

PUBLIC SECTOR - TRANSPORT GENERAL

JANUARY — DEC:

(30 marks - 36 mins)

(UNISA)

1. To describe the effect of the new computer system on your present audit approach, which was developed for use with the previous manual system. (8)
2. To briefly state what an on-line real-time system is. (2)
3. To mention the special basic control features you would expect, in addition to the general control features of an EDP system, where remote terminal equipment is employed, and the audit procedures employed. (20)

YOU ARE REQUIRED:

You have been the auditor for a number of years of Baza Limited, a large retailing organisation which carries over 80 000 different stock items. The company has installed a sophisticated computer system for stock control during the current year. Unfortunately you were not aware until you attended to complete the interim audit that this system had been installed. All data relating to stock is maintained on disc files and there is a remote inquiry terminal in each town where the company has an outlet. Stock records are updated via terminals on an on-line real-time basis.

Harbour carrier's licence interdict

Mercury
269 (18/3/84)
5/1/84

Mercury Reporter

A DURBAN transport company would suffer a daily loss of R5 000 if nine of its harbour carrier licences — withdrawn by South African Transport Services — were not renewed for 1984.

This was claimed in papers before Mr Justice Friedman in the Supreme Court, Durban, yesterday, in an interdict brought by Whites Motor Transport against South African Transport Services to show cause, by February 10, why an order should not be granted declaring its refusal to renew carrier licences for January 1 to December 31, 1984, to be invalid.

Harbour

In granting an interim order, which was by consent, Mr Justice Friedman directed SATS to renew the licences for 1984, and for any further period until such time as the application had been determined.

It was also ordered that the transport company, owned by F W Molyneux and Sons (Pty) (Ltd), be allowed to continue its business.

Mr Hendrik Petrus Kruger, a director of the company, said in an affidavit that the company had been operating as harbour carriers for more than 20 years.

He said that on December 22 last year a usual application for a renewal of the nine licences had been handed to the harbour offices in Durban.

A week later he called at the office for the renewals but was handed a letter stating that the

licences had been refused. Reasons were not given, he said.

Mr Kruger said he later telephoned a Mr Coetzer at the revenue office but he said he could do nothing.

Although his company had been obliged to clear and deliver cargo from the harbour, this had not been possible from January 1.

The company would suffer prejudice and also ran the risk of being held responsible for damages and losing clientele because of non-delivery, Mr Kruger said.

The company, which had a yearly turnover of about R1 500 000, had received a letter from SATS in November in connection with the use of unlicensed harbour carriers.

The company had been asked to return its harbour carrier licences because of allegations which had been denied, he said.

Report hits at Ciskei bus boycott

269

10/1/84 nom

THE Ciskei government has been advised to relinquish its shares in the company which has a virtual monopoly over bus services and which has brought it into a major trial of strength with many of its designated citizens.

The advice is contained in the report of the Swart Commission of Inquiry into the Ciskei economy, released for publication today.

Headed by Professor N J Swart, of the University of Potchefstroom, the Commission describes the bus company — the Ciskei Transport Corporation (CTC) — as an "extremely visible and vulnerable service" which is "frequently the victim of political agitation".

The Ciskei government owns half of the shares in CTC through the Ciskei People's Development Bank. The remaining shares are owned by the Pretoria-based Corporation for Economic Development

The Commission's counsel comes against the background of the continuing, and politically explosive, boycott of CTC buses by the people of Mdantsane, near East London.

The boycott began on July 18 in protest against a 10% fare increase. It quickly escalated into an ugly confrontation as the Ciskei regime of President-for-Life Lennox Sebe moved in to crush the boycott, only to encounter stubborn resistance from Mdantsane commuters.

The commuters have since mandated their elected representatives on the Committee of 10 to negotiate with another company to take over from CTC.

The Commission recommends that the Ciskei People's Development Bank sell its shares to private individuals and/or to tribal authorities and that the bus company be divided into smaller companies.

These companies might make the company more acceptable and thus contribute to ending the boycott.

The Commission says

By **PATRICK LAURENCE**
Political Editor



LENNOX SEBE ... moved in to crush the bus boycott in the Ciskei

of the CTC: "It is to be questioned whether a policy should be perpetuated which purports to benefit the community, often through subsidised fares, but only succeeds in eliciting public outrage when forced to increase fares."

It advocates abolition of all but the most fundamental of restrictions on the use of privately operated buses, mini-buses and taxis.

It says, requirements should be limited to a driver's licence, a roadworthy certificate and insurance to cover passengers and "third parties"

Its purpose is to encourage the growth of a flexible, privately-owned transportation system, founded on the underlying principles of capitalism.

If accepted, the proposal will effectively deprive the Ciskei regime of one of the weapons its used to try to break the bus boycott.

At the height of the boycott, Ciskei Police prevented owners of private vehicles from giving lifts to friends and neighbours, on the grounds that they were usurping the role of the bus company.

Cars were impounded for alleged contravention of transport regulations.

"It has been found in other countries that transportation offers one

of the easiest accesses into a free market economy," the Commission explains.

"The only skill or training a prospective entrepreneur requires is a driver's licence and his capital outlay is limited to obtaining a roadworthy vehicle ..

"Evidence from Hong Kong, Taiwan and South American countries suggests that a free and largely unregulated transportation system has brought transportation costs down dramatically, as well as providing a better (and more) widespread and frequent service."

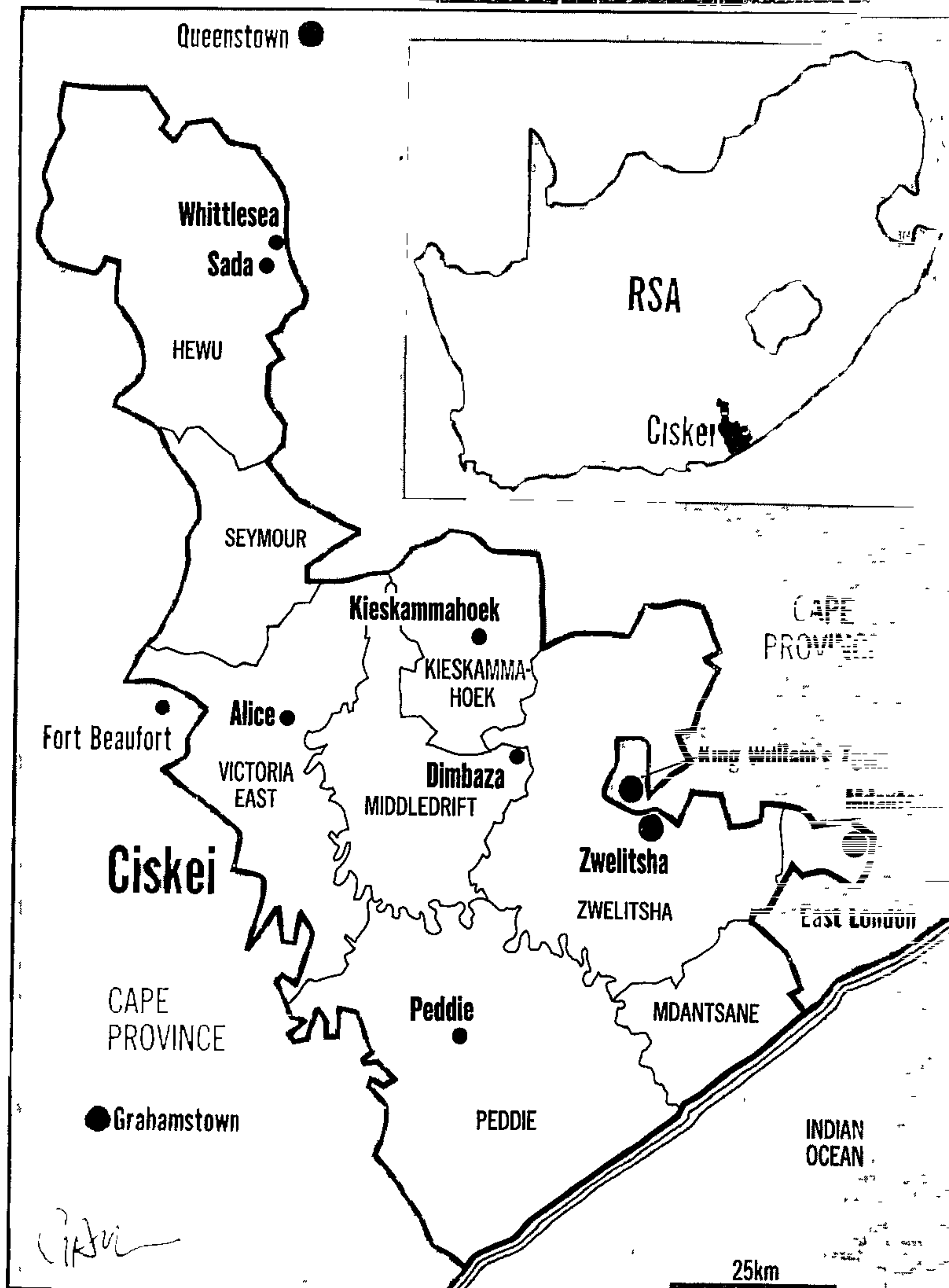
The Commission's recommendations on transport reflect its overall view that the Ciskei should shed as many legislative controls over the economy as possible

"Real development, especially in the small business sector, is dependent upon the abolition or amendment of a considerable number of regulations and laws," the Commission avers.

Its recommendations include

- Amendment to the Factories Act, to exempt factories employing less than 20 people and using less than 10hp motors from its rules.

- Revision of zoning regulations, to legalise home-



based industries which do not create unreasonable noise or noxious effluents and which employ 10 or less people

- Abolition of all licence requirements on industrial businesses, including service and repair industries.

The Commission emphasises the importance of the Ciskei's image to its economic development, quoting an address by President Sebe to the Ciskei National Assembly last year to illustrate its point

"The picture which we project to the outside world is of the utmost importance .. Our very livelihood depends to a very high degree in the way others see us," President Sebe said.

"A country and a people whose image is besmirched have a very slender chance of attracting overseas investors, entrepreneurs and tourists," he concluded.

The Commission does not, however, attempt to assess the impact on Ciskei's economic development of the last year's fracticidal strife within the ruling elite .. resulting in the detention of the former generalissimo of the Ciskei, Lieutenant-General Charles Sebe, as well as the shooting of unarmed commuters by Ciskei police.

The commission advises the Ciskei to give special attention to businessmen from the Far East in its bid to attract foreign investment. It further proposes the establishment of a free-trade zone in Ciskei.

"The Republic of South Africa will not grant these people (from the Far East) residence rights beyond a four-year period," the Commission notes ..

"Ciskei should offer them indefinite, permanent residence rights and a high-class housing

estate, where all would be welcomed, which should be established at Bisho.

"As a strategy, Ciskei should undertake market research to define what these investors are looking for from a host country and then take all reasonable steps to accommodate such needs"

The Commission recommends that Ciskei try to persuade South Africa to increase its contribution to the regional decentralisation plan, from 50% to 80%, arguing that the present arrangement is absorbing too great a portion of Ciskei's limited funds without providing a commensurate

"pay-off" in employment opportunities

If it fails to persuade South Africa to shoulder a bigger share of the costs, Ciskei should offer its own package of incentives

It would include "long, tax-free holiday for pioneer industries, 10-year exemption from company tax and phasing in of full corporate tax over 15 years, as well as cheap freehold serviced industrial land and low-interest but short-term loans.

"There would be little or no danger of such a package attracting unsound fast-back investors," the Commission concludes

Buses: ²⁶⁹

slight ^{D-Dispatch} upturn

EAST LONDON — There had been "a slight but not significant upturn" in the number of people using buses between here and Mdantsane this week, the public relations officer for the CTC Bus Company, Mr Wessel van Wyk, said yesterday

Mr Van Wyk attributed the increase to the reopening after the festive season of a number of factories in East London

Asked whether there were any moves aimed at resolving the impasse which has seen buses run by the company being boycotted in Mdantsane and Duncan Village since July 18, 1983, he said the matter was "very much in the air"

"All we are doing now is to keep the service going and we can only hope the matter can be resolved"

He said the rate of occupancy was around 40 per cent in December and the slight upturn could mean a slightly but not significantly higher figure — DDR

SATS
losing 269
R750m
in a year
12/1/84

By DAVID CAPEL
SOUTH AFRICAN Transport Services (SATS) was losing R750-million a year on passenger services alone, the Minister of Transport, Mr Hendrik Schoeman, said in Pretoria yesterday.

Unlike in America and Europe where governments made up the full losses, SATS was compensated for only 48% — roughly R350-million, he said.

Mr Schoeman was speaking at the launching of South Africa's first ultra-fast passenger train, the Metrobilitz.

He said SATS carried 200 000 passengers between Johannesburg and Soweto every day at peak hours. But thousands of millions of rands worth of stock had to be idle between peak travelling times.

SATS wanted to improve this situation.

The Metrobilitz will speed between Johannesburg and Pretoria in 42 minutes — reducing travelling time by 16 minutes.

It will leave Pretoria at 6.45am and arrive in Johannesburg at 7.27am. It

will depart on the return trip at 5.10pm and arrive in Pretoria at 5.54pm.

The Scheffel-bogie — a rolling under-carriage — enables the Metrobilitz to reach its ultra-fast speed. The Metrobilitz is unlike other suburban passenger trains in other ways too. In addition to its high speed, it also offers luxury travel.

The train accommodates 480 seated, first-class passengers at a cost of R2.10 a single ticket and R4.20 for a double trip. A weekly ticket will cost R15 and a monthly R55.

SATS hopes to introduce the train on other suburban as well as long distance runs in the future. The possibility of running the train to Bloemfontein and even Cape Town is being investigated.

Should it travel to Cape Town, the normal time will be reduced by more than four hours.

Picture: ANDREW GILLINGHAM

No heavy fines today . . . the Minister of Transport, Mr Hendrik Schoeman, travelling at 140km/h on the new Metrobilitz yesterday, safe from prowling traffic cops. The train will speed between Johannesburg and Pretoria in 42 minutes — reducing travelling time by 16 minutes.

(M) (269) (R) (R)

Man sued for race remark

D. Disputch 16/1/84

JOHANNESBURG — A black union member who is suing a policeman for calling him a "kaffir" told the Randburg magistrate's court that the term made him feel humiliated.

Mr William Mataboge, of Rustenburg, is suing Sergeant Geoffrey Lemmer, a detective in the Randburg branch of the South African Police for R1 500 for defamation, alternatively crimen injuria.

Mr Mataboge is a shop steward and a member of the executive of the Commercial, Catering and Allied Workers Union of South Africa (CCAWUSA).

He has alleged that in May 1982 Sgt Lemmer came to the Randburg supermarket where Mr Mataboge was employed, in connection with his car registration papers.

He told the court that during their conversation he told Sgt Lemmer he lived in Randburg and Sgt Lemmer had said "You can't live in Randburg, that's a white people's suburb. Kaffirs live in Soweto."

Mr Mataboge also alleged that he asked Sgt Lemmer what he meant by "kaffir" to which Sgt Lemmer had allegedly replied a "f kaffir".

He said Sgt Lemmer had behaved aggressively towards him without provocation and would have "possibly grabbed me" if they had not been in the office.

He said the term "kaffir" was humiliating "It is not regarding me as a human being."

Mr Malcolm van den Bergh, Mr Mataboge's supervisor at the time, said although he was not in the office, he had clearly heard Sgt Lemmer calling Mr Mataboge a "kaffir".

He said he later told Sgt Lemmer to be careful what he said as Mr Mataboge was a union member.

The case was postponed to a later date.

Mr David Levithan of Chernin and Partners and Mr Tim Chemaly are appearing for Mr Mataboge and Sgt Lemmer is being defended by Mr A T Bouer of the State Attorney's Office. — DDC

SAA mum on Mondale threat

(269) 2014 (17/1/82)

By SIMON WILLSON

SOUTH African Airways was tight-lipped yesterday over a threat by a front-runner in the US presidential election campaign to ban SAA flights to the US.

Mr Walter Mondale, a former vice-president and the favourite for the Democratic Party's presidential nomination, made the threat on prime-time nationwide television at the weekend.

In a three-hour live debate with other contenders for the party's nomination, Mr Mondale said he would like to see a tougher US Government line against South Africa in the foreign affairs sphere.

This, he said, could include a ban on landings at US airports.

In the 15 years since the airline's first flight to New York, it has encountered fairly regular opposition from fringe pressure groups and has had to face general anti-South African lobbying in Washington.

But direct attacks on the airline by politicians of the stature and influence of Mr Mondale have been rare.

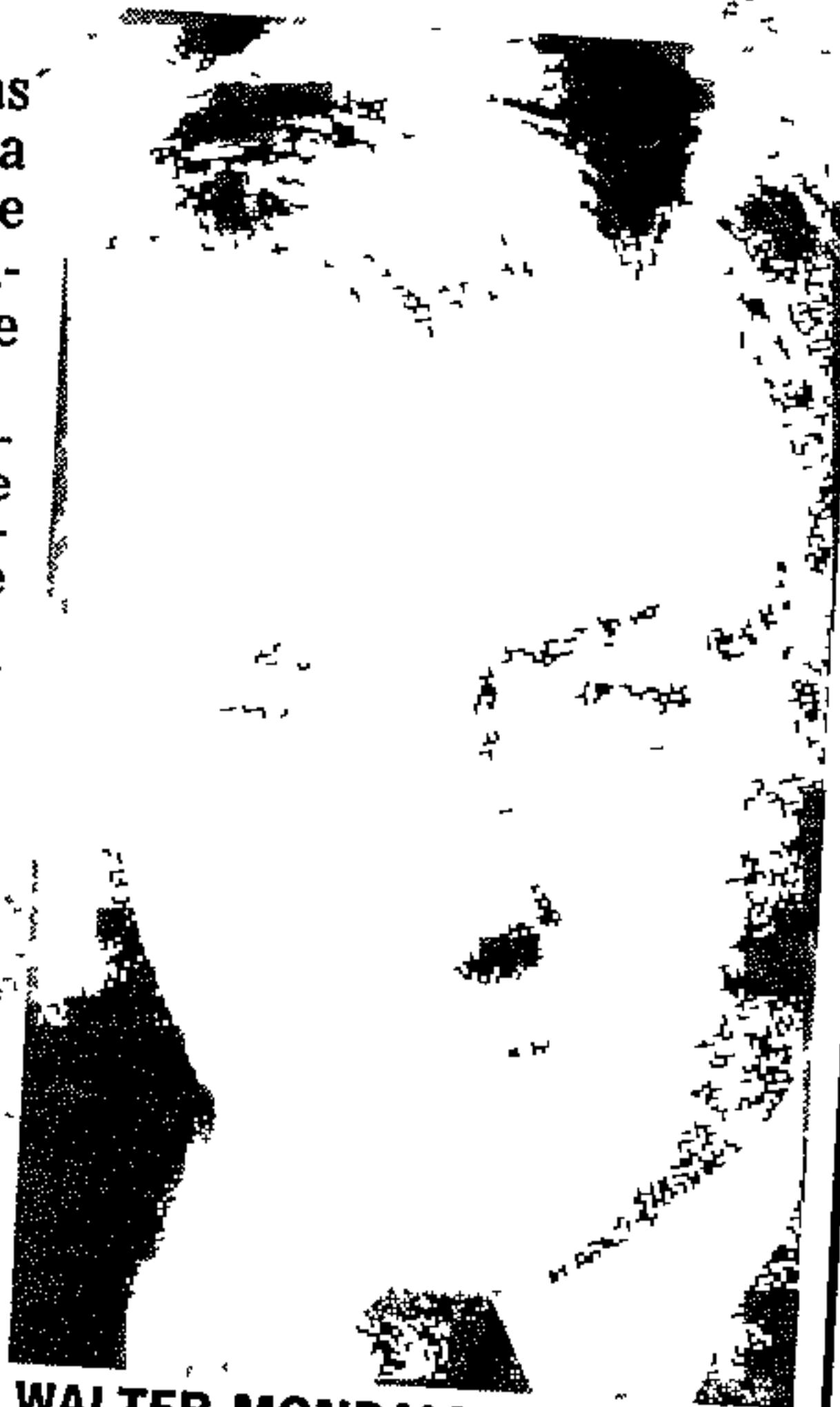
"We have no reaction to Mr Mondale's alleged remarks at this stage because we have not received any official communication from the people involved," an SAA spokesman said.

Mr Mondale was Mr Jimmy Carter's vice-president in the 1976/1980 Democratic administration and is the candidate most analysts expect to oppose the Republican incumbent, Mr Ronald Reagan, in the presidential election next November.

SAA flies five times a week to the US. Four of the flights are to New York and one to Houston.

Mr Mondale also backed a ban on Krugerrand sales in the US during the debate.

He aligned himself behind an amend-



WALTER MONDALE

ment Bill waiting to go before Congress. If approved, it would stop Krugerrand sales.

Most of the Democratic presidential front-runners have backed the Bill, known as the Solarz amendment.

A spokesman for Intergold, the marketing arm of the Chamber of Mines, expressed concern yesterday that a figure of Mr Mondale stature had backed the Bill.

"There seems to be a growing amount of anti-South African feeling in the US as the election approaches.

"The question of links with SA can now almost be considered a campaign issue."

About one-third of annual worldwide Krugerrand sales are in the US.

SAR will spend R46-m to update suburban services

269 Star 18/1/84
Despite losses of about R750 million on its passenger services, South African Railways had started a R46 million modernisation programme for its suburban services, the Minister of Transport, Mr Hendrik Schoeman, said today.

At a ceremony at which he took delivery of a Japanese prototype train, designed for suburban services, Mr Schoeman said the Railways were only partly compensated by the Government for the losses on the passenger services.

"The remainder we have to find ourselves to balance our books," he said.

A Railways spokesman said that, at first, the programme to modernise suburban services would involve only the Witwatersrand area.

The Japanese prototype, consisting of a locomotive and coaches, would be evaluated over a period of six months.

The spokesman said that details of the Railways' requirements had been

By Joao Santa Rita

given to several companies. A West German firm was competing for the contract and would soon produce a similar prototype.

Mr Schoeman said that if the tests proved successful the SAR would place an order for eight additional trains at an estimated cost of R46 million.

A feature of the train was its acceleration and its capacity to stop more quickly than normal trains, thereby allowing for a faster service.

Mr Schoeman also disclosed that the railways had spent R100 million on more than 2 000 improved goods wagons.

EL bus losses reduced

269
P. Dispatch
19/11/84

EAST LONDON — The transport section of the East London municipality was running well below the R1 million deficit that had been budgeted for this year, Mr D Jenkinson, director of transport, said yesterday.

The transport section's financial year runs from July to June and Mr Jenkinson said that the current deficit is R120 000 below that anticipated.

This he attributed in part to a certain amount of rationalisation in the department and also to an increase in income derived directly from the greater number of passengers.

"It is impossible to forecast accurately the situation which will prevail in June but I think we are looking at a substantial saving in the transport section," Mr Jenkinson said.

He said that the private hire of municipal buses had picked up astronomically since the city's advertising campaign.

"Our estimated income from private hire for the year was R50 000 and we have already made R64 000 which has contributed greatly to the reduction in forecast deficit.

"I think the figures can be attributed only in part to the Ciskei bus boycott. Certainly the

extra services which we are running for Beacon Bay commuters are well-used and paying for themselves", Mr Jenkinson said.

He pointed out, however, that the increase in expenditure was likely to be considerable over the next year.

"We are looking at an increase in GST which will affect our final costs and of course we will be giving salary increases. These factors coupled with the enormous cost of spares will mean fare increases in June or July.

Mr Jenkinson also said that the municipality would be introducing a new timetable between April and June which would see the withdrawal of certain services and a cutoff point at 6 pm.

"When considering the new fare structure we shall be looking especially at the concessionary fares for schoolchildren. The flat rate of 20 cents for any journey is really uneconomic when you consider that East London fares are already by far the lowest in the country.

"Our cheapest fare is 25 cents and the comparable fare in Durban is 67 cents," Mr Jenkinson said.

He said that the school bus timetable constituted an enormous loss for the transport section and would have to be reviewed — DDR.

New train may be multiracial

By DAVID CAPEL

BLACKS and whites could be riding together on the ultra-modern, high-speed "Silver Streak" train "in the near future"

The director of South African Transport Services' passenger services, Mr Gawie le Grange, disclosed this yesterday

A gleaming prototype of a "new generation", stainless steel, high density, suburban trainset was unveiled on Wednesday by Mr Hendrik Schoeman, Minister of Transport.

Asked why the SATS had not used this opportunity to initiate multiracial trains, Mr Le Grange blamed the present booking procedure

The booking system allocated different compartments to whites and blacks, but — depending on demand

— different race groups could use the same coaches "in the near future", Mr Le Grange said.

As yet, no signs had been placed on the train indicating "whites only" or "blacks only" coaches, but "for the sake of convenience", separate booking offices for blacks and whites were being used

This was because Johannesburg Station was segregated and it was therefore necessary to have offices in the "white" and "black" sections

A "relatively simple" procedure existed for obtaining "international status" for trains, like the Blue Train — thus opening the way for integration, he said.

The "Silver Streak" trainset was designed and built for Dorbyl Railway Products by Hitachi Japan Limited, using

the most modern methods and equipment available

It was handed to Mr Schoeman by Dorbyl chairman, Mr C D Ellis, at a ceremony in Johannesburg

The faster train, with its added safety and comfort factors, will initially be used on the Johannesburg/Soweto run

Apart from higher acceleration and deceleration, passenger capacity will be increased by 15% on each trainset of 12 coaches

It is also expected to make an energy saving of up to 27%, while the coaches' stainless steel bodies will mean lower maintenance costs for painting, body repairs and cleaning

The coaches are fitted with a public address system, allowing the driver to commu-

nicate with passengers on delays, stopping points and in case of emergency. A ventilation system will either heat or cool the coaches

The SATS investigations into modernising its suburban trainsets began in 1970 in response to growing passenger demand

If the new prototype train proves successful within six months, SATS intends ordering eight more, at an estimated cost of R46-million.

Meanwhile, Mr Le Grange said the Metroblitz has had an average 70% patronage since its launch on Monday

The train's full capacity is 480 and it makes two trips a day between Pretoria and Johannesburg

On Monday 362 passengers travelled to Johannesburg and 346 made the return trip

232 (269) SOWETAN

Bus fare row

A TEN MAN delegation was yesterday elected to fight the recently introduced 50 percent bus fare hike in Daveyton, Benoni.

The delegation was elected at a poorly attended meeting called by the Daveyton branch of the East Rand Peoples' Organisation (Erapo) which was held at the local Catholic Church

Bus fares in the township were increased by the Daveyton Town Council from 20 cents to 30 cents per single trip at the beginning of this month

The council said it had no alternative but to increase the fares because the service was working at a loss. The delegation is due to meet the Town Council in the next two weeks with the hope of having the new fares scrapped and the old ones re-introduced

The delegation will also meet the white prin-

23 (182) cipal of the Hulwazi High School, Mr D V Peenz, following his refusal last week to readmit 99 Standard Eight and Ten pupils who failed their examinations last year

A spokesperson for the delegation told The SOWETAN that they would contact Mr Peenz

this week to discuss his refusal to readmit the students. The spokesperson further said if their talks with Mr Peenz failed to materialise, they would ask the regional director for the Highveld region of the Department of Education and Training, Mr D A Scholtz to intervene.

FARE UP WITHOUT WARNING

COMMUTERS in Lebowa were caught by surprise when Lebowa Transport announced a bus fare increase to be introduced on Sunday next week. The increase was announced without warning.

Mr W T Wingate, development manager of Lebowa Transport, a subsidiary of the Co-operation for Economic Development (CED) said yesterday the company had authority from

By KHANGELA
MAKHADO

the Lebowa Transportation Board and that they were going ahead with the introduction of the fares

Mr Wingate said that the fares, to be effective from Sunday, January 29, would be increased by about 14 percent

"This would mean that the fares for daily commuters would go up by between 30 cents and R1 a week depending on the distance.

Meanwhile, the fare increase has been condemned by commuters who said that despite the short notice given to them, there was also no cause for the fare increases

However, Mr Wingate also said that it was now almost 18 months since the last increase in 1982 and that the price of tyres, increased staff salaries, increased rates, spares and the price that they have to pay for the buses caused the fare hikes

Areas that will be affected are Seshego, Mahwereleng, Leeufontein, Motetema, Lennyenye, Lamakgale, and Sekhukhuni. Meanwhile Azapo, through its Northern Transvaal region, has attacked the actions by "capitalist Lebowa Transport" and all that it stood for

269

Sowetan

25/1/84

Randburg looks into bus service

(269)
26/11/87 S. Law

By Shirley Woodgate

The Randburg Town Council last night appointed a firm of consultants to undertake the first phase of the bus service investigation.

It involves an on-board survey, as well as an origin-and-destination investigation of black commuters.

Phase two will investigate ways of increasing the number of people using the town's internal bus service.

The Johannesburg City Council will be requested to extend the existing bus service agreement, which will lapse in June.

● The erection of timber-framed houses in certain areas in Randburg was approved last night. Only licensed contractors will be allowed to erect these houses.

● The town secretary, Mr Johan Nel, has been asked to submit a report on possible amendment of the Public Health by-laws. This will give the council "teeth" to ensure public ablution facilities are maintained to a satisfactory standard.

● The intersection of Harmony Road and D F Malan Drive has been identified as a traffic "black spot". A total of R10 000 has been voted for improvements.

● A nature trail is to be established in the President Ridge area of Randburg.

● Honorary park wardens are soon to be appointed in Randburg. The civic-minded wardens will receive a nominal R20 a year and have the power to enforce the council's by-laws.

(269) (26/1/84)
**Head of Committee of Ten
tells of petrol-bombing**

D. Dimpfuth
MDANTSANE — The chairman of the Committee of Ten co-ordinating the bus boycott here, Mr Mzwandile Mampunye, said yesterday that two unsuccessful petrol bomb attacks were made at his home

Mr Mampunye, of Zone Five, said the attempts were made after 1 45 am

"I heard noise outside but did not take much notice until I smelt petrol

in the house," he said

He got up and checked to find two bottles which had broken and petrol split on the door and roof

Mr Mampunye said he also found leaflets in which he and the secretary of the Committee of Ten Mr Newell Faku were attacked

He said he reported the incident to the police but efforts to get

confirmation from the Ciskei Police public relations officer, Major Avery Ngaki, and the head of the security police, Col Z Makuzeni, were unsuccessful yesterday — DDR

26/1/84 269 265

Bus boycott discussed

D. Disputeh

EAST LONDON — The effect of the bus boycott on Gompo Transport was discussed at a meeting of the CTC Bus Company board here yesterday

CTC's public relations officer, Mr Wessel van Wyk, confirmed that the boycott was discussed, but said he was not able to give details of what was said at the board meeting

Mr Van Wyk also said the Swart Commission's recommendations on transport in Ciskei had been discussed

"This falls within the sphere of Ciskei national policy, so it is not for us to make any decisions on it," he said

The commission, under the chairmanship of Professor Nic Swart,

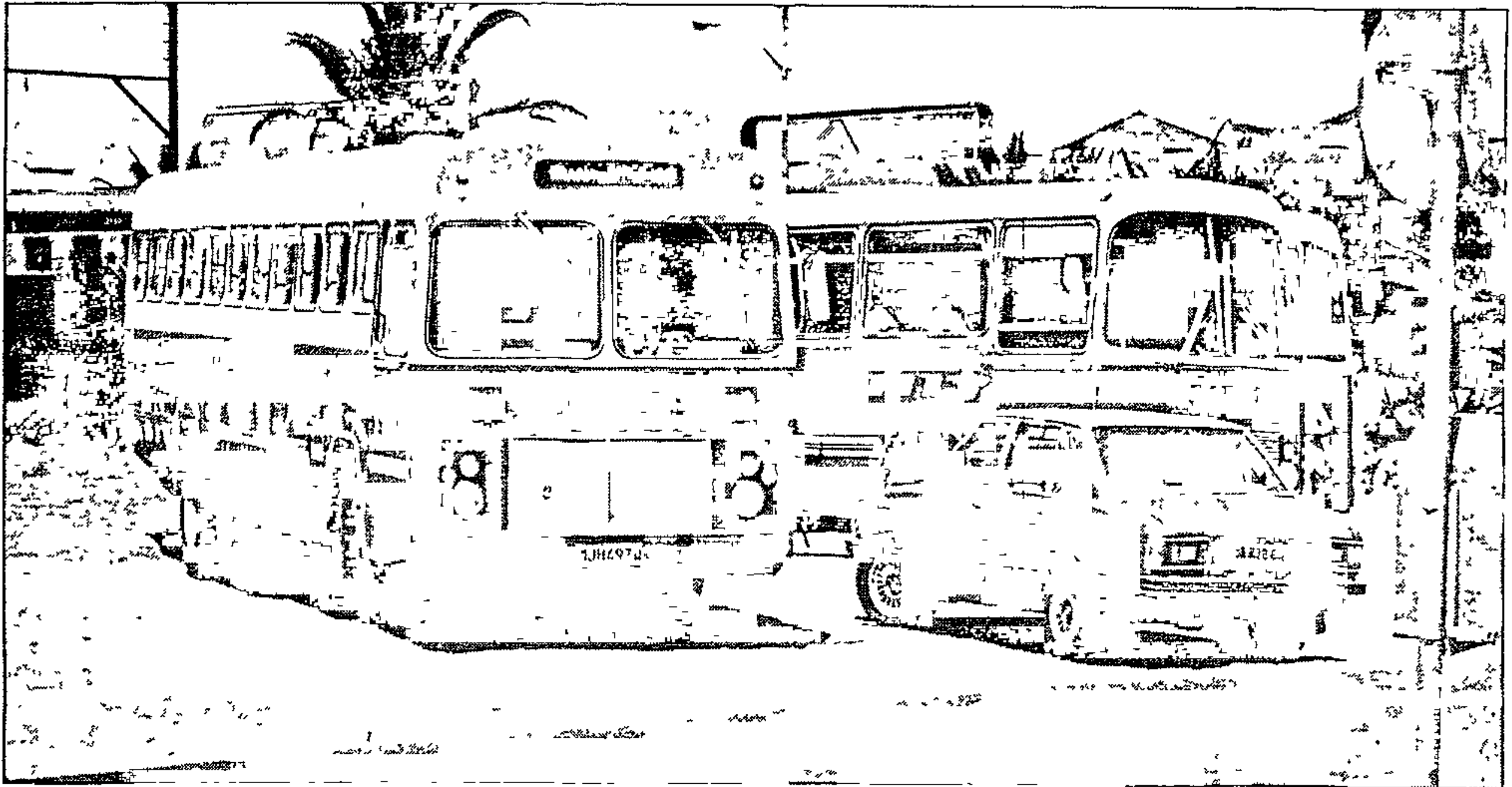
recommended that Ciskei should promote the unrestricted development of privately owned transport services and that the Ciskei People's Development Bank should consider selling its shares to private individuals or tribal authorities

Mr Van Wyk said the CTC realised that transport was linked to other

service industries, which had to "adapt to the changing needs of society"

"We will adapt likewise, providing that the interests of commuters and effective transport were met and that this was done within the framework of Ciskei's national policy" —
DDR

Luxury travel for whites, 2nd class for blacks



● BUSES wait for passengers at Athlone Station — but it's luxury for whites, hard benches for blacks.

Bus apartheid lives!

