companies to three as part of a R3m restructuring programme. However, it is reluctant to go ahead because it fears that certain rights laid down in its public carrier permits will be withdrawn by the National Transport Commission (NTC)

This, says CC, could happen when it submits the permits to the NTC for transfer to the three new divisions. Government's recently-declared intention to suspend all private and public road transportation permits — plus powers held by government to amend, suspend or withdraw any permit — underlines its caution

Roger Naisby, newly-appointed MD of CC, tells the *FM* "We have to transfer the permits for the new divisions to be effective. But we are reluctant to walk headlong into what could be a lot of trouble

"You can say that we have suspended the current phase of our rationalisation programme because of this strong element of

FLOWER POWER

The SA Dried Fruit Co-operative has a new job — organising exports of dried flowers to Europe. It may sound small potatoes, but already exports alone are worth R4m/year, according to assistant GM, marketing, Leroy Tolmay

And if the new marketing arrangement works well, overseas sales will be worth R12m by 1988

The co-op took on the job at the request of producers who are seeking more disciplined marketing and better prices abroad. Two representatives, marketing manager Bert Theunissen and Du Toits Kloof dried flower farmer Freddie Carse, are currently visiting Germany, Switzerland, France and Italy to assess the export potential for 1984

More than 150 varieties of dried flowers, including proteas, grasses, reeds, fynbosse and everlasting, are now produced commercially in SA and will be exported either in individual selections or cartons of 50, 100 or 200. They sell from 2c to R3,50 each, depending on availability and rarity

The flowers are grown mostly on unproductive steep mountain slopes

risk that has arisen. If necessary, we will prove the validity of our permits in court, but it might be foolish to submit them to the Department of Transport voluntarily if

the department is empowered to make changes at the same time"

This is seen as another example of government measures restricting progress in the road transport sector. CC plans to have two operating divisions, for inland and coastal business, plus a third for truck rental and leasing

"We have 12 operating companies at the moment and have been ready to go ahead with the new scheme for some weeks. It is vital that we transfer the permits because each division will be operating as a company in its own right, with its own marketing, financial and other specialists. This is our formula for growth," says Naisby

No hiding

"Some 75% of our business is in deregulated transport — goods that do not need permits. Consequently, we have never had to hide behind protected business and have grown purely on the strength of service to customers based on keen prices. Our cost-efficiencies will give us a spectacular opportunity to penetrate the lucrative, permit-related market should deregulation take place. Let's face it, transport is a highly protected sector for those fortunate enough to have the permits"

CC's transport division operates 1 000 prime movers and 1 500 trailers. It recently acquired Swanees Transport, with a base in the Cape, and in the past two years added the well-known Steve's Transport and Herpa Transport to its fleet. All will lose their separate identity under the new structure

HOLIDAY TRADE

Down in Durbs

The odds are stacked heavily against Durban regaining some of its lost prestige as a holiday venue this season. National statistics show that hotel reservations are down countrywide, the recession is biting heavily into disposable incomes and competition from other centres is on the increase

In addition, Durban enters the festive season poorly prepared. Major structural changes to its main bathing beach, including the building of a new groyne (a breakwater to check erosion) and two new restaurants, neither of which is complete, has restricted access and left the area unsightly. The upshot is that the tourist industry is girding itself for a disappointing season — its third in a row

Even the decision this week by the Province's executive committee to refuse an application by Durban to desegregate some of its beaches is unlikely to help. Durban's image has already been tainted in the eyes of conservative plattelanders by the adverse publicity which accompanied the move

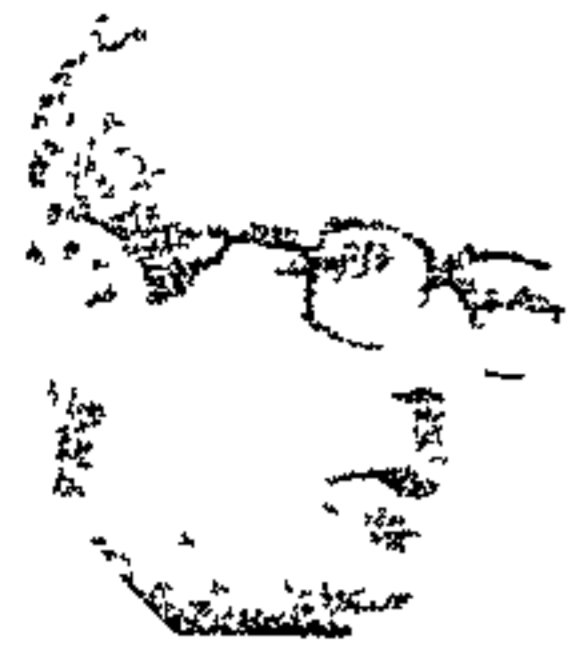
Says a despondent Terry Toohey, executive director of the Durban Publicity Asso-



Toyota SA this week won its third successive Sunday Times Top Company of the Year award, based on compound earnings growth over five years. The newspaper's Top Five Businessmen who were honoured at an awards banquet in Johannesburg this week are, from left to right, Nasionale Pers MD Dawid de Villiers, Rennie's Consolidated Holdings chairman and chief executive Charles Fiddian-Green, South African Breweries MD Meyer Kahn, Gencor executive chairman Ted Pavitt and Nedbank MD Rob Abrahamsen. Guest speaker was Joop de Loor, Director General of Finance.

Revving up for reform

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Mike Norris, MD of Hultrans in the Tongaat-Hulett group, has been re-elected chairman of the Public Carriers' Association (PCA). He comments on key issues facing road transport and pleads for a moratorium on further restrictions until the National Transport Policy Study (NTPS) is completed.

There are indications of a need for greater unity in road transportation, both within the PCA and in the industry as a whole. What is your reaction to allegations that the PCA collaborates too closely with government departments and SATS and that this discourages support from the majority of operators?

There is no disunity within the PCA — there are differences of opinion, as is to be expected in any dynamic and healthy organisation. The PCA does not collaborate in the negative sense with the Department of Transport or SATS. It does try to avoid confrontation, which is seldom constructive. There are a few members who may disagree with the PCA's attitude, but the majority understand and appreciate what we are trying to achieve.

There have been serious disagreements between organised transport and SATS whose requested membership of the PCA has been rejected. Is there any hope of SATS joining the PCA, as a *bona fide* public carrier?

Under present circumstances SATS would not be acceptable as a member of the PCA. It is a State enterprise and many of its interests and objectives are diametrically opposed to those of PCA members and the private sector. Also, it is perceived as a division of the Department of Transport. Its involvement in creating restrictive legislation and the functioning of the LRTBs would make a mockery of the association if SATS were a member. However, non-membership of the PCA has never inhibited discussion between our respective organisations.

The Department of Transport intends recalling all permits to remove ambiguities which have led to widespread abuse. Does the PCA agree with this move and will its members co-operate?

The question of ambiguities in permit

wording and the interpretation of what may therefore be transported goes back many years. The PCA's view has always been that the interpretation of the wording of a permit must be left to the courts. Over the years there have been a number of milestone decisions given by the courts, including the Appeal Court in Bloemfontein. It has always been the practice of the Department of Transport to accept this situation.

Based on what has become established practice, the private sector has invested capital both in permits and the development of transport operations. To suddenly revise the department's own, well-established practice would be both disruptive and unfair and cause considerable hardship, not only to operators but also to the industries which they serve.

The department may be correct in claiming there is abuse of the situation, but there is no evidence to suggest that this is widespread. In any event, there is already more than sufficient legislation to enable them to deal through the courts with abuse when it occurs. There is a tendency by the department to justify changes in legislation on the grounds that they are necessary to prevent or counter illegal operations.

But it does not substantiate the illegalities or show they are significant. This is a highly undesirable attitude. What alternatives are open to government to regulate the industry?

There are several, but why should it be necessary to regulate? Here again, you come back to the SATS problems which result from its cross-subsidisation policies. And, of course, you must consider our national commitment to free enterprise principles. The PCA does not advocate a *laissez-faire* situation. It believes qualitative controls on road transport are desirable, but at this stage it is sensible to await the NTPS report.

Croft's brush with apartheid may not have happened

W/E ACCUS 3/12/83

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~~282~~

... if the

signs were switched

BY IRVING STEYN
Weekend Argus Reporter

MR Raymond Roos's confrontation with a railways conductor who ordered West Indies cricketer Colin Croft from a whites-only coach on a suburban train might never have happened had he followed a pranksmanish instinct

He boarded a Retreat-bound train at Cape Town station on Monday afternoon 15 minutes before it was due to leave

"The board outside said the coach was for 'Whites only'. But the board inside the coach said 'Nie-blankes alleenlik'. I went outside intending to switch the board around — just to bedevil the railways you know — but decided against it. Pity"

Mr Raymond Roos . . . "this pettiness must disappear"



Shortly before the train left a "tall black gentleman" entered the coach and asked if it was all right to sit down as he wasn't sure "how things work here"

Mr Roos told him to "stay put" and learned he was Colin Croft, the cricketer. When the train pulled out of Salt River station the conductor — "a young man who wasn't even wearing a uniform" — ordered Croft from the coach. Mr Roos intervened, explaining who Croft was, but the conductor would not budge

"No emotion"

"He insisted that permission for a black to be in a whites-only coach could come only from the Systems Manager. Croft said nothing, and in the end we went through to the non-whites coach"

Mr Roos said Croft had shown no emotion, but he could see the cricketer's dignity had "definitely" been hurt. "I stood up to protect him"

Mr Roos, 57, said he had reacted as a matter of principle. "I have seen so much of this kind of thing in my life in this country where the dignity of people is impaired. I believe that if I stand for a certain principle, I must be seen to practise it. It's a pity more so-called 'liberals' don't practise what they preach"

Mr Roos, a committee member of the New Republic Party's Claremont branch, said "This pettiness must disappear"

Rude awakening for those who argue 'apartheid is gone'

W/E ARGUS 3/12/83

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From ALAN ROBINSON
Weekend Argus
Foreign Service

LONDON — Millions of Britons have seen Sir Richard Attenborough's award-winning film Gandhi

And, since the sequence showing Gandhi being thrown off a train in Maritzburg for trying to travel to Pretoria in a first-class, whites-only carriage was one of the dramatic highpoints, it is a fair bet that the scene lingers in the minds of all who saw it

It is reasonable to assume that some probably rejected it as something akin to fiction — the permissible imagining of a director bent on making a good story even better.

The majority, however, no doubt shuddered at the crudity of it all and then dismissed it as something that happened in South Africa 60 years ago, a quirk of a past



Colin Croft

integral part of the campaign to show the world sport is now "normal"

When Colin Croft was ordered out of a whites-only carriage between Cape Town and Newlands — the "liberal" heart of the country — all the carefully and expensively nurtured goodwill took a terrible battering and the antis performed a celebratory jig

It is puzzling to people unused to life in South Africa to read that the ticket examiner said only blacks with special permits from the Systems Manager could sit in white seats

Incomprehension here has not been helped by suggestions that the Government may hold an inquiry into the affair. Is there anything to inquire into?

The rider

Croft is black and he was expelled from a carriage for whites and made to sit in one for blacks. In other words, apartheid is far from dead

A few years ago, Basil D'Oliveira, the coloured South African who became one of England's finest post-war cricketers, remarked that he had been visibly impressed by the degree of integration achieved on the sportsfields

But he added a rider "Black and white can now play together and even drink together after the match. But when the black goes home on Saturday night he goes straight back into the world of apartheid"

They may be wrong, but who can blame ordinary Britons for asking now whether anything has really changed?

long since swept away by change

Indeed, Britons are constantly being told that South Africa has changed. Only last month they read huge advertisements in their national newspapers proclaiming the country as a land of equality

Sports administrators here for international conferences tell the same story — apartheid has gone

There are signs that people who matter are being influenced. Prime Minister Mrs Margaret Thatcher went out on a limb at the Commonwealth Conference in Delhi to defend patience and tolerance towards South Africa

England rugby chiefs have all but decided to tour there next year and the militant anti-apartheid organisations based here have been unusually quiet

Action replay

Then came the bombshell the action replay of the Gandhi incident. Only this time the victim of railway apartheid was not a politically motivated protest leader, but an international cricketer who had gone there as an

B-D. Ts. f. a. l. l.

Meeting to discuss bus boycott

269

EAST LONDON — Mdantsane and Duncan Village commuters will meet tomorrow to "review" the 18-week-old bus boycott

The chairman of the Committee of Ten, Mr Mzwandile Mapunye, said yesterday that several hundred people were expected to attend the meeting at the old Methodist Church, Braelynn Heights, at 11 am

The Committee of Ten was formed shortly after the bus fare increases were announced in mid-July

Mr Mapunye said thousands of daily commuters had stuck rigidly to boycotting the buses and so doing had caused themselves a certain "personal hardship"

"We now feel the time

has come to review the issue", he said Mr Mapunye said the meeting would also give the Committee of Ten the opportunity to find out what the public feeling was towards the boycott

The Committee of Ten had not been in touch with the commuters Eight of the committee members had been held by the Ciskei police until November 4 when they were released

Mr Mapunye said after the committee was formed it was given a mandate to put the commuters' grievances about the bus fare hike to Ciskei Transport Corporation officials on July 11

They were told by bus company officials that they were not a recognised body — DDR

BORDER BOSS SLAMS SEBE

~~PHILLIPS~~ ~~PHILLIPS~~ ~~PHILLIPS~~ (269) ~~PHILLIPS~~ PHILLIPS 4/12/83

OUTGOING Border Chamber of Industries boss Dave Saunders has challenged President Lennox Sebe to meet BCI members to explain how they caused "the Mdantsane troubles"

By BENITO PHILLIPS

In an angry response to a speech last week by the Ciskei homeland president — delivered in the Sisa Dukashe "Ar-

ena of Horror" Stadium — Saunders said the BCI took "strong exception" to President Sebe's statement

"Judging from reports, President Sebe singled out a personal attack at a respected member of this chamber, Mr Leo Borman This chamber utterly refutes the alleged remarks of President Sebe.