Peter Delmar

WHEN we arrived at Athlone Station, three buses were waiting to transport passengers

One was a super luxury bus, for white first class passengers. Another — far less luxurious — was for third class passengers, while the third, in better condition

RAILWAY buses are normally provided when maintenance work is carried out on railway lines. Last week, while work was being carried out on the line between Athlone and Lansdowne, we received complaints from passengers that luxury buses were being provided to transport "white" passengers while old models with hard seats were being used to see to the travelling needs of black passengers

Cape Herald staffers NAZEEM HOWA and PETER DELMAR went out to investigate these complaints

than the second, was subdivided for coloured first and third class travellers

I was shown to the luxury coach, and climbing aboard this whites-only bus, I was struck by how

much it resembled the inside of a plane

Somehow, it seemed out of place parked outside Athlone station

I had a choice of 44 seats and chose what looked like a particularly comfortable one. Eventually, I was joined by nine other passengers and we set off on our journey in style. The seats, made of imitation leather and a cloth covering were exceptionally comfortable and well-styled

There was plenty of leg room. Above my head were an air-filter and a reading-light, as well as plenty of room for baggage

The tinted windows and what looked like mohair curtains gave that "luxury-bus" feel to the expedition. The ticket collector, (who wasn't at all interested in collecting tickets), and the driver chatted away continuously. After a very comfortable five minute journey, I couldn't help wishing that the train service broke down all the time

In the first class section, the fittings were similar to that of buses provided by companies like City Tramways. Unlike the airline-type seats in the whites-only bus, this one had bench-type seats

There were only two passengers in the first-class section and not many more in the third-class section. What struck me most about the situation was the fact that the South African Transport Services (Sats) was running its passenger service at a loss, yet it could afford to provide that many buses

The Railways

Mr Leon Els, a spokesman for the South African Transport Services, commented "The bus service is a replacement service and as we have segregated train coaches we also have to have separate buses"

Turning to the provision of a luxury bus for whites, he said "It was just a matter of these being the only buses available"

"When the buses were at Athlone whites first so we decided that that bus should be the white one. We did not mean to discriminate be-

Smart tongue gets teacher top award



● JEAN September — top student

MITCHELLS Plain teacher Jean September, 23, had reason to smile this week

At a small gathering at the University of Cape Town on Tuesday afternoon, she was awarded the Perskor Book Prize for her excellent performance in Afrikaans/Nederlands II

Miss September, a Standard 5 teacher at Harvester Primary School in Westridge, Mitchells Plain, is doing a BA degree part-time at

the university, majoring in History and Afrikaans/Nederlands

The head of the Afrikaans/Nederlands department, Professor Roy Pfeiffer, spoke of the difficulties which these part-time students had to endure

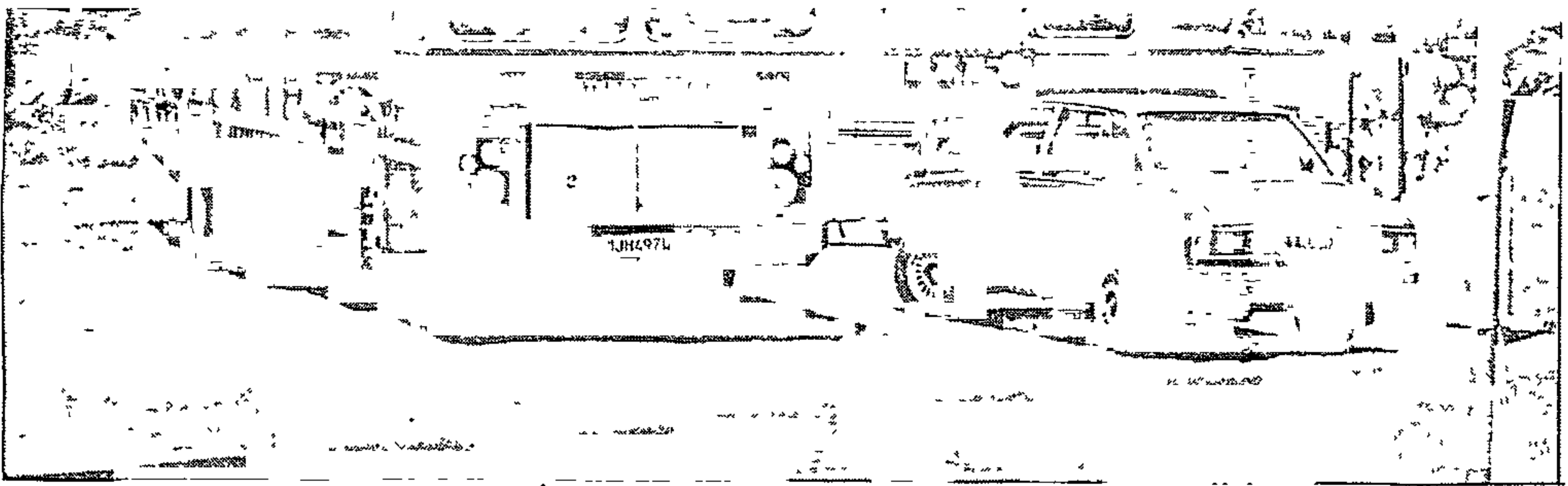
"It is exhausting to have to attend lectures after a hard day at school. Students have little contact with other students and library hours are not always convenient for them," he said

GRATITUDE

"This prize is but a small token of our gratitude for the enthusiasm

Turn your backyard into a fertile oasis

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● BUSES wait for passengers at Athlone Station — but it's luxury for whites, hard benches for blacks.

Bus apartheid lives!

Peter Delmar

WHEN we arrived at Athlone Station, three buses were waiting to transport passengers

One was a super luxury bus, for white first class passengers. Another — far less luxurious — was for third class passengers, while the third, in better condition

RAILWAY buses are normally provided when maintenance work is carried out on railway lines. Last week, while work was being carried out on the line between Athlone and Lansdowne, we received complaints from passengers that luxury buses were being provided to transport "white" passengers while old models with hard seats were being used to see to the travelling needs of black passengers

Cape Herald staffers NAZEEM HOWA and PETER DELMAR went out to investigate these complaints

than the second, was subdivided for coloured first and third class travellers

I was shown to the luxury coach, and climbing aboard this whites-only bus, I was struck by how

much it resembled the inside of a plane

Somehow, it seemed out of place parked outside Athlone station

I had a choice of 44 seats and chose what looked like a particularly comfortable one. Eventually, I was joined by nine other passengers and we set off on our journey in style. The seats, made of imitation leather and a cloth covering were exceptionally comfortable and well-styled

There was plenty of leg room. Above my head were an air-filter and a reading-light, as well as plenty of room for baggage

The tinted windows and what looked like mohair curtains gave that "luxury-bus" feel to the expedition. The ticket collector, (who wasn't at all interested in collecting tickets), and the driver chatted away continuously. After a very comfortable five minute journey, I couldn't help wishing that the train service broke down all the time

Nazeem Howa

I WAS shown to another bus, much less stylish than the whites-only bus, but in a better condition than the third-class bus

A piece of hardboard subdivided the bus to allow seating space for 18 first class passengers and the rest for those travelling third-class. There was no contact between first and third class passengers as separate doors were provided

In the first class section, the fittings were similar to that of buses provided by companies like City Tramways. Unlike the airline-type seats in the whites-only bus, this one had bench-type seats

There were only two passengers in the first-class section and not many more in the third-class section. What struck me most about the situation was the fact that the South African Transport Services (Sats) was running its passenger service at a loss, yet it could afford to provide that many buses

The Railways

Mr Leon Els, a spokesman for the South African Transport Services, commented "The bus service is a replacement service and as we have segregated train coaches we also have to have separate buses"

Turning to the provision of a luxury bus for whites, he said "It was just a matter of these being the only buses available

"When the buses were at Athlone whites reached the luxury bus first so we decided that that bus should be the white one. We did not mean to discriminate between white and black"

Smart tongue gets teacher top award



● JEAN September — top student

MITCHELLS Plain teacher Jean September, 23, had reason to smile this week

At a small gathering at the University of Cape Town on Tuesday afternoon, she was awarded the Perskor Book Prize for her excellent performance in Afrikaans/Nederlands II

Miss September, a Standard 5 teacher at Harvester Primary School in Westridge, Mitchells Plain, is doing a BA degree part-time at

the university, majoring in History and Afrikaans/Nederlands

The head of the Afrikaans/Nederlands department, Professor Roy Pheiffer, spoke of the difficulties which these part-time students had to endure

"It is exhausting to have to attend lectures after a hard day at school. Students have little contact with other students and library hours are not always convenient for them," he said

GRATITUDE

"This prize is but a small token of our gratitude for the enthusiasm and sacrifice which Ms September had put into her course

Miss September said "It is not really difficult to cope with studying and working at the same time, once you get into the routine of things"

When asked for her 'recipe for success', she advised all students entering university for the first time, to work consistently throughout the year, and to discipline themselves

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RAID ON BOYCOTT CHIEF

By BENITO PHILLIPS

THUGS tried unsuccessfully to petrol-bomb the home of Mdantsane Committee of 10 chairman Mzwandile Mampunye — and then left a pamphlet threatening to kill him and his secretary if the bus boycott was not called off.

Mr Mampunye told City Press a bottle of petrol had been thrown against the front door of his Zone Five home and was broken on the roof.

He also found leaflets threatening that his assailants would return within two days to kill him and his family, as well as his committee secretary Newell Faku if the bus boycott is not discontinued.

Mr Mampunye said the authors of the leaflets said they were tired

of walking and wanted to use the buses. They also said the South African Allied Workers' Union (Saawu) officials did not care for others.

Mr Mampunye said it was obvious that whoever tried to burn his house went about it in an "amateurish" way.

"Those responsible are definitely not workers. I think they are members of the ruling Ciskei National Independence Party (CNIP) who are trying to intimidate us."

But, Mr Mampunye said, "even if they kill me it will not mean the

end of the bus boycott — it may incense workers even further to continue the boycott."

Mr Mampunye said this would also jeopardise any future negotiations between the committee and the bus company, who had already said they would like to reopen negotiations.

In another incident, commuters on an SA Railways train stoned buses and a police van this week as the vehicles passed the train between Wilsonia and Cambridge.

Police liaison officer Major Warren Brown confirmed the incident.

BUTI ON THE BOYCOTT—Page 4

Priest is held with Ayco leaders

AN ALEXANDRIA priest is among the latest batch of people picked up by plainclothes police during dawn raids on their homes yesterday.

BY LEN KALANE

Rev A B Moleleki is the pastor at the local Methodist Church, the venue of bus boycott meetings which have been taking place over the last three weeks.

His detention under the Criminal Procedures Act was confirmed by a police spokesperson, who added that Moleleki

parently been arrested for allowing the boycott meeting at the church.

A number of Alex boycott leaders have been held since the boycott started three weeks ago.

A statement released by the ACC said, "The arrests will not deter this committee from carrying on with its duties. We

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'Come clean, SATS'

269
S. Williams
29/1/82

Be candid about problems and we'll help, Assocom vows

ASSOCOM'S transport seminar in Johannesburg on Wednesday has the potential to be one of the most historic of its kind yet held and to create the strangest of bedfellows

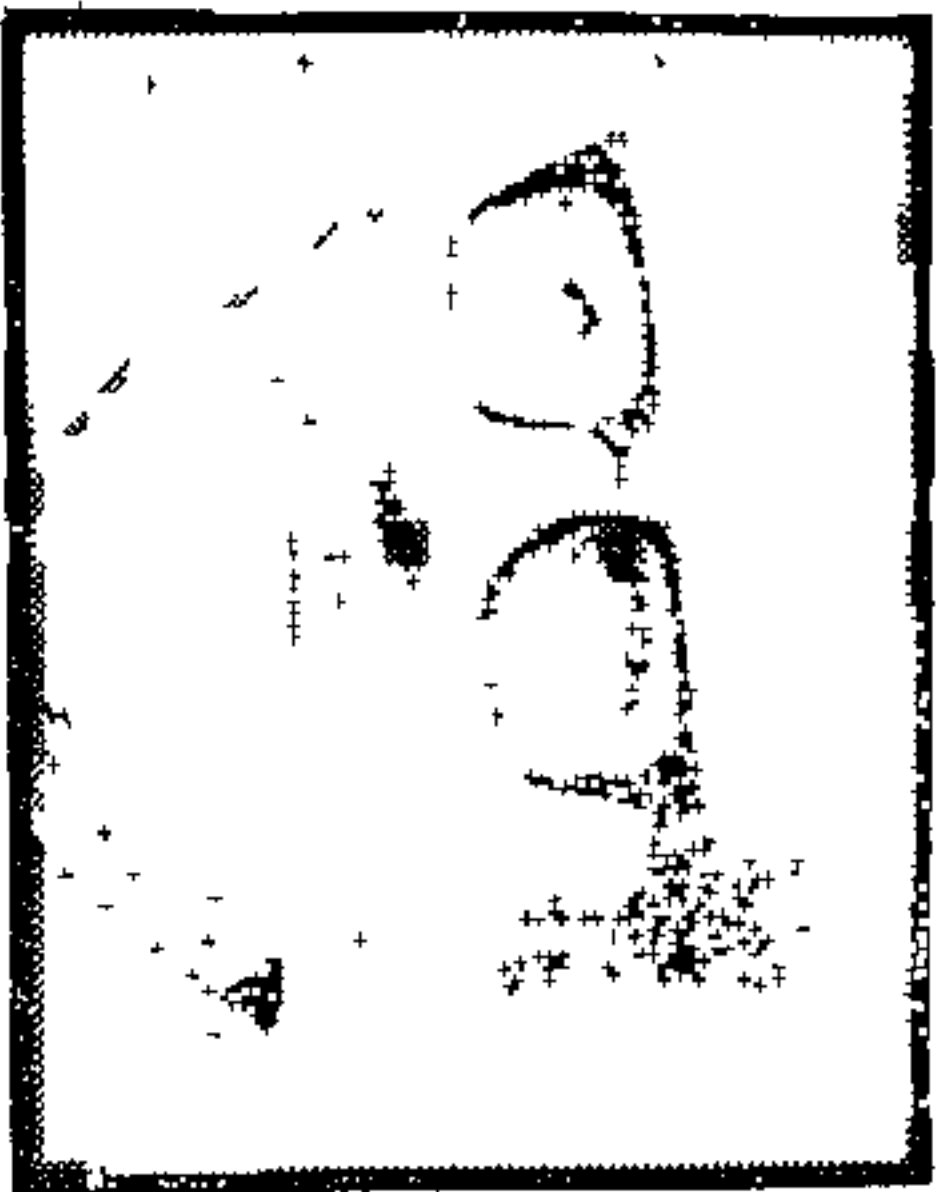
It is not unlikely that Transport Minister Hendrik Schoeman and Assocom will find themselves united in their efforts to get Finance Minister Owen Horwood to take his hand from his heart and to subsidise SATS passenger losses, currently running at about R750-million a year, from central funds

Alan Cowell, vice-chairman of Assocom's transport committee, who will chair the morning session

(the afternoon session will be chaired by the chairman of the committee, Ron Draper of Pine-town) described the symposium as "a think-tank" designed to draw relevant conclusions which will form input for the Minister of Transport and the steering committee of the National Transport Policy Study (NTPS)

"We hope to bring into the open the conflicts that are here, analyse them and see how we can help"

He said Assocom knew



□ Hendrik Schoeman

Finance Reporter

SATS had problems but it wanted SATS to "come clean" at the symposium and say exactly what they were, so they could help

"It is time the Minister of Transport got the Government to subsidise SATS for the excess cost of passenger transportation," he said

"Mr Schoeman told me he will be only too happy if we take up this matter with Mr Horwood."

"He has tried on several occasions but has al-

ways been told there isn't sufficient money in the kitty for central Government to be able to subsidise SATS losses on passenger transport which includes getting black workers to and from their jobs in commerce and industry"

Assocom has selected a knowledgeable panel of speakers for Wednesday to encourage input and debate of the right quality G M Holz, deputy general manager, and Dr G J S Coetzee, assistant general manager of SATS, Andre Hammers-

ma, general manager and group accountant of Standard Bank Investment Corporation (Standard Bank), and Jack Webster, executive director of the Public Carriers Association (PCA)

Mr Cowell sees the candour of Mr Holz and Mr Coetzee as being the key to the success or failure of the symposium and to Assocom's good intentions

"It will be possible to develop something constructive if SATS is open hearted with us about its problem areas. That will enable us to develop a better rapport with them, see their point of view more clearly and operate with them more intelligently," he said

"We want our speakers to highlight the fact that a section of the very Act that created SATS, and which has never been changed, forces it to balance its books and provide socio-economic services"

"It can do that only by cross-subsidisation by

charging much more (up to three-times as much as it should) for certain services and use that revenue to pay for the socio-economic services it provides

"We believe this is wrong SATS should charge market-related tariffs for its services to commerce and industry and be subsidised from central funds for its socio-economic services. Another 1 percent on GST or a few rands more per taxpayer per year should provide the necessary funds"

Mr Cowell said South Africa's dock services and its container services were already among the most expensive in the world SATS's tariff for the transportation of high-rated cargo was stunning. It was adding materially to inflation and harming the export effort

"Why should exporters of high-rated goods have to price themselves out of overseas markets to enable the central Gov-

ernment, which legislated blacks into the bundu in the first place, to avoid having to bother about subsidising their transport to and from work every day?" he asked

"Government wants industry and commerce to create new jobs to help solve unemployment, to make and export more to lead us out of recession, but forces it to pay unrealistic rates to enable SATS to provide the socio-economic services required of it by law

"That is wrong. It is grossly unfair"

There is a string attached to Assocom's Father Christmas act

"We want a bit of quid pro quo," he said

"We will be more than happy to support the Minister of Transport when he goes to the Minister of Finance to ask him to subsidise SATS's passenger losses, provided SATS stops opposing every application anyone in the private sector makes for urgently needed goods to be transported by road"

Reef to Durban for R27

269
R27
RDM 20/11/84

By SIMON WILLSON

THE threat of competition for passengers on the Johannesburg-Durban route has met a quick response from SATS.

Since the National Transport Commission backed Greyhound Bus Lines' coach permit SATS has designed a train service for the Reef-to-Durban run.

The new TransIt coaches have air-conditioning, aircraft-style seats and a single fare of only R27.

Sleepers to Durban from the Highveld for black and coloured passengers have also been introduced.

In 1982 SATS had a R690m deficit. The loss for last year is expected to reach about R845m.

Statistics comparing SATS's passenger-carrying performance to that of private-sector operators are no longer published but, when last measured side-by-side in September, SATS's share was less than 40% of national passenger movements.

Private operators accounted for just over 50% with municipal carriers taking the rest.

Greyhound Bus Lines is making its debut as all passenger traffic falls.

The total number of non-airline passengers carried inland rose by 6,6% in 1981, compared with 1980, and by 2,2% in 1982.

The total passenger figure over the January-September period last year slipped by 4,5%.

The Government looks determined to press on with changes

Mass transport changes are on the cards — and they are sending chills down the spines of rural bus operators where they could have a deep impact on tens of thousands of black commuters.

Behind them lies the Welgemoed Commission report into bus passenger transport which recommended, among many other things, that the seven bus companies managed by the Corporation for Economic Development (CED) and carrying the lion's share of rural black commuters be sold to private enterprise.

The report, the work of a Government commission chaired by transport economist Dr Piet Welgemoed MP and completed last year, created controversy because it recommended eliminating the black kombi-style taxi to protect the

Black transport faces chilly future

Significant changes in mass black transportation, a particularly sensitive sector, are likely during this year ANTHONY DUGAN reports on one area where the envisaged changes could bring a procession of problems.

Interests of bus operators

The fears among the rural bus operators centre on what could happen if the CED is forced to sell its 50 percent share of the homeland bus companies.

CED transport officials are reluctant to talk about these fears — the Government has not

yet made public its stand on this recommendation — but the situation behind scenes is

● The CED-managed operation, running 3 500 buses which carried more than 330 million passengers last year, is one of the largest bus passenger concerns in the country. It is jointly

owned by the CED (with the exception of the Transkei operations) and the development corporations of the different homelands.

● Homeland authorities are angered by the recommendation to sell off half their mass transport operation and in at least one

"The Government needs to consider the effect the recommendations are likely to have on the people affected by them, and to consider in particular the effect of phasing out subsidisation of bus passenger transport and the prohibition of kombi taxis." This criticism is in line with that expressed by Transport Consultative Committee vice-chairman, Mr Alan Cowell. The first draft legislation to emanate from the Government as a result of the report — one bill enlarging the National Transport Commission and expanding its functions, another wiping out the kombi-type taxi in black areas — could already thwart what the policy study was trying to achieve.

269
2/2/84
S. J. van der Merwe

case are understood to have refused to even see the Welgemoed commissioners.

● The main fears centre around the strong possibility that any company which buys a homeland service will be strictly profit-orientated and will ruthlessly cut back on uneconomic services and black training.

● Reading between the lines of the recommendations, it is clear that only the already large bus operations like Putco or United would be in a position to buy the CED stake.

This would place the greatest share of black bus passenger control — always a controversial sector — in few hands which would also be the recipients of enormous transfers of public money in the form of subsidies each year. These subsidies are at more than R150 million a year, almost a quarter of the bus companies' income.

The report placed too much emphasis on technical and economic considerations and too little thought was given to people directly affected, the Legal Resources Centre director, Mr Arthur Chaskalson, said the latest Indicator, a quarterly report on change and its problems, put out by the Natal University Centre for Applied Social Sciences.

"The Welgemoed model, with public transport entrusted to private monopolies protected against competition, with choice between bus and train eliminated and with no public accountability on the part of the monopolies, may prove to be an unruly horse," he said.

Private carriers are urged to bolster SATS

269 ROM 2/2/84

THE private sector must help South African Transport Services to finance its loss-making services if the State-owned conglomerate is to enter the market on a free-competition basis.

This warning was delivered yesterday in Sandton at a transportation conference organised by the Association of Chambers of Commerce.

Mr Giel Holz, SATS's deputy general manager, said his organisation would have to overcome certain structural problems before it could compete freely.

"Some of these resulted from the past, when greater emphasis was placed on the socio-economic responsibility of SATS. They are problems relating to the rendering of passenger services, investment in uneconomic branch lines, the value principle in the cost structure and the relative infra-



By
**SIMON
WILLSON**
Industrial
Editor

structure cost of rail transport compared to that of road transport"

Mr Holz said he believed the private sector would be willing to help overcome these problems in order to achieve freer competition

It was not merely a question of persuading the Treasury to make good SATS's losses on uneconomic services. The private sector and the public at large would have to face up to their responsibilities

If SATS were to compete freely with private enterprise on the open transport market

● Cost-orientated tariffs would have to be raised and value-based tariffs, such as those for ores, minerals and agricultural products, would have to be increased substantially,

● SATS would have to be released from the financial burden of providing uneconomic, socio-economic services. Legislation was likely to be introduced this year calling on the private sector to participate in the financing of deficits on suburban passenger services,

● Other road carriers should be treated on the same basis as SATS, which bore the full burden of its infrastructure costs whereas road carriers did not, and

● SATS would have to be allowed much greater flexibility in its ability to decide whether or not to accept traffic offered for conveyance. SATS should also be able to use other transport modes if it wanted to.

After 3 000 km, bus researcher argues that trolley is the answer

By James Clarke

Ten years ago the Johannesburg municipality decided to seek the perfect trolleybus. It has now tested seven prototypes and the results, plus a report on the public's reaction, are expected soon.

But some of the buses have given such poor performances that public transport researcher Mr Vaughan Mostert (36) believes the public may not be in a position to judge the advantages of trolleybuses in general.

Five of the seven spent more than 50 percent of the time in the shed. The two which have given the best service have been in use for little more than 50 percent of the time.

Mr Mostert, who is studying for an M Com degree, travelled 3 000 km on all seven buses and made scores of visits to the test route to talk to drivers and get the feel of the buses.

His verdict. "In spite of the disappointing performances of some of the prototypes, trolleybuses are still the answer to a lot of our public transport problems.

"If municipalities want to get people to take to public transport — thus saving millions of rands building and maintaining more highways — which, after all, just attract more cars — then the trolleybus is the answer."

Mr Mostert, a chartered accountant whose hobby used to be collecting information on trolleybuses, is now a public transport researcher.

His interest in trolleybuses began when he was at school. "In Durban our family would travel to town by diesel and then swop to a trolleybus to go to the beach.

"The contrast in comfort and noise was so marked that I began to study how they worked."

Over the years he has amassed literature and technical data on trolleybuses and trams from throughout the world. Twelve years ago in Durban he and an associate, Mr John Fann, founded the Movement for Improved Passenger

Transport to encourage public interest in trolleybuses.

Although this has now matured into a wider interest in electric transport and light rail systems in general, Mr Mostert firmly believes that the public likes trolleybuses best because

● No vehicle is quieter and so pollution-free

● A trolley route with its overhead wires, "especially now that such overhead works are neater than they used to be", gives a sense of permanence to a public transport route.

People like to live on trolley routes, he says. But a diesel bus route gives no sense of permanence and can be noisy.

● Trolleybuses last a long time. Johannesburg's are 26 years old and still going.

Johannesburg municipality is still undecided about the future of trolleybuses. Although on

problems must be expected — then only two of the seven have passed the test.

"Such a low availability might have given the public the impression that trolleybuses are unreliable."

Mr Mostert has been passing on his personal observations to the city's transport chiefs. From last April he has travelled 3 000 km on the prototype buses on 167 "operating" days.

He says that while the best of the new trolleybuses can be compared in comfort with the best of JMT's diesel buses, "Even the least satisfactory of the prototypes is way ahead in passenger comfort of the average type of diesel bus.

"It is the poor quality of these crude diesel buses, mounted on hard truck chassis, which has done so much dam-

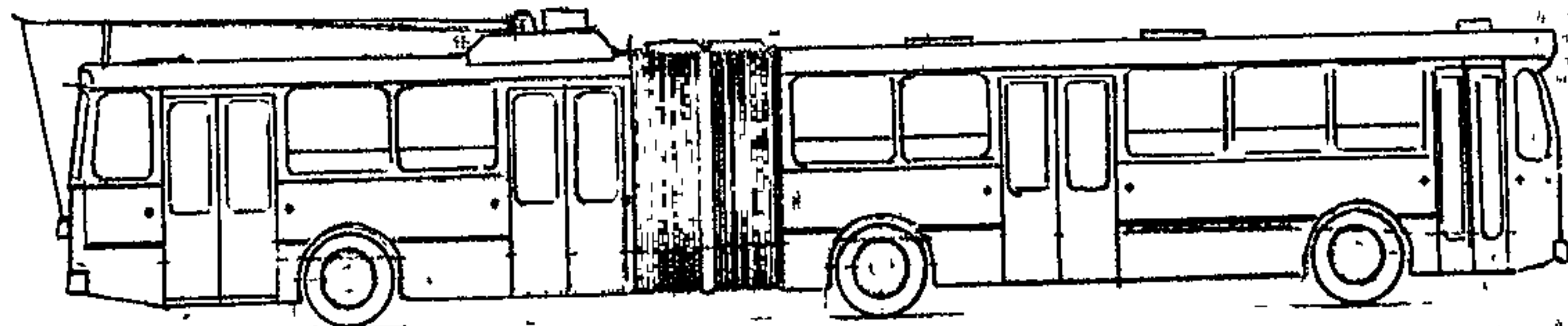
Dunkeld route. Says Mr Mostert "This is a good opportunity to see how they handle heavy loads."

For the tests Johannesburg installed mini-substations and "thus virtually eliminated power failures."

Drivers' reactions have been mixed. "But it is significant that of the three trolleybuses which have made the most revenue appearances, two have had regular drivers who have been enthusiastic and interested in their performance."

Mr Mostert sees the tests as being of national importance because he believes the introduction of a modern trolleybus fleet will raise passenger levels.

"In my opinion trolleybuses are cheaper in the long run even if their initial capital cost is between three and four times



some routes it has replaced trolleybuses with diesel buses it has retained the wires — just in case.

In May 1980 the city's transport department decided to try out the seven prototype trolleybuses made by various manufacturers.

Several firms are vying for what might be a multimillion-rand contract for a fleet. The Government agreed to fund 60 percent of the experiment. The test route has been from Hillbrow to Forest Hill.

The buses entered "revenue service" between August 1981 and June last year. Some have covered as much as 30 000 km while local experts have been assessing their economic and technical performances.

"In fact if one accepts that an availability rate of 50 percent is acceptable under the circumstances — after all, each is uniquely designed and

age to the image of public transport."

"I believe that the value of electric street transport is that it creates a strong system image. One of the most comprehensive studies made of public transport in South Africa — it was made for the Government of Bophuthatswana — reached the same conclusion.

"Bophuthatswana has now opted for trams."

Mr Mostert believes trams can be even better than trolleybuses, "but bearing in mind the state of the economy, trolleybuses can be viewed as a long-term answer on several routes."

Mr Mostert voted the two prototype articulated single-deck trolleybuses the most comfortable but due to "poor availability on the test route neither bus realised its full potential."

These two buses were transferred last month to the black

that of an equivalent-capacity diesel fleet." He told me a trolleybus can cost more than R300 000 as opposed to a good-quality diesel bus which would cost around R140 000.

He added "The most advanced trolleybuses in the world might be the new ones in Nancy, France, where 48 have been commissioned and their purchase underwritten by the Government.

"They have a full-sized diesel engine which allows them to operate without the wires at normal speeds. Thus they are scheduled to run into areas which are not wired up."

Johannesburg's test buses also have auxiliary engines which allow them to pass obstructions at third of normal power.

He believes it would be better for Johannesburg — if it goes into trolleybuses — to order batches to encourage manufacture.

269 E. Post 7/2/84
Red tape ties SA transport in knots

JOHANNESBURG — The Government has been taken to task for not allowing market forces to dictate economic development in the transport sector

Focusing attention on bungling and bureaucracy in the country's transport system, was Mr Andre Hamersma, group economist for the Standard Bank

Mr Hamersma told delegates attending an Asso-com symposium on transport here recently that whereas significant progress was being made in the Government's stated objective of withdrawing from private enterprise, this did not apply in the case of transport

"Not only railway tariffs are distorted, but pipeline and wharfage charges, too, bear no relation to the cost of producing these services. Even airline fares and tariffs are directly affected

"These price distortions, which originate in the public sector, have also permeated pricing in the private sector

"Because of SATS's large overall market share in transportation, artificially inflated railway tariffs are often used as indicator prices by the private hauliers who often find themselves in an especially advantageous situation

"There is also evidence that road user costs are not fully recovered from heavy vehicle operators, a further distortion which operates to the advantage of road hauliers"

Mainly because of these price distortions, which placed SATS at a disadvantage, a costly system of regulation had been introduced

"As always, the very existence of controls has led to further control aimed at limiting entry into the transport sector and to restrict competition. These aims are in direct conflict with national economic strategies," said Mr Hamersma

"Despite Government's stated objective of reducing its participation in the economy, its direct interest in the transport sector remains vast. It operates the railways, it dominates air transport and has a significant interest in road transport

"This huge direct participation by Government has meant that the sector has become highly politicised,

which makes it difficult to affect change and to operate efficiently"

Thus transport itself had become unable to fulfil its proper role in the economy, and productivity suffered in consequence

"When prices are distorted or interfered with, the function of allocating funds for investment purposes becomes a matter of arbitrary judgment and an exercise of political power

"A misallocation of resources and poor co-ordination of effort then becomes virtually inevitable

"Many examples of misdirected effort and the resultant skewed investment pattern exist in our transport sector. Coastal ship-

ping is a case in point

"Here, unrealistically high ad valorem wharfages, which bear no relation to costs, have virtually strangled this otherwise effective means of transport

"In South Africa with its long coast line, coastal shipping could have played a meaningful role in the overall transport picture"

This process tended to result in disinvestment

"It is, therefore, surprising that between 1970 and 1980, fixed investment by SATS continued to grow by 7% per annum in real terms

"By comparison investment in national roads grew by only 3,3% per an-

num, and provincial roads by 4,8% per annum, on average during the same period

"But these disparate growth rates, in the context of distorted prices, could probably be ascribed largely to SATS's conservative accounting policy," he said

A further factor was that SATS had developed ready access to the local and foreign money and capital markets, where it has become an established borrower

"This suggests that in the field of investment we have substituted the rule and judgment of officialdom for the discipline of the market place" — Sapa



Planes (and boats and trains) are bound by bureaucratic red tape that restricts the efficient operation of SA's transport system, says Standard Bank economist Mr André Hamersma. (The picture shows a B747 under construction for SAA in Seattle, Washington.)

269 Hansard Q. 61. 92
Rail commuter services

8/2/84
47 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 1982-83 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) R449 million

(b) (i) All areas

(ii) Third class

Mercury 9/2/84

School buses found to be unroadworthy

By Don Bayley

THREE buses, used to transport hundreds of children to and from school, have been taken off the road by traffic authorities because they were found to be unroadworthy.

School Bus Services, a Stanger company contracted to the Department of Indian Affairs to transport pupils in the town, owned the vehicles.

Parents allege the service was inefficient, often leaving hundreds of children stranded, delivering them to school hours late, and sometimes returning them home after dark.

Mr. Eddie Elson, deputy chief of provincial traffic control, said three buses had been banned yesterday after being found 'unroadworthy and unfit for transporting school-children'.

Another two had been taken off the road on Tuesday after it had been found their certificates of fitness had expired.

All the buses' documentation is also being checked, he said.

Detectives at Greytown and the Department of In-

ternal Affairs are investigating the matter.

The Mercury inspected the banned buses yesterday and found that two had badly cracked wind-screens, one had more than 90° play in the steering, at least one other had almost no brakes, the engine in one had spewed large amounts of diesel fuel into the passenger section, and none had working speedometers.

None had stamped-on engine numbers, according to traffic officials.

One of the company's bus drivers, said drivers had repeatedly complained that 'the brakes don't work and the steering is defective'. But their pleas, he claimed, had been ignored by the company management.

'I've got to feed my wife and kids, so I carry on driving,' he said.

Jealousy

Mr Haniff Manjoo, a parents' committee member, said children had been asked to walk uphill when buses did not have the power to take their weight.

'I congratulate the traffic authorities.'

Yesterday afternoon about 600 pupils were stranded for several hours, apparently because the suspension of the unroadworthy buses had reduced the company's fleet to fewer than 10.

School parents' committees arranged to ferry the children home in pri-

vate vehicles and in another company's buses.

Mr Dan Pillay, a school committee head, said buses were often overloaded, unsafe and unreliable.

'The service is deplorable. Things were much better before this company was awarded the contract about two years ago, and the position has deteriorated rapidly in the past few months.'

Mr David Masher, owner of School Bus Services, said from Johannesburg, where he has other business interests, that he felt the attention now focused on his service was because of the jealousy of other bus operators.

'They want to get their routes back. Another operator complained to the NPA about a bad set of tyres or something.'

He admitted that buses had been taken off the road on Tuesday after their certificates of fitness had expired because of negligence.

When told of the defects found in the buses suspended yesterday, he conceded that those charged with routine maintenance 'must have failed in their task'.

But he pointed out that there was no garage in Stanger which worked on diesel engines.