"I want to emphasize the fact that in addition to their own in-house training facilities, organised industry in this area has promoted, supported and helped to equip many of the industrial training facilities which now exist in Ciskei

"In view of the fact that the South African Government and tax-payers, are contributing much towards the promotion of industrial development in both the Ciskei and Border regions, the President's remark will only frustrate those who are so genuinely involved in the promotion of industrial growth," Mr Saunders said

(269) Dispatch
5/12/83

Commuters call for CTC to be replaced

EAST LONDON — A meeting of Mdantsane and Duncan Village commuters to review the four-month bus boycott, decided to ask another company to take over from the Ciskei Transport Corporation (CTC)

A committee of 10 was given a mandate by a crowd of more than 2 000 people yesterday to draft a letter to a bus company of their choice and invite it to render a service for Mdantsane and Duncan Village as they no longer wanted anything to do with the CTC

The reasons for rejecting the CTC were listed at the meeting passengers being made to wait in long queues under bad weather conditions and CTC not arranging buses until commuters were late for work

Others claimed they had lost jobs because of late buses, and some said they had taken taxis and lost out on the benefit of bus tickets supplied to them by employers.



MR MAPUNYE — no violence

It was claimed that the buses were dirty and passengers were packed in "like sardines" with no regard to their feelings or the fact they were paying

It was also claimed that when buses were hired for funerals the service rendered was poor and had in the past delayed schoolchildren and pensioners had to pay full fares

The "last straw", speakers said, was when the CTC called in the

Ciskei police and army because commuters had refused to board buses after the fare price increases

The meeting decided it was too late to hold talks with the managing director of CTC, Mr Hans Kaiser, as commuters had suffered too much already

One speaker said "If Mr Kaiser is keen to talk to us, let him come to us with cap in hand, and not vice-versa"

Mr Joe Mati warned the meeting that the boycott was a tactic, not a principle, and the boycott weapon could not be overtaxed lest it fizzle out. He warned that any group of people who were fighting an issue had to take stock of their gains and losses

A young commuter who tried to raise a point that others who were tired of walking, like himself, should board the buses, was shouted down. Later, when he said he was trying to point out that the community was divided over

the bus boycott and that those who wanted to board buses, he was again criticised

The chairman of the meeting, Mr Mzwandile Mapunye, had to stop many speakers from advocating violence or boycotts against people with whom they differed

An invitation by a newly-formed Mdantsane Committee of 20, consisting mainly of Mdantsane businessmen, was discussed

Mr Mapunye told the meeting that they were approached by the head of the Mdantsane security police, Captain Vuyani Genda, to attend a meeting at the Mdantsane Hotel to discuss the bus boycott

He said they had attended but had told the Mdantsane committee they would have to take their mandate from the workers who had elected them, and could not discuss the matter before first meeting with their own people.

Holding talks with the Committee of 20 was rejected by several speakers, and many claimed that some of the men in the Committee of 20 had tried to prevent commuters from boarding trains to go to work when the bus boycott was fresh — DDR

Council applies to cancel night buses

269
D. Dispatch
8/12/83

EAST LONDON — The East London municipality has applied to the Road Transportation Board for permission to discontinue all night bus operations — a move designed to save city rate-payers an immediate R40 000 a year

This was disclosed yesterday by the chairman of the city council's transport committee, Mr Neville Randall, who said the proposal has already been approved by the council.

"The municipal bus service is running at a loss of about R700 000 a year," he said "and something must be done to cut this figure"

Mr Randall said several cost-saving ideas — like rescheduling routes and linking services — have already been tried "but, we have not been able to find a real money-saver"

East London's Transport Manager, Mr Dennis Jenkinson, said his department had carried out a survey for the past six months and found that the best way of saving costs was by discontinuing all night services and Saturday afternoon schedules

"We have applied to stop operating at 6 pm on weekdays and 2 pm on Saturdays," he said

Mr Jenkinson said this will do away with 48 trips a week "48 trips which carry a combined

maximum of 45 passengers"

Official statistics show that it costs about R40 000 a year to accommodate 45 passengers a week

Mr Jenkinson said the pre-recommendation survey shows that some buses did not carry a single passenger on some evening runs

He added that although East London operates the cheapest bus service in the country "there are far too few people aware of the benefits of public transport"

"Other major centres like Durban and Bloemfontein introduced a 6 pm cut-off some time ago," he said "and now we are being forced to do the same in an effort to cut losses."

The East London municipal bus service, which operates a fleet of 51 vehicles and serves 14 routes; cost R1,5 million to keep going last year while the income was only R648 000

Local municipal buses logged up a combined total of 1,5 million kilometres and only carried three million passengers — an average of two passengers per km

Mr Jenkinson said that if the Road Transportation Board approves the application to stop night services it is hoped to introduce a new schedule in late March or April next year — DDR

1/2/83

Curfew lifted

— but only *city police* for Xmas

MDANTSANE residents have been given a Christmas present with a difference — the possibility of being able to walk the streets at night.

Ciskei Justice Minister David Takane announced this week that he was going to ease the curfew regulations introduced in the township 18 weeks ago.

It's little more than a present, however — the regulations are going to be reintroduced after New Year.

Mr Takane refused to divulge what changes would be made to the curfew regulations, which were introduced at the height of the

By BENITO PHILLIPS

boycott of Ciskei transport buses.

The regulations placed severe restrictions on Mdantsane residents' movements — preventing more than four people gathering in one place or walking the streets

People contravening the regulations face fines of up to R2 000 or two

years in jail

Businesses in the township have been severely affected by the regulations, as they were unable to stay open at night.

Meanwhile Ciskei Police have released an additional five pupils and a youth detained under Section 26 of their National Security Act.

They are Vuyani Mnyango, Vukile Tyinika, Mthuthuzeli Qabaka, Khayaletu Thomas and Zolile Bukani.

11/12/83

~~105~~

269

~~215~~

'Never-say-die'

'A MAN MAY BE
KILLED, BUT NOT
HIS IDEALS...'

WE WILL never surrender!, angry workers vowed this week when they voted to continue the four-and-a-half month boycott of Ciskei Transport buses in Mdantsane and Duncan Village.

More than 3 000 workers called on the Ciskei Transport Corporation (CTC) to immediately withdraw its buses from the townships, after accusing company officials of collaborating with the Ciskei Government.

They also mandated their Committee of 10 to immediately start negotiations with alternative bus companies for services in the two townships.

Workers at the six hour meeting — called to review the boycott, which has led to the death of a reported 90 people — said they would have nothing to do with CTC or its subsidiary, Gompo Transport, as it was part-owned by the Ciskei Government.

By **BENITO PHILLIPS**

City Press 11/12/83

33-269

but not his ideals. They can ban and detain us, but they can never ban or detain our principles."

For the first time, the workers listed their grievances in addition to the increases in bus fares.

- Passengers were being made to queue for long periods in bad weather
- Route inspectors did not arrange buses until workers were late for work, and many had

WE WON'T RIDE: East London commuters queue for taxis rather than ride CTC buses.

lost their jobs because of this

- Workers had been forced to use taxis and, as a result, lost out on the benefit of bus tickets supplied to them by employers
- Buses were often full

they and passengers were packed in like sardines

- Buses hired for funerals gave poor service

Workers rejected an invitation to discuss the boycott from the recently-formed Committee of 20 headed by

Mdantsane security cop Captain Vuyani Genda

"How can we talk to that committee when some of its members were in the vigilante groups that assaulted us to try and keep us off the trans," one worker

asked

They also rejected the idea of talks with CTC managing director Hans Kaiser, saying he should approach them "cap in hand" if he wanted to discuss the boycott.

Committee of Ten chairman Mzwandile Mapunye.

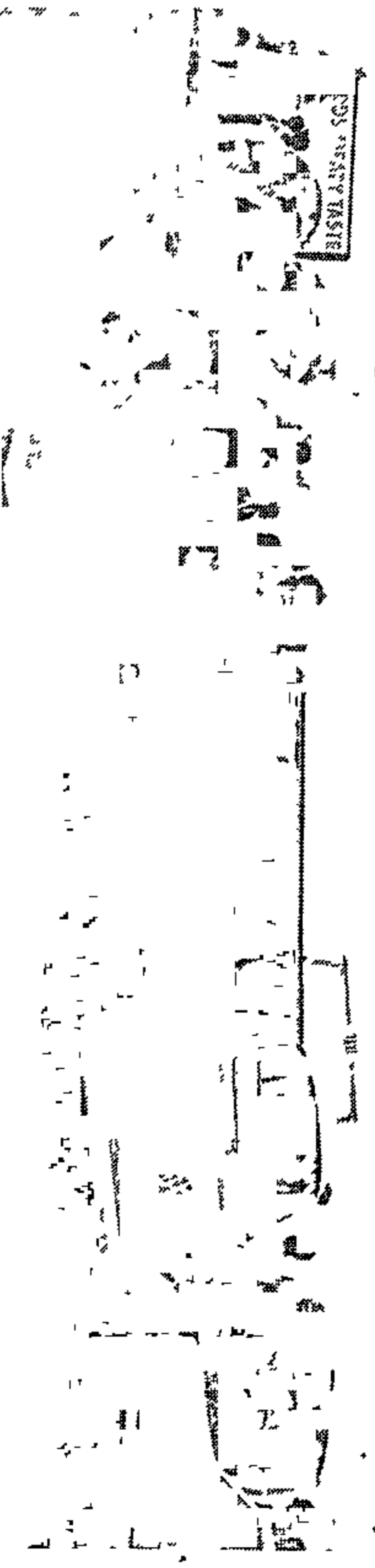
The committee is also investigating possible civil claims against the homeland boycott on behalf of the families of those who died.

The Ciskei Government was heavily criticised during the meeting.

"We had no quarrel with the Ciskei Government. Our fight was with the bus company

something which was no concern of theirs, and we want them to know this," one worker declared

Calling on the workers to remain steadfast, another worker said: "A man may be killed,



CAPE TIMES 15/12/83

Sebe tries soft-line approach to boycott

269

Own Correspondent

JOHANNESBURG — The five-month-old bus boycott by commuters in Mdantsane, Ciskei, has reached a critical stage as the Ciskei government and the boycott leaders try to out-manoeuvre one another over the Christmas season

But the conflict is no longer violent because of a switch in strategy by the Ciskei authorities from an attempt to break the boycott by force to a bid to woo the commuters and to co-opt and undermine their leaders

The boycott began on July 18. The Mdantsane Committee of 10, which was elected to represent bus passengers, failed to dissuade the Ciskei Transkei Corporation (CTC) from increasing fares by 10 percent between Mdantsane and East London

The Ciskei government owns 50 percent of the shares in CTC through the Ciskei National Development Corporation or, as it has since being renamed, the Ciskei People's Bank

The initial response of President Lennox Sebe of the Ciskei was to try to break the boycott. They detained seven members of the Committee of 10, impounded cars whose owners gave lifts to commuters and attempted to prevent Mdantsane residents from boarding trains to East London

A state of emergency was declared and a strict curfew imposed

These moves did not break the boycott and instead brought international notoriety to the Ciskei

The world heard about civilians who were allegedly shot by Ciskei police and soldiers, vigilantes who were recruited by pro-Sebe chiefs and who attacked boycotters and detained alleged curfew breakers, arsonists and "anarchists" in the Sisa Dukashe Stadium in Mdantsane

In an interview last week President Sebe justified his original tough response as necessary to prevent chaos, to protect residents against "intimidation" by the boycott activists and to guard schools and public buildings from arsonists

He defended the shooting of commuters as a desperate act of self-defence by police against a stone-throwing mob

But he has since abandoned his bid to crush the boycott by force and has adopted a policy of attempting to out-smart the boycott leaders politically and psychologically

Although the curfew remains in force the vigilantes have been withdrawn, most detainees released, including leaders of the South African Allied Workers' Union (SAAWU) — whom President Sebe blamed for the boycott — and Committee of 10 leaders

There are, however, still reports of action against car-owners who give lifts to workers

Personal appeal

The new soft-line approach included a meeting at Mdantsane where President Sebe personally defended the right of commuters to board trains instead of buses. But by the same token he urged people to recognize the right of people to use buses rather than trains

A key element in the new approach has been the emergence of a "Committee of 20" — which well-placed observers see as a front organization for President Sebe, but which has portrayed itself as a



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A key element in the new approach has been the emergence of a "Committee of 20" — which well-placed observers see as a front organization for President Sebe, but which has portrayed itself as a disinterested force anxious to bring an end to the disruption and to restore peace to Mdantsane

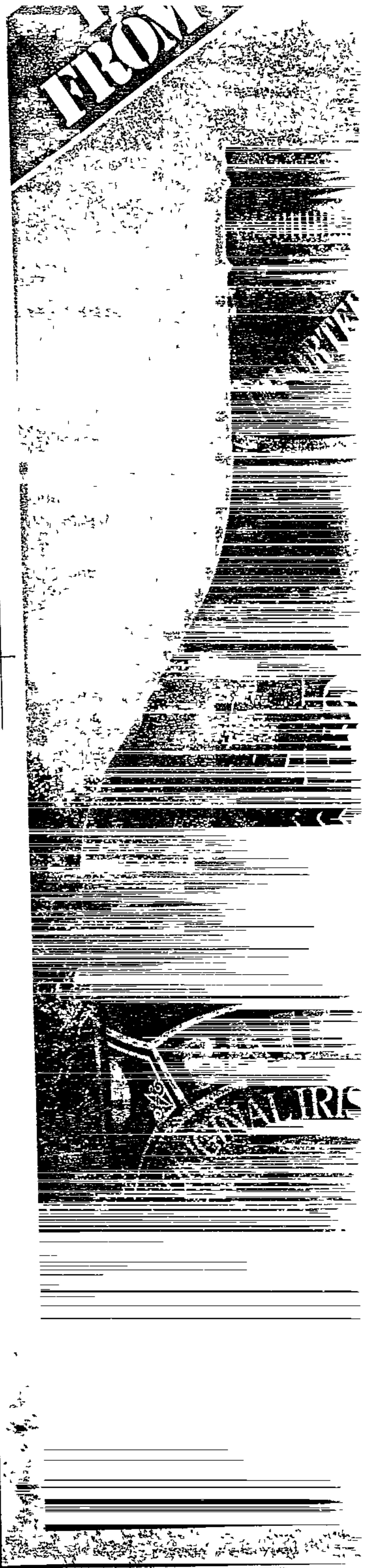
It is chaired by Mr L M Yako, a leading member of the ruling Ciskei National Independence Party and deputy speaker of the Ciskei National Assembly. Other members include Mr L F Siyo, a prominent local businessman and a former cabinet minister, and Captain Vuweini Gende, the chief of security police in Mdantsane

The Committee of 20 appealed to people to call off the boycott and at a specially arranged meeting with the released members of the Committee of 10, they urged it to do the same

Another important component in the revised, more subtle strategy was the decision to reduce the original fare increase of 10 percent by half

President Sebe told our correspondent in Johannesburg last week that he could see an end to the boycott

"The situation is returning to normal very fast," he said. "People are using the buses. I see the situation as one in which 60 percent are using the buses. The number is going up each day."