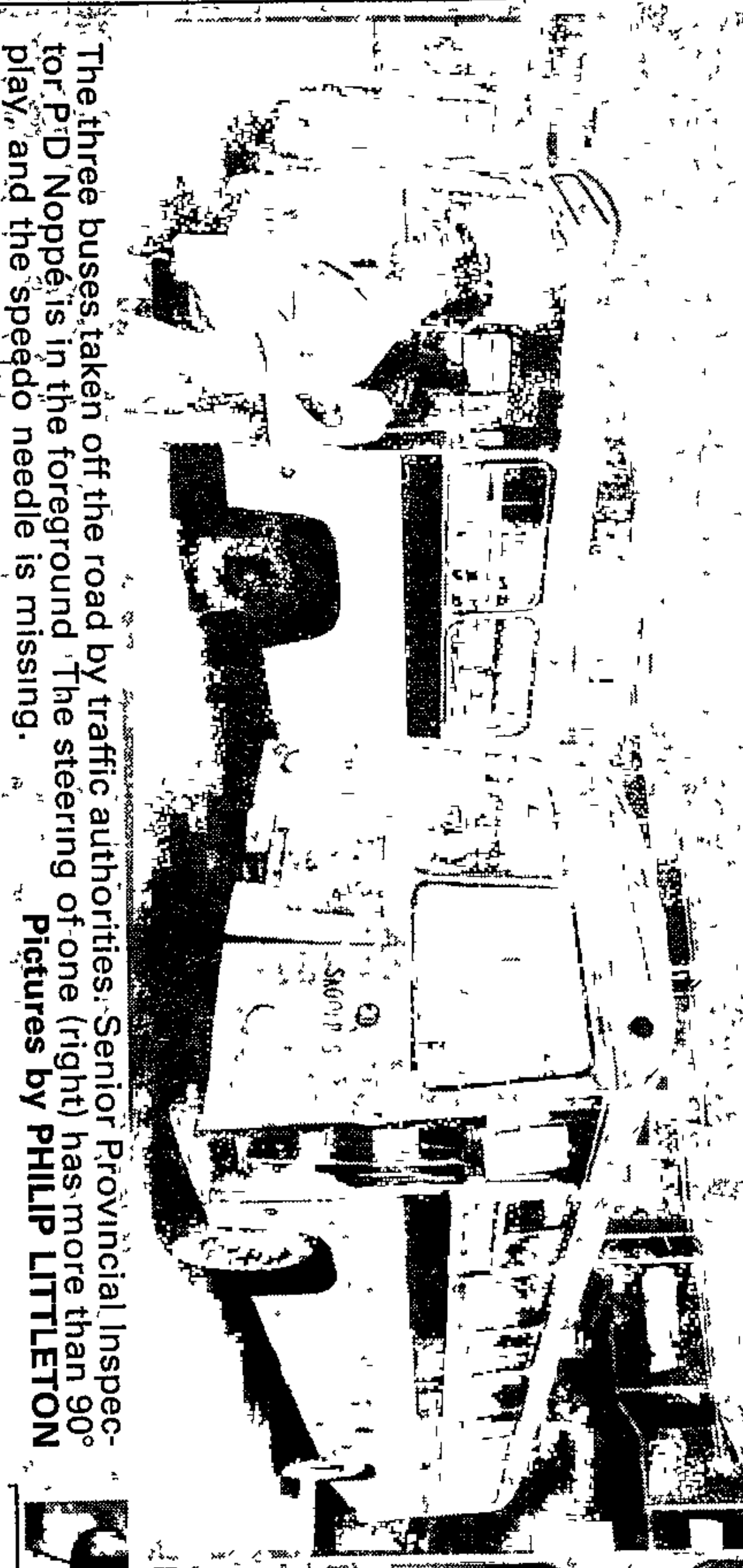
Mr Masher claimed that a cartel of other bus operators had been formed against him, and he could only hire buses from one other company when he needed them.

Murphy

9/2/84

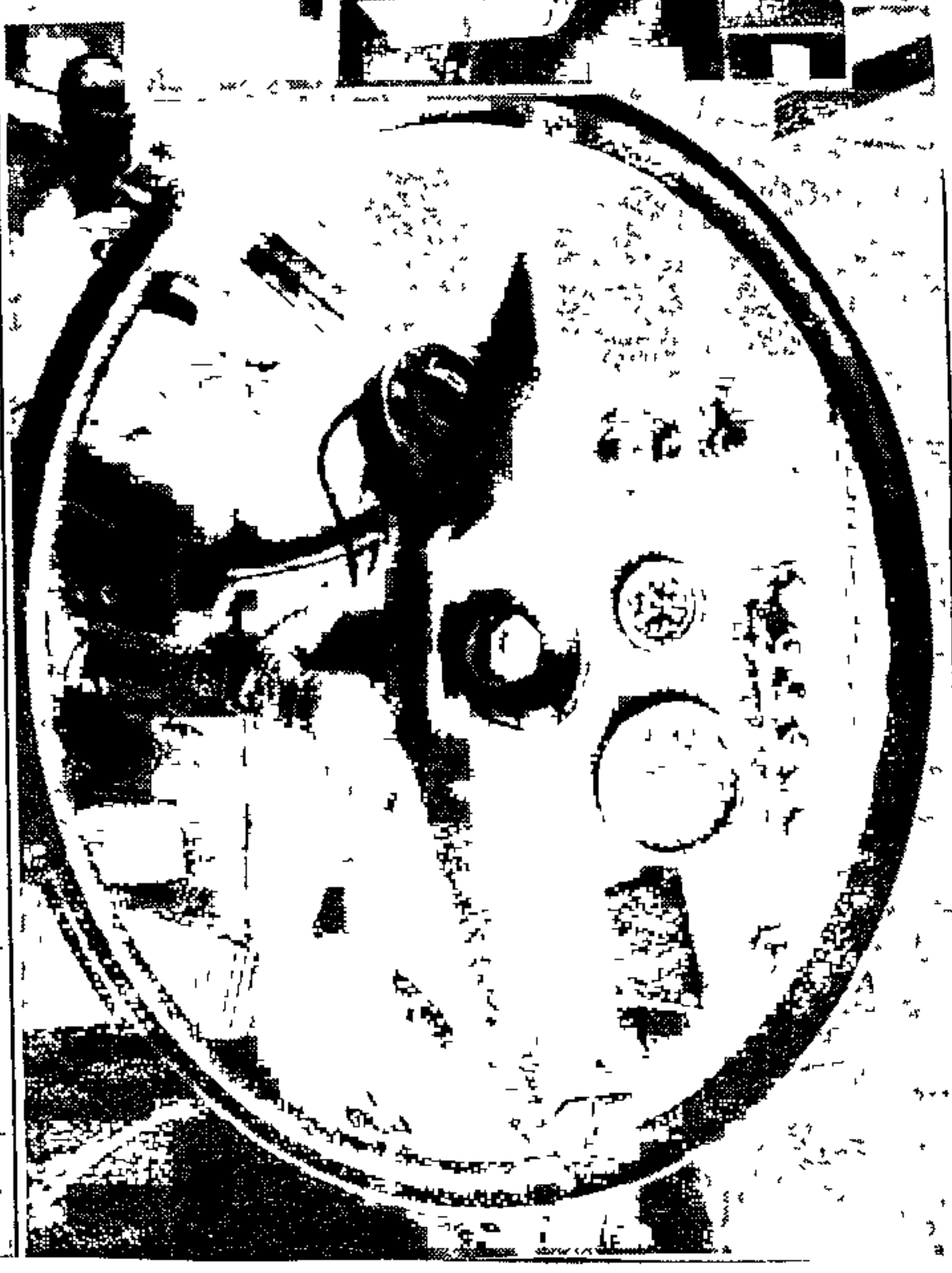
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Hauled off the road . . .



The three buses taken off the road by traffic authorities. Senior Provincial Inspector P.D. Noppé is in the foreground. The steering of one (right) has more than 90° play, and the speedo needle is missing.

Pictures by PHILIP LITTLETON



9/2/84
D. Disputh

Boards said to favour Sats hauliers

(269)

EAST LONDON — The South African Indian Council spokesman on transport affairs, Mr Ramcharitar Panday, has accused the government of taking a "monopolistic" stance in the awarding of permits to private truck owners, and has advised local operators to form an association to combat this alleged discrimination

Mr Panday, of Durban, was in East London this week to attend a court case in which a Durban truck owner was fined R400 for transporting plastic goods without the necessary permit

His rights in his R140 000 mechanical horse, being paid for on hire-purchase, were also forfeited to the State

Mr Panday accused transportation boards countrywide of giving preferential treatment to South African Transport Services trucks in the awarding of permits to transport goods

Mr Panday pointed out that if a trucker had a permit to transport furniture, and was found carrying plastic drums with his furniture load without an additional permit to do so, he would be fined

To transport some goods, a R10 permit has to be obtained from road transportation boards. These permits are usually valid for only 24 hours

"I can understand the need for a permit to transport items like glass, but there is no need to have permits for items like plastic drums"

Mr Panday said the present trucking laws were forcing some hauliers to run "fly-by-night" operations, where

they run long-distance loads under cover of darkness, hoping to avoid police checks

"But this is dangerous and leads to more accidents on our roads. They should not have to do this to satisfy their customers"

Because of the dissatisfaction among local hauliers, Mr Panday said he has advised them to form a hauliers' association with other Eastern Cape truckers

This organisation, he said, could be affiliated to the South African Private Hauliers' Association

Mr Panday said he had been trying since last June to have a hearing on the issue with the Minister of Transport, Mr Hendrik Schoeman

"He won't even give us an interview"

A SATS spokesman in Johannesburg said the allegations made by Mr Panday were "nothing new and are brought up from time to time by various people"

He said SATS was not given preferential treatment in the handing out of permits

The secretary of the Road Transportation Board in East London, Mr J A Engelbrecht, commented on the issue "If we give out permits left and right then it will be chaotic"

"It's not just a case of buying a vehicle and going for a permit. There are rules to protect existing cartage contractors"

"An applicant must prove that the existing facilities are inadequate, and if they are, the board will grant him a permit — DDR

~~5-758~~ (269)

Bus companies help out on school route

Mercury Mercury Reporter 10/2/84

THE assistant director of Indian Education, Mr J A C Reinecke, the NPA's deputy road traffic chief, Mr Eddie Elson, and school committee heads converged on Stanger's vehicle testing grounds yesterday to seek a solution to the area's school bus problem

Earlier yesterday, yet another three buses run by School Bus Services, a company accused of providing a grossly inefficient yet State-funded service, were impounded as unroadworthy by traffic authorities

This brings the total banned since late last week to eight

Other bus companies have been called in to assist 'semi-permanently'

Mr Mohamed Asmal, head of the union of Stanger school parents' committees, said an urgent meeting had been held with Mr Reinecke in Durban yesterday morning

'Such was the gravity of the situation, Mr Reinecke decided to make an *in loco* inspection immediately,' Mr Asmal said

After the inspection Mr Reinecke said he had 'seen the immediate problem and applied temporary relief measures' These were to supplement the service using other companies' buses on the school routes yesterday afternoon, and in the short term

Concerned

It is reported from Stanger that yesterday afternoon's pick-up from schools went off almost without a hitch In the morning, however, scores of children were stranded in outlying areas such as Shakaskraal

Mr Reinecke added 'The investigation is still under way The department is concerned to get the pupils back and forth timeously and safely, but there is an enormous logistical problem'

He agreed yesterday's busing had been 'a vast improvement' and confirmed he would meet Mr David Masher, owner of School Bus Services, today.

CO1 Rail commuter services 1

Q CO1-210
269 Mr D J N MAICOMESS 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 1982-83
financial year, if so, what was the amount
of such profit or loss?

The MINISTER OF TRANSPORT AF
FAIRS

A loss of R449 million was sustained

of such groups and/or parties, if so, how many applications for reservations of this nature have been (a) received and (b) refused?

†The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes
- (2) Yes, in accordance with the practice which has been applied for many years
 - (a) During 1983 112 such applications were received
 - (b) None For the information of the hon member for Kuruman I may just point out that these are arrangements which I made in terms of earlier arrangements made by Mr Louwrens Muller [Interjections]

Multiracial groups on trains

*4 Mr J H HOON asked the Minister of Transport Affairs †

- (1) Whether Whites and non-Whites travelled in the same compartments on Train 180007 from Cape Town to Johannesburg on or about 22 January 1984, if so, (a) how many non-Whites travelled with Whites in the same compartments and (b) how many compartments were so occupied,
- (2) whether he granted permission therefor,
- (3) whether he will make a statement on the matter?

†The MINISTER OF TRANSPORT AFFAIRS

- (1) No (a) and (b) Fall away
- (2) and (3) Fall away

(269) Hansard Q. Col. 155
Multiracial groups on trains
15/2/84

*3. Mr J H HOON asked the Minister of Transport Affairs †

- (1) Whether he has received any requests from multiracial groups and/or parties to travel together on trains of the South African Transport Services, if so,
- (2) whether he has granted permission for reservations to be made in respect

Two appear in court (269) over unroadworthy buses

17/2/84

Mercury Reporter

TWO senior employees of School Bus Services, contracted to the Department of Indian Education to transport pupils in the Stanger area, made a brief appearance in the Stanger Magistrate's Court yesterday, in connection with unroadworthy buses

Andreas Albertus Botha and Bharath Baldeo (no ages given) appeared before Mr H Swarts. No evidence was led and they were asked to appear again on May 15

The prosecutor, Mr K Moon, asked for the matter to be postponed because, he said, charges against the men were still being formulated

The appearance of the men in court arose from last week's crackdown on school buses in Stanger by the Provincial Traffic Police

Twenty buses were taken off the road, resulting in the Department of Indian Education cancelling its contract with the bus company

TRANSPORTATION.

269

Finding the right way

The combatants are easy to define; their problems less easy to resolve. On the one hand there is the SA Transport Services (SATS), the huge parastatal transportation conglomerate which ran a R598m deficit in the 1981-82 financial year and is determined to make good its losses. On the other, the rapidly-growing private transportation sector is trying to grab a bigger share of the market. In doing so it is increasingly frustrated by tangled regulations that seem to favour SATS.

Whether or not the two sides are able to overcome their differences and respect each other's "right of way" would seem to depend on a radical change in current national transportation policies. The simple fact is that these are distorting SA's economic potential and increasingly hampering development.

The nub of the problem, as underlined at Assocom's transport symposium earlier this month, is that SATS is obliged by law to provide uneconomic social services. Yet it has, at the same time, to at least attempt to operate along sound business principles. The upshot is a complicated system of cross-subsidisation and State compensation that, ironically, prevents the parastatal from competing effectively with the private sector.

In the 1981-82 financial year, SATS spent more than R1 billion in internal cross-subsidisation — more than the government spent on all national subsidies. In addition, SATS received R287m in "compensation" from the State to help meet its operating

The fight between SATS and the private sector for bigger shares of the important transportation market has underlined the fact that SA's transport policies are hopelessly out of date — and harmful to the national economy.

deficits.

To make matters worse, SATS's share of the transportation market has dropped from nearly 70% in 1957 to 33% today. As a result, the parastatal repeatedly tries to block all applications for transport permits by the private sector in the hope of regaining some of its lost business.

Road hauliers applying for a permit that costs only a few rands find that fending off SATS's attacks costs them thousands in legal fees and lost time — not to mention the insecurity involved.

Virtually the entire fleet of intercity express hauliers, which specialises in carrying small, valuable packages on overnight runs, is operating on an injunction from the Supreme Court because they have been unable to obtain new permits.

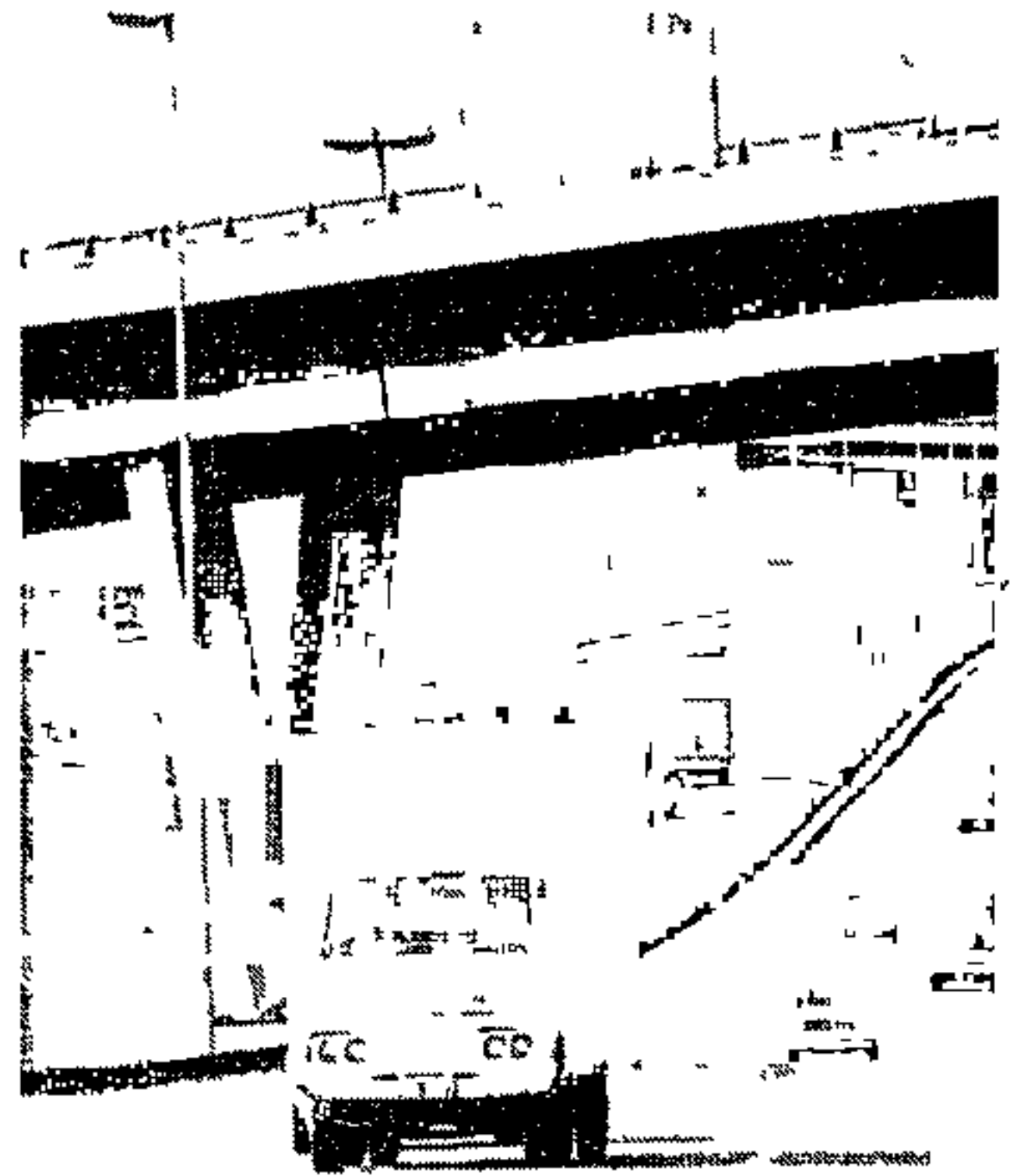
Faced with frustrating delays, many private road hauliers have decided to operate on the margin of the law. An exercise undertaken by the Department of Transport last year discovered that nearly four out of five trucks searched between Durban and the PWV area had incorrect permits.

The distortion of the national transporta-

tion system is making itself felt in other ways as well. Manufactured goods carried by SATS pay unfairly high tariffs because the money is needed to subsidise uneconomic routes and low-rated goods. Goods carried over longer distances are subsidised by short-haul freight, and products for export are carried for less than the same products for local distribution.

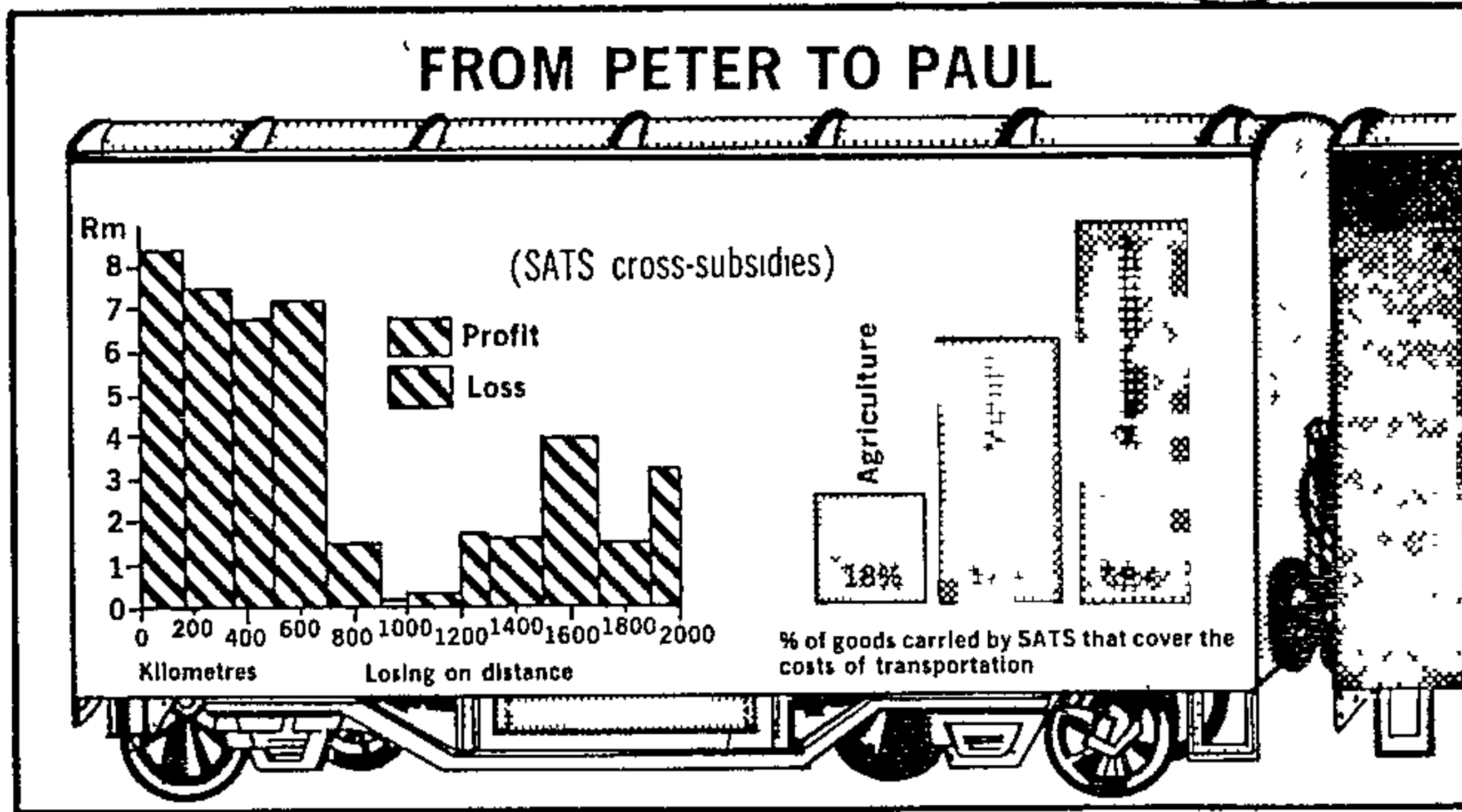
SATS's own figures are very revealing. In 1981-82, about half of all the goods it carried did not cover costs — and the gap between revenue and cost varied from 65% to 300%.

The biggest money-loser was agricultural freight. Over 80% of all farm goods carried did not cover costs. SATS also lost money on 53% of all the goods it carried for the mining industry. On the other hand,



Freighting by rail vs road (inset) ... national policies are frustrating development

(332) (269) FM 17/2/84



21% of all manufactured goods carried by SATS paid tariffs higher than 120% of cost

SATS's passenger services are also hopelessly uneconomic. SAA has been running a deficit for many years and suburban rail passengers are subsidised to the tune of 75%.

According to Standard Bank group economist, Andre Hamersma, SATS's cross-subsidies affect prices all the way down the line. "It is not only railway tariffs that are distorted. . . pipeline and wharfage charges, too, bear no relation to the cost of producing these services," he told the Assocom symposium. Even airline fares and tariffs are directly affected.

He adds that unrealistically high *ad valorem* wharfages have virtually strangled coastal shipping. And, because of SATS's large overall market share in transportation, artificially inflated railway tariffs are often used as indicator or lead prices by the private sector.

The current system is also hampering SA's export drive because SATS favours raw material exporters over manufacturers. "Manufacturing is the only industry that has the potential to create a large enough number of new jobs to accommodate a rapidly increasing population," Hamersma points out.

"When one considers that the State's export promotion scheme has been withdrawn, and the SATS scheme has only a



Standard Bank's Hamersma . . . exports being hit

minimal impact on manufactured products, it is clear that nothing is being done to overcome the inflated tariffs for exporters."

SATS's management is acutely aware of all of the problems the current policies cre-

ate. But it insists that coming to grips with them will require concessions from the private sector as well.

Says deputy GM Giel Holz "SATS is now willing, able and ready to enter the market on the basis of competition." But, he adds, "certain structural" problems will have to be resolved first. Cost-orientated tariffs will have to become the norm and the parastatal will have to be released from its obligation to provide uneconomic social services. That, of course, will require considerable political courage from government.

Another aspect of the issue is that greater competition will mean that the private sector — particularly the road hauliers — will have to bear at least some of the costs of the road infrastructure in the same way that SATS bears the cost of the rail system. And SATS will have to be given more flexibility in accepting traffic and be allowed to use whatever means it chooses to carry it. Again, this means some hard decisions by government.

So the ball is squarely in Pretoria's court. It is up to government to take the initiative and free SATS from its uneconomic legal obligations. A few tentative steps have in fact been taken in this direction.

Pretoria has, for example, launched an exhaustive National Transportation Policy Study (NTPS), which is looking at the problems — along with many others — created by antiquated national transport policies. But the NTPS will not be completed before the middle of 1985, and by the time new legislation is drafted and passed into law many more months will have been lost. Moreover, some private sector interests believe that Pretoria may not feel bound by the findings of the NTPS.

But surely the study, in its present form, has compiled sufficient data to allow the State, in consultation with SATS and the private sector, to take action in some areas? The distortions which a service like SATS can provide *only and because* it is heavily subsidised and protected are becoming insupportable. They are already unrealistic. Tackling even some of the problems now will go a long way towards restoring confidence in SA's transportation network and prevent further harm to the economy.

NATURAL RESOURCES

Growth and the numbers game

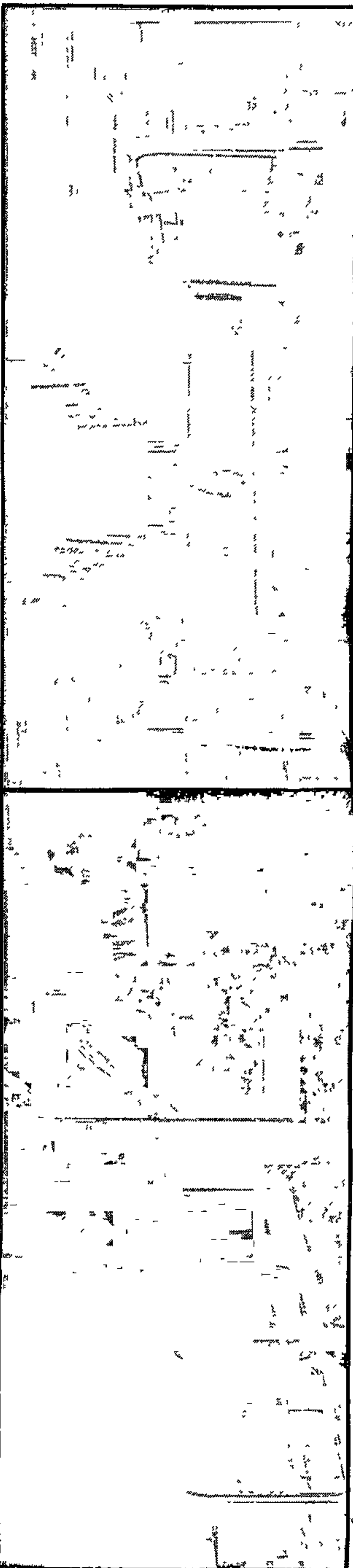
Well, we haven't reached Doomsday yet. In 1972, *The Limits to Growth* was published. Therein, it was alarmingly argued that the prospect of resource exhaustion in certain key industries would substantially reduce the high growth rates of the Fifties and Sixties. Estimates were made of the reserves of certain minerals, and it was "proved" that there were very limited sup-

The Seventies produced quite a number of frightening scenarios about the imminence of world resource depletion. Many of those projections have become so much waste-paper. A South African economist looks at the lessons

plies of various strategic commodities — among them, oil.

Not surprisingly, many believed that resource depletion had proceeded too quickly. And that perception really seemed to hit home with the trebling of oil prices shortly after 1972. The market mechanism had failed to produce the consistently desirable outcome, and future generations would

Arithmetic of a money-loser



By STEPHANIE VENTER

THE Johannesburg transport department is running at a loss of R13.4-million — with half-empty white buses driving past long queues of black commuters

Figures released recently show that the city's white bus service is losing 10 times more than the black service — but still white buses are operated for some times only one or two passengers

This huge loss has prompted the transport department to discontinue at least eight of its services, including many evening and weekend services

Some weekend services have recorded between none and 12 passengers on a round trip. But if accepted, the changes, which will start in about six weeks and be completed by the end of June, will save only R1.3-million

According to a transport department income and expenditure report, the exact loss for the year ending 30 June, 1983

Running empty: WHITE BUSES

(AND LOSING OVER R10.5m)

was R13 449 329

Of this, R1 479 535 was lost on the city's black bus service and R10 655 724 on the white service

The remaining deficit is made up of R866 945 in concessions to pensioners and R447 125 to scholars

A common sight in Johannesburg is a full bus carrying black passengers travelling along the same route as an almost empty bus transporting white, coloured and Indian passengers

About six years ago a racially fully-integrated bus service proposed by PFP city councillor Mr Les Dishy was rejected

by the Johannesburg management committee

Then public opinion among blacks and whites on racially integrated buses was "very positive", he says

Now he is more adamant that integration will help the ailing transport department. A racially integrated bus service has been operating successfully in Cape Town since the early Seventies

"It is working well," said Mr J G Brand, the Cape Town city engineer. "Before, under the old system, the frequency of bus services for separate race groups was a cause for complaint."

Partial integration of a service for coloureds, whites and Indians which was introduced in June, 1980, "works with absolutely no problems", Mr Dishy said this week

"With an integrated service there will be fewer buses for more people — it will be more efficient," he said

"The integration of buses would eliminate the problem of taking away some of

Running full: BLACK BUSES

(AND LOSING ALMOST R1.5m)

the weekend services. The black weekend services are well used. Integration would mean there would still be a weekend bus service for whoever needed it."

The general manager of the Johannesburg transport department, Mr Les Petty, admitted that empty buses were "really a problem"

He said some buses carried 30 passengers into town while they would carry five back to the suburbs

"There need to be 20 to 30 people on a bus for it to be a satisfactory load," he said

"Part of the council's policy is to keep fares at a lower level than the actual cost

of transport to prevent people from driving their cars into town," he said

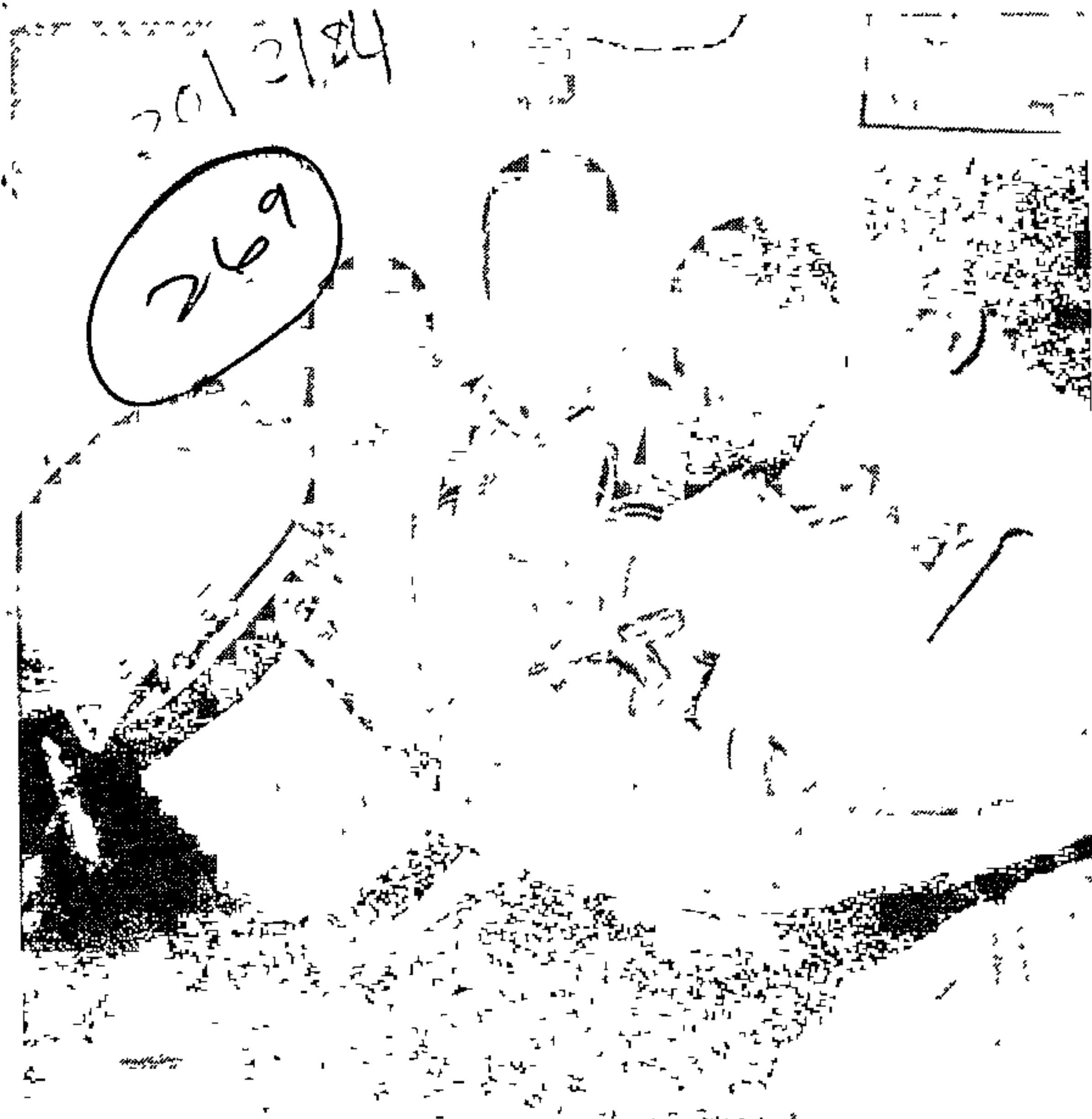
While 70% of the buses used for white, Indian and coloured commuters were not used during off-peak times, the black service had a much better load in off-peak periods and on weekends, Mr Petty said. "There is a great degree of two-way travel on the black service"

All the "white" buses — with the exception of a "few isolated cases" — used in off-peak periods were running at a loss, he said

Since 1979 the number of white passengers had grown by 7% to 8%. "But last year we began losing patronage," Mr Petty said

Asked whether a desegregated bus service would be the answer to the losses, he said "Unless the desegregation of buses is looked at very, very carefully it means that you are going to run into problems of overcrowding, comfort, and safety." He stressed that 70% of the commuters on white buses were women

The buses on the are lifelines in the



The technical instructor at Pitso Transport near Mabopane, Mr Joseph Kotsokoane (right), explains some of the finer points of maintenance to (from left) Mr Lesolane Montoedi, Mr Isaac Kamokeadi and Mr Solomon Malatsi.

Take away the buses and there would be no homeland development

That is the credo of the men who keep these machines running on time along the rutted byways that pass for roads in a thousand rural areas — and it doesn't seem far off the mark

"How do you think the thousands of people living in the back-of-beyond would ever get to work or to shops without our buses?" asked an executive of Bophuthatswana Transport Holdings (BTH), the biggest of the seven bus companies serving the homelands.

No kudos for answering that. In the last financial year these bus companies (managed and partly owned by the Corporation for Economic Development) carried close on 335 million passengers over more than 170 million kilometres, much of it between far-flung rural villages and "white" towns.

Clearly, the 2 500 buses operated by the CED's



The nerve centre of a busy bus operation, the radio control room. From here, Mr Phillip Tshukudu, con-

troller for Pitso Transport, keeps tabs on the comings and goings of all buses belonging to his company.

20/2/84

dusty roads homelands

Bus transport has played an immense role in opening up territory to development. In the homelands, in particular, mass passenger transport has ended the isolation of many far-flung rural communities, reports ANTHONY DUGAN.

transport division are a crucial link in the Government's decentralisation programme. Without the network they create, regional development initiatives would become meaningless, with workers pinned in their isolated communities.

When the Development Bank of Southern Africa came into existence late last year all the functions of the CED, excluding transport and mining, were broken up and restructured, either within each homeland or under the bank. Mindful of mass transport's role in rural development, the Government has been careful not to break up the CED's transport division — yet.

The threat which hangs over the homeland transport network comes from another direction. Last year's Welgemoed Report into bus passenger transport recommended that the CED bus operation be sold off to private enterprise. In effect this would mean a take-over by either Putco or United Transport Holdings, which together monopolise black bus transport outside the homelands.

The men who run the buses in the homelands appear totally opposed to this — and point to their record to support contentions that the entrance of a solely profit-oriented organisation into rural black bus transport would damage a carefully built up edifice.

"Our philosophy and approach to transport is two-fold — first and foremost to provide a service to as many people over as far-flung an area as possible and then to put everything we can into

the training of blacks to take over every aspect of transport right up to the top positions," said a senior executive of BTH.

A visit to BTH north of Pretoria — 10 bus companies transporting 112 million passengers in 825 buses each year — reveals a complex and sophisticated management structure of which the bus on the road is only the visible tip.

"We put a very strong emphasis on mapping out career paths for the blacks in the bus companies, and on serving black commuters over as large an area as possible," said Mr Johan Stegman, a BTH official. Both these priority concerns are an expensive part of the bus companies' operation, and the busmen fear the emphasis on them will suffer in the event of a private enterprise take-over of the homeland bus operation.

Of the more than 3 000 people employed by BTH, fewer than 300 are seconded whites. Blacks were steadily moving into middle and senior management positions through the career development programme, said Mr Stegman.

"We test about 300 people a month to decide whether they are suitable or not to become bus drivers or to fill other positions within our companies," said Mr Johan de Wet, until recently, in charge of the selection centre at Pitso Transport, a BTH company near Mabopane.

As a result of the research done in the field of selection, it was now possible to identify the sort of person who was most

prone to get involved in bus accidents and to turn him away or steer him to a more suitable position in bus transport administration, he added.

This selection policy had resulted in a remarkably good safety record, said Mr Slater Rawlins, general manager of Pitso Transport. In his company, for instance, there was one accident for every 160 000 km travelled (it is one accident for every 120 000 km for the whole of BTH) — "and that includes mere scratches, not just major accidents".

It was BTH's policy to train every one of its employees to the highest possible level in his or her occupation by means of training officers attached to each depot, said Mr Stegman.

Taking this emphasis a step further, a highly sophisticated advanced training centre — Ikatisong in Mmabatho — has been opened to create new opportunities for employees in all sections, Mr Stegman said. There were about 700 employees attending courses there at present.

The stress on training and good management has resulted in the life of buses being extended from three years (in 1973) to six or seven years now — a significant achievement in the light of the poor roads most of the buses have to travel, he added.

"After six or seven years we strip the bus down to its chassis, put a new body on, and send it back on the road as good as new," Mr Stegman said. The centres for this activity are the spotless reconditioning works, Babelagi Automotive Engineering, where gearboxes, differentials and whole engines are sent for rebuilding, and Ntshafatsong Body Shop, where the old buses are stripped to their chassis and rebuilt.

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The Star Monday February 20 1984

5M



Mr Frank Whittall, workshop manager at Babelegi Automotive Engineering, watches mechanic Mr Aaron Mokgokolo working on a diesel fuel pump.

259
Feb. 1984

Girl who won R150 000 damages is dead

Mercury Reporter

FOURTEEN-YEAR-OLD Khanyisile Ziqubu, who was paralysed from the neck down after she and a friend had been pushed off a moving train, has died — two weeks after South African Railways paid her damages of R150 000

Mr E Ndlovu, 18, who was injured with her when they were pushed by a ticket inspector near Mooi River in February,

1981, was paid R5 000

Khanyisile had claimed damages of R450 000 and Mr Ndlovu had asked for R300 000 compensation

Attorneys

A spokesman for the Railways in Johannesburg confirmed yesterday that Mr Ndlovu had been paid R5 000 and Khanyisile R150 000 in out-of-court settlements

Mr Elphas Ziqubu, who brought the claim against

the Railways for Khanyisile, his niece, said yesterday that the money was still with attorneys in Durban

He had informed Khanyisile that the Railways had agreed to pay her R150 000 a few weeks before her death last week.

'We will be going to see our attorneys next week to discuss the compensation,' he said, adding that it was sad his niece had not lived long enough to see the cash

According to Khanyisile's evidence in court, she had been shoved off a moving train because she had been 15 c short of the fare

She had been with a group of four schoolmates and two of them had paid a penalty fare for not having bought tickets on the station platform

Shark nets a hazard

Mercury Reporter

THE pollution control vessel, Kuswag I, was used again yesterday to help the Natal Anti-Shark Measures Board to lift bunched nets which were becoming a hazard to shipping off Durban

The director of the board, Mrs Beulah Davis, said there were 'two massive bunch-ups' off Durban

Mrs Davis said that, except for Durban's Addington and South beaches, bathing was still banned at all of Natal's other netted beaches

Conference Lines chief hits at SATS

27/2/84
E. Post
269

JOHANNESBURG — The Conference Lines were "up against a brick wall" with SA Transport Services (SATS), which appeared to lack a proper understanding of shipping

This was said by Mr Neil Forster, chairman of the Europe, South and South East Africa Conference Lines, who is on a brief visit to South Africa

He said the conference had made repeated representations to Government representatives and SATS to lower inland container rates to the conference

"Only this week we got a letter from SATS flatly turning down a request we made for a rate on a volume basis," he said

While SATS, in discussions with conference members, readily agreed to support and assist the conference, it had not in fact done so in any way. For example it still continued to charge the full container load rate for empty containers

"Last year they tried to impose a 130% increase in their container rates and we had to fight to bring it down to 30%," said Mr Forster

"We supply 90% of the containers to South Africa. We sustain the inland container service but we are not getting any help from SATS"

SATS and the South African Government agreed

that a reliable service to Europe must be provided but they were unwilling to pay for it

SATS appeared to lack an understanding of the role of containerisation in overseas trade and of shipping generally. It could not simply be treated as transport as imports and exports and foreign exchange were involved

"We have made a \$1 500-million (R1 800-million) commitment to the trade in conjunction with an agreement with the South African Government, yet we can be cut to ribbons by shippers who have contributed nothing," Mr Forster said

There was no easing in

the pressure on the current crippling freight rates and at present conference members were getting about 1% return on capital

"In real terms we are getting 50% to 60% of what we got five years ago."

Imports from Europe to South Africa last year were about the same as in 1982 at just under 3 million tons but this was 20% below the 1981 figure

"Three new car models from Europe have helped as well as aid and project cargoes for countries north of South Africa"

Exports last year amounted to about 2 million tons. — Sapa

Call to put
policeman
on every
train
and station

By TOS WENTZEL
Political Correspondent

A POLICE presence on every station and passenger train in the Peninsula was called for today by an Opposition MP reacting to the latest crime figures on Cape Town stations

Mr. Tian van der Merwe, MP for Green Point, put questions to the Minister of Transport affairs, Mr. Hendrik Schoeman.

Mr. van der Merwe said today that crime statistics for last year showed that, even on a relatively modern, well-lit and extensively used railway station such as Cape Town, three murders, three rapes, 245 thefts and many other crimes were committed

"TERRIBLE"

"The personal safety of passengers and staff deserves the urgent attention of the Government

"So serious is the situation that the railway authorities have decided that train conductors need no longer get off trains at certain stations

"This decision not only stops a useful and often essential service rendered by conductors, but is a terrible reflection on the grave dangers facing passengers on these stations

"The solution can only be to tackle the problem head-on and to have a police presence on every station and train

"Whatever extra staff or cost may be involved, we can no longer tolerate that a public place such as a station which cannot be avoided by the travelling public should be a place of mortal danger," Mr. van der Merwe said.

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2 The Cape Times, Friday, February 24, 1984 ★

Better security for train staff

Staff Reporter

AS A RESULT of the fatal shooting of a ticket inspector at Lavistown station earlier this month, the Minister of Transport, Mr Hendrick Schoeman, yesterday announced several safety measures for railway personnel on board Peninsula trains

At a press conference attended by the General Manager of the South African Transport Services, Dr Bart Grove, and Brigadier Danie Malan, chief of the Railways Police for the Cape, Mr Schoeman said the shooting of Mr B J Botha, 31, was "highly exceptional" because it had occurred outside

peak hours

Mr Schoeman said steps to combat crime on stations and trains were a top priority. He assured the public that "everything possible" was being done

Among changes announced were that conductors would no longer be required to leave the train to perform their duties and that in future conductors would travel in the same compartment as the driver of the train

Mr Schoeman said there would be a "stepping up" of organization as far as getting standby personnel to the scene of a disruption speedily, and there

would be radio communication between personnel on board the train and the control centre to inform passengers of delays

"Police protection on all trains and stations is impossible. We do have mobile units which can move swiftly from place to place. There are also plainclothes and uniformed policemen on certain stations and trains who are in constant radio contact with radio control, which directs the mobile units," Mr Schoeman said

850 trains daily

During 1983, there was a decrease of about 20 percent in the crime rate on trains and at stations, he said. In the Peninsula, 600 000 passengers were transported daily in 850 trains.

Problems arose when passengers all wanted to take the first available train. This resulted in overfull trains and Mr Schoeman requested commuters to plan journeys. He said the train service was "very intensive" and that there were "enough trains for everyone"

He appealed to the public to report any crime witnessed on trains to ☎ 218-2171.

Brigadier Malan said anyone with information, but who chose to remain anonymous, could telephone 218-222. A tape-recorder would record the information and the caller could not be traced, he said

Protection on all trains impossible — Schoeman

By TOS WENTZEL
Political Correspondent

POLICE protection on all trains and at all stations is an impossibility, the Minister of Transport Affairs has said after conferring with Dr E L Grové, general manager, Transport Services, and Brigadier D Malan, officer commanding the Railway Police in the Western Cape.

24/2/84

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218



Dr E L Grové

Mr H Schoeman was reacting to concern expressed recently following the shooting of a ticket inspector at Lavistown station and the disclosure of crime figures at Cape stations

He said the killing of the ticket inspector was a highly exceptional incident which had occurred outside peak hours

Crime concerning his department had in fact gone down by 20 percent compared with the previous year

Transport Services handled 600 000 passengers in 850 trains in the Peninsula every day.

Mobile units

Police protection on all trains and stations was impossible, but there were mobile railway police units that could move swiftly from place to place

There were also plainclothes and uniformed policemen on certain trains and stations. They were in constant radio communication with radio control, which controlled mobile units

Following the recent unfortunate incidents, several measures were being considered. These were

- Conductors need not get out of trains, but could perform their duties from inside the train

Same coach

- Conductors could travel in the same coach as the driver

- Radio links between train personnel and the train control centre, in order to warn passengers speedily about delays en route. Also brushing-up the organisation to speed assistance in cases of disruption

Mr Schoeman said the great problem arose when passengers all wanted to catch the first available train. This led to crowded trains.

"Plan thoroughly"

He called on passengers to plan their journeys thoroughly. There was a very intensive train service, and there were enough trains to avoid crowding.

He also asked the public to report any crime to any official or to radio control at 218-2171

The Minister said the combating of crime on stations and trains received the highest priority at all times, and he assured the public that everything possible was being done.

Brigadier Malan said the public could also telephone anonymous complaints to 218-2221. These were tape-recorded.

PE looks

at light

rail plan

By CLIFF FOSTER

A LIGHT rail system of fast commuter trains to link Port Elizabeth's black townships and ultimately run down Main Street as far as Russell Road is being considered at high level.

A team of officials from PE Tramways, the Port Elizabeth Municipality, the Cape Provincial Administration and the Transport Advisory Board is expected to leave in June or July on an overseas tour to study light rail systems abroad.

Initially, if the plan comes to fruition, one line will run in through the coloured townships, following the line of Standford Road. Another would link the new black township of Motherwell, across the Swartkops River, with Kwazakele and New Brighton before entering the central city areas.

Transport corridors already exist through built-up areas to accommodate the line. They were visualised by town planners years ago.

The intention is that Tramways would provide the rolling stock and run the services. The municipality would provide the depot facilities, stations and track, assisted by an 80% subsidy from the Provincial Administration.

Mr Geoff Dazeley, Port Elizabeth's City Traffic Engineer, explained yesterday. Light rail basically



Mr CARL COETZER
"the answer"

mean tramcars with electric motors. You can also have light trains with diesel auxiliary motors.

Mr Carl Coetzer, head of Tramways, told Weekend Post. "The first step, which has already been approved, is an overseas tour by five people to look at existing light rail systems.

"We think light rail is the answer for Port Elizabeth.

"The city fathers have been very farsighted. They have provided transport corridors through the built-up area.

"I visualise a system where we would eventually have light rail services run-

ning down Main Street as far as Russell Road.

"Light rail would take up only what is now the central island in Main Street.

"It would be run by private enterprise, but the authorities would have to provide the infrastructure. We could provide the capital for the rolling stock, but not for laying the line.

"Light rail would bring in people from Booyens Park, for instance, to the centre of town in 20 minutes."

Mr Coetzer said light rail was a more attractive proposition financially than buses.

"Providing light rail, I am told, costs around R2,5 million a kilometre, for rolling stock, depots and track.

"We are paying R100 000 for a new bus today.

"I placed an order for 42 buses last week. That means a capital outlay of R4,2 million.

"A bus has a life of only 10 years, so we must replace our fleet of 450 buses every 10 years — at a cost of R45 million.

"The return is mainly

● Turn to Page 2

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PE looks
at fast
25/2/84
rail plan

● From Page 1

from the black areas. Our turnover is now touching R30 million a year, more than 90% of which comes from the areas we want to serve with a light rail system."

Mr Dazeley said "We are concerned over the tremendous growth in car ownership, especially in the black townships.

"We are recording something like 18% growth in cars a year, and we just can't afford to keep building roads to cope with that increase in traffic.

"So we are going to have to pursue some other form of mass transport.

"Light rail is particularly attractive because it doesn't cost anything like as much as heavy rail.

"And the commuter journeys from both the African and coloured areas at the moment provide the right conditions for light rail.

"The townships are strung out in two lines and we have 15 000 commuters from the coloured areas alone, and more than this from the African areas, entering and leaving the city every day — an ideal volume for a light rail system.

"Light rail is far more attractive than buses. It's more comfortable and it's faster.

"From the point of view of cost, it's more practical than building roads or running buses.

"So after the overseas tour we want to embark on a detailed feasibility study.

"We already have these traffic corridors so we have this advantage over other cities, which have to expropriate property or go underground for similar schemes.

"And we have also got the existing network of industrial lines."

New bus fare structure to be introduced

Municipal Reporter

DURBAN'S two major bus operators would introduce a new fare structure on April 1, it was announced yesterday.

The Durban Transport Management Board and Putco have rationalised their fares so black commuters travelling similar distances on any route will be charged the same fare.

Commuters using the two services are currently charged different fares depending on the route followed. Putco will now change over to the stage system which has been used for many years by the DTMB.

'This is a major breakthrough. Most fares will decrease, some will increase and some will remain constant,' said Mr Marshall Cuthbert, general manager of the DTMB.

On a recommendation of the National Transport Commission, the Department of Transport spent a year working out a system rationalising all fares charged by the two companies in the Durban area.

Mr Pat Rogers, public relations executive for Putco, said a 12,5 percent increase already approved by the Department of Transport for Putco passengers had been absorbed in the new

fares

But increases in fares would be less than they would have been had rationalisation not been introduced, he said.

Earlier this week the move was explained to community leaders who seemed satisfied it was in the best interests of commuters, Mr Cuthbert said.

'While any change is usually suspect, we are hoping commuters will not resist the implementation of the new structures,' Mr Rogers said.

Mr Vic Coetzee, financial executive of Putco, said the majority of commuters in Durban paid cash for single journeys. Most of these fares would be decreased, he said.

Bus boycott to continue

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EAST LONDON — The seven month Mdantsane bus boycott would continue as long as the demands of the commuters were not met, a meeting of about 900 people at Braelynn Heights decided yesterday

The meeting was organised by the Committee of Ten and was under the chairmanship of Mr Mzwandile Mapunye, a member of the committee. Representatives of the committee reported a meeting with the managing director of the bus company, Mr Hans Kaiser

They said the company insisted that it did not recognise the committee which they said was elected by the community

They said they had been informed the company would recognise the Duncan Village Community Council, the Mdantsane Committee of 20 and the Ciskei Government

It was also decided at

the meeting the families of people who died in the bus boycott unrest seven months ago should be compensated by the Ciskei Government before the bus boycott was called off

The meeting also called on the managing director, Mr Hans Kaiser, to address the commuters

Other speakers at the meeting also criticised the committee of 20 which consists of the deputy chairman of the Ciskei National Assembly, Mr L M Yako, Mr L F Siyo, Captain N Genda, head of the Mdantsane security police and businessmen

Speakers at the meeting said they had no confidence in this committee

Mr Kaiser said yesterday that the committee of 10 was welcome in his office as there was a need for communication

He said the bus boycott had to be discus-

sed "We should try by all means to end the bus boycott to prevent further human suffering", he said

Meanwhile the Transport and Allied Workers Union has called on the company to re-hire workers laid off as result of the bus boycott

The organiser, Mr L Mzimane, told a union meeting at Duncan Village that more than 60 union members had lost their jobs. These men had to be re-engaged in order to support their families, he said

Speakers at the meeting also criticised the bus company for not recognising their union

DDR

Premier has op

TAIPEI — Taiwanese Premier Sun Yun-Suan, underwent emergency surgery for a cerebral haemorrhage at the weekend and was recovering in a satisfactory condition, officials reported — SAPA-AP

RJM 28/2/84 (269)

Govt spends R849m on transport aid

Political Staff

CAPE TOWN — An astonishing R849-million was paid out by the Government during the 1982-83 financial year to subsidise the transport of black commuters to and from South African cities

And, although the figures for the 1983-4 financial year have not yet been finalised, the subsidies will almost certainly be higher

These huge subsidies have been paid to compensate bus companies and SATS for transporting black commuters — who have been moved to the homelands and separate residential areas — to their places of work

The totals are taken from a number of Government reports which have been tabled in Parliament recently

Most of these losses have been incurred by the passenger services of the South African Transport Services

The Auditor-General, Mr A P Ellis, said in his report on SATS for the 1982-3 financial year that R339 500 000 was credited for losses on passenger services during the year

To make up this amount, the Government granted R259 500 000 in relief of interest on permanent capital and

from annual capital grants for passenger services from the Department of Finance

A further R80-million was granted to SATS under the Department of Transport vote

In his Budget speech for the transport services for the 1982-3 financial year, the Minister of Transport, Mr Hendrik Schoeman, said a further R343-million had to be "made good by cross-subsidisation"

This means that with the cross-subsidisation and the Government subsidies, the passenger services ran at a loss of R682 500 000.

Mr Ellis also revealed that a total of R614 300 000 had to be paid out to bus companies during the 1982-3 financial year in subsidies under the Black Transport Services Account, the Coloured Transport Account and in Voted Funds

He said 83% — R136 400 000 — was paid under the Department of Transport vote

The combined total of these subsidies and cross-subsidies was R846 800 000 during the 1982-3 financial year.

RDM 28/2/84
File 269

Commuter 'thrown off train'

Court Reporter

A TRAIN conductor threw a passenger off a moving train after an argument over a train ticket, an eye-witness of the alleged incident told the Rand Supreme Court yesterday.

Mr Frank Lebopa told Mr Justice H Flemming the incident took place between the Boksburg and Boksburg East stations last September 30.

The conductor, Mr Bartholomus Harmse, 48, of Old

Castle Avenue, Crosby, pleaded not guilty to a murder charge. He claims Mr Wilson Shilaluke jumped off the train.

The State alleges he killed Mr Shilaluke by throwing him off the moving train. Mr Shilaluke died of head injuries.

Mr Lebopa said he heard Mr Harmse ask Mr Shilaluke for his ticket.

The next moment he punched Mr Shilaluke

several times in the face. Mr Shilaluke jumped up and ran to the next carriage.

Mr Harmse grabbed Mr Shilaluke at the door. He took him by the scruff of his neck and the seat of his trousers and threw him off the train.

When he and the other train passengers asked Mr Harmse what he was doing, he swore at them and told them to "voertsek", Mr Lebopa said.

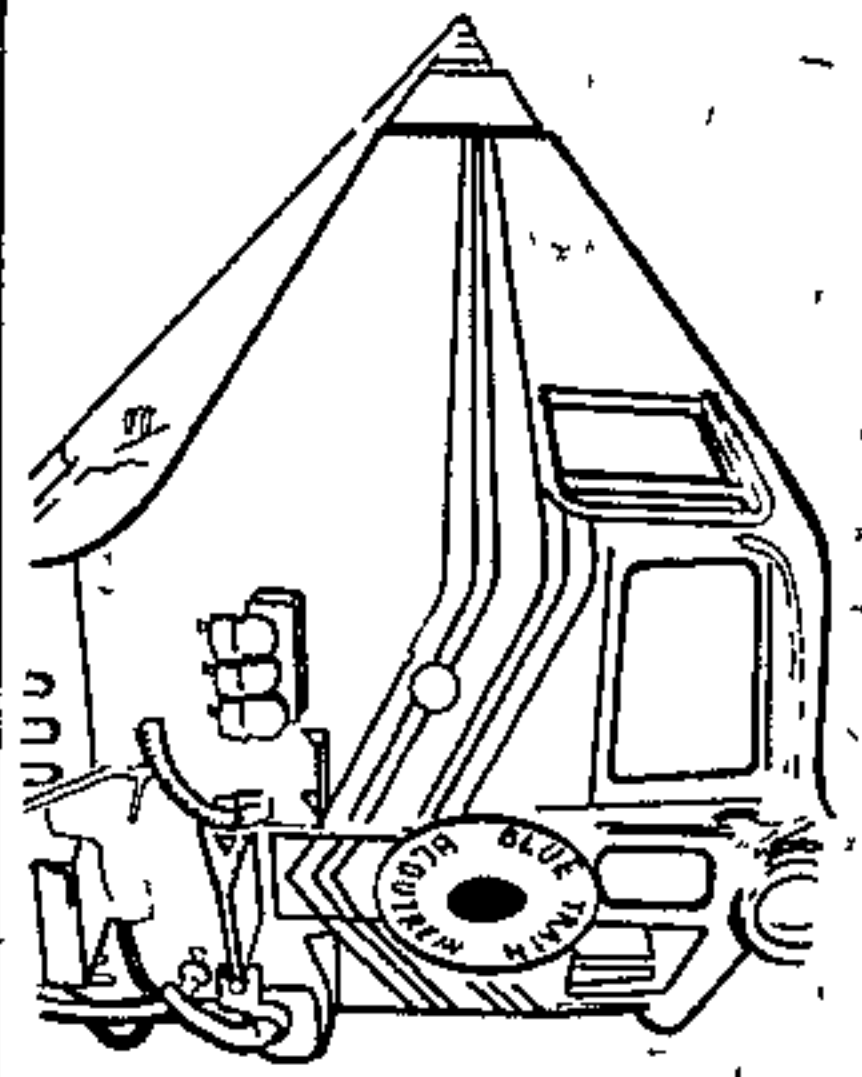
The hearing continues today.

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RAIL AND AIR FARES

COMMUTER FARES:

3RD CLASS 12,8% UP
2ND CLASS 9,1% UP

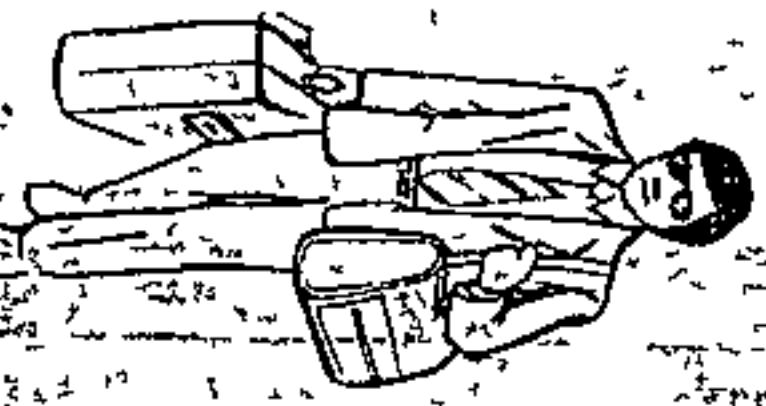


MAINLINE FARES:

3RD CLASS 17,5% UP
2ND CLASS 12,5% UP
1ST CLASS 7,5% UP

The Star Wednesday, February 29, 1984

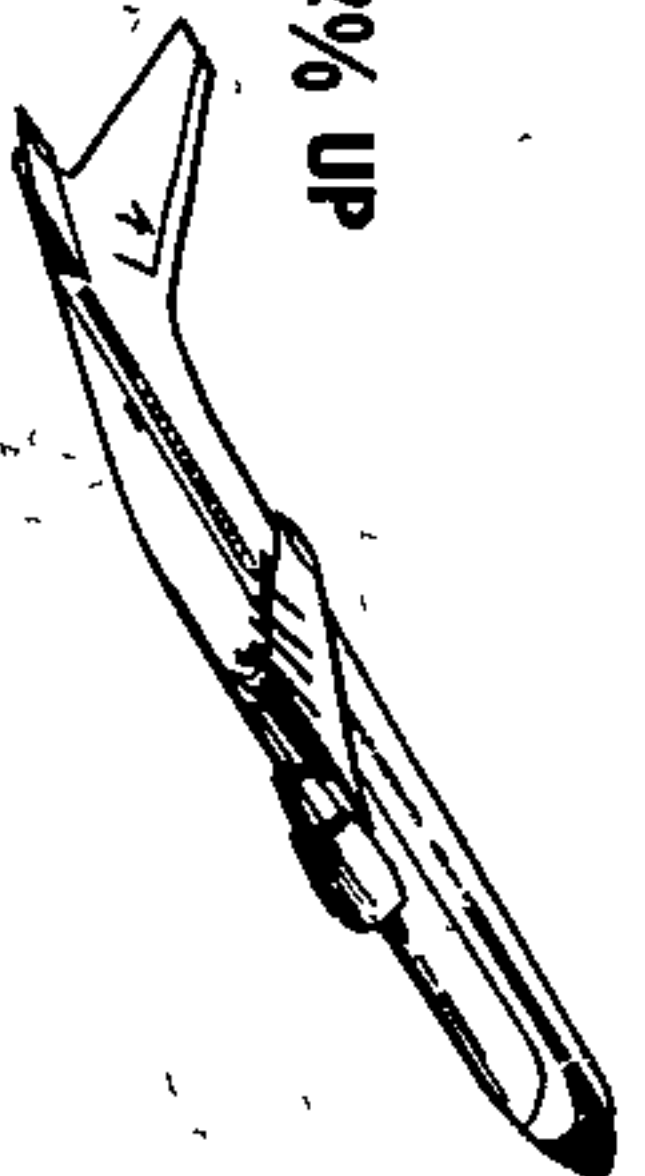
:THE BAD NEWS... AND THE GOOD



DOMESTIC AIR FARES: 6% UP

GOODS TARIFFS: 10,9% to 15,2% UP

LIVESTOCK: 9,8% UP



CONCESSIONS: NATIONAL SERVICEMEN AIR CONCESSIONS

UP FROM 30% TO 40%

SENIOR CITIZENS: 40% DISCOUNT OFF-PEAK

AIR FARES: 50% DISCOUNT ON SPECIAL LATE NIGHT

FLIGHTS; 25% DISCOUNT ON WEEKEND EXCURSIONS

Schoeman thanks SATS staff

THE ASSEMBLY — Sacrifices made by South African Transport Services (SATS) personnel deserved the highest praise and appreciation, the Minister of Transport Affairs, Mr Hendrik Schoeman, said today

Introducing his budget, Mr Schoeman said the economy measures introduced because of the unfavourable financial position of SATS, combined with the decline in the

purchasing power of the rand, had caused much hardship and many employees found it extremely difficult to make ends meet

"Nevertheless, the staff associations displayed exceptional understanding in negotiations for possible financial relief and exercised remarkable self-control in their claims for salary adjustments.

"The attitude of the staff associations and the sacrifices made by the personnel de-

serve the highest praise and appreciation.

"Mutual trust and frank consultation have always been the basis of sustained and successful deliberation between Transport Services and its staff associations."

The Minister said that an organisation was only as good as its staff

"Without them our expensive infrastructure would have been of little value." — Sapa

37 000 ^{29/2184}

fewer people employed ⁽²⁶⁹¹⁾

THE ASSEMBLY — The SA Transport Services already had 37 000 fewer employees than in June 1982 as a result of the continued staff rationalisation, the Minister of Transport, Mr Hendrik Schoeman, said today

Transport Services would continue to give "serious attention" to rationalisation of its personnel complement in the coming financial year, he added in his introduction to the 1984/85 Transport budget

Mr Schoeman said "With this strategy, we are concentrating on increased productivity of our labour force"

He emphasised that the services of no permanently employed staff had been, or would be, terminated in the process

"But it must be borne in mind that there is a relation between the reduction in personnel and the decline in transport activities" — Sapa

Jump in cost of commuting

Political Correspondent

THE ASSEMBLY — Examples of commuter fare increases, coming into effect on April 1, have been given in the Transport Budget.

A first-class single train fare from Johannesburg to Pretoria jumps from R2,50 to R2,70. The third-class single fare from Johannesburg to Dube goes up from 35c to 40c

A first-class weekly from Johannesburg to Pretoria goes up from R15 to R16,50. The third class weekly from Johannesburg to Dube increases from R2 to R2,30

A first-class monthly ticket from Johannesburg to Pretoria will rise by 10 percent, from R55 to R61

Third-class monthly tickets will cost 12 percent more

You'll have to pay more for that trip to the coast

Political Correspondent

THE ASSEMBLY — The first class single rail fare from Johannesburg to Durban by train will go up from R57 to R61, which is a percentage increase of 7,5 percent.

Second class rises from R40,50 to R45,50, a 12,5 percent increase, while third class goes up from R20,50 to R24,00, a 17,5 percent increase

In the special "Lala" class, which jumps 17,5 percent, the price of a single fare goes from R25 to R29 and, on the special Transit coaches, the fare rises from R27 to R33, which is a 21 percent increase

These increases were announced in the Railways Budget presented today by the Minister of Transport

Discount train-travel pass for tourists to be introduced

Political Correspondent

THE ASSEMBLY — A new train pass for tourists, similar to the popular Eurail pass used overseas, is to be introduced in South Africa

Foreigners will have to produce their passports when applying at local and foreign travel bureaux for the passes, which will be valid for up to three months

The pass is intended to give owners 40 percent and students 50 percent discounts on tickets.

The pass will be valid for all first and second class journeys but not on luxury trains

Namibian transport losses high

THE ASSEMBLY — As transport losses in Namibia had increased to R90 million annually, it was not possible for the SA Transport Services to continue there, Mr Hendrik Schoeman said today

He said, in his second reading speech on the Transport Budget for 1984/85, the time had come for Namibia to accept financial and operating responsibility for transport services in the territory

"I have asked SATS management to conduct an in-depth investigation into our services in the area

"The time has come for Namibia to accept financial and operating responsibility for transport services in the territory," Mr Schoeman said. — Sapa

Fares up, but coffee is free

THE ASSEMBLY — Train passengers will get their early morning coffee free from April

The Minister of Transport Services, Mr Hendrik Schoeman, said free coffee would be served to all first and second-class passengers — but only on trains equipped for the service. — Political Correspondent

RAIL, air fares and goods tariffs will increase from April 1, the Minister of Transport, Mr Hendrik Schoeman, announced today.

- Commuter fares will increase by 9,1 percent for first class and 12,8 percent for third class

Mainline fares for first, second and third class will increase by 7,5 percent, 12,5 percent and 17,5 percent respectively

Air fares will increase by six percent

Rail fares were increased twice last year. They went up by 15 percent in January and by another 6,5 percent in August

High tariff classes will increase

Introducing the SA Transport Services budget in the Assembly today, Mr Schoeman said commodity rates for rail goods services would be increased on a differentiated basis

High tariff classes will increase on average by 10,9 percent

The tariff line for high-rated traffic, with a tapering effect over distance, is being adjusted by a 1,7 percent increase over longer distances

Lower tariff classes will increase by 15,2 percent

The tariff for livestock goes up by 9,8 percent

Goods and cartage tariffs will rise

The tariff for the conveyance of fuel is being increased on average by 10,3 percent

In the case of harbours, marine tariffs will increase on average by 11,3 percent while goods and cartage tariffs will rise by 8,7 percent

The Minister said his department had budgeted for a total revenue of R6 607-million and working expenditure of R7 227-million, leaving a deficit of R620-million for the 1984-85 financial year

To compensate in some measure for this deficit he had no alternative but to increase tariffs

He pointed out that goods tariffs were last increased 15 months ago

The tariff increases would provide an additional R514-million, leaving a deficit of R106-million

Provision would also have to be made for selective salary adjustments to make Transport Services competitive in the labour market

Flood damage in Natal led to unexpected additional expenditure and would have a further detrimental effect on the department's financial position

While the consumer price index rose by 232 percent over the past 10 years, Transport Services tariffs were increased by only 167 percent

The rise in fuel, electricity and steel prices was considerably higher than the consumer price index, but Transport Services were determined to keep the rate of inflation as low as possible

The late night 50 percent discount service between Johannesburg and Durban will start on April two and the Johannesburg-Cape Town services via Port Elizabeth on June 4

The existing discount for servicemen is being increased from 30 to 40 percent

People older than 60 will get a 40 percent discount in off-peak periods

Rail, air fares go up

AKGWS
29/2/84
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By TOS WENTZEL
Political Correspondent

Details of rail fare increases

EXAMPLES of rail fare increases announced today are:

First class single fare Cape Town to Simon's Town — up from R1,50 to R1,60, Cape Town to Bellville from 80c to 90c.

Third class single fare Cape Town to Simon's Town from 70c to 80c

First class weekly ticket Cape Town to Bellville R5,90 to R6,80.

Third class weekly ticket Cape Town to Mitchell's Plain from R2,60 to R3

First class monthly ticket Cape Town to Bellville R22 to R25

Some air fare increases are Cape Town to Johannesburg return ticket economy class R332 to R342, first class return R418 to R444

Mainline fares from Johannesburg to Cape Town are: First class single — up from R110 to R119 (0,5c/km). Second class single — up from R78 to R88 (0,65/km). Third class single — up from R39 to R46 (0,46c/km). "Lala" class — up from R48 to R56,50 (0,56c/km). Transit class is not available

Petrol up

Hidden shock in transport budget

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1/3/84
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By CHRIS FREIMOND
Political Correspondent

CAPE TOWN.

THE inland price of petrol and other fuels is to be increased by up to 1,5c a litre from April 1.