~~10~~ 269 ~~235~~ ~~270~~

Boycotters are using any excuse — Kaiser

EAST LONDON — The managing director of CTC Bus Company, Mr Hans Kaiser, yesterday accused the organisers of the five-month-old bus boycott of "using any excuse, however flimsy" to keep the boycott going and put his organisation in a bad light

Mr Kaiser was replying to allegations made at a recent meeting where it was claimed that CTC offered an inefficient service, buses were dirty and long queues were always found at termini

"This is the biggest load of hogwash I've ever heard," he said "and only goes to show that the people behind the boycott are scratch-

ing the bottom of the barrel for so-called reasons"

Mr Kaiser said that CTC's seven-year-old track record showed that its operational and technical excellence was probably unmatched anywhere in Southern Africa at a similar fare level

"During the past three years alone we have spent R16 million on newer and better buses and were also among the pioneers who eliminated the 3rd class philosophy," he said

Mr Kaiser said that since 1977 the CTC fleet had increased from 230 vehicles to 345

"To give some idea of

our efficiency we transported 120 000 passengers during two days of the recent Ciskei independence celebrations," he said

"The only thing I can say about the boycott is that it has been an enormous financial and physical burden to some 60 000 daily commuters and resulted in misery and financial hardship to the Mdantsane area," he added

Mr Kaiser said that the boycott had also resulted in 328 CTC employees losing their jobs and another 800 being put on "short-time" where they now only earned 50 per cent of their normal wages

"It also resulted in one bus being completely destroyed, 900-odd bus windows being broken and a number of drivers and passengers being injured through stonings," he said

"Furthermore, the boycott has caused considerable hardship to commerce and industry at a time when new investment in the area is vital in order to combat unemployment"

Mr Kaiser said he found it odd that the Committee of 10 originally complained about increased fares and gave this as the reason for calling the boycott "and now we are told it was because of ineffi-



MR KAISER

cient service and dirty buses",

"I am convinced that there is a small, intimidatory pressure group with sinister political motives behind the whole issue," he said — DDR

(269)

... hang in there, boys!

Fighting our way to work

PUSHING. Screaming. Barging. People jumping in and out of windows. It is almost a way of life for people who travel on the Cape Flats trains.

These conditions exist because suburban trains are hopelessly overcrowded. And they do not exist in third-class carriages only. From the leading first-class coach right down to the other end of the train, the journey is one long fight to get in and, if you're lucky, to get a seat.

People hanging out of and between carriages have become a common sight. The travellers know they are living dangerously and some don't make it to their destinations.

The number of people who have died gruesome deaths, through reckless travelling on the trains, is on the increase.

WORST

The worst route, by far, is, surely, the Mitchells Plain - Cape Town line. Each day, a new experience awaits the regulars who commute between this dormitory city and their work.

Starting at Kapteinsklop in the morning, the train winds its way through some of the most densely populated areas on the Cape Flats.

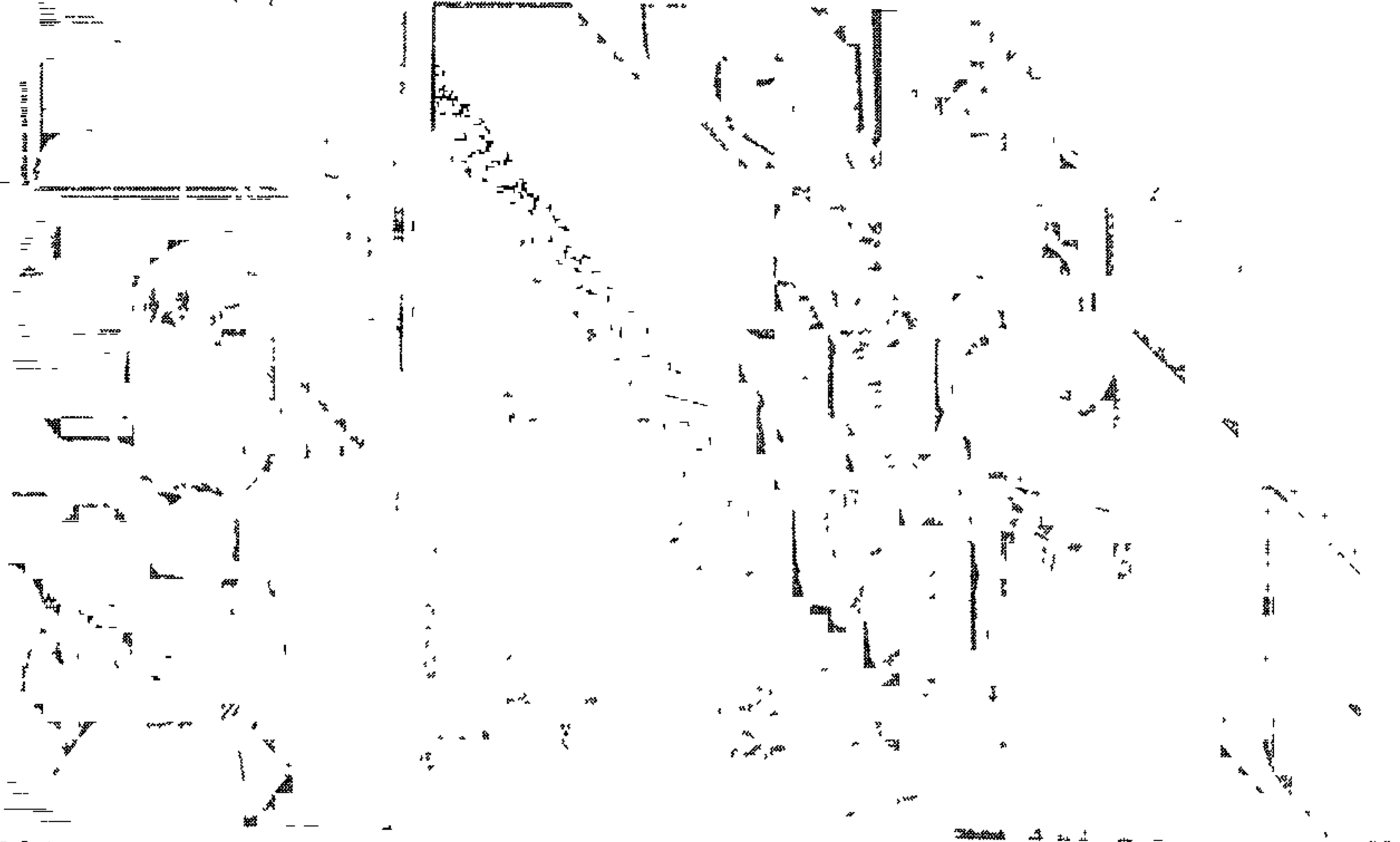
By the time it leaves Mitchells Plain Station (its second stop) people are already hanging out of the train.