This was the hidden shock — apart from wide-ranging tariff increases — which emerged yesterday from the South African Transport Services budget presented in Parliament by the Minister of Transport Affairs, Mr Hendrik Schoeman

Although Mr Schoeman did not mention fuel price rises in his budget speech, he announced an average increase of 10,3% in the tariff for the conveyance of fuel in the SATS pipeline from the coast

In a statement later, the Minister of Mineral and Energy Affairs, Mr Danie Steyn, said a "substantial" increase in the fuel price had become necessary because of an unfavourable rand-dollar exchange rate

But the Government was aware of the detrimental effect such an increase would have on the economy and consequently "serious attention was given to methods to minimise or to avoid such a price increase", he said

There was presently a relatively favourable buyer's market for crude oil and in the light of this the Government had thoroughly investigated the country's crude oil stocks

As a result of the investigation it had decided that a "very minor portion" of the stocks could be made available for refining without in any way "affecting the preparedness of the country"

"It thus affords me great pleasure to announce that apart from the announced increase in transport costs, no further increases in the prices of petrol, diesel, jet fuel, illuminating paraffin and power kerosine are foreseen during 1984," Mr Steyn said

He mentioned no figure for a price increase to cover the "increase in transport costs" (the pipeline tariff) announced by Mr Schoeman

But when questioned by the Rand Daily Mail, an official in Mr Steyn's department confirmed that the price would be increased "by a maximum of 1,5c a litre" from April 1

The increase would also cater for an 18,6% increase in the pipeline tariff announced in last year's SATS budget, but not compensated for by a price increase at the time. Last year's increase was absorbed by the Equalisation Fund

The Opposition spokesman for mineral and energy affairs, Mr Brian Goodall, last night said the increase was "deplorable"

"It is unfair that inland motorists have to subsidise other unprofitable and uneconomic transport services

Pipeline tariffs had been increased by 18,6% in January last year and now another increase had been announced

"Yet the pipeline operations showed a profit of R145 500 000 last year," Mr Goodall said

The fuel price increase was inflationary and the Government had to realise it could not ask the private sector to show restraint to combat inflation when the Government itself did not use surpluses to absorb increased costs he said

Economists said yesterday the increased railway and air tariffs and oil pipeline costs would send an "inflation sniver" through the economy, according to GERALD REILLY

They stressed the average 9,4% tariff rises when they worked their way through commerce and industry, would be substantially greater when they reached the consumer

This means consumers who so far this year have been hit with a 6% increase in electricity tariffs, a 6c a loaf bread price rise, and a 16% rise in GST, will face a whole series of price rises over the next few months generated by the higher tariffs

Also expected within the next two months are increases in milk and maize prices

All these factors, economists said, would make the Government's aim of getting inflation down into single figures virtually impossible this year

The 12,8% increase in third class suburban commuter fares will be a particularly heavy burden on urban blacks, it was pointed out

The chief economist at the economic research bureau of the University of Stellenbosch, Dr O J D Stuart, said the entire economy would be affected. Costs in commerce and industry would rise, and this would be passed on to consumers

Volkskas chief economist, Mr A T Engelbrecht, said although the average increase had been kept below the current inflation rate the higher tariffs would be inflationary

And the chairman of the Transport Consultative Committee, Mr D Masson, said the increase in tariffs on profitable services for cross subsidisation was in fact a tax on commerce and industry

Rail fares up 7,5% to 17,5%, air fares 6%

HOUSE OF ASSEMBLY
— Rail tariffs are to rise by between 7,5 and 17,5 percent and domestic air fares by six percent, the Minister of Transport Affairs, Mr Hendrik Schoeman, announced yesterday.

Introducing a Transport budget of R7,2 billion for 1984/85, he also announced increases in harbour and oil pipeline tariffs.

Mr Schoeman said he had to finance an expected deficit of R620 million and had no alternative but to increase tariffs.

The increases, effective from April 1, are:
● Mainline rail fares up 7,5, 12,5 and 17,5 percent for first, second and third class respectively.

● Suburban commuter fares up 9,1 and 12,8 percent for first and third class respectively.

● Domestic air fares up by 6 percent.

● High-tariff rail goods classes 1 to 10 up by 10,9 percent.

● Low-tariff rail goods classes 11 to 15 up, by 15,2 percent.

● Livestock up 9,8 percent.

● Fuel pipeline con-

veyance up 10,3 percent.

● Harbour marine tariffs up 11,3 percent and goods tariffs 8,7 percent.

Mr Schoeman said it had been decided to keep tariff adjustments "conservative".

"In this manner SA Transport Services (Sats) will contribute towards keeping the rate of inflation as low as possible," he said.

The consumer price index had risen by 23,2 percent over the past ten years while Sats' tariffs had gone up by only 16,7 percent.

"In addition the rise in costs in respect of our most important consumable components, namely fuel, electricity and steel, was considerably higher than the consumer price index."

Mr Schoeman said structural changes in respect of the rail goods tariff were essential.

To encourage containerization of high-rated traffic, country-wide container rates, regardless of mass and contents, were being extended to all routes.

This step would cost Sats an estimated R26 million.

A truck tariff structure based on full truckloads and best utilization of trucks would be introduced for certain low-rated traffic.

A further incentive went to private siding users, with the removal

is to offer additional concessions with effect from April 1, 1984 on domestic services.

These concessions included a further discount for national servicemen to a total of 40

percent off and the same discount for senior citizens during off-peak periods.

"To provide further encouragement for air travel, a late-night service is being introduced with effect from April 2

between Johannesburg and Durban and from June 4 between Johannesburg and Cape Town via Port Elizabeth."

These flights could be taken at half-price apart from existing

group travel facilities, concessionary tickets would be made available to leaders of domestic touring groups to promote tourism.

"To afford more people the opportunity of spending weekends at the coast or with their families, a weekend excursion fare at a discount of 25 percent will be offered under certain circumstances with effect from April 1," Mr Schoeman said.



Transport Budget

Mr Schoeman said air fares, like rail passenger fares, had last been increased on August 1 last year.

"I am pleased to announce that SA Airways

group travel facilities, concessionary tickets would be made available to leaders of domestic touring groups to promote tourism.

"To afford more people the opportunity of spending weekends at the coast or with their families, a weekend excursion fare at a discount of 25 percent will be offered under certain circumstances with effect from April 1," Mr Schoeman said.

Third-class rail fares will be the hardest hit by the tariff increases.

In an explanatory statement Mr Schoeman released in Cape Town, examples of the new fare structure were given.

The price of a first-class Johannesburg-Portoria single ticket would increase from R2,50 to R2,70, and a monthly ticket from R55 to R61.

First-class single fares between Cape Town and Simon's Town would rise from R1,50 to R1,60.

Third-class tickets on the same route would increase from 70c to 80c.

Sats already had 37 000 fewer employees

than in June 1982 as a result of the continued staff rationalization, Mr Schoeman said in Parliament.

Transport Services would continue to give "serious attention" to rationalization of its personnel complement in the coming financial year.

The sacrifices made by Sats personnel deserved the highest praise and appreciation, Mr Schoeman said.

Economy measures introduced as a result of the unfavourable financial position of Transport Services, as well as the decline in the purchasing power of the rand, had caused much hardship and many employees found it extremely difficult to make ends meet.

"The staff associations nevertheless displayed exceptional understanding for Transport Services' financial difficulties during negotiations in connection with possible financial relief and exercised remarkable self-control in their claims for salary adjustments."

— Sapa

CAPE TOWN
1/3/86

Payment to bus company queried

Political Correspondent
HOUSE OF ASSEMBLY.

— Opposition parties have questioned the payment of R557 294 to a Mitchell's Plain bus company in compensation for losses suffered when the rail link to the town was opened.

According to details of additional spending by departments in the current financial year, the payment was an ex gratia Bus Holdings, which is 50-percent owned by City Tramways.

The Minister of Transport, Mr Hendrik Schoeman, told Parliament earlier this week that the company's assessed loss of R1,1-million when the Mitchell's Plain rail line was opened in 1980 was R2,6-million.

The rail link was extremely popular and carried about 200 000 people daily.

Mr Colin Eglu (PFP Sea Point) said he could not agree with the payment. Plans for the rail link had been announced well in advance and the bus company had provided a profitable but temporary feeder service "with its eyes open".

Mr George Bartlett (NRP Amanzimtoti) asked for a further investigation of the payment. He said there was supposed to be a provision preventing exactly this sort of loss by requiring a phasing out of road transport when rail links were being built.

Mr Schoeman said the provision for compensation for bus companies when railway lines were opened had been made with the consent of opposition parties at the time. He promised to give further details during the debate on his portfolio later in the session.

He also said bus companies usually made a profit. "One can now buy City Tramways for a song. They will be only too glad to sell as nobody is prepared to run a passenger transport company." The city council of Cape Town is not prepared to take over City Tramways because there is no money in this game," he stated.

Shock at rail tariff increase

CAPE TOWN
1/3/84

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Staff Reporter

TRADE unionists and community leaders yesterday reacted with shock and anger to the train-fare increases announced in the Transport Services budget.

They were particularly angered by the fact that second- and third-class fares, which affect most workers, would go up more than first-class fares.

Mr Jan Theron, general secretary of the Food and Canning Workers' Union, said it was "shocking" that

working people would be hardest hit

Pointing to the recent increases in GST and the bread price, he said the fare rises were part of a pattern in which higher costs were "increasingly being shoved on to people who can least afford them"

In a statement, the

11 000-strong Cape Town Municipal Workers' Association expressed its "disgust and dismay" at the increases

Workers were forced to use public transport to earn wages which had already been eroded by the recent increases in GST and bread and dairy-products prices. Wages would now be eroded further

The fare increases would also hit workers' children, many of whom were often forced to travel to school by train

Mr Wilfred Rhodes, chairman of the Cape Areas Housing Action Committee (Cahac), "totally rejected" the increases

"Once again people who are the worst-off will have to pay the most"

Arrears

He said most people in Mitchells Plain and other townships were forced to travel to work by train. Many of them were already in arrears on their home repayments and rentals

"If people can already hardly pay the rent, how can they possibly afford these increases in train fares?"

THE following rail tariffs are an indication of the increased fares to become effective on April 1. The old price is in brackets.

	Cape Town	Mowbray	Rondebosch	Retreat	Fish Hoek
Single					
First Class		50c(40c)	50c(50)	90c(80)	R1,30(1,10)
Third Class		25c(25c)	25c(25)	40c(35)	60c(50)
Weekly					
First Class		R3,50(3,40)	R3,90(3,50)	R6,80(5,50)	R9,70(8,00)
Third Class		R1,20(1,20)	R1,40(1,00)	R2,30(2,00)	R2,90(2,40)
Monthly					
First Class		R13,00(12,50)	R14,50(13,00)	R25,00(22,00)	R36,00(31,00)
Third Class		R5,10(4,90)	R5,70(5,10)	R9,30(8,00)	R11,50(9,90)
Continued					
	Cape Town	Pinelands	Bellville	Mitchells Plain	
Single					
First Class		50(50)	90c(80)	R1,30(1,30)	
Third Class		25(25)	40c(35)	60c(60)	
Weekly					
First Class		R4,20(3,80)	R6,80(5,50)	R10,00(9,50)	
Third Class		R1,50(1,20)	R2,30(2,00)	R2,90(2,60)	
Monthly					
First Class		R15,50(13,00)	R25,00(22,00)	R38,00(35,00)	
Third Class		R6,00(5,10)	R9,30(8,00)	R10,50(11,50)	

Mr Piroshaw Camay, secretary of the Council of Unions of South Africa (Cusa), said the only solution to the high cost of public transport was to get rid of racial barriers

"As long an apartheid service exists, we will have to pay for it

"Now all we can do is to wait for the Minister of Finance to increase taxes — then workers will be paying for apartheid in all its forms"

'Soaked'

Mr Arthur Grobelaar, general secretary of the Trade Union Council of South Africa (Tucsa), said it was to be "deeply regretted" that the Minister of Transport Affairs was loading the less affluent sections of the population with relatively higher increases.

"This action will give credence to the contention that the poor are being soaked," he said

The increases could only lead to "justifiable demands for increased wages and salaries"

The increase in transport fares would have a regrettable impact on the economy, the director of the Cape Chamber of Commerce, Mr Brian MacLeod, said

The Consumer Council has called on business to absorb the increases as far as possible. Mr Jan Cronje, director of the council, said consumers should realize that the drought, floods and recession

To page 2



C. T
1/3/84



From page 1

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would adversely effect them

The increases would have a ripple effect on general price increases

'Deplorable'

The increases in rail and air tariffs announced yesterday by the Minister of Transport Affairs, Mr Hendrik Schoeman, were "deplorable", the Opposition spokesman on Transport, Mr John Malcomess, said last night

In a statement in Cape Town, Mr Malcomess said the tariff rises were

part of an overdose of increases in recent weeks which were potentially explosive

The increases were the fourth the government had imposed on the South African public in the past six weeks. They followed increases in GST, the bread price and Third Party payments already announced. At a time of desperate unemployment, this was deplorable

● Details of increases, page 4

Cost increase for transport is inflationary

Pretoria Correspondent

Higher transport costs announced on Wednesday will increase the country's inflation rate and particularly affect those in the lower income bracket, warns the South African Co-ordinating Consumer Council.

"We can kiss the attempts to lower the inflation rate goodbye," said Mr Bernard Helberg, public relations officer of the council.

"This makes a mockery of the conferences held recently between all the top brains of the country to look for solutions to the inflation rate."

He said that if the SATS had to raise tariffs to compete with the private sector, it should also be taken into account that the private sector provided efficient service and that consumers preferred to use that service at the higher rates.

A spokesman for the AA said the increase in

pipeline tariffs meant that road users were subsidising uneconomical railway services.

He said South African Transport Services make a profit of R120 million a year on the pipeline. The 1,5c increase on the price of inland petrol will further increase this profit.

"The solution to the subsidisation would be for the railways to move towards a tariff structure that meets the costs incurred by their service," he said.

(269) ~~4~~ ~~2~~
D. Dispatch
2/3/84
**CTC rejects link
with bus shooting**

EAST LONDON CTC Bus Company yesterday dissociated itself from the incident in which a man was shot dead and two others received injuries in a bus stoning incident in Mdantsane on Wednesday

Mr Hans Kaiser, the managing director of the company, said the reason for the company distancing itself from the incident was that the employee was not on duty at the time

"He acted of his own accord, as a private individual," Mr Kaiser said

Mr Kaiser said he also wanted to dispel the rumour that the company issued its employees with firearms
"This is not true and we

will never do so"
"We do not condone violence in any way. This company is run along Christian principles"

"Violence won't end this boycott at all. What is required is meaningful negotiations with all parties concerned," Mr Kaiser said — DDR

Man dies from caustic soda

JOHANNESBURG — A Sharpeville man died after drinking caustic soda to cure his hangover, a Johannesburg inquest court found yesterday

Mr Consulate Tejane, 30, died on September 6 last year — SAPA

(269) ~~10/1~~
O. Dispatch 3/3/84
**Buses: Gompo
hears demands**

EAST LONDON — Fifteen basic demands were put to the management of Gompo Transport by the Committee of Ten at a meeting here this week in series of negotiations arising from the bus boycott

Mr Hans Kaiser, managing director of Gompo Transport, said yesterday that the meeting had been very constructive. He said he would present the demands to the board of directors at CTC and would report back to the committee next week with the board's response

The chairman of the Committee of Ten, Mr Mzwandile Mampunye, outlined the demands as follows

- The fare increases which were implemented on July 13 last year should be suspended

- Scholars and pensioners should be awarded subsidised fare rates

- Weekly tickets, currently running from

Monday to Friday, should be extended to a seven-day period. Unused tickets for the period should remain valid, regardless of the expiry date on the ticket

- Feeder services from certain zones in Mdantsane should be run directly to the railway stations

- Bus timetables for direct services must be displayed for the convenience of commuters

- New bus shelters must be provided at certain points

- The operating staff of Gompo should be more disciplined

- Ciskei Transport Corporation should undertake to compensate victims of the August shootings despite civil claims pending against the Ciskei Government

- The company should be prepared to recognise the Committee of Ten and communicate with it whenever they plan to make changes in

the system

- The Ciskei slogan, Zezema Ciskei Amahle, should be erased from the buses

- Gompo Transport must sever all ties with the Ciskei Government

- All internal bus services in Mdantsane should have the same fares

- Children under the age of six years should travel free

- The buses currently have seats made of plastic and steel which add to injury in the case of accidents. These should be replaced

- Zones 13, 14 and 15 in Mdantsane should be serviced directly by buses instead of being served by bus stops on the national road

Mr Mapunye said the boycott situation would prevail until he had consulted the people with the report that Mr Kaiser would make to him next week — DDR

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VICTORY IN SIGHT

AFTER seven months off the buses, more than 3 500 workers this week vowed to continue boycotting the Ciskei Transport Corporation — after having forced CTC to renegotiate the fare increases which sparked off the massive civic action.

The workers' Committee of Ten recently met representatives from CTC's Gompo Transport, and was told that the company wanted to negotiate and end the boycott over increased fares.

At a meeting to discuss the boycott last weekend, the workers voted to continue with the boycott, and drew up a comprehensive list of demands for the Committee of Ten to present to Gompo.

FOR BUS BOYCOTT?

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~~269~~

Original
C.P. 10
4/3/84

By **BENITO PHILLIPS**

The workers also pressed for an alternative bus service for the Mdantsane, Duncan Village and East London areas — something that has already been suggested to the East London City Council and the Border Chamber of Industries. Among other things,

the workers called on Gompo to:

- Drop fares to the old price.
- Sever all ties with the Ciskei Government — including changing the colour of the buses and deleting the word Ciskei from the company name
- Compensate the families of people shot during the boycott, despite the pending civil

cases against the Ciskei Police.

- Recognise and negotiate with the Committee of Ten — particularly when it comes to future tariff increases

The workers also called for several minor changes to the bus system.

- Weekly tickets should run from Monday to Sunday instead of to Friday
- Scholars and pensioners should be subsidised by the SA Government.

PRP: Rail increases ^{cars} could have been halved

HOUSE OF ASSEMBLY

The rail-tariff increases could have been halved through more accurate budgeting, Mr John Malcomess (PRP Port Elizabeth Central) said yesterday

He criticized the government for over-optimistic budgeting when the second reading debate on the SA Transport Services (Sats) budget resumed

Railways, which was responsible for the major part of Sats revenue, should be budgeting for a R100-million surplus instead of the more than R100-million deficit in 1984/85

The increases would undoubtedly add to inflation and the cost to the poor on top of increased GST, bread and sugar prices, could result in great hardship

"I still find it hard to believe that third-class main-line fares will go up 17,5 percent after an increase of 10 percent only last August," First-class fares, on the other hand, were to rise only 7,5 percent, while they had not increased last August at all

Railway revenue could be expected to rise by the expected two percent real growth rate of the economy and the announced 9,5 percent tariff increase, and should therefore rise from R4,528-million to R5,057-million

"Yet the budget is for only R4,921-million and should show R136-million additional revenue for Railways"

Similarly staff salaries had been increased by 12 percent while inflation was well below that figure

"Yet Railway expenditure is budgeted to increase by 12,35 percent and 11,88 per cent overall for the Sats"

If the general manager continued to rationalize employment numbers and cut uneconomic services, this figure also should be too high

He moved an amendment that the House decline the second reading of the Sats Appropriation Bill because it increased tariffs, particularly for third class, because Sats had failed to achieve a long term arrangement to finance uneconomic social services and because of the protection Sats was given by the government, resulting in unfair competition

Mr Malcomess also called for a committee to investigate the possible divorcing of SA Airways from Sats

There were vast differences in the needs of SAA and Railways, "yet we persist with a system that was perhaps logical fifty years ago, but is no longer"

"We have to ask whether SAA is not being run with a Railways mentality?"

"Surely it is possible, even likely, that SAA could improve financially as an organization on its own

"I therefore recommend that a committee be appointed with representatives from the public and private sectors as well as SAA staff associations, such as the Pilots' Association"

The Official Opposition owed it to the public to state how salary and wage increases could have been made to Sats staff without an increase in tariffs, Mr Myburgh Streicher (NP De Kullen) said during the debate



speech by Mr Malcomess, he said it would be "utterly foolish" to embark on a capital expansion programme at a time when recessionary clouds were looming over the economy

Sats, particularly SAA, had made a "valuable contribution towards maintaining relations with the Republic's neighbouring states during the difficult times in recent years," said Mr G C Du Plessis

(NP Kempton Park) SAA had kept the roads to the hearts of these countries open

Sats had a long way to go in streamlining its work force to the point where it could compete with free enterprise, said Mr George Bartlett (NRP Amanzimtoti)

Any steps taken to streamline Sats would have the full support of the NRP

He proposed an amendment calling on the House to refuse to pass the bill until the government

Eliminated cross-subsidization of Sats' economic services by those that earned greater revenue

Clearly identified those eligible for free passes and concessions

Delayed amendments to the Road Transportation Act that would be discriminatory to private road hauliers, until the release of the finding of a commission of inquiry into the Act

Re-examined the profitability of all Sats assets

Train commuters should in future accept yearly tariff increases as a matter of course, said Mr Keppies Niemann (NP Kimberley South)

Sats, besides notching up a good business record in the past, had always served as a welfare organization. It had contributed to extending the country's middle class

However, the loss incurred by commuter traffic had to be "recovered somewhere"

Mr Graham McIntosh (PFP Pietermaritzburg North) said the PFP would not support the government in getting black third class passengers used to annual tariff hikes

The government had forced black people to live far from the cities

Instead of having the choice of travelling long distances every day, the blacks had it "forced down their throats"

Mr McIntosh referred to Mr Schoeman as the "biggest stumbling block to the introduction of fringe benefit taxation"

Sats had some of the best-paid employees in the country. Their salaries had more than kept pace with inflation and they had considerable fringe benefits, especially in housing

However, while the organization's white workers' associations were doing a good job for their members, they had gained "substantial political leverage" and already their rumblings were causing Mr Schoeman to turn grey

"He will resist this taxation over his dead body," Mr McIntosh said

The CP demanded an assurance that it would endeavour to ensure the protection of white Sats workers and that no coloured or Indian would be appointed as Minister

These were some of the assurances Mr Schoeman would have to give the House before the CP supported the second reading of the Transport Budget, said Mr J H Visagie (CP Nigel) — Sapa

Fares increase too high Malcomess

AK645 6/3/84
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Parliamentary Staff
THE INCREASE in rail fares was far too high and perhaps even unnecessary, the Progressive Federal Party spokesman on transport, Mr John Malcomess (PFP Port Elizabeth Central) told the Assembly

He said it would add to inflation, and the cost to the poor on top of increased general sales tax, bread prices and sugar prices could result in great hardship

This was one of the main issues raised during the resumed debate on the SA Transport Services budget

Government speakers defended the budget, saying tariff increases were necessary under present economic conditions. They suggested rail tariffs might have to be increased still more in future.

"Hard to believe"

Mr Malcomess said he found it hard to believe that third-class rail fares would go up 17,5 percent after an increase of 10 percent only last August

Yet first-class fares were going up only 7,5 percent and were not increased last August

The biggest reason for the railway losses was its passenger services. Here, the Government's own actions had created a "desperate need".

Mr Malcomess said that in Western Europe, labourers lived close to their workplace, but in South Africa, by law, the opposite prevailed

Here, the poorest labour section of the community was moved a considerable distance from places of employment and thus had to be transported at a "less than economic fare"

Examples were Cape Town's Mit-

chell's Plain and Mdantsane, 20 km from East London.

A further example of Government policy was the announced intention to move the black inhabitants of Guguletu and Langa to Khayalitsha

Mr Graham McIntosh (PFP Maritzburg North) said the Government had moved black people out of South Africa's cities for ideological reasons

It was true that there were also whites living far from their places of work, but they did so voluntarily and did not have it "rammed down their throats".

Defending the tariff increases, Mr J J Niemann (NP Kimberley South) said that sooner or later those people using the "socio-economic services" of the railways would have to realise that they could not expect others to pay their tariffs

An opposition member interjected that a 31 percent increase in rail tariffs in one year was "excessive"

"Streamline services"

Mr Niemann said it should be accepted that tariffs for low-fare passengers should be increased annually

Mr George Bartlett (NRP Amanzimtoti) said any steps taken to streamline the SA Transport Services would have the full support of the NRP, even if those steps meant closing down uneconomic services.

Mr K D Swanepoel (NP Gezina) said the State could not indefinitely be held responsible to provide low fares for commuters, because the taxpayer ultimately had to foot the bill.

Employers would have to accept responsibility for paying employees' fares, he said.



Mr John Malcomess

Mr Ken Andrew



Transport Budget

CAAT Times 7/3/84

Call for police on every train

HOUSE OF ASSEMBLY. — A police presence on every train and station would probably be the only cure for crime on trains, Mr Tian van der Merwe (PFP Green Point) said yesterday.

During the second reading debate on the SA Transport Services (Sats) budget he said measures introduced so far had had the effect of forcing Sats staff indoors and amounted to an admission that the government could not maintain order.

"It will make the thugs more bold," he said. Mr Con Botha (NP Umlazi) said he agreed with Mr Van der Merwe that the safety of staff and passengers was important. "Friday action" was no solution.

In the end, he believed, the problem would have to be dealt with by credit-transfer payment of wages to ensure that people did not travel on trains with large sums of money

Apartheid's 'financial burden'

● Sats had imposed a greater share of apartheid's financial burden on non-white populations shifted to the outskirts of large metropolitan areas, Major Reuben Sive (PFP Bezuidenhout), said during debate.

"There is something radically wrong when the lowest income earning group in the country has had to pay the greatest rail commuter fare increases over the past two years," Major Sive said.

Taking the three increases announced in the past two years, he said first-class fares had risen by 42 percent and third-class by 51 percent

It was enough that Sats had to bear the avoidable losses on running costs occurring on socio-economic railway lines. Compensation for these services was a due charge against the Treasury — and not the commuter — as it was actually a tax to maintain apartheid laws and the Group Areas Act. — Sapa

Transport apartheid changes?

CAT Trains 7/3/84 269

Political Staff

HOUSE OF ASSEMBLY
— Changes in apartheid laws on the country's transport services could be on the way.

This was hinted at in Parliament yesterday by the Minister of Transport, Mr Hendrik Schoeman, after a brief but sharp reply to right and left-wing opposition MPs who raised colour issues during the transport budget debate.

Mr Schoeman promised to "spell out" his administration's future policy today during his full reply to the budget's second reading debate.

But before he adjourned the debate Mr Schoeman pointedly said that there had already been changes and South Africa was a country which was "progressing" and not "stagnating".

Earlier the Conservative Party's MP for Kuruman, Mr Jan Hoon, criticized the government for apologizing to West Indian cricketer Colin Croft after he had been told to leave a "whites only" carriage on a Cape Town train.

Escort agency?

Later the Progressive Federal Party's MP for Berea, Mr Ray Swart, challenged Mr Schoeman to say if future coloured and Indian MPs would be subjected to the same "disgraceful discrimination".

Mr Swart recalled that a spokesman had said that Mr Croft would not have been involved in the incident if he had been accompanied by a special liaison officer.

"Are MPs going to have to be accompanied by a special liaison officer?" asked Mr Swart.

Interjection "Schoeman's escort agency."

The Minister of Foreign Affairs, Mr Pik Botha, had deplored the Croft incident which he said he needed "like a hole in the head".

"The minister must now say what is going to happen in future or we are going to have a lot more holes in the head," said Mr Swart.

Practical politician

Replying briefly, Mr Schoeman recalled that a previous Transport minister had said there would have to be changes in South Africa and adaptations had been made.

"If you are a practical politician you must realize that circumstances must change."

The NP was opposed to mixed residential areas but other practical matters had to be considered.

Snapping back at interjections, Mr Schoeman said that MPs had sat next to people of other races in aircraft.

"I ask what is wrong with that," said Mr Schoeman.

"I will spell it all out tomorrow (today)."

As Mr Schoeman went on to say there were two forms of integration he was interrupted by further interjections, among them, one from the CP — "healthy and unhealthy".

He said people had to realize that there had been adaptations.

Parliament and Politics

Train apartheid for ministers

Cape Times 8/3/84
269

Political Staff

HOUSE OF ASSEMBLY
— Coloured and Indian cabinet ministers in the new constitution will have to travel separately from their white colleagues if they take the train

This was announced yesterday by the Minister of Transport, Mr Hendrik Schoeman, who squashed earlier speculation that apartheid laws might be relaxed on the SA Transport Services (Sats)

He was immediately criticized by the Progressive Federal Party spokesman on Transport, Mr John Malco-

mess, who had clearly expected a new deal following previous statements by Mr Schoeman during the Transport budget debate

"Obviously Sats has not heard that we are living in an era of reform," said Mr Malco-

mess. "He is turning his future coloured and Indian cabinet colleagues into potential Colin Crofts (the West Indian cricketer ordered off a Cape Town train) which could possibly damage the country's image

"They will still be faced by the hard realities of apartheid"

Mr Schoeman told PFP Members on Tuesday, when pressed to spell out Sats race policy following the Croft incident, that there had been changes in South Africa which was "progressing" and not "stagnating".

He indicated he would have more to say on the matter which gave rise to speculation that changes on Sats could be on the way

But yesterday Mr Schoeman squashed this speculation

Earlier, in reply to a direct question by Mr Horace van Rensburg (PFP, Bryanston), Mr Schoeman raised howls of laughter when he said the mixed cabinet would be so busy they would not have time to use trains and would have to travel by air

Not satisfied with this reply, Dr Alex Boraine (PFP, Pinetown) said the government was continuing to reiterate old NP stances which did not deserve to be supported in "today's world"

The minister was in a squeeze and should come clean instead of evading the real issues

He wanted to know if coloured or Indian MPs would have the choice of where they could travel or would they be forced to travel with a specific group

Mr Schoeman explained that if a coloured or Indian cabinet minister travelled with him on a train, they would have to use separate compartments

"I will travel next to him in another compartment," said Mr Schoeman.

Govt still uncertain about Khayelitsha 'rail link'

CAF 7/3/84 8/3/84

Political Correspondent
HOUSE OF ASSEMBLY
— A year after plans for Khayelitsha were announced, the government is still not sure whether the huge new town will have its promised rail service.

date nearly every black person in the Peninsula — including those now in Langa, Nyanga and Guguletu — came on March 30 last year.

That he could not predict the date of the decision but the matter was "receiving the urgent attention" of interested parties and he expected some result before the end of 1983.

again yesterday by Mr Andrew, who asked whether any progress had been made in deciding on a rail link for Khayelitsha.

Barry Streek reports
The Deputy Minister of Co-operation, Dr George Morrison, said yesterday that the centre, being erected by the Small Business Development Corporation (SBDC), "is being proceeded with".

new policy that all black people would have to move to Khayelitsha.
Replying to questions tabled by Mr Andrew, Dr Morrison said the SBDC had applied in November 1981 for the erection in Guguletu of a business centre comprising a post office, smaller shops and offices for professional people.

Yet another study has been ordered to decide whether a bus or train service would be most suitable for a development, which could ultimately house 300 000 people some 30km from central Cape Town.

Then the rail link became a "possibility" depending on economic viability. Mr Hendrik Schoeman, as Transport Minister responsible for building railways, said the local Metropolitan Transport Advisory Council still had to determine whether bus or rail service would be more suitable.

Mr Schoeman told Parliament in August that the Metropolitan Advisory Board had recommended that Cape Town should in fact undertake the study to find out whether road or rail links would be most economic and suitable for the people of Khayelitsha.

He expected a decision towards the end of July this year.

considerable speculation that the government had withheld permission for the construction of the centre because of the

He said approval in principle for the project had been granted in February 1982.
Construction was scheduled to start on June 1, 1983, and end a year later, Dr Morrison said.

The announcement of operation and development, Dr Piet Koorhof, said in June last year

He also said last June

The issue was raised

Cape Times 8/3/50 (209)

Schoeman defends fare increases

HOUSE OF ASSEMBLY — The Official Opposition protested at the greater increase in third-class rail fares than in first-class, but ignored the fact that the wage gap between whites and non-whites was being narrowed, the Minister of Transport, Mr Hendrik Schoeman, said yesterday.

"We cannot afford to continue transporting these people, whose incomes have increased, at such uneconomic rates," he said in his reply to second reading debate on the SA Transport Services (Sats) Appropriation Bill.

The Progressive Federal Party was pushing the government to narrow the wage gap between whites and non-whites, but would not accept the realities this involved as the process was implemented.

Referring to the 17,5 percent third-class fare increase, as compared to the 7,5 percent first-class increase, Mr Schoeman pointed out that people of "other colours" than white

could also travel first class if they wished.

Turning to a Conservative Party demand during the debate that he undertake to protect white workers in Sats, Mr Schoeman said he stood for the protection of all Sats workers, regardless of race.

party wants me to"

The bill was read a second time after the House divided with all three opposition parties voting against the National Party.

● Mr Schoeman had earned the title "Marie Antoinette of the House of Assembly" by his re-

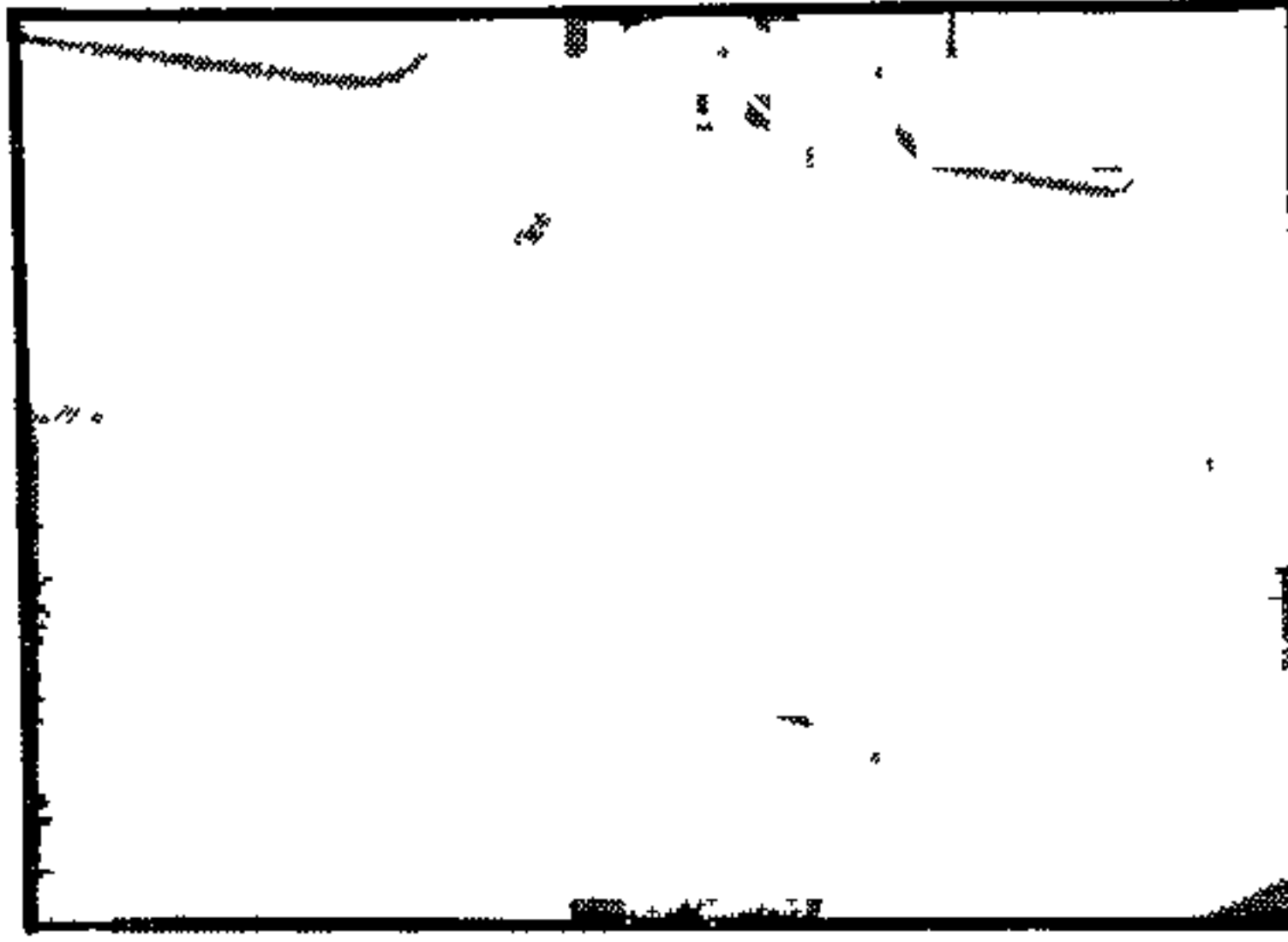
during the French Revolution by Queen Marie Antoinette, that peasants could "eat cake" if they did not have bread.

● Alarm systems or telephones on trains could help curb rail-ways crime, said Dr Alex Boraine (PFP Pinelands).

During a recent visit to Germany he had been able to telephone his family in Cape Town while travelling on a high-speed train.

Back in South Africa and returning home by train he had noticed a sign giving a telephone number at which assistance could be sought in cases of trouble.

"It occurred to me that while it is handy to be able to write down the number as you're being beaten over the head — in order to be able to phone the police when you manage to get off the train at the next stop — it would be far more effective if there was some sort of alarm or communication system to alert the police or somebody who is able to take action" — Sapa



Mr Hendrik Schoeman

The CP, he said, was trying to drive a wedge between the different racial groups employed by Sats, and "I am not prepared to tell black staff members — some with as much as 40 years service — that I will trample them as that

mark on third-class rail passengers, Mr John Malcomess (PFP Port Elizabeth Central) said in committee on the bill.

Mr Schoeman's statement that third-class rail passengers could travel first class was similar to that made



Mr Colin Eglin

Major station scheme proposed

Parliamentary Staff

A MAJOR new development scheme at Cape Town's railway station and at other SA Transport Services properties in the city has been proposed in the Assembly

Mr Colin Eglin (PFP Sea Point) suggested that the present station garden be partly converted into a piazza area enclosed by buildings on three sides and opening on to Adderley Street

Such a piazza could be "one of the most exciting living areas in Cape Town," Mr Eglin said during the Sats budget debate

INTEGRATION

He called for an in-depth town planning investigation into the integration of the railways with the city of Cape Town

Mr Eglin also urged the Minister to consider allowing private enterprise to help in the development

'Train apartheid, harming image'

Parliamentary Staff

The continuation of apartheid on trains would do South Africa's image incalculable harm, the Assembly was told

Mr John Malcomess (PFP Port Elizabeth) said it had become clear that apartheid would remain on trains and the Jaap Marais and Eugene Terreblanches were rejoicing about it

The issue of apartheid and discrimination again dominated the third day of the Sats budget debate with opposition parties again calling on the Minister of Transport Affairs, Mr Hendrik Schoeman, to clarify the Government's attitude

The Minister had earned himself the title "the artful dodger" with his evasion of questions on the future of apartheid on trains, said Mr Ray Swart (PFP Berea).

Government speakers, in turn, accused the PFP and the CP of "playing a diabolical game" with race relations in the country

Speaking during the third-reading debate, Mr Swart said the Government, in failing to reply on the issue of apartheid on transport, had opted "not for progress but the stagnation of the status quo"

"The message that has gone out is that apartheid and discrimination will remain in Sats."

The Minister had completely dodged the question of how he was going to justify apartheid in the light of the new dispensation

"He will have to justify to those who will share the lawmaking process that they are not good enough to share the same railway and dining coaches

A "big egg dance"

"I want to warn that if this attitude persists in the new dispensation, then it is going to be very difficult to get the new dispensation off the ground," he said

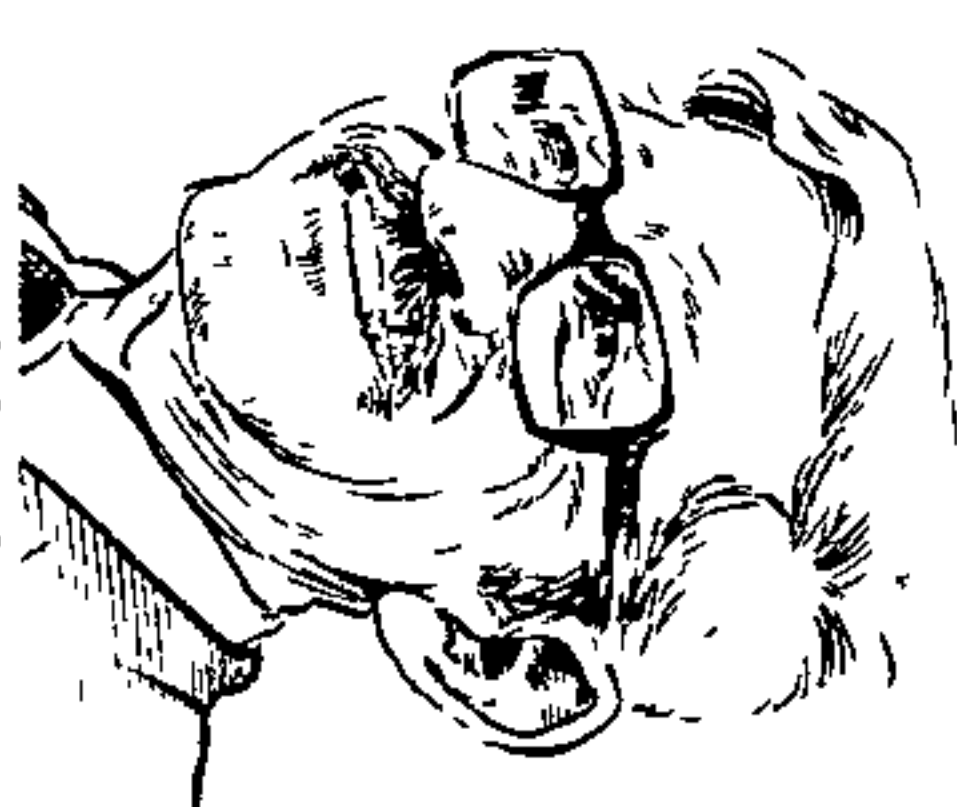
Mr R F van Heerden (CP De Aar) described the debate as a "big egg dance". On the one hand Mr Schoeman had tried to satisfy the thousands of people who believed in apartheid while he also tried to satisfy his "left-wing friends"

The debate had clarified one aspect. A coloured or Indian Minister would travel in separate compartments but in the same coach as white Ministers

Mr Malcomess asked how the Government would



Mrs Helen Suzman



Mr Hendrik Schoeman

Plea on rail link for Khayelitsha

Parliamentary Staff

A PLEA has been made to the Government to give urgent attention to the lack of adequate transport for people living at Cape Town's new black township, Khayelitsha

Mrs Helen Suzman (PFP Houghton) told the Assembly the present transport situation in the area was "calamitous".

She said it was of the utmost urgency that some of the assurances given by the Minister of Co-operation and Development, Dr Piet Koornhof, in this regard be met

port to and from their work

Calling for immediate action to establish a rail link to the township, Mrs Suzman said people at the nearby coloured town of Mitchell's Plain had had to wait two years for transport

It was bad enough that people had to move to such areas against their wishes. If they were expected to move, transport should be available at the places to which they had to go

STUDY GROUP

Replying the Minister of Transport Affairs, Mr Hendrik Schoeman, said a decision on a rail

Schoeman in favour of black hostesses

Parliamentary Staff

The Minister of Transport Affairs, Mr Hendrik Schoeman, has told the Assembly he is strongly in favour of appointing more people of colour as air hostesses on SAA flights

Reacting to a plea from Mrs Helen Suzman (PFP Houghton) he said "If a black lady can serve me in a five star hotel, I cannot see why a black lady can't serve me on a plane"

Mrs Suzman, speaking in the Sats budget debate, had called for the appointment of black air hostesses, not only as ground staff but also as cabin crew

She said they should be appointed under the same service conditions as white staff. Black, Asian and coloured men should also be employed

POSITIVE

The sight of black air crew alighting from SAA aircraft at Heathrow or Kennedy Airport would have a positive psychological effect on South Africa's relations with the outside world, Mrs Suzman said

She also made a plea to the Minister to abolish discrimination against women in the SAA

Mrs Suzman said she had been told by a number of SAA women employees that there was discrimination against them

areas, such as the Victoria Basin

Certain warehouses could be moved out of the city to areas like Paarden Island. This would allow better use to be made of the sites on which these buildings were situated.

Mr Eglin said that at present Cape Town's railway station was a "dead area" of the city, which isolated the city from the sea.

At present Cape Town was no longer the "Gateway to Africa" and could no longer be regarded as a seaside city.

Cape Town station in its present form "destroyed" Adderley Street. The whole scene could be changed by a multi-storey building and a piazza in the station garden area.

Replying the Minister of Transport Affairs, Mr Hendrik Schoeman, showed interest in Mr Eglin's proposal. He suggested the matter could be considered.

'White subsidy'

WHITES and not blacks were receiving the social benefits of railways subsidies, Mr Pierre Cronje (PFP Greytown) said today.

Speaking during committee on the Sats Appropriation Bill, he quoted figures he said showed that Government subsidisation of long distance and suburban train journeys was higher for whites than for blacks.

First class long distance rail journeys were subsidised by an amount of R79,45 a trip but third class tickets only enjoyed an average subsidy of R30,02 a trip, Mr Cronje said.

The Minister of Foreign Affairs had said he needed the incident "like a hole in the head", but the Government would come against "the hard reality" and soon Mr Botha's head would look "like a colander".

Mr George Bartlett (NRP Amanzimtoti) said the Government's handling of the issue showed that it had become "pluralist" like the NRP.

It had become sensitive to differences and would not force people to mix.

Replying to the debate, Mr Schoeman said the National Party was not stagnating but it did not seek confrontation and chaos.

The party had adapted and it had spelled out that it was in favour of separate schools and residential areas.

Kotze gives group area removal statistics

Parliamentary Staff

SINCE the introduction of the Group Areas Act in 1966, the Government has moved 122 751 coloured and Indian families from their homes compared with only 2 331 white families.

And it still intends to move 7 128 Indian and coloured families in terms of the Act while only 345 white families are under threat of removal.

The information was given in Parliament yesterday by the Minister of Community Development, Mr Pen Kotze, in reply to a question asked by Mr Colin Eglin (PFP Sea Point).

A total of 82 859 coloured families have been affected by the law and 39 892 Indian families.

Mr Kotze said that with a few exceptions "the task of resettlement of traders has been completed."

Speaking in the committee stage debate on the Sats budget, Mrs Suzman said about 500 people were already living at Khayelitsha, about 30km from Cape Town.

'SAA must charge'

SOUTH AFRICAN Airways could balance its books if it charged for its nine people take a drink during a flight, says Mr Brian Page (NRP Umhlanga).

During the committee stage of the Sats budget he asked the Minister, Mr Hendrik Schoeman, whether he would not like to go down in history as the man who balanced SAA's books.

At present there was a R3,5-million deficit that the Minister had to make good.

"Would the Minister agree that at a conservative estimate at least one in nine people take a drink during a flight?"

The Minister agreed.

Statistics showed that if this were so, 1 000 people each day were having a drink while flying, Mr Page said.

"The trouble is that they are having a drink on SAA."

If they were charged R1 each, in 365 days the Minister would make up his budget deficit — Sapa

for Khayelitsha would be taken after a study group investigating the matter had reported to the Government.

The study group's report was expected by June 30. In the meantime alternative bus transport was being subsidised to the extent of 70 percent.

Mr Schoeman said he regarded the matter as important but until a decision was taken commuters would have to use the bus service.

Reacting amid laughter, Mr Schoeman said "It is wrong to say I hate women."

No Concorde flights for SA

The Minister of Transport Affairs, Mr Hendrik Schoeman, has ruled out the possibility of South Africans flying by Concorde to London, saying it was not an "economical or viable plane."

Speaking in committee on the transport budget, he was replying to Mr John Malcoms (PFP Port Elizabeth Central) who said SAA showed a "dog in the manger attitude" in denying the public a chance of flying Concorde by turning down an offer by British Airways to use it on the South Africa route Sapa

'SO THEY SAY'

Parliamentary Staff

"The message that has gone out is that apartheid and discrimination remain in the SA Transport Services." — Mr Ray Swart, PFP Berea.

"If a black lady can serve me in a five-star hotel, I cannot see why a black lady can't serve me on a plane" — Mr Hendrik Schoeman, Minister of Transport Affairs.

"The Minister has not accepted the fact that it is not only men who are breadwinners today." — Mrs Helen Suzman, PFP Houghton.

"Will the Government encourage people to open the membership of Afrikaner cultural organisations to people of colour?" — Mr Daan van der Merwe, CP Rissik.

9/3/84
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'Apartheid lives and the Maraiss rejoice'

CADL Times 9/3/84 269

HOUSE OF ASSEMBLY. — The Jaap Maraiss and Eugene Terre Blanches of South Africa would be rejoicing now, because it was obvious that apartheid on trains would remain in force, Mr John Malcomess (PFP Port Elizabeth Central) said yesterday

Although the Minister of Transport, Mr Hendrik Schoeman, had repeatedly been asked during the SA Transport Services (Sats) budget debate whether segregation on trains would be removed, he had refrained from giving an answer, Mr Malcomess said during debate on the third reading.

The CP had been pulling Mr Schoeman towards continued segregation, while the PFP had been advocating integration Mr Malcomess had believed Mr Schoeman would pull Sats towards the PFP's way of thinking

"But train apartheid is obviously staying."

● The Minister of Transport, Mr Hendrik Schoeman, yesterday appealed to opposition parties not to politicise Sats issues

The country and the NP had to adapt to changing circumstance, he said in his reply to the third reading debate.

The NP, Mr Schoeman said, was not stagnating, but at the same time it did not want confrontation and chaos

Instead it wanted good relations without suppression of minorities, because if this was allowed, no solution would be found to the problem of minority domination.

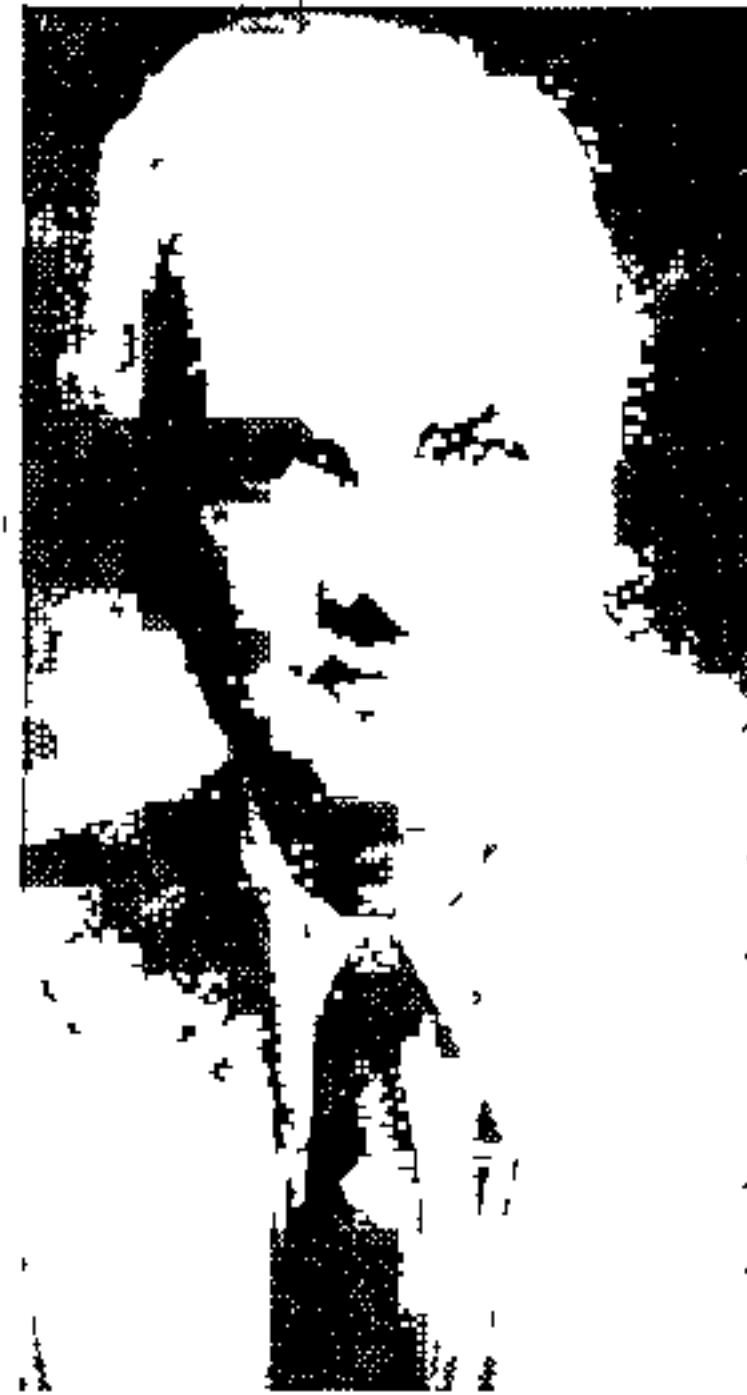
Earlier, Mr Ray Swart (PFP Berea) said the minister was ignoring the spirit of reform in South Africa with re-

gard to racial segregation on Sats' railway service

In his reply to the second reading debate, he had not opted for progress within Sats but had instead settled for a retention of the status quo and for stagnation

Mr Schoeman, he said, knew Sats' position would be untenable within the new dispensation

He would have to justify to the coloureds and Indians why they were



Mr John Malcomess

good enough to participate in the country's law-making process but not good enough to travel in the same railway coaches as whites.

The PFP had committed itself to working within the new dispensation and working toward meaningful reform, but the constitution had very little chance of success if the Sats attitude prevailed

● Whites and not blacks were receiving the social benefits of railways subsidies, said Mr Pierre Cronje (PFP Greytown).

Speaking during Committee on the bill, he quoted figures he said

showed that government subsidization of long distance and suburban train journeys was higher for whites than for blacks

First class long distance rail journeys were subsidized by an amount of R79,45 per trip but third class tickets only enjoyed an average subsidy of R3,02 per trip, Mr Cronje said.

On suburban journeys, first class subsidies were R1,78 per trip and third class only 49 cents

"Finally, the loss on white services is R410 million and on black services R391 million — yet whites only undertake 115,2 million journeys per year and blacks 606,9 million

"So who is getting the so-called social benefit? The blacks? Not likely."

Mr Cronje said that on an average loan of R88 423, Sats employees would have to repay R5 602 per year while people in the private sector would have to pay R16 700

The average railway employee would have to earn the equivalent of R45 000 a year to afford his own house if perks tax was introduced

"Yet this government says its housing policy is one of self-help for the very poor

"Sats is helping to fuel the dissatisfaction and violence potential in a society that stems from inequality," he said.

Mr Schoeman said Mr Cronje was out to "sow poison"

"He wants to use the Sats to promote communism and unrest," the minister said.

Mr Cronje had based his argument on the wrong figures and had made an "irresponsible" statement — Sapa

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Parliament and Politics

1 to 2 years to build Khayelitsha rail link

Political Correspondent

HOUSE OF ASSEMBLY.
— The Minister of Transport, Mr Hendrik Schoeman, said yesterday that a train line to Khayelitsha would take one to two years to build even if it were approved later this year.

He agreed that the matter was "very serious" but insisted that the results of investigations by the Metropolitan Advisory Board and the Cape Town City Council had to be awaited.

These reports, expected by June 30, will recommend whether rail or bus transport to Cape Town would best suit the developing black town where the government plans to house up to 300 000 black people from the Peninsula.

Mr Schoeman was replying during the railways debate to Mrs Helen Suzman (PFP

Houghton) who described the delay in planning a Khayelitsha rail link as disturbing and urged an immediate start to the project.

She said the transport situation for the 500 people already in Khayelitsha was "calamitous". People probably earning no more than R10 a day had to spend up to R3 daily getting to and from Khayelitsha and their jobs in Cape Town.

Bus and train

They had to pay 50 cents for a bus to Nyanga and another 30 cents to Claremont from where they took trains to their places of employment. This meant transport costs of around R1,50 each way every day.

"Now we learn that plans for a rail link are not even complete."

Mrs Suzman com-

pared the situation to Mitchells Plain, which had also had to wait for about two years for a train service after thousands of coloured people had been moved there.

She called for urgent treatment of the matter so that at least some of the undertakings given by the Minister of Co-operation and Development, Dr Piet Koornhof, would be fulfilled.

Mr Schoeman said that, until a decision on the rail link was taken, the people of Khayelitsha would have to rely on bus transport which was subsidized by up to 70 percent.

"One cannot build a railway line of some 32km overnight. Building such a line will probably take a year or two. In the meantime, however, alternative transport will have to be provided," he said.

EAST LONDON — Details of the restructuring of the CTC Bus Company, which has been boycotted since July last year, were released last night in a statement by the managing director of the company, Mr Hans Kaiser.

"We are greatly concerned with the plight of commuters that suffered during this prolonged boycott, and fully aware of the difficulties commerce and industry had to face as a result of the boycott," the statement said.

"We regard our service to the community as our priority and as a result of the intensive discussions that followed requests from various bodies within the community, we have decided to implement the following reorganisation with immediate effect.

● "The company shall consider all serious offers from the private sector for the purchase of the company.

● "Present fares will be maintained, at least until the end of 1984, despite the fact that most other transport services including the railways, have already increased

tariffs, or have already announced such increases. All interested community bodies, including the Committee of 10, will be consulted in future before fares are reviewed.

● "Concessions will be granted to all pensioners and scholars, reducing their bus fares by up to 50 per cent of the normal adult cash fare. This will be applicable to all scholars in uniform as well as pensioners travelling in offpeak periods between 9am and 4pm. Pensioners will be able to apply for a "discount card" on proof of their status as senior citizens.

● "Children under the age of six years, who do not occupy seats, will travel free of charge.

● "Direct bus routes from all residential areas, particularly zones

13, 14, 15, and 16, to places of work will be seriously investigated. The company is also investigating the possibility of a fast and comfortable mini-bus service from residential areas to terminals and railway stations, and from railway stations in the East London area to places of work.

● "In addition to the existing 10 ride subsidised worker tickets, 12 and 14 ride tickets will be introduced. The expiry date of subsidised tickets will be prolonged to 14 days after the date of purchase.

● "Separate school buses operating in Mdantsane and Duncan Village will be introduced if staggered school hours can be effected.

● "The company realises the dire need for passen-

ger shelters at all bus stops, and has in fact already compiled detailed plans for such shelters. The company, although not responsible for such shelters, will do everything in its power to involve the relevant authorities and the private sector, and is willing to make a considerable financial contribution to the erection of these shelters.

● "The company will take a number of steps to accelerate the upgrading of the service for the convenience and comfort of passengers, this will include new timetables at all bus terminals, soft cushioned seats in all buses and friendly and efficient personnel.

"The present operating branches, Gompo Transport, Bhishe Transport and Hewu Transport will be consolidated under a single management and operate as CTC Bus Company Limited. This includes a comprehensive restructuring of management and the organisational structure. The buses will operate in orange and primrose colours, and will carry the wording "CTC Bus Company" — DDR.

Plans to reorganise bus service

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D. Dispatch
9/3/84

269 ~~268~~ Daily Dispatch
Bus company for sale
9/3/84

EAST LONDON — The CTC Bus Company, which has been the subject of a boycott in the East London area for the past eight months, is for sale

The managing director, Mr. Hans Kaiser, issued a statement to the Daily Dispatch last night announcing a total restructure of the company's operations, "the culmination of intensive consultations with several community and commercial bodies"

"Serious offers by the private sector to purchase the bus company, will be considered," it said

Among the steps to be undertaken by the company is one promising to investigate the feasibility of a fast, efficient and comfortable mini-bus service as a feeder system from residential areas to the bus terminal and railway stations in Mdantsane, and again from the railway stations to places of work

The statement said CTC had also undertaken to maintain present fares throughout 1984, "despite the fact that most transport services, including train fares, have already increased tariffs or are about to do so"

New concessions for pensioners and scholars would be introduced, while the company would accelerate the upgrading of the service to ensure the comfort of passengers

The present operating branches, Gompo Transport, Bhisho Transport and Hewu Transport would be consolidated under a single management and operate as CTC Bus Company Limited. This would include a comprehensive restructure of management and the organisational structure — DDR

Full statement P21.

CTC changes will mean loss of jobs

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~~107 3/24~~

D. Disputch
107 3/24

EAST LONDON — The consolidation of operations of the CTC bus company would mean the loss of some jobs, the managing director, Mr Hans Kaiser, said yesterday

Mr Kaiser was elaborating on a statement released by CTC yesterday outlining a programme of passenger concessions and announcing the restructure of CTC management and operations

Mr Kaiser said that the intention of the rationalisation was to make CTC a viable company again after the disruptions of the bus boycott

"It was always our intention to get the company on its feet and then give private enterprise the opportunity to take over operations," Mr Kaiser said

He said the concession programme would be implemented by April 1 and other measures would go into operation soon

Mr Kaiser declined to put a figure on the price of the company but said that it was "the subject of long and hard negotiations" He said that Mr Hubert Jekwa, an

Mdantsane businessman, had indicated his interests in the company

Mr Jekwa said yesterday that he was negotiating with CTC over a possible take-over but declined to comment further

CTC is currently owned jointly by the Ciskei People's Development Bank and Trustcor The company has accumulated R4,5 million losses since the bus boycott began

Regarding the loss of jobs at the company, Mr Kaiser said that this was unavoidable but that if the rationalisation measures were successful, staff would be re-employed as the service picked up

"We are in the business of serving the public The community needs a bus service and we have to get our priorities right. If we have to rationalise we have to cut jobs," Mr Kaiser said

He added that none of the company's depots would be closed as yet and neither would the company be selling any more buses

The announcement that CTC would rationalise and be offered for sale to private enter-

prise received a guarded welcome in East London

Mr Dave Saunders, for the Border Chamber of Industries, said he would prefer not to comment too widely on the issue as he was not party to the finer details

"I can safely say that everyone wants to see the public back on the buses and going to and from work If this package facilitates that then I welcome it," Mr Saunders said

Mr George Orsmond, president of the East London Chamber of Commerce, said that the sooner the bus boycott issue was resolved, the better

"If selling CTC to private enterprise is going to appease commuters then it's a good move," Mr Orsmond said

Mr M Mampunye, chairman of the Committee of Ten, said yesterday that although CTC management had responded to some of their demands, he would prefer to reserve comment until he had proper communication with management, and had taken the issue back to the commuters — DDR

Latest attack: Gang fires on conductor

PENINSULA RAIL TERROR

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10/6 AUG 45
10/23/24

IN FOUR incidents of violence on Peninsula trains this week shots were apparently fired at passing trains, a bullet narrowly missed a conductor and a driver was struck on the head with a rock.

The latest incident was at 4.10am today at Lansdowne station when one of a six-man gang pulled out a fire-arm and shot at the conductor, a Mr Boshoff, missing his head by centimetres. The bullet lodged in the roof of the coach.

Amid a growing clamour from staff and commuters for more safety on the trains, shots are reported to have been fired at two passenger trains during the week.

It is believed conductors will next week urge their union to demand armed protection on trains, "no matter what the cost".

This week's incidents form part of a growing pattern of violence on trains, including the fatal shooting of a ticket inspector last month.

On Monday Mr Graham Diemont, 30, a Kuils River driver, was struck on the head with a rock at Ottery station and needed treatment for an eye injury.

Sharp sounds

On Thursday a train driver between Retreat and Heathfield heard sharp "snapping" sounds close to his head about 8.20pm. These are believed to have been caused by bullets.

Mr Leon Els, a spokesman for South African Transport Services (Sats), said a full investigation into Thursday's incident

Weekend Argus Reporter

had been conducted by the Railways Police and that "no bullet holes had been found in the unit concerned".

An official, who asked not to be named, said railway workers were afraid to go back to work as they might be on a sniper's "hit list".

"Shocking"

"We are forced to work under these shocking conditions. What is being done to protect both the employees and the public?" he asked.

In the second shooting incident shots rang out as a passenger train passed between Southfield and Ottery yesterday morning. The unit was apparently withdrawn to the Salt River depot after the incident.

● On February 16 driver had to flee for his life when irate commuters stoned a train near Bonteheuvel after a power failure caused a breakdown on the Cape Flats lines.

Police were called in.

● Two days later, Vrijzee ticket inspector Mr B J Botha, 31, was gunned down and killed at Lavistown station as the train pulled in at 5.25am on its way from Bellville to Cape Town.

● That night 29-year-old commuter Mr George Kruser was stabbed to death on Retreat station.

Train violence: Staff start to carry arms

Staff Reporter

AKG 12/3/84

TRAIN drivers and ticket examiners on Peninsula trains are starting to carry personal firearms on duty for self-protection following the escalation of violence on the suburban railway

A spokesman for SA Transport Services (Sats) said in Cape Town today that Sats was not involved in this development. He said any private citizen was entitled to carry a licensed firearm.

Sats was concerned with the safety of all people travelling on the railways.

Mr Bertie Heckrodt, Western Cape system manager, has disclosed further details about a plan to thwart violence on the railways.

Employees travelling on trains, including drivers and ticket examiners, will carry two-way walkie-talkie radios putting them in direct contact with the railway police.

The police will run "squad car" vehicles, each patrolling a confined area. The radio system will enable them to reach a train on which an incident has been reported within minutes.

Sats also hopes passengers will help by contacting the first officials they can find at stations after incidents have occurred. In many cases this might be the ticket examiner who gets off the train at each stop.

The Sats emergency telephone number is 218 2171 while the Casper number for anonymous tipoffs is 218 2221.

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Star 14/3/84

Pretoria Bureau

Empty buses as passengers opt for other transport

Private and municipal bus services around the country are taking a knock as passengers increasingly opt for other forms of transport, a Central Statistical Services study has shown.

Empty buses are travelling thousands of unproductive kilometres as passenger numbers continue to dwindle, in some cases by nearly eight per cent over the past year.

The study found private undertakings pro-

viding transport to black, coloured and Indian commuters had lost 7,8 per cent of the more than 266 million passengers they carried between October and December 1982, carrying only 245,4 million people during the final three months of last year.

More than five percent of white passengers who

usually make use of private bus services opted for other forms of transport

Companies providing a service to this community carried 6,7 million people in the last quarter of 1983 as opposed to over seven million during the same period in 1982.

Municipal bus services on average carried near-

ly six percent fewer passengers in the last three months of 1983 than they did in the corresponding period the previous year.

Municipalities provided bus transport to 59,5 million people between October and December 1983 as opposed to 63 million people during the same months in 1982.

Private companies transporting whites logged up 103 000 kms with empty buses in December last year as opposed to the 70 000 fruitless kilometres travelled in December 1982.

Empty buses provided by private companies for black, coloured and Indian use clocked up a mammoth three million kilometres last December, a dramatic increase on the 2,5 million wasted kilometres driven in December of the previous year.

UPE to study bus boycott

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~~103~~

D. Aspinall

EAST LONDON — The University of Port Elizabeth Institute for Planning Research is to undertake an investigation into the Gomo Transport bus boycott in East London

The purpose of the investigation is to try to identify the causes of the boycott and to ascertain the best possible ways of ending it.

Professor W P van Niekerk, a member of the management com-

mittee of the institute said they hoped to bring together all relevant parties to solve the problem in an atmosphere of detente and goodwill. He said that the institute had already contacted 12 of the biggest companies in East London

A questionnaire has been sent to companies and the East London Municipality to be completed by their black employees

Some of the questions

asked dealt with the conduct of drivers and inspectors, special services, complaints against the bus company, availability and punctuality of buses and the general efficiency of the bus service

Professor Van Niekerk said that bus boycotts were a major problem of this region. He said that the boycotts had a detrimental effect on the social and economic life of the area

Prof Van Niekerk said the productivity of workers had been seriously affected by the boycott and it had caused financial loss to commuters

"Potential investors in the region have been discouraged because of lack of stability. The unemployment problem has been aggravated", he said

Prof Van Niekerk appealed to the companies to participate fully in the project as their co-operation would enable the relevant parties to solve this problem. He said the anonymity of respondents would be ensured

He said the results of the study would be known before the end of March — DDR

The replies are based on information requested and obtained from persons who were officials at the referendum. I wish to make it clear that each stage of the voting processes during the referendum was conducted by independent officials appointed in terms of the Act, and that the voting processes were accessible to monitoring by agents. The same applies to general elections and by-elections.

If allegations of irregularities in voting procedures are made, the proper avenue to follow is for interested persons to act according to prescribed procedures or at least to lodge a specific complaint with the Department of Internal Affairs within a reasonable time.

Against this background I will in future only be prepared to reply to questions of this nature if they are accompanied by particulars of alleged irregularities *prima facie* justifying an investigation.

†Mr H D K VAN DER MERWE Mr Speaker, arising out of the hon the Minister's reply, can he tell the House whether the hon the Minister of Health and Welfare brought any irregularities to his attention?

†The MINISTER: Mr Speaker, the reply to that is no. I had the opportunity to peruse the Hansard of the hon the Minister of Health and Welfare since the previous question session. I did not find any suggestion in it that there were any irregularities whatsoever in respect of the officials or the official procedures. However, there was a statement, and I should like to read out what the hon the Minister said. He said (Hansard, 1984, col 380).

I want to ask the hon member for Meyerton whether he will please tell this House how he counted votes in his constituency.

That is all that was said there. It was not alleged that the Department or the official polling officers knew of any irregularities.

†Mr F J LE ROUX Mr Speaker, arising out of the hon the Minister's reply, I want to point out to him the wording of Question 13(1), namely whether all the provisions of the relevant statutes were complied with in

respect of the handling and counting of ballot papers in the Meyerton constituency, and I want to ask him whether there are any grounds for the reflection made by the hon the Minister of Health and Welfare in this regard.

†The MINISTER Mr Speaker, the reply to 13(1) was "yes". Surely I cannot reply to it more clearly than that.

†Mr W L VAN DER MERWE Mr Speaker, further arising out of the hon the Minister's reply, in view of the fact that the hon the Minister approached the officials concerned for information, did the magistrate who was the electoral officer inform him that I had visited him, ie the magistrate, a day after the result was announced and expressed my concern to him because the Nationalists told a story there that the yes-votes had won by 2 000. [Interjections.] and that I asked the magistrate whether he realized that a reflection had been made on his integrity, on his handling of the counting of ballot papers?

†The MINISTER Mr Speaker, I said on a previous occasion in this House that no grounds could be found for any reflection to be made on anybody who took part in the counting. The magistrate is included in this. I also said that the estimates that might have come from the NP side were based on good organization and not on an official count.

†Mr H D K VAN DER MERWE Mr Speaker, further arising out of the hon the Minister's reply, may I point out to him that, if he reads the speech of the hon the Minister of Health and Welfare further, he will see that that hon Minister made the allegation that it was a little "unlawful". He said that with reference to the hon member for Meyerton. In view of this I should like to know whether the hon the Minister will be prepared to appoint a select committee to investigate the assertions made by and the knowledge of the hon the Minister of Health and Welfare in this regard.

†The MINISTER Mr Speaker, if the hon member looks up my Hansard he will find that I have already replied to it.

†Mr H D K VAN DER MERWE Mr Speaker, further arising out of the hon the Minister's reply, I want to point out to him that the hon the Minister of Health and Welfare made the assertion that there was "unlawful" behaviour and that the votes were brought out separately there. I again ask whether the hon the Minister is not prepared, in view of this, to order an inquiry into the assertion made by the hon the Minister.