From here the train travels through the high density areas of Lentegeur, Nyanga, Heideveld, Netreg, Bonteheuwel and Langa, where hundreds more, somehow, manage to cram into the already overcrowded Cape Town-bound train.

SOLVED

And there seems no immediate end to the situation. The authorities have admitted the problem. They say they are working on it and should have it solved sometime during 1986.

So, until then, commuters will just have to grin and bear the twice daily 10' times weekly journey to and from their Mitchells Plains and...



Into the train ...

and we will get the 6.40 even if it kills us, and sometimes it does.

do it just one more time!



which it picked up en factory ...

... and more humanoids, until an amorphous, bobbing sea covers the platform.

King William's Town last week. President of the union Mr Tobie Meyer presented a copy of the memorandum

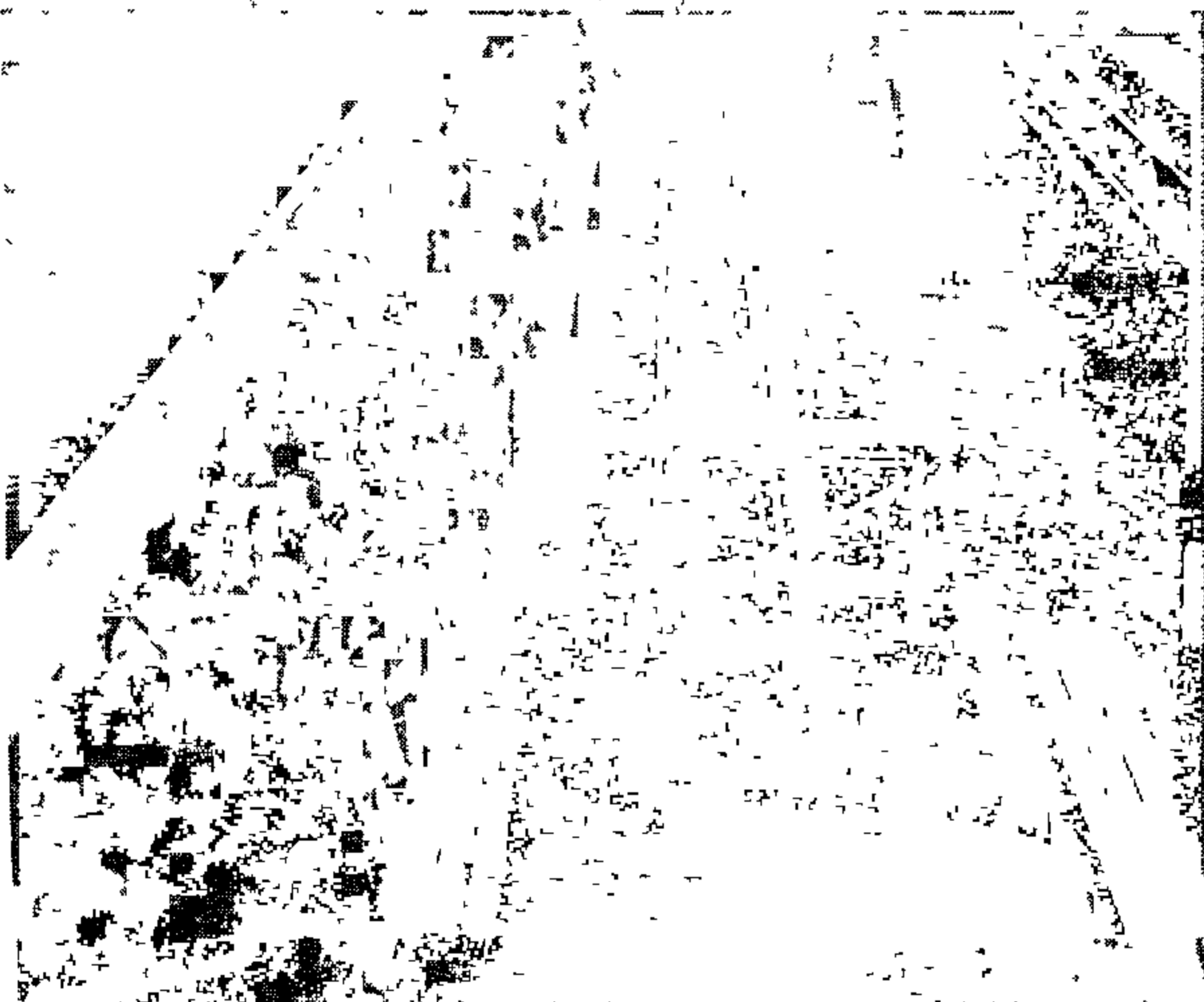
ing on Ciskei had visited Ciskei and indicated their willingness to surrender their land for consolidation into Ciskei, there is little

incident leads to another. Furthermore, borders not regularly patrolled 'will not remain permanent'

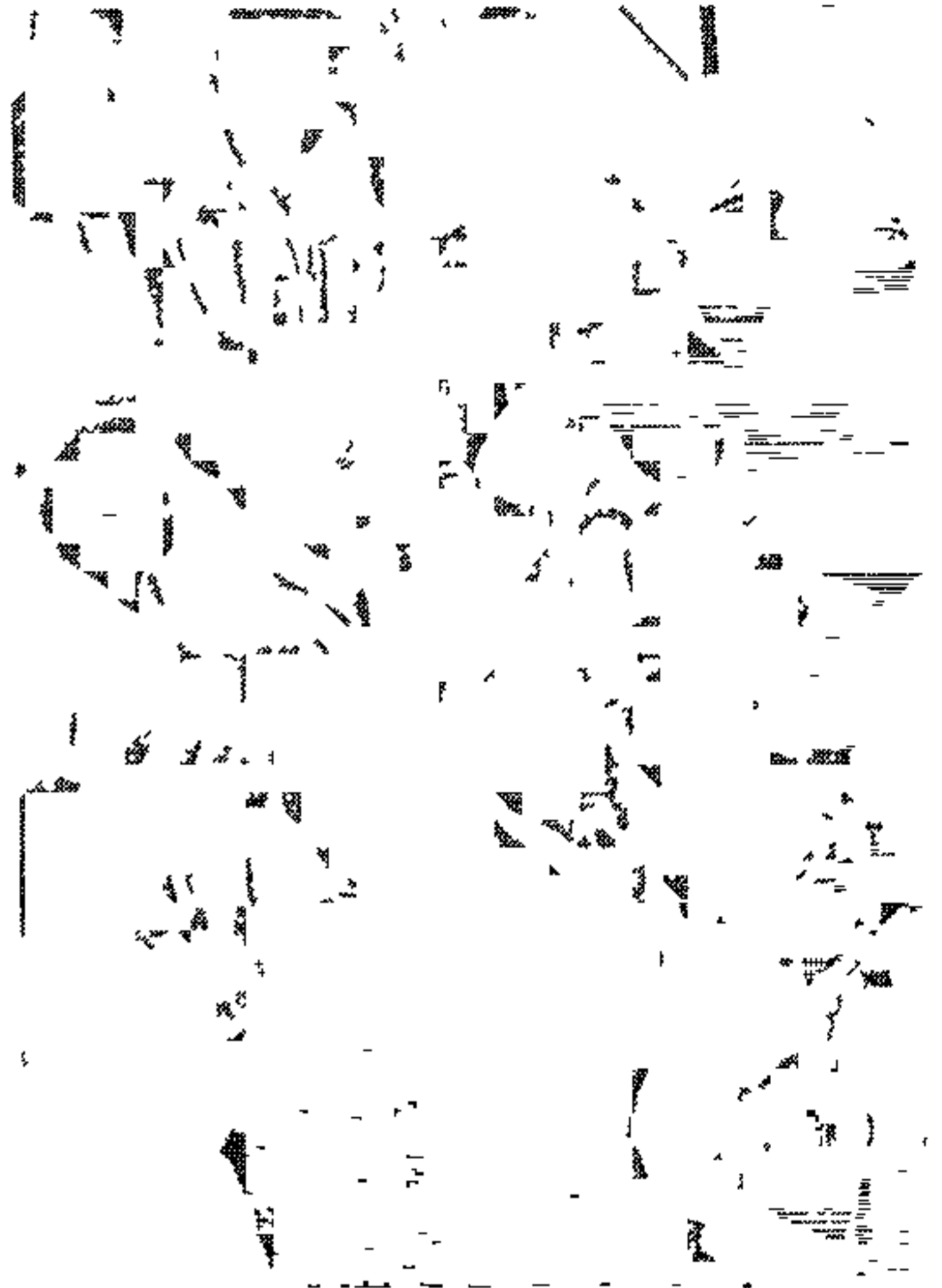
"An effective defence element for the safety of border inhabitants should be established and