†The MINISTER I can find no grounds for the appointment of a select committee merely on the basis of this passage. I advise hon members to take up this matter further with the hon the Minister of Health and Welfare in a political debate.

†Mr J H VAN DER MERWE It is NP gossip again. [Interjections.]

East London City Council: representations

*14 Mr R A F SWART asked the Minister of Co-operation and Development

- (1) Whether his Department or any member or section of his Department received any representations from the East London City Council in 1983 or 1984, if so, (a) when and (b) what was the (i) nature of the representations and (ii) his response thereto,
- (2) whether any steps have been taken in this regard, if not, why not, if so, (a) what steps and (b) when,
- (3) whether he will make a statement on the matter?

The DEPUTY MINISTER OF CO-OPERATION

- (1) and (2) No, but according to information received from the Town Clerk of East London representations were made to the Rive Committee on 16 February 1984 in regard to the boundaries of Zipunzana. The contents of these representations are unknown to the Department of Co-operation and Development.
- (3) No

*15 Mr G B D McINTOSH—Education and Training—Reply standing over

*16 Mr E K MOORCROFT—Agricul

†Reply standing over
 2697 *Hansard*
 President's Council members' use of trains
 2697, 618 14/3/84
 *17 Mr D J N MALCOMBESS asked the Minister of Transport Affairs

- (1) Whether any special arrangements have been made for Coloured and Indian members of the President's Council travelling on (a) main line and (b) commuter trains, if not why not, if so, what arrangements,
- (2) whether the same arrangements will apply to Coloured and Indian members of Parliament in terms of the new constitutional dispensation, if not, why not,
- (3) whether any staff circulars were sent out by the South African Transport Services in connection with (a) the status of these President's Council members and (b) their use of dining-car facilities, if so, what status have they been accorded,
- (4) whether he will make copies of the circulars available, if not, why not, if so, to whom?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) Yes. On presentation of their identity cards which permit them admission to the President's Council Offices, they may travel in accommodation for Whites.
- (b) No special arrangements have been made as such a need has as yet not arisen.
- (2) This matter will receive attention in due course.
- (3) (a) and (b) Yes. On presentation of their identity cards which permit them admission to the Presi-

dent's Council Offices, they may travel in accommodation for Whites and also make use of dining-car facilities

(4) No, these circulars are for internal use only

Mr D J N MALCOMESS: Mr Speaker, arising out of the hon the Minister's reply, I understand that the circular allocated VIP status to these President's Council members. Is that the case, and what precisely does the hon the Minister mean when he says they will be allowed special facilities on commuter trains if the need arises? Does he not consider that the need is currently there?

The MINISTER: Mr Speaker, the need will be there next year when we implement the new dispensation. As a transport organization we are looking for customers. We do not want to hurt people's feelings. We look for benefits also for minorities. They should also be protected. But I have already replied to this question. The hon member plays politics with everything [Interjections]. He is continually creating embarrassment. When we implement and handle this subject next year, we will do it without hurting anybody's feelings and we will do good business with those people. They will travel by train.

Airports: perishable products

*18 Maj R SIVE asked the Minister of Transport Affairs

Whether, in view of his reply to Question No 163 on 10 February 1984 on the costs involved in establishing offices at airports for the booking of air-space for perishable products, he will permit such booking to be effected through the head office of the Perishable Products Export Control Board in Cape Town, if not, why not?

†The MINISTER OF TRANSPORT AFFAIRS

No. It will serve no purpose, as personal supervision will still be required when cargo is loaded. I think the hon member

has this idea because he wants to make some money [Interjections].

Maj R SIVE: You have no right to make such a statement.

The MINISTER: Sir, I withdraw that statement.

Sport: investigation

*19 Mr M A TARR asked the Minister of National Education

Whether the Government intends publishing a White Paper on its policy regarding the investigation by the Human Sciences Research Council into sport in the Republic, if not, why not, if so, when?

The MINISTER OF INTERNAL AFFAIRS (for the Minister of National Education)

The report of the main committee of the HSRC inquiry covers a wide field and the recommendations contained in it affect many private and public bodies and in some cases are far-reaching. In the light of this, it was decided that the Government would not take decisions about the report immediately, but that the public and interested parties would first be given the opportunity of making a thorough study of the report and its recommendations. Consequently all interested bodies in the public sector and interested members of the public—individually and in an organized context—were invited to submit their comments on the report not later than 31 December 1982. Various bodies, however, made representations for the postponement of the date by which comments had to be submitted. In order to offer all who still wished to comment the opportunity of doing so, it was decided to extend the closing date. Comments were received up to the end of 1983 and are now being studied to enable the Government to formulate its views. I also intend having further discussions with representatives of the organized sport. The publishing of a White Paper will be considered at a later stage.

Project	Estimated Cost	Planned Date of Completion
Swartkops Container depot (1985/86)	R17.0 million	1987
Port Elizabeth Harbour Extend bulk cargo quay to provide a tanker berth (1985-86)	R21.0 million	1988
Port Elizabeth Improve facilities for third class passengers and forwarded parcels (1985-86)	R1.9 million	1987
Port Elizabeth Harbour New tug gear store and watchman's quarters (1985-86)	R120 000	1987
Uitenhage (Cuyler Manor) Administration Building (1987-88)	R2.0 million	1992
Uitenhage (Cuyler Manor) Mechanical workshops on new site (stage 1) (1989-90)	R120.0 million	1993

These projects are subject to economic evaluation studies and funds and physical capacity being available

269 Port Elizabeth expenditure
420 Mr T ARONSON asked the Minister of Transport Affairs

(a) What is the anticipated expenditure by the South African Transport Services in the Port Elizabeth area in the next five years, (b) in respect of what projects is the expenditure to be made and (c) what are the anticipated dates of commencement and completion of each project?

The MINISTER OF TRANSPORT AFFAIRS

(a) R6 474 000, provided changed circumstances do not necessitate alterations to some of the projects or result in their not being proceeded with

(b) and (c)

Project	Anticipated Date of Commencement	Anticipated Date of Completion
1 New Brighton Hostel (R1 647 000)	Work in progress	September 1984
2 Port Elizabeth Extend automatic telephone exchange (R273 000)	Work in progress	March 1985
3 Port Elizabeth, Accommodation for S.A. Railways Police (R257 000)	1985-86	1986-87

Project	Anticipated Date of Commencement	Anticipated Date of Completion
4 Sydenham Improvements to hostel (R942 000)	January 1984	January 1985
5 Port Elizabeth Improvements to station (R522 000)	Work in progress	March 1985
6 Port Elizabeth Harbour Fire fighting depot (R293 000)	February 1985	March 1986
7 New Brighton Improvements to carriage and wagon repair shed (R103 000)	Work in progress	March 1985
8 New Brighton Roof over platforms 2 and 3 (R32 000)	Work in progress	September 1984
9 Port Elizabeth Garages at airport (R100 000)	Work in progress	March 1985
10 Port Elizabeth 4 Houses (R278 000)	July 1984	March 1985
11 Port Elizabeth Improvements to station—(stage 2) (R700 000)	July 1985	March 1987
12 Port Elizabeth Harbour Extend ore plant workshop (R53 000)	May 1984	March 1985
13 Port Elizabeth Harbour Mess and abolition for non-Whites (sheds 10 and 11) (R63 000)	June 1984	March 1985
14 Port Elizabeth Harbour Mess and abolition for non-Whites at Dom Pedro Jetty (R60 000)	June 1984	March 1985
15 Port Elizabeth Harbour Improve lighting in store 315 (R20 000)	July 1984	March 1985
16 Port Elizabeth Battery maintenance building at airport (R95 000)	July 1985	March 1986
17 Port Elizabeth Undercover parking with hardstanding at airport (R100 000)	June 1985	February 1986

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 1986/87 programme and are subject to funds being available

1 North End Improve drainage at carriage and wagon depot	R30 000
2 Deal Party Improve tarpaulin washing facilities	R21 000
3 North End Improvements to LA truck depot	R150 000
4 North End Extensions to apprentice training school	R475 000
5 Swartkops Office for footplate personnel	R260 000

The following proposals have also been included in the draft programme for the period 1985-86 to 1986-90

240 will lose jobs unless bus boycott ends

D. P. patch
17/3/84

(269)
~~103~~
~~157~~
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EAST LONDON — Two hundred and forty employees of the CTC bus company will be retrenched if the eight month old bus boycott has not been ended by the end of March, Mr Hans Kaiser, managing director of CTC, said yesterday

Mr Kaiser said that the retrenchments, which will be made across the board, would be unavoidable unless CTC became a going concern once more

"The company has done everything possible to accommodate requests from the various community bodies in respect of the boycott," Mr Kaiser said

"We have announced major concessions to children and scholars. We have committed ourselves to maintaining present tariffs until the end of 1984. We have accelerated the upgrading of the service and already we have started a major restructuring of the company

"All this has been done to try and keep the service, vital to Mdantsane and East London, afloat and to avoid the possibility of further retrenchments. Short of closing the company down, we are now forced to retrench more people," Mr Kaiser said

He added that the priority of the company was to provide a service to the area and its people but it also had to consider the employees of CTC. The retrenchments would be delayed

as long as possible but the end of the month was the absolute deadline

"It is now up to the community of Mdantsane to decide the future of these 240 people," Mr Kaiser said

He said that negotiations between CTC and Mr Hubert Jekwa, an Mdantsane businessman who has displayed an interest in buying the company, were continuing. He also said that another interested party had entered into negotiations but declined to disclose the identity of the party

"We are happy to offer the company for sale to private enterprise but it is unrealistic to expect anyone to buy it unless it is a going concern," Mr Kaiser said

Comment on the situation could not be obtained from Mr M Mampunye, chairman of the Committee of Ten, yesterday

Large employers in East London said yesterday that their workers were anxious to end the boycott

Mr Alistair Lightbody, personnel director of a sweet manufacturers, said that the general feeling in his workforce was that 80 per cent of workers wanted to get back on the buses

"Situated as we are, adjacent to the railway station, we are not unduly affected by the boycott. But our workers still have to get to and from the railway stations in Mdantsane. I am sure they are now looking for

some kind of settlement between the parties concerned," Mr Lightbody said

A spokesman for a large plant on the West Bank said that his staff would like to use the buses again provided there was no threat to them or their families

"Winter is coming on and people are very worried about the transport situation. If there is a settlement soon I know it will be met with a great deal of relief by our staff," he said

Street interviews in the city yesterday revealed that commuters had differing views about concessions and upgrading measures announced by CTC

Some people were not aware of them, others were suspicious and felt that the company should not be trusted. Some people were not impressed and said that they felt the fares were still too high

However, most people interviewed said that they felt the bus company should be given a chance to prove itself

Bus drivers and supervisors spoken to said that there had been a significant increase in the number of people using buses recently. They felt that it would take some time before the buses operated at full strength however

At the time of the survey, between 12 am and 2 pm, the buses appeared for the most part to be about 45 per cent full —
DDR

CBDs choke in the traffic jams

Stranglehold on the cities

(269) Stav 18/3/84

By John Tilston

THE Johannesburg City Council's appeal to the Prime Minister for help in the battle for funds for urban transport systems is likely to fall on deaf ears

The projected size of the Government's deficit for the next financial year almost certainly means that little money will reach metropolitan authorities for road building. With decentralisation a Government priority, it is unlikely that money will be provided for what could be seen as a change in policy.

But money is needed. Nigel Mandy, chairman of the Johannesburg CBD Association, says his organisation, the SA Property Owners' Association and the Johannesburg Chamber of Commerce are "immensely concerned and support the City Council in its appeal for funds". Johannesburg should spend R7,5-million a year more than it does on road maintenance.

Best-seller

The Driessen Commission, set up to report on urban transport problems in the mid-1970s, recommended that R92-million a year (in 1975 money) be provided to local authorities.

Mr Mandy, commerce's representative on the Johannesburg Metropolitan Advisory Committee, complains that the "Government has never even provided a fraction of that amount". Last year it provided R5,7-million.

Jan Brand, Cape Town's City Engineer, says "Rational urban transport planning requires adequate funds. There have been the best-selling report of the Driessen Commission, a White Paper, an Urban Transport Act, transport studies. Now there are metropolitan transport advisory boards and transport plans.

"All the necessary policies, strategies and guidelines have been decided on. Goals and objectives have been defined as clearly as possible. The planning approach has become more efficient, co-ordinated and practical.

"All preparations have been made, except that the funds are not available."

Mr Mandy says Jomet is ineffective because of lack of funds, and spends most of its time discussing financial problems.

It believes that a permanent source of funding should be set up, and suggests a 1c to 2c levy on a litre of petrol.

But the time for throwing money at a problem in the hope that it will go away is past. There is a growing body of opinion, most vociferously represented by the Johannesburg Metropolitan Action Group (Jomag), calling for a switch from multi-million rand projects that have no impact on urban transport congestion.

Hung up

Jomag's secretary, Conrad Berge, urges that the "scale of tackling transport problems" be reduced. "Planners are hung up on big projects."

Transport consultant Paul Browning believes that because most planners are engineers they tend to see solutions in engineering terms — more and bigger roads.

But there is little room for more roads in CBD areas.

Huge projects, such as the Uncle Charlie's interchange south of Johannesburg, bring more cars, more efficiently into the CBD, but no provision is made for the deluge of vehicles in the city centre.

The growth potential of the privately owned car is terri-

fyng for urban planners. Jomet projections indicate that white car ownership will grow threefold by the year 2000 and black car ownership will increase by 18 times.

Johannesburg's M2 motorway is the busiest road in Africa, carrying about 120 000 vehicles a day. According to transport experts, building a road or widening a road is not always the answer. Improved roads attract more vehicles and saturation point is reached before long.

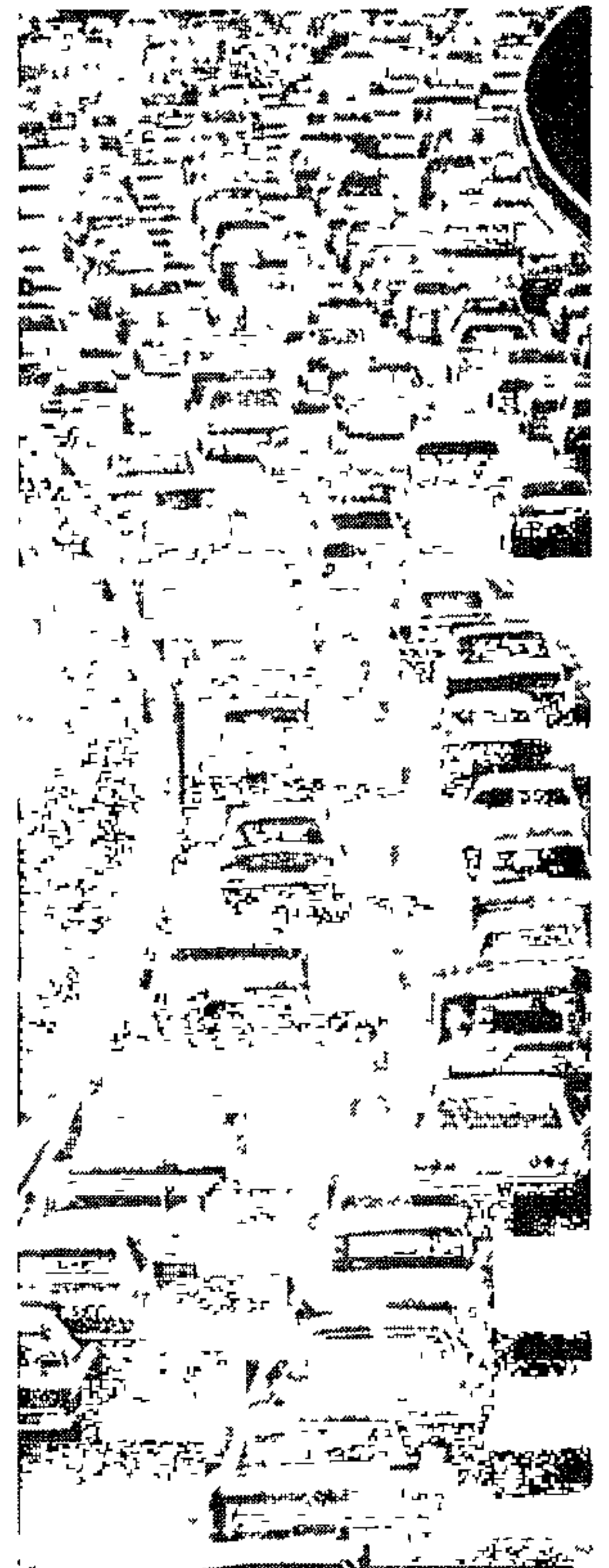
Mr Mandy says "Jomet's projections show that no strategy will cope. We can only succeed in drawing a small proportion of commuters away from their cars."

Mr Browning believes transport problems can be solved only by pricing. "Flat-rate charges do not work — there is no incentive to spread the load or to conserve resources."

Welgemoed

On public transport Mr Browning says "There are occasions when the demand for services exceeds supply, and others when capacity exceeds demand. The price structure should take this into account and should be capable of varying fares by time of day, route, time of year, school holidays — or any other variable."

Buses should follow "rapid transit lines" into city centres instead of meandering through suburbs.



No place to park

The second interim report of the Welgemoed Commission commented "Roads and streets and urban spaces are not used to best advantage because of the motorist's actions and he does not bear the full cost implications for his actions. It is not practical to recover these costs from motorists and an alternative is to subsidise public transport."

Mr Browning differs. The system he suggests would be tied to parking.

"If pricing is made sufficiently sensitive to time, duration, demand and cost then the parking fee can incorporate a simple but effective form of charging for the use of the road network in gaining access to the parking."

"Most attempts at road pricing have tried to devise a means of detecting a vehicle on the move. If we concentrate on detecting it when it is stationary, but know when it arrives and departs, it is possible to add a road charge to the parking charge."

Simple

"Drivers arriving at peak hours would pay the maximum arriving and departing at off-peak times would cost much less, perhaps nothing at all."

Monitoring this system would be relatively simple, using electronic equipment.

The payment system would be after the event. Commuters would receive a bill at the end of the month.



Ciskei buses: Running almost empty for eight months.

BOXING BOSS WANTS CISKEI'S BUSES

Handwritten: 269

BOXING promoter Hubert Jekwa wants to buy the boycott-riddled Ciskei Transport Corporation.

The Mdantsane garage owner has confirmed he is negotiating with CTC management for the company — put up for sale last week after an eight-month boycott by Mdantsane commuters — but would not comment further.

By BENITO PHILLIPS

“It's too early to make any statements,” Jekwa told City Press this week

However, CTC sources have confirmed that the boxing promoter has held several meetings with company officials and is waiting for a report on its finances

CTC is currently owned jointly by the Ciskei People's Development Bank and Trustcor. Until the boycott, it had a monthly turnover of R2,5-million in the East London area alone—not to mention income from its subsidiaries Gompo, Bisho and Hewu Transport

However, its trading figures for the last financial year are likely to be seriously affected by the boycott over fares, which lost the

company a reported R35-million and cost 300 employees their jobs

CTC announced last week that it was selling the company after being virtually crippled by the boycott in Mdantsane and Duncan Village

Commuters have still to decide whether to go back on the buses, but the Committee of Ten which spearheaded the campaign is likely to call a public meeting this

week

There was a slight increase in bus use this week, but commuters said they were waiting for a decision on whether to call off the protest

They said they were “still counting the toll” of the boycott, which sparked off a massive wave of repression in the Ciskei and resulted in the death of more than 90 people

HUBERT JEKWA: Talks with bus company.

269 Hansard
Khayelitsha
Q 601 687 21/3/84

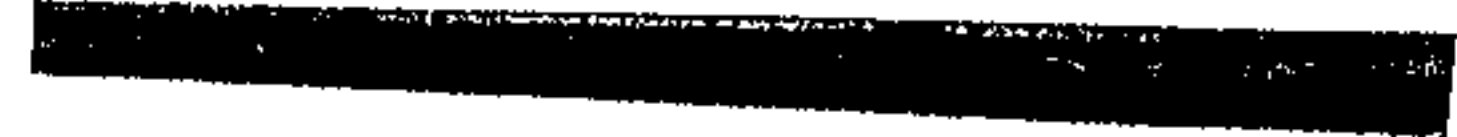
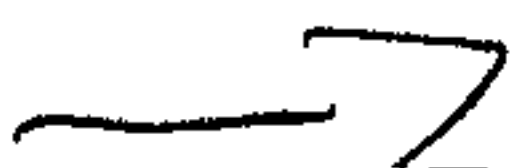
*3. Mr K M ANDREW asked the Minister of Transport Affairs:

- (1) Whether, with reference to his reply to Question No 22 on 7 March 1984, the consultants investigating transport facilities for Khayelitsha have been supplied with any population projections for Khayelitsha; if so, (a) what are these projections and (b) who provided his Department with them; if not, (i) why not and (ii) on what basis is the investigation being carried out;
- (2) who are the consultants undertaking the investigation?

The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes
 - (a) 250 000 This figure is an estimate which was provided as a guideline for the purpose of the investigation and may possibly be adjusted in future
 - (b) The Western Cape Administration Board.
 - (i) and (ii) Fall away
- (2) Bruinette, Kruger and Stoffberg incorporated in association with Mr B Floor of Stellenbosch University

Mr K M ANDREW: Mr Speaker, arising out of the reply given by the hon the Minis-



21 MARCH 1984

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ter, in relation to those projections presumably if one does a feasibility study there is a time-table attached to them in the sense that in three years' time, for example, one is going to have X thousand people, and in 10 years' time perhaps Y thousand people. When is the figure of 250 000 scheduled to be reached, and in what stages?

The MINISTER: Mr Speaker, I cannot give a definite reply to that because I do not think a question of that nature really exists. Nevertheless, I shall go into the matter [Interjections]

(269) ~~(270)~~ ~~(271)~~ X
**Bus retrenchment
move condemned**
D. Dispatch 22/3/84

EAST LONDON — The chairman of the Committee of Ten, Mr Mzwandile Mampunye, yesterday denounced the CTC bus company's attempt to get commuters back on the buses

Mr Mampunye was reacting to a recent announcement by CTC management that unless the boycott was brought to a rapid end, 240 employees of the company would be retrenched from April 1

"If Mr Hans Kaiser is concerned about the plight of the 240 employees to be retrenched, he should have brought an end to the boycott situation as long ago as July 1983," Mr Mampunye said

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Mr Mampunye said his committee had noted with dismay that CTC management had "resorted to press and radio as a means of communication with the commuters instead of using the medium of the Committee of Ten

"That is exactly what has led to the escalation of the boycott up to now and might even lead to further complications," Mr Mampunye said

Mr Hans Kaiser, the managing director of CTC, said yesterday. "For the past eight months we have suffered losses totalling R4,5 million. We can no longer provide full employment for our workers

"The retrenchments are not a threat, neither are they a bluff — they are coming, because we have done all we can in

making concessions towards settling the boycott."

He added that CTC had made their announcement of concessions and proposals of restructuring of the company through the press because they were negotiating with many bodies other than the Committee of Ten and felt that the press was the quickest medium of relaying information to all these bodies

"The Committee of Ten say they are waiting for a report back from the board from our meeting with them on March 13. That response was carried in full in the report in the Daily Dispatch detailing the concessions and rationalisation of the company," Mr Kaiser said

Mr Mampunye said that he wondered why employers in East London were concerned about the commuters coping with the coming winter when they had expressed no concern over the hardships suffered by the same commuters during the height of the boycott unrest.

On the committee's refusal to meet with the CTC works council regarding the retrenchments, Mr Mampunye said that the works council had not identified itself with the people for the past eight months

"There have already been 300 retrenchments at CTC — where was the works council then? Only now that their jobs are in jeopardy do they want to talk to us," Mr Mampunye said — DDR

Study shows all want buses back

EAST LONDON — Preliminary studies of the data gathered by the University of Port Elizabeth research team studying the East London bus boycott show that no individual or party involved in the boycott wants it to continue, Professor F. van Niekerk said yesterday

Prof Van Niekerk, head of the Institute for Planning Research, said that the survey, involving the completion of questionnaires, had met with a terrific response

"Thirty-five per cent is considered a good response to a questionnaire survey, and our study has met with an 80 per cent response rate," Prof Van Niekerk said

"This is a clear indication of the intense interest in the city in solving the bus boycott situation."

He expressed his thanks to all those who had taken the time and trouble to fill in the questionnaires and said that his research team would soon begin to process the information they had gathered. — DDR

23/3/84
Distance between East London and Black
townships in area Q-61.728
Hansard
*6 Mr R A F SWART asked the Minister
of Co-operation and Development.

Whether his Department keeps record



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FRIDAY, 23

of the distances by road from the city centre of East London to Black townships in the area; if so, what is the distance in respect of (a) Duncan Village Proper, (b) Zipunzana and (c) the area of Mdantsane to which the residents of Duncan Village Proper are to be moved, as referred to in his reply to Question No 16 on 24 February 1984?

†The DEPUTY MINISTER OF DEVELOPMENT AND OF LAND AFFAIRS (for the Minister of Co-operation and Development):

No, the Department of Co-operation and Development does not keep record of these distances

I can however inform the hon member that approximate distances are as follows

- (a) 3 kilometres
- (b) 5 kilometres
- (c) 20 kilometres

'Get on the bus, or out of your job'

~~269~~
269
~~269~~
city press
25/3/84

MDANTSANE'S Committee of Ten has dismissed the Ciskei Transport Corporation's threat to retrench 240 workers if the bus boycott does not end by the end of this month as "cheap propaganda".

The committee accused the company's management of using the possibility of retrenchment to gain sympathy from the workers to end the boycott

They said in a Press statement that managing director Hans Kaiser should have

By BENITO PHILLIPS

been prepared to negotiate with them in July last year if he was so concerned about the plight of the 240 workers.

"He has been, and still is, a stumbling block," the committee said

"We are still waiting for a report from a Mr Osborne on two major issues — the suspension of busfare hikes introduced on July 13, and severing ties with the Ciskeian government

Instead, said the committee, the company's management used the Press to communicate with commuters

The committee said this resulted in an escalation of the boycott "East London employers seem to favour an end to the boycott because it will soon be winter," said the committee

"They should ask themselves whether

winter is more important than imprisonment, torture and death "

The committee also rejected the "concessions" to be implemented on April 1 — they said no agreement had been reached on "the two major issues"

"We will hold a mass meeting as soon as we have received some form of response from the company. It will then be over to the workers to decide what to do "

The committee also said it has rejected seeing the company's works committee because it has not supported the people

"The company has already retrenched 300 people," said the committee. "Where were they then?"

Australian Govt resists moves to stop SAA flights

Argus 26/3/84

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Argus Foreign Service

CANBERRA. — The Australian Government has decided not to bow to pressure to stop South African Airways flying to Australia.

After a long review of air services between Australia and South Africa the government has decided to continue existing arrangements that allow SAA to operate into Australia but stops the Australian airline, Qantas, from flying to South Africa.

The review of air services is part of a total review of Australian policies on South Africa.

The trading policy is expected to be toughened with Australian companies being required to follow a code of conduct in their links with South Africa.

Tougher stand

The code of conduct will be similar to those imposed on American and European countries.

There has been strong pressure from within the governing Labour Party for the Hawke government to take a tougher stand against South Africa.

Ministers decided that such a move would probably have little effect on South African policy, but seriously penalise many travellers between Australia and Southern Africa.

Of greatest concern was the prospect that if SAA was no longer permitted to fly to Australia, South Africa would take retaliatory action which would threaten the viability of the Qantas service to Zimbabwe.

Harare connection

That service depends substantially on the availability of connecting flights between Harare and Johannesburg, which are provided by SAA.

Qantas strongly urged the government to allow it to resume a trans-Indian Ocean service to Johannesburg, but this was rejected because the government believes it would be seen as a weakening of Australian opposition to South African racial policies.

Under present arrangements, which continue, SAA will fly a weekly service to Australia from Johannesburg via Mauritius and Qantas will operate a weekly service direct to Harare.

In periods of heavy traffic additional services will be shared by Qantas and SAA.

Plans to cut bus services in Jo'burg

27/3/84

Municipal Reporter

The Johannesburg City Council plans to cut poorly patronised bus services in the next few months to reduce losses, which are expected to run into millions of rands.

Changes to bus schedules would be made in two phases, in April and July, said Mr Dannie van Zyl, chairman of the council's transportation committee.

Commuters who use bus services at weekends and at night will be hardest hit.

In April, many Sunday services will be withdrawn or curtailed. Changes to Saturday and night services will be made in July.

The city's Transport Department would save R1,3 million by making the changes, said Mr van Zyl.

During the 1982/83 financial year the department lost R13,4 million.

Losses for the 1983/84 financial year were expected to exceed this figure.

CTC job loss move delayed

EAST LONDON — The CTC bus company will not pay off 240 employees at the end of the month as a result of the eight-month boycott which has already cost about R5 million

This was disclosed yesterday by the managing director of Ciskei's state-backed public transport organisation, Mr Hans Kaiser, who said the retrenchment deadline has been postponed for a month following an appeal from President Lennox Sebe

Mr Kaiser said that President Sebe had asked that the retrenchments be postponed "on humanitarian grounds".

President Sebe indicated that the people of Mdantsane need a bit more time to make up their minds about the future of the transport organisation and the fate of the 240 workers that have to lose their jobs if the boycott does not come to an end", he said

Mr Kaiser said CTC had decided to comply with the President's request although it will cost the company another R500 000

"It will be a final showing of our compas-

sion with the plight of commuters and the fate of their own employees," he said

Commuters have been boycotting CTC buses for the past eight months following an increase in tariffs

Mr Kaiser said his organisation had introduced a number of concessions in an attempt to break the boycott "but these have all been rejected by the Committee of Ten which is upset because we do not recognise them as the sole representatives of the commuters"

"From these rejections, it is absolutely clear that the Committee of Ten has very little sympathy with commuters, and, in fact, is more interested in reaching its own ulterior motives," he said

Mr Kaiser added "We are now complying with a request for compassion as put to us by the Ciskei Government which already subsidises workers' tickets to the hilt"

The chairman of the Committee of Ten, Mr Mzwandile Mampunye, could not be contacted for comment on the latest move — DDR

269) ~~269~~ Hansard Q, 61
Inanda rail link
22/3/84 767

*3 Mr R A F SWART asked the Minister of Transport Affairs

Whether the South African Transport Services intend constructing a rail link to Inanda in Natal, if not, why not, if so, (a) when will construction (i) commence and (ii) be completed and (b) what is the total estimated cost involved?

†The MINISTER OF TRANSPORT AFFAIRS

(a) and (b) An investigation into the conveyance of the Blacks settled in the Inanda area indicated that rail would be the best mode of transport

A proposal for the construction of a rail link to Inanda is included in the S A Transport Services' planning programme for the financial year 1986-87. Should funds be available and Transport Services is indemnified against operating losses, construction of the line can be commenced with in 1986 and be completed during 1991. The approximate cost will be R120 million.

Airways discount to members of Defence Force

*4 Mr P A MYBURGH asked the Minister of Transport Affairs:

- (1) What are the particulars of the discount allowed to members of the South African Defence Force on South African Airways flights,
- (2) whether there are any restrictions on which members of the South African Defence Force qualify for this discount, if so, (a) why and (b) what are these restrictions;
- (3) whether the booking of seats in terms of this discount can be made (a) at any South African Airways office in

the Republic and (b) by telephone; if not, (i) why not and (ii) where are these bookings to be made?

The MINISTER OF TRANSPORT AFFAIRS

- (1) National servicemen doing their initial two years' service qualify for a discount of 30 per cent (40 per cent with effect from 1 April 1984) of the full fare on domestic flights

(2) Yes

(a) and (b) The discount is not granted to members of the Permanent Force, Citizen Force and Commandos as the view is held that they are normally already in full employment and in receipt of a regular income. On the other hand the national serviceman doing his initial national service normally has just left school and has no other income except his military pay

(3) (a) and (b) Yes

Flight reservation facilities in military camps

*5 Mr P A MYBURGH asked the Minister of Defence

Whether any flight reservation facilities are provided in military camps by the South African Defence Force, if not, (a) why not and (b) what procedures are Defence Force personnel to follow in making flight reservations, if so, what facilities are provided?

Hansard Q. 61 809
Botshabelo/Bloemfontein: suburban rail

(269) ~~269~~ service 30/3/84

*7 Mr P C CRONJÉ asked the Minister of Transport Affairs:

Whether the South African Transport Services are planning a suburban rail service between Botshabelo and Bloemfontein; if not, why not; if so, (a) when will it be introduced, (b) what will be the nature of the service provided and (c) what is the total estimated cost involved?

The MINISTER OF INDUSTRIES, COMMERCE AND TOURISM (for the Minister of Transport Affairs)

No A transportation study revealed that bus transport would be the most suit-

MARCH 1984

810

able mode of transport When the number of passengers justifies a train service the position will be reconsidered (a), (b) and (c) Fall away

Mr D J N MALCOMESS Mr Speaker, arising out of the reply given by the hon the Minister, could he tell the House who is providing that service? Is the service provided by private enterprise or by a State corporation?

The MINISTER Mr Speaker, the hon member should put that question to the responsible Minister

*8 Mr A SAVAGE—Education and Training—Reply standing over

Cape Times 30/3/84
269

Rail link delay 'will be chaos'

Staff Reporter

THE chaos that would result from delaying the provision of a rail link between Cape Town and the new black township of Khayelitsha would make District Six look like child's play, the Cape Town City Council was told yesterday.

The council's representative on the Metropolitan Transport Advisory Board, Mr Frank van der Velde, told the monthly meeting of the council that no plan yet existed for the transportation of the hundreds of thousands of black workers due to be relocated in the township.

"When the question of a rail link was raised at a recent meeting of the advisory board, we were told that the results of the feasibility study on such a link would only be available in August," he said.

"The South African Transport Services representative on the board told us that nothing had yet been budgeted for the project, now or in the future."

Mr Van der Velde

said that if and when a decision on the railway was taken, it would be another three years before the system was operational.

This meant buses would provide transport for most of the workers.

Mr Van der Velde asked who would provide the capital and roads for the bus service and accused the government of spending just three weeks planning a township which was to accommodate a quarter of a million people.

Mdantsane train fares up

EAST LONDON — South African Transport Services have announced a fare increase on the service between Mdantsane and East London which will come into operation tomorrow.

Fares are to go up by a few cents, for example, a third class ticket from Mdantsane to East London has been increased from 35c to 45c. A weekly ticket between the two centres will now cost R2,40 instead of R2.

Sats also announced a number of special trains which will run during the forthcoming Easter holiday period. They are

March 29, East London to Johannesburg departing at 11 15 am and East London to Port Elizabeth departing at 12 noon

April 19, East London to Queenstown departing at 9 pm (for black passengers only), and East London to Cookhouse at 9 40 pm

April 23, East London to Port Elizabeth departing at 1 50 pm

April 24, Queenstown to East London arriving at East London at 4 43 am (for black passengers only).

EL best bet for duty-free port?

(269) & Post 31/3/84

INITIAL evidence gathered in an investigation into the feasibility of establishing a duty-free export processing zone (EPZ) in the Eastern Cape appears to favour East London as a location, rather than Port Elizabeth.