An additional 2 500 hectares of land can be irrigated in the Sundays River Valley if the weir for diversion of Orange River water to the Mentz Dam completed. It is estimated that the output in the area can be boosted by some

On your marks . . . get set an



● THE 6.40 am arrives at Mitchells Plain station . . .

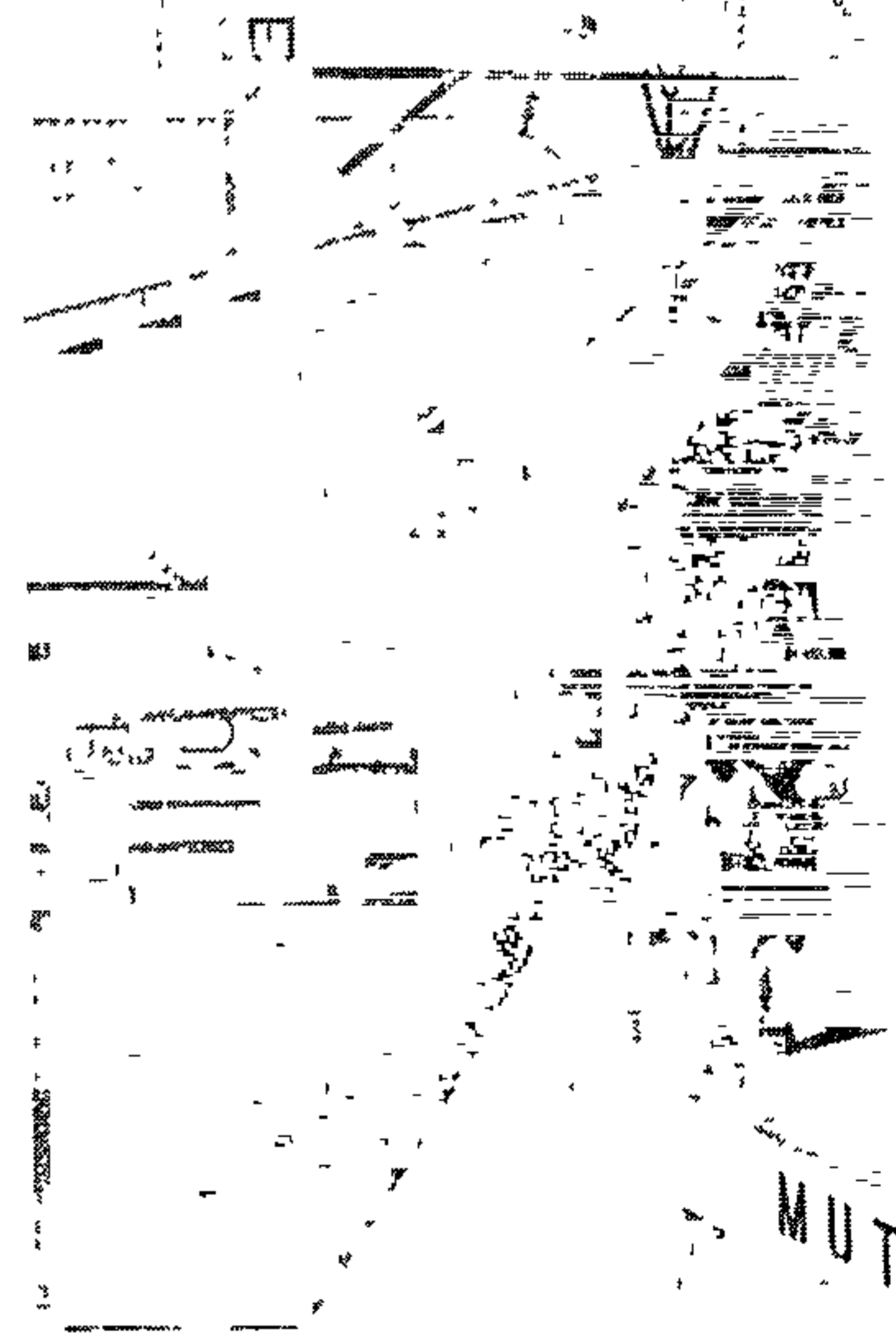


people surge forward just to

Now watch the birdie and let



● IT'S 7 am and Mutual Station is almost deserted. But lo, what is this iron monster gliding into the siding?



● IT opens its belly and spews forth route through the

(269)
Suspect
City Press
'found
18/12/73
hanged'

A ROBBERY suspect who was taken to a railway charge office for questioning has been found hanged from his cell window, according to the Railway Police in East London

Mr Everett Mtinkulu had been kept in the cell while police took details from another man about the theft of his luggage

Regional Railway Police chief Colonel Johan Sydow said they found Mr Mtinkulu hanging from the bars of his cell window by his belt

The man whose luggage was stolen had told police Mr Mtinkulu had "disappeared" at Queens-town, after borrowing money in Johannesburg to pay for his train ticket

11

deactivate

Council move on public transport

ARGUS 23/12/83

269

Staff Reporter

THE City Council has recommended the establishment of a metropolitan transport authority (MTA) which would be responsible for fares and the control of public transport

Commenting on a report by the City Engineer, Mr J Brand, on the recommendations of the Welgemoed Commission on bus passenger transportation, Mr Frank van der Velde said yesterday that it was an "outstanding statement of policy on public transport"

"Teeth"

Mr Brand's report was adopted by the City Council

Mr van der Velde said the "urban transport scene" should be headed by a local body "But an MTA must have teeth and finances"

One source of finance for subsidising fares would be a petrol tax, Mr van der Velde said

"People in our cities who most need public transport have been moved out to the periphery. They are forced to use public transport over long distances. Tariff structures should subsidise commuters and not the companies"

Mr Sam Gross said that while he supported the Welgemoed Commission's recommendation that applications for public transport tariff increases be made on a regular basis, he could not support the suggestion that the applications be heard in camera

"This would mean that the public will not be able to express its views on issues of this kind"

Mrs Eulahe Stott said public transport would not be adequately supported "until the safety, comfort and convenience of people who have to use it is given priority"

She said it was essential that people who sat on the MTA be accountable to the local population

Midi-Bus caters for 'off-peak'

269 E. Post 24/12/83

A NEW bus, designed specifically for short-to-medium-distance routes and with limited passenger-carrying capacity, is presently undergoing evaluation with South Africa's municipalities and large bus operating companies

The Buscraft Midi-Bus has been designed by Busaf, Port Elizabeth, a division of Dorbyl Automotive Products, to complement municipal and commercial fleets of conventional buses

Because of low operating costs, these smaller buses are intended for off-peak

operation periods, when their capacity of 28 to 35 passengers makes them more economical to operate

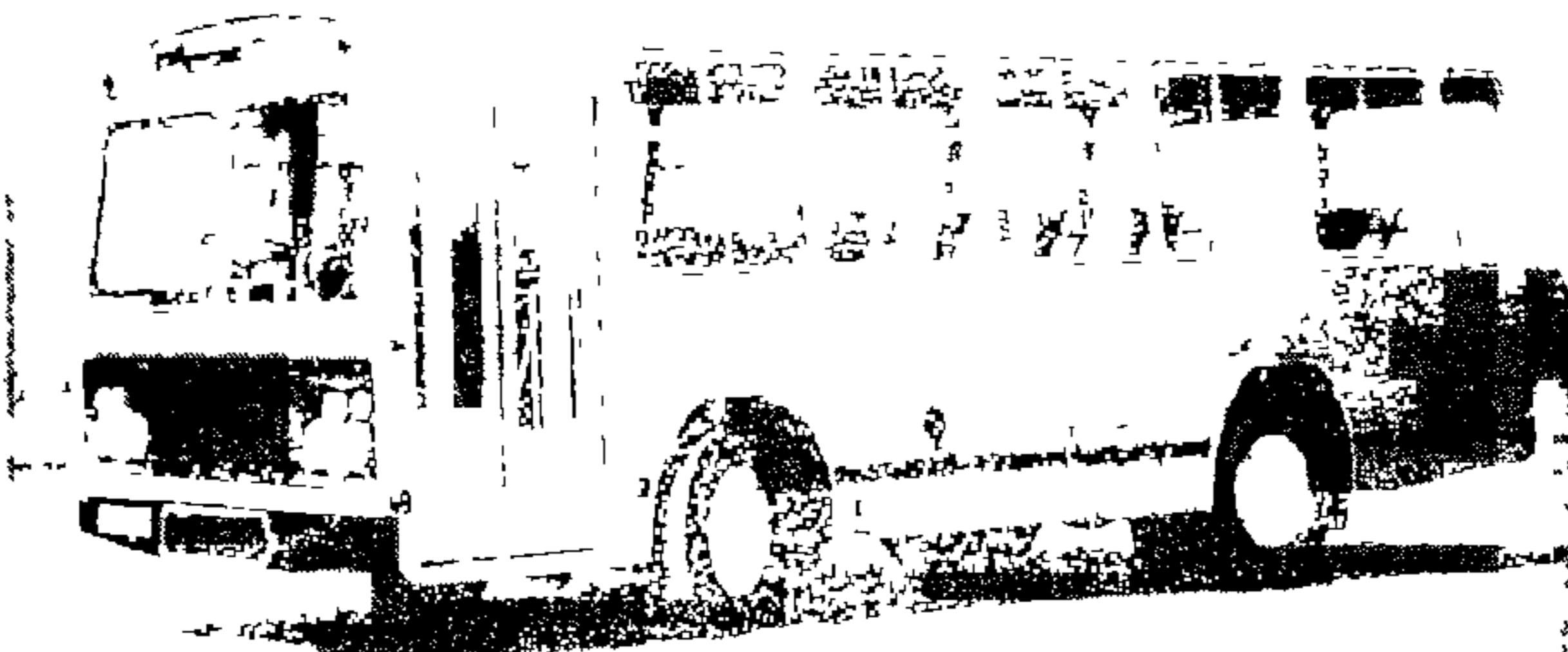
"Passenger convenience and comfort are also important aspects of the Midi-Bus," says Mr Sarel Ras, general manager of Buscraft, "as it has wide doors, considerably more passenger legroom than conventional buses, and sufficient parcel storage facilities"

The bus operator is able to select the chassis of his choice as this bodywork is easily adaptable for mounting on all the popular types

of chassis available in South Africa Seating configurations can be altered to suit individual requirements

"We see a great potential for the Midi-Bus as municipalities and other large bus fleet operators battle to remain viable with escalating operating costs and erosion of their businesses by an ever-increasing loss of passengers to taxi operations," said Mr Ras

The Buscraft Midi-Bus is also suitable for hire to schools for school bus duty or to companies as personnel transport



Buscraft's new Midi-Bus, now under evaluation by municipalities and commercial operators. This bus was developed by Busaf, Port Elizabeth, specifically for short-to-medium-distance passenger transport.

Mdantsane bus occupancy up

EAST LONDON — Bus occupancy in Mdantsane had shown a slight increase this week, the managing director of the Ciskei Transport Corporation, Mr Hans Kaiser, said yesterday

Mr Kaiser was reacting to an inquiry about a full bus having been seen leaving Mdantsane for East London yesterday morning

He said the increase, estimated 10 per cent,

started on Monday and had shown a steady rise during the week, especially from Wednesday

He said the rise had been noticed on most routes but particularly on the route to the City area of East London

Commuters from Mdantsane and Duncan Village, have been boycotting buses since July 18 following a 11 per cent increase in fares —
DDR

BRAKES ON

269 FM 9/12/87

SA Transport Services (SATS) is once again attempting to slow down the transport of urgent cargoes by road

This time the victim is Presto Parcels, which has applied for permits to carry airfreight, on behalf of registered Iata airline agents, between Johannesburg and Durban

SATS objected to the application on the grounds that it already has an overnight rail service between these two centres. But this, says Presto, does not include pick-up and delivery

Presto seeks permits for 25 t vehicles carrying consolidated loads which will enable goods to be collected at Jan Smuts in the late afternoon and delivered to the Durban addressee by 8 am the following day

Presto argues that it has carried goods for big airfreight agencies for five

years and points out that the business has been built on the strength of moving time-sensitive material. This is the first time that a road transport operator has attempted to obtain permits to carry parcels, specifying the time-sensitive nature of the service

Other operators, whose parcel permits are due to lapse at the end of this month, have had their renewal applications for consolidated consignments rejected by Road Transportation Boards. They sought to carry parcels in 5 t and 10 t vehicles and are seeking a reversal of these decisions from the National Transport Commission

They also faced objections from SATS, which is defending its existing countrywide services, and other private operators holding permits for specified goods