Mr Rocky Ridgway, Port Elizabeth businessman and member of the Region D Regional Development Advisory Committee (RDAC), has returned from a fact-finding visit to Taiwan with this initial observation

And Mr Ridgway has also cautioned against a belief that the concept of an EPZ offers a quick-fix "cure-all" to the problems of generating employment opportunities and boosting the country's export-market

He nonetheless believes that the investigation should continue and made the observations "in order

to encourage a debate on the matter, because at the moment no-one is talking about the subject at all"

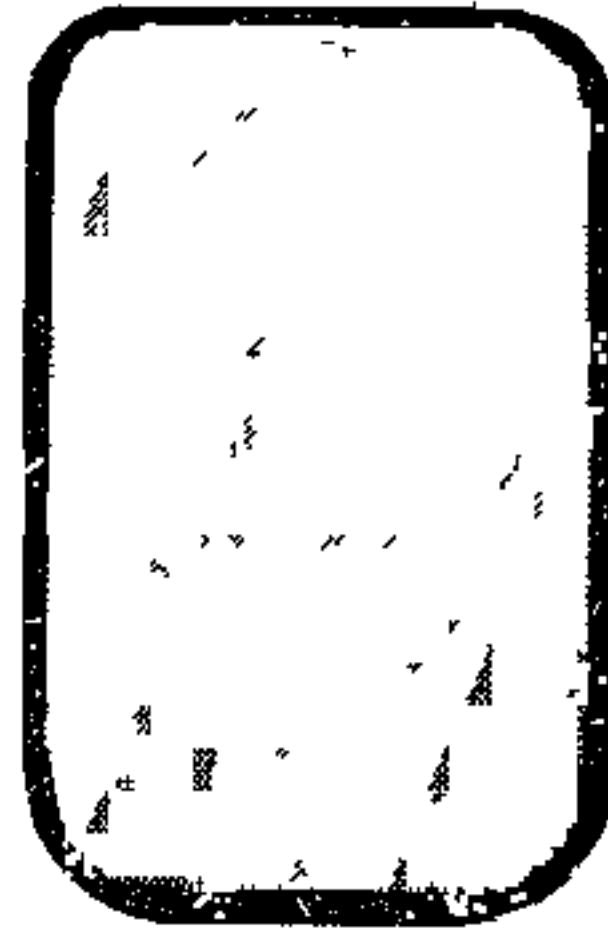
Chief among the factors which appear at this stage to militate against locating an EPZ in Port Elizabeth, said Mr Ridgway, was the uncompetitive wage structure in the city's industrial sector

"I visited one of three EPZs in Taiwan — at which the average wage, paid to a workforce consisting predominantly of women, was equivalent to about R200 a month

"Wage rates at similar establishments in a place like Sri Lanka are reported to be as low as R36 a month

"In Port Elizabeth, where industry is dominated by multi-national companies under pressure to maintain high wage levels, our average is probably closer to R400 a month"

Under the circumstances



By Louis
Beckerling
Business Editor

Port Elizabeth appeared to be ruled out as a location for an EPZ which had as its principal objective competition with other products on the world's export markets

East London, on the other hand, remained a possibil-

ity, said Mr Ridgway.

Mr Ridgway undertook his investigation into the operation of EPZs in Taiwan as a member of the RDAC responsible for reporting back to the committee on the subject

While cautioning against over-optimism about the introduction of such a zone, he said evidence gathered in Taiwan indicated that in their initial stages such zones had contributed to the growth of the country's economy.

Principal features of the industry contained in EPZs said Mr Ridgway were that they involved the import of raw materials which were light in weight and bulk relative to their value, as were the finished products exported from the zone

This tended to favour the electronics and textile industries, though at the other end of the spectrum there were such activities

as boat-building.

"The original concept as I understand it — and I must emphasize that I am no expert and the RDAC will be consulting such experts before making up its mind on the matter — was that raw materials would be imported free of duties and processed for export markets"

However, after payment of a penalty proportional to the duties that might have been paid, the product could be sold on the local market

Mr Ridgway said a feature of the EPZs operating in Taiwan was the provision of "industrial-park" type services within the security area of the zone

These included warehouse facilities, joint secretarial services for the participants, dormitories for workers, and recreational facilities "all in beautiful park-like surroundings"

New train services for PWV

269
268
See for 2/4/88

THE South African Transport Services (SATS) has announced that it is to introduce a revised suburban train service in the Pretoria-Witwatersrand-Vereeniging (PWV) area with effect from today.

The public relations department of SATS, in a statement, said this service is designed to be more regular and reliable, and that it will coincide with the proposed passenger fare increase announced by Mr Hendrik Schoeman, Minister of Transport Affairs, earlier this year.

Peak hour

Suburban train sets on the Randfontein-Springs service will be lengthened from eight to 11 coach train sets or to 12 to provide additional accommodation. Furthermore, scheduled running times of trains will be altered to provide a frequency of one train every hour during late hours and early hours.

During the off-peak period, during the day, the frequency will be increased to a half-hour

rate. The normal peak hour period service will be maintained with only slight changes to the scheduled running times of the trains.

Passengers

The Soweto train service will have all suburban train sets increased to 14 coaches. On the Pretoria-Leralla route the train sets will be lengthened to 12 passenger coaches and additional trains have been scheduled to operate on the Daveyton and Kwe-sine lines. Natalspruit

will also have a suburban service operating.

Another improvement to the service involves the minimising of delays experienced by commuters who have to change trains to reach a specific destination.

Connecting trains will now be available within seven minutes. In Residensia the suburban service has been improved so that the trains run hourly.

Arrangements have been made to assist passengers in planning their journey timeously. A

timetable has been published and will be available at a number of distribution points at stations; Condensed timetables will be displayed at prominent places on all stations; Pamphlets will be distributed to commuters; Employees of SATS as well as the Railways police will be on duty on stations to provide information where necessary; Regular announcements in regard to running times of trains will be made over the public address systems on stations.

THOUSANDS of commuters were shocked and angry today to find the cost of their weekly and monthly train tickets had increased in some cases by more than 20 percent.

Many telephoned The Argus to complain. They said they had expected an increase of about nine percent in terms of information given by the Minister of Transport, Mr Hendrik Schoeman, when he presented the South African Transport Services budget to Parliament this year.

Thousands bought monthly tickets today at the start of the new month.

Mr Leon Els, liaison officer of the Department of Transport Services, confirmed the increases, but said they averaged 9,5 percent because some fares had remained the same and some had, in fact, been reduced.

He disagreed with complaints by commuters that they had been misled.

Monthly increases of which people complained, with actual percentage increase in brackets: Claremont to Cape Town: Up from R13,50 to R16,50 (22 percent); Plumstead to Cape Town: Up from R17,50 to R21 (20 percent); Observatory to Cape Town: Up from R8,70 to R11,50 (32 percent).

Mr Els said that in certain cases the high increases were due to changes in the system of determining fares.

Previously fares were determined on a five-kilometre zone system (where all fares in a zone were the same). Now, due to the pending introduction of automatic ticket machines, fares were calculated on actual distance.

"Sneaked in"

Mrs Di Watson, a city building society employee, whose monthly Plumstead to Cape Town rail ticket today cost her R21, a jump of R3,50 from the old R17,50 fare, said she was annoyed that the railways had "sneaked in" a 20 percent, rather than the promised 9,5 percent fare increase.

"It is the principle that matters. They said they would increase the fares by 9,5 percent — which some people consider high enough anyway — and now they push it up at the last minute. The rising cost of living is bad enough. Now we have to cope with this as well."

Miss Pat Schwartz, one of Mrs Watson's colleagues, claimed that she had to pay much more for her monthly ticket.

"I am very annoyed. They said the increase would be 9,5 percent. The railways should have stuck to that."

Mr B MacLeod, director of the Cape Town Chamber of Commerce, today accused the railways of misleading the public and "hiding behind averages".

Goods tariffs

He said that not only passenger fares, but also goods tariffs were much higher than the average expected. Some goods tariffs were more than double the expected 9,4 percent.

"The railways are running at an enormous loss and we understand they are trying to reduce these losses, but they should not set unrealistically high tariffs and mislead the public."

Mr MacLeod said the minister "should be taken to task" for giving a low and misleading average increase and should be asked to explain how many people would pay the reduced fares used to determine the average and how many thousands actually paid considerably more.

The average given by the railways would be "a nonsense figure" if it transpired that most people actually paid more than the average given.

Examples of the new fares

	1st Class Single Ret	3rd Class Single Ret	1st Class Wkly Mnthly	3rd Class Wkly Mnthly
CT/Fish Hoek	R1,30 R2,60	60c R1,20c	R9,70 R36,00	R2,90 R11,50
Old fare	R1,10 R2,20	50c R1,00	R8,50 R31,00	R2,40 R9,90
CT/Bontehwl	80c R1,60	35c 70c	R6,00 R22,00	R2,10 R8,40
Old fare	80c R1,60	35c 70c	R5,90 R22,00	R2,00 R8,00
CT/Bellvl	90c R1,80	40c 80c	R6,80 R25,00	R2,30 R9,30
Old fare	80c R1,60	35c 70c	R5,90 R22,00	R2,00 R8,00
CT/Nyanga	R1,00 R2,00	45c 90c	R7,60 R28,00	R2,50 R10,00
Old fare	R1,00 R2,00	40c 80c	R7,10 R26,50	R2,20 R9,10
CT/Mowbray	40c 80c	25c 50c	R3,40 R12,50	R1,20 R4,90
Old fare	50c R1	25c 50c	R3,50 R13,00	R1,20 R5,20c

Rail fares

Commuters shocked by increases of over 20 percent in monthly tickets

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ARGUS 2/4/84

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Train delays on day of fare increases

Staff Reporter

THOUSANDS of angry train commuters, who had just been hit by a fare increase, were left standing at their stations when 14 trains ran up to 22 minutes late yesterday morning

Commuters were particularly angry at the delays yesterday because it was the first day that new, generally increased fares came into effect

A signal defect at Retreat was the cause of the delay, said Mr Leon Els, public relations officer for the South African Transport Services. He added that the technical problem had been sorted out. The service was back to normal soon after 9am.

The Mitchells Plain service had also been disrupted, he said, as the problem had begun on the Simon's Town line at 6 35pm, just after the start of the morning peak time.

"Some of the trains had to be turned around before reaching their destinations on the route away from Cape Town," said Mr Els.

It was a question of limiting the inconvenience to the smallest possible number of people, said Sats spokesman Mr Ernie du Plessis.

"Average increases for third-class tickets were 12,8 percent, and first-class tickets went up by an average 9,1 percent," said Mr Els.

However, some of the increases were as high as 28 percent.

Mr Els said some fares had decreased by as much as 20 percent, as a new tariff system had been introduced yesterday.

"Now we charge for exactly the number of kilometres travelled, whereas the previous system worked on a zone basis. Each zone was 5km in length."

The introduction of the new fare set-up was a step towards the modernization of the ticket-issuing system, he said.

"We hope to have automatic ticket machines in operation by the end of the year," he said.

A general rail fare increase had been instituted simultaneously with the change-over from the zone-based method to the kilometre-based one, he said.

R381 000 flat for Sats boss

CAPE TIMES 4/4/84 269

Political Correspondent
HOUSE OF ASSEMBLY
— Another government
department has invest-
ed in a luxury Sea Point
flat for its general man-
ager's visits to Cape
Town

The South African
Transport Services

(Sats), which has just
put up rail and other
fares to help reduce its
deficit, paid R381 000
for a "suitable" flat for
the Sats chief

This follows the row
about the Land Bank's
outlay of R500 000 for
two other Sea Point

flats, one of them used
by its general manager

The government has
since decided to sell
one of the flats, which
the Minister of Finance,
Mr Owen Horwood,
termed a good
investment

The government's con-
tinuing interest in the
Sea Point property mar-
ket was disclosed by the
Minister of Transport,
Mr Hendrik Schoeman,
in reply to a parliamen-
tary question tabled by
Mr David Dalling (PFP
Sandton)

Mr Schoeman, who
also has a Sea Point
ministerial flat, said of-
ficial residences were
traditionally made
available in Cape Town
to the Sats general man-
ager and the system
manager

Detailing property
changes in the past 12
months, he said a Sea
Point flat for the
general manager was
bought 30 years ago for
R10 753

"For obvious reasons
it is no longer adequate
for the requirements of
the highest official in
such an organization

The flat was, therefore
sold for R180 000 and a
suitable flat was ac-
quired in Sea Point for
R381 000"

Mr Schoeman said a
profit was expected
from the move to a
"more adequate" resi-
dence for the System
Manager, Western Cape

The new residence was
bought for R170 000,
while his existing one
was on the market and
valued at R210 000

He therefore estimat-
ed the total additional
costs of buying accom-
modation for the two
managers at a mere
R173 000

269 D. As per file
4/18/84

Sats denies employee threatened passengers

JOHANNESBURG — Police investigations into the alleged incident when a man armed with a gun intimidate 40 people in a "non-white" coach last Wednesday morning, has resulted in a denial by the Railway police that the man was a South African Transport Services (SATS) employee

The post commander of the Johannesburg station indicated that there was no way that they could find any evidence that the man was a railway police official, as he had no uniform on when the alleged incident took

place
"The conductor of the train was not sure of the composition of the train on that day, because it changes on the train's return journey," Mr Andre Thomas, public relations officer for Sats said yesterday

Last Wednesday two commuters alleged that the railway conductor had attempted to remove approximately 40 people from a "non-white" coach, saying the coach was for whites only

Commuters who boarded the No 0071 train which leaves Westbury Station, between

Roodepoort and Johannesburg, claimed they had boarded a coach clearly marked 'non-whites'

When the passengers refused to leave the coach, a man allegedly armed with a gun boarded the train at Braamfontein station and walked up and down the coach

"When the train does the return trip it has only one "non-white" passenger coach, and it would appear the conductor thought the train was a white coach," Mr Thomas said

"There were two

boards on the train that day, one indicating a 'non-white' coach and the other indicating it was a white coach," he said

Mrs Nellie Dicks, who was aboard the 7 50 am train for Johannesburg, said "He was a hefty man, clean-shaven, with brownish hair and a thin moustache — although he was not in uniform"

"He came (the man allegedly armed with a gun) in alone shortly after the conductor left the coach, after having an argument with one of the passengers," she said

Miss Feroza Dickinson, a commuter on the coach asked yesterday "How did the man know about the argument between the passenger and the conductor, if the conductor had not called him?" — DDC

(d) Yes,
 (1) 57,
 (ii) 4 applications during June 1984,
 22 during December 1984 and 31
 during January 1985;

(e) Yes,
 (i) 9,
 (ii) during January 1985;
 (f) Yes,
 (i) 34,
 (ii) during the first half of 1985, and
 (g) No,
 (i) and (ii) Fall away.

Handwritten: 269, Hammond Q. 601. 875, S.A Railways Police Force, 4/14/84
 728 Mr D J N MALCOMESS asked the
 Minister of Transport Affairs

(1) What is the (a) authorized establish-
 ment and (b) actual strength of the
 South African Railways Police Force
 in respect of (i) officers and (ii) other
 ranks,
 (2) how many members were (a) recruit-
 ed and (b) discharged from the Force
 during the latest specified period of
 12 months for which figures are avail-
 able,

(a) Gross foreign exchange reserves
 (including gold):
 (b) Net foreign exchange reserves
 (including gold).

(3) whether any members of the Force
 purchased their discharges during the
 above period, if so, how many in
 each rank?

The MINISTER OF TRANSPORT AF-
 FAIRS
 (1) (a) (i) 266
 (ii) 7 637
 (b) (i) 233
 (ii) 6 732
 (2) 16 March 1983 to 15 March 1984
 (a) 781.
 (b) 475
 (3) Yes.

Lieutenants 1
 Warrant officers 4
 Sergeants 44
 Constables 244

Foreign exchange reserves
 737. Mr J J B VAN ZYL asked the Minis-
 ter of Finance †
 What was the level of the (a) gross and
 (b) net foreign exchange reserves of the
 Republic as at 31 December 1982 and 31
 December 1983, respectively?
 The MINISTER OF FINANCE:

31 December 1982	31 December 1983
R4 312 million	R4 964 million
R1 204 million	R581 million

THURSDAY, 5 APRIL 1984

†Indicates translated version
 For written reply

Handwritten: 380, Heuss and Q. 601. 877
 Pension contributions: repayment
 667 Mr R M BURROWS asked the Min-
 ister of Health and Welfare

What is the time-lapse in the (a) repay-
 ment of pension contributions and (b)
 payment of benefits to members of the (i)
 Government Service Pension Fund and
 (ii) Temporary Employees Pension Fund
 who (aa) retire and (bb) resign?

The MINISTER OF HEALTH AND
 WELFARE
 (a) Normally 14 days from receipt of cor-
 rectly completed documents,
 (b) (i) and (ii) (aa) benefits are available
 for payment on the date of retire-
 ment, provided that correctly com-
 pleted documents are submitted by
 employers at least six weeks prior to
 date of retirement;
 (i) and (ii) (bb) Same as in (a).

Back service

668 Mr R M BURROWS asked the Min-
 ister of Health and Welfare.

(a) How many applications for the pur-
 chase of back service by members of the
 (i) Government Service Pension Fund and

(ii) Temporary Employees Pension Fund
 (aa) were received in 1982 and 1983, re-
 spectively, and (bb) are awaiting quota-
 tions and (b) what is the current average
 time-delay in responding to the applica-
 tions in each of the above categories?

The MINISTER OF HEALTH AND
 WELFARE
 (a) (i) (aa) and (ii) (aa)
 Separate figures are not avail-
 able. Applications received in
 respect of all pension funds are
 as follows.
 1982—61 093.
 1983—22 098
 (i) (bb) 1 208
 (ii) (bb) 224.

(b) 30 days.

SA Merchants Navy Academy General Botha
 730 Mr D J N MALCOMESS asked the
 Minister of National Education.

(1) (a) What total number of students
 can be accommodated annually by
 the South African Merchant Navy
 Academy General Botha and (b) how
 many students were enrolled at the
 Academy in each of the latest
 specified three years for which figures
 are available,

(2) (a) what is the staff complement of
 the Academy and (b) what amount
 was paid out in staff salaries in re-
 spect of the latest specified financial
 year for which figures are available.

R3,5 billion

Parliament and Politics

Parliament and Politics

Cost of homelands, influx control

CAPE TIMES 5/4/64
269

Political Staff

THE COST of the two key pillars of the Government's policies for black people — the homelands and influx control — has now risen to more than R3,5 billion a year.

South African taxpayers are now paying more than R1,7 billion for the ten homelands, R126,5 million for consolidation and R267,6 million for decentralization.

They will also pay out a record R130,4 million in subsidies to bus companies for transporting black commuters — and the South African Transport Services has estimated it will lose R750 million "rendering socio-economic passenger services".

These huge figures are contained in the budget presented to Parliament last week by the Minister of Finance, Mr Owen Horwood, and in a Sats Information paper released when the Minister of Transport, Mr Hendrik Schoeman, presented his budget earlier this year.

They show that taxpayers are now paying a heavier and heavier price for the policies aimed at providing separate political homelands for black people in South Africa and denying them the vote in the rest of the country.

Moreover, the Department of Co-operation and Development is to increase its spending on population control and "settlement" by more than 28 percent to a total amount of R138,2 million during the current financial year.

The department is to spend R3,1 million on regulation of labour, R3,9 million on "repatriation", R2,3 million on residential control and R128,4 million for "settlement".

During the 1983-4 financial year, it was budgeted to spend R107,2 million on these items. The only item to have come down during the current financial year was the estimated expenditure for consolidation, which dropped from R160,8 million to R126,5 million.

For the rest, the cost of the homelands and influx control has gone up. It includes: Commission for Co-operation and Development — R98 000, Commissioners-General — R235 000, Consolidation — R126 500 000, "Development towards self-determination" — R288 223 000, Assistance to governments of self-governing states — R1 013 030 000, Foreign Affairs "Vote for 'Foreign Aid and Development' — R637 790 000 (includes aid to independent homelands), Regulation of labour — R3 086 000, Repatriation — R3 964 000, Residential control — R2 309 000, Population registration and identification of persons — R8 233 000, Transport subsidies for public passenger transport — R130 424 000, Sats losses on passenger services — R750 000 000, Decentralization incen-

tives — R267 600 000

While much of it is taken up with either keeping black people out of the cities, or bringing them into the cities to work, or trying to encourage 'industries to move to decentralized areas, or the running of the homeland governments each with their cabinets, parliaments and civil service, some of this money is going to essential services

For example, when Mr Horwood said R4,2 billion would be spent on education during the current financial year, this did not not include the education budgets in the various homelands.

With increasing reports of poverty in the rural areas, it is clear that this type of spending will have to increase for basic education and social welfare services to be maintained.

Moreover, with the expectation that the decentralization programmes will become more expensive as the economy improves — when the demand for labour in the cities will increase — it seems clear that these amounts will continue to increase in the future.

Raise fares, bus firm told as Putco boycott bites

By Anthony Duigan

In a move to break a 15-month boycott of Putco buses in the Inanda area outside Durban, the Department of Transport made a kwazulu bus company operating in the same area an offer it could not refuse: increase its fares or lose its subsidy and go out of business.

This week the Ilanga Bus Company increased its fares by up to 20 percent (for single cash tickets) following the intervention of the department, which wants to see fares in the Durban area "rationalised".

This extraordinary move by the Government to try to force tens of thousands of passengers back on the more expensive

Putco buses between Inanda and Durban has created bitterness in some transport circles.

The boycott of Putco's buses began on December 13 1982 when fares went up by between 25 and 36 percent. Thousands of workers refused to travel on Putco buses and a tense situation developed when crowds of commuters began hijacking buses which belonged to Ilanga Transport and operated along nearby routes.

Sources close to the kwazulu Government claimed at the time that the department tried

then to get Ilanga Transport to raise its fares to the same level as those of Putco in order to break the boycott. Ilanga was said to have refused.

Mr A B Eksteen, Director General of Transport Affairs, denied that he or his officials had made any such suggestions.

But now the department has issued an ultimatum to Ilanga that will mean increases in the bus company's fares of about 50 percent overall — and as high as 75 percent in some cases — in the next 18 months.

Mr Eddie Marshall, managing director of kwazulu Transport, would not comment on the subsidy "ultimatum", and was unwilling to view the role of the department as "forcing" a fare increase on Ilanga Transport.

"We agreed that we would put up our fares on the Inanda route in stages over the next 18 months to the same level as that of Putco," he said. "To obviate the problems that there have been on these routes in the Durban area, it is better to have parity of fares.

"Our fares have traditionally been lower than those of other operators, and Putco has agreed not to increase its fares on routes that run parallel to ours during the next 18 months, while we raise our fares gradually to the same level as theirs."

The department confirmed that it had requested Ilanga to raise its fares "in order to achieve rationalisation of the three major transport operators for blacks (Putco, Ilanga and Durban Municipal Transport)".

"Bearing in mind that Putco

ga applied to the local Transportation Board for permits to run 10 extra buses on the Inanda routes to give some relief.

This was refused for some months before the board finally gave in.

Putco, which gets an annual subsidy of about R100 million from the Government and is the largest black bus passenger operator in the country, has been hit hard in Natal as a result of the boycott.

In answer to questions from The Star, the department admitted that Ilanga faced losing its subsidy — without which it cannot operate, according to its officials — if it did not comply with instructions to raise fares.

and DTMB (Durban Municipal Transport) have applied for fare increases in the entire Durban area, rationalisation, zoning and the introduction of parity in fares were designed to prevent further boycotts."

After the boycott, the Ilanga buses last year carried an estimated 40 percent more passengers than the previous year. A company spokesman said it was causing unbelievable strains on both men and machines and he did not know how long it could continue that way. Initially Ilan-

18/12
269
Sats
buys
S. King 8/4/84
British

By Angus Macmillan

SOUTH African manufacturers are smarting over the loss of a major slice of a government tender for tarpaulins for the railways (Sats) to British suppliers

A South African supplier has used imported material to whittle away the share of Lebowa-based manufacturers who may now have to lay off workers

Of the tender for 12 500 tarpaulins for the SAR, a Liverpool company was awarded 3 500, and a Glasgow firm and a Port Elizabeth importer 1 500 each. Another tender for 160 000m of material went to British suppliers

Prices quoted by SA and foreign suppliers differed substantially. Whereas the Liverpool firm and the Scottish supplier quoted R290,98 and R341,44 respectively for a completed tarpaulin, SA quotes varied from R578,78 to R587,21

A source in the industry says UK suppliers are dumping tarpaulins made from German materials. There is nothing wrong with the quality as the tarpaulins have to be approved by the SA Bureau of Standards

National Tents & Sales and AECI's Sterkolite Plastics — both with factories in Lebowa — were each awarded orders for 2 500 tarpaulins. Another manufacturer won an order for 1 000

Industex of Port Elizabeth, which used imported material, came in with a price of R403,70 to win its 1 500 order. The Lebowa factories using SA materials could not come near this quote and were even further off the British quotes

T

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8/4/84

Bus boycotters and company reach dead-end

city press

MDANTSANE'S Committee of Ten, which represents workers boycotting the Ciskei Transport Company's buses, has reached a stalemate with company officials — they will call a meeting soon with the workers to review their stand.

The company has not responded to "a certain request" the committee

has made.

Committee chairman Mzwandile Mapunye rejected claims by the company's managing director, Hans Kaiser, that the committee had been putting pressure on the CTC because of their own "ulterior motives".

The boycott started last July after an increase in CTC bus fares.

R50-million on a scheme to get Peninsula commuters to work on time.

Four dead — police probe riddle

Staff Reporter

POLICE are investigating four mysterious deaths — the body of a man was found in a suburban train and three others were found beside railway lines in the Western Cape at the weekend

The man whose body was found in a train at Cape Town station about noon on Friday has not been identified. The train had pulled into the station from the Cape Flats

Brigadier D F Malan, regional head of the Railway Police, said the cause of death had not been determined but "foul play" was suspected.

He said three other men were found dead beside rail lines in separate incidents and the causes of their death had not been established

LIVED AT HOSTEL

● The body of Mr Solomon de Vos, an SA Transport worker living at the Railway hostel at Mitchell's Plain, was found beside between Philippi and Lentegeur stations at 9 25pm on Saturday

● The body of an unidentified man was found at 11 15pm on Saturday between Lentegeur and Philippi stations.

Their deaths were not believed to be related

● An unidentified man was found dead on Thursday at Lourens River bridge between Van der Stel and Somerset West stations. He was believed to have been struck by a train

The price increase was unavoidable. Fares were not based on the basic economic principles of supply and demand. Rail commuter services had always been rendered as a socio-economic service in the interests of the country.

For example, a third-class commuter now paid 1,9c a kilometre for a single journey between Mitchell's Plain and Cape Town and 0,6c a kilometre for a monthly ticket. From Cape Town to Claremont third-class passengers paid 2,5c a kilometre for single tickets and 1,1c for monthly tickets

In comparison the minimum operating cost of a small motor vehicle was more than 10c a kilometre, he said

A major bridge-building programme will eliminate the bottleneck at Salt River junction — one of the main causes of the Peninsula's unsatisfactory rail service

But the scheme will not be completed for another two years, and the general manager of Sats, Dr Bart Grové, today asked commuters and their employers "to bear with us during these difficult times"

He was commenting on commuters' complaints about train delays

"Sincere aim"

Dr Grové said Sats's sincere aim was to get commuters to work and home timeously — but was fully aware that this ideal did not always materialise in the Peninsula

One of the most important factors influencing the unsatisfactory running of trains was the bottleneck at Salt River junction on which 160 trains from all Peninsula lines converged during peak periods.

The scheme to improve the junction, which "will ease the flow of train traffic with beneficial results on time-keeping" was planned for completion in June, 1986

Dr Grové said that in order to carry out the work at Salt River, it was necessary to take occupation of the lines from time to time. As most commuters travelled at morning and afternoon peaks, the work was done during the rest of the day

Less inconvenience

"This has an adverse effect on daytime time-keeping, but causes inconvenience to the smallest possible number of commuters.

"Night work lowers productivity and would not be to the ultimate benefit of the Transport Services or the commuter, and we ask commuters and their employers to bear with us during these difficult times"

He said the work was being done in consultation with town planners and other bodies with knowledge of commuter needs

"Transport Services will continue to do its utmost to meet those needs."

Fare increases

Commenting on criticism of suburban fare increases, Dr Grové said "It was never, nor will it ever be, the intention to deceive our commuters regarding the quality of our service or the price they have to pay for such a service."

By DAVID BREIER, Staff Reporter

AR 6/5 9/12/89

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R50-m plan will end train delays — but will take two years to complete

City rail speeded-up

R50-m plan will end train delays — but will take two years to complete

(269) ~~10/4/84~~

CTC cutback: 11 lost jobs

D. Naisputh
10/4/84

EAST LONDON — Eleven employees from across the board have lost their jobs at CTC bus company since the company announced that it would rationalise its operations, Mr Hans Kaiser, managing director of CTC, said yesterday

Mr Kaiser stressed that this was not retrenchment in the normal sense of the word but stressed that 240 more employees would be retrenched as originally announced unless the current bus boycott came to an end before the end of the month

The company announced that the 240 employees would go at the end of March unless the boycott ended but stayed the execution at the request of President Lennox Sebe in the hope that commuters would get back on the buses

The boycott, which has been effective since July last year, was initiated by a fare hike and has cost the company a total of R4 million. Three hundred and eleven employees have been retrenched since the beginning of the boycott

Mr Kaiser said yesterday that the company had made all the concessions they were prepared to and issued a challenge to the organisers of the boycott to make some concessions themselves

Mr Kaiser said that the number of passengers using the buses was increasing steadily and he had hopes that the bus boycott would resolve itself with the passage of time

He said that no negotiations for the sale of the company were currently underway but that he was waiting for an offer from Mr Hubert Jekwa, an Mdantsane businessman who has expressed an interest in buying the company. Mr Jekwa could not be contacted for comment yesterday

Mr Mzwandile Mampunye, the chairman of the Committee of Ten with whom CTC have been negotiating to resolve the boycott, could not be contacted yesterday — DDR

Laws chain blacks — Pityi

10/4/84

~~10/5~~

D. Naisputh

ZWELITSHA — Some hungry blacks found themselves in degrading positions not as a result of their own doing but because South African laws chained them, the Ciskei Minister of Foreign Affairs, Mr B N Pityi, said at the weekend

Speaking at the Eastern Cape Women's Conference held at the communal hall here, Mr Pityi said that man-made laws such as those governing migrant labourers were responsible for the misery and plight of hungry blacks

Mr Pityi said the driving of so-called "natives" to the "native" areas caused hardships which made it very difficult to preach abstract love to a hungry man

He said he was not begging for alms from the affluent white society but attacking the legislator with his "plethora of laws that cruelly chain both legs of the black man"

To offset hostile ideologies people had to make sure that their preaching of love must be accompanied by justice to all fellow men he said

Mr Pityi pointed out that in recent years Marxism had recorded spectacular gains in Indo-China and some setbacks in Latin America and Maputo. Now both China and Russia, with Cuba's help, had turned their attention to Africa, as in Angola

"The presence and involvement of Chinese, Russian and Cuban military personnel in these conflicts is no longer a secret," he said

"I do not need to elaborate on the effect of these conflicts on the work of missions and the life of the church, but the most frightening effect is on the younger generation. Marxism today has a growing fascination for many students and young intellectuals in African universities"

Mr Pityi said that to add to the hostile ideologies and resurgent religions, an anti-Western nationalistic feeling prevailed in many parts of the Third World

"It stems from a variety of factors, present economic exploitation and continued Western support for unjust racial and oppressive regimes

"The powers that be need to be aware, more than they have been in the past, of the griefs and sorrows of Africans. All Christians, black and white will need to stand together to discover and experience deeper bonds of love"

In South Africa the situation was exacerbated by the unfortunate confusion of Christianity and Westernisation in the minds of many people. Wherever this anti-Western sentiment was prevalent the church was viewed with suspicion as a collaborator, he said — DDR

Crash: two fair

EAST LONDON — Of the seven people injured in a car accident along the black road to Mdantsane on Sunday evening, five have been discharged from Frere Hospital and the other two, both males, are reported to be in a fair condition

The accident occurred at about 7.30 pm when the car in which they were all travelling overturned

The two men still in hospital suffered from neck and back injuries — DDR

JOHANNESBURG — The Reverend Allan Hendrickse, leader of the Labour Party, left for a two-week tour of Europe last night to explain his party's reasons for participating in the new constitutional dispensation

At Jan Smuts Airport Mr Hendrickse said the tour was being funded

European tour for Hendrickse

by "certain political and business interest groups overseas" whom he did not wish to name

"We are not being

funded by the government and the Labour Party does not have the money to pay for this kind of exercise," he said

Mr Hendrickse said he was going over to "present our point of view to the outside world"

"I don't think there is so much hostility overseas as ignorance about what is happening. People there hear only one side of the story

"They hear the government's side and the side of those antagonistic to the new constitution. They haven't had the thinking of someone in the middle" — DDC

Local students given bursaries

EAST LONDON — Ten students have been awarded bursaries valued at a combined total of R2 000 by the Boy Casoojee University Bursary Trust.

Successful applicants were chosen from the magisterial district of East London and Mdantsane and had to satisfy the trust that they were attending university or had been accepted for

the courses they indicated on their application forms

"We are inundated with applications each year. It just shows that there is a great demand for university and tertiary education and people need financial assistance in these bad economic times," Mr S Naidoo, secretary for the trust, said

Mr Naidoo said the

bursaries were advertised through a central advertising agency in Johannesburg and they often received applications from people who did not qualify because they lived out of the required magisterial district

The successful applicants were Mr Vuyani Mgqolozana (University of Fort Hare), Mr Gerald

Pretorius (University of Cape Town), Mr Mluleki Gumse (Fort Hare), Mr Zukisa Bhaku (Fort Hare), Mr Luthando Beza (Rhodes), Mr Mtunzi Ndima (Rhodes), Mr Kadike Gulu (Unitra), Mr Pregalathan Naina (University of Durban-Westville), Mr Samuel Meintjies (University of the Western Cape) and Mr Dion Ramoo (Rhodes) — DDR

Problems on the line

269 By NKOPANE MAKOBANE

THOUSANDS of train commuters are arriving late for work every day and getting home later than usual since the introduction of a revised suburban train timetable in the Pretoria-Witwatersrand-Vereeniging area earlier this month.

The public relations department of the South African Transport Services (SATS) concedes that there have been problems and top officials of the Southern Transvaal region will meet today to try and solve the problems.

The SOWETAN yesterday went to investigate after receiving complaints from readers in Soweto about the train services since the timetable changed on April 2.

When the new service was introduced the SATS said it was designed to be more regular and reliable, but commuters said this was not the case. They also said there were vast dif-



CIRCLE: Khumalo



OVERCROWDING: Tshabalala.

ferences between the present time-table and the old one at peak hours, whereas the SATS had promised to make only slight changes at these times.

"The new time-table has caused many of us to be late for work, particularly those who use the circle route that goes from Soweto to George Goch via Booyens," Mr Bongani Khumalo said.

"Many of us are going to lose our jobs because

of bad transport"

Ms Josephine Tshabalala said although the number of coaches had been increased from 11 to 14, the trains were still overcrowded.

"When people cannot follow the new timetable, they get into any available train, and this leads to unbearable overcrowding and confusion," Ms Tshabalala said.

Others said that the change had been brought on without ade-

quate notice, that they had not seen any of the notices that are said to be displayed prominently on the smaller stations, nor did they see anybody distributing them.

Commuters also complained that there were no regular announcements in regard to scheduled running times of trains over the public address systems at some stations. The stations that had such systems used them irregularly.

Blank

"Although we appreciate the willingness of some ticket examiners and railway police at stations who give assistance, some seem to be just as blank as we are," Mr Andries Molatedi said.

Another complaint was that with winter almost here, many people will be confused by the service and fall victim to thugs late in the night. This would happen because people had to wait

To Page 2

YESTERDAY Commuters waiting for a train at Merafe railway station in the morning

Commuter confusion

From Page 1
of the SATS, confirmed yesterday that they have received complaints

SATS personnel had gone out to stations and identified some of the problems

He said top officials of the Southern Transvaal for their trains

Mr Stanley Radebe said because some people were boarding wrong trains, ticket examiners were taking advantage of the situation by charging them high penalty fees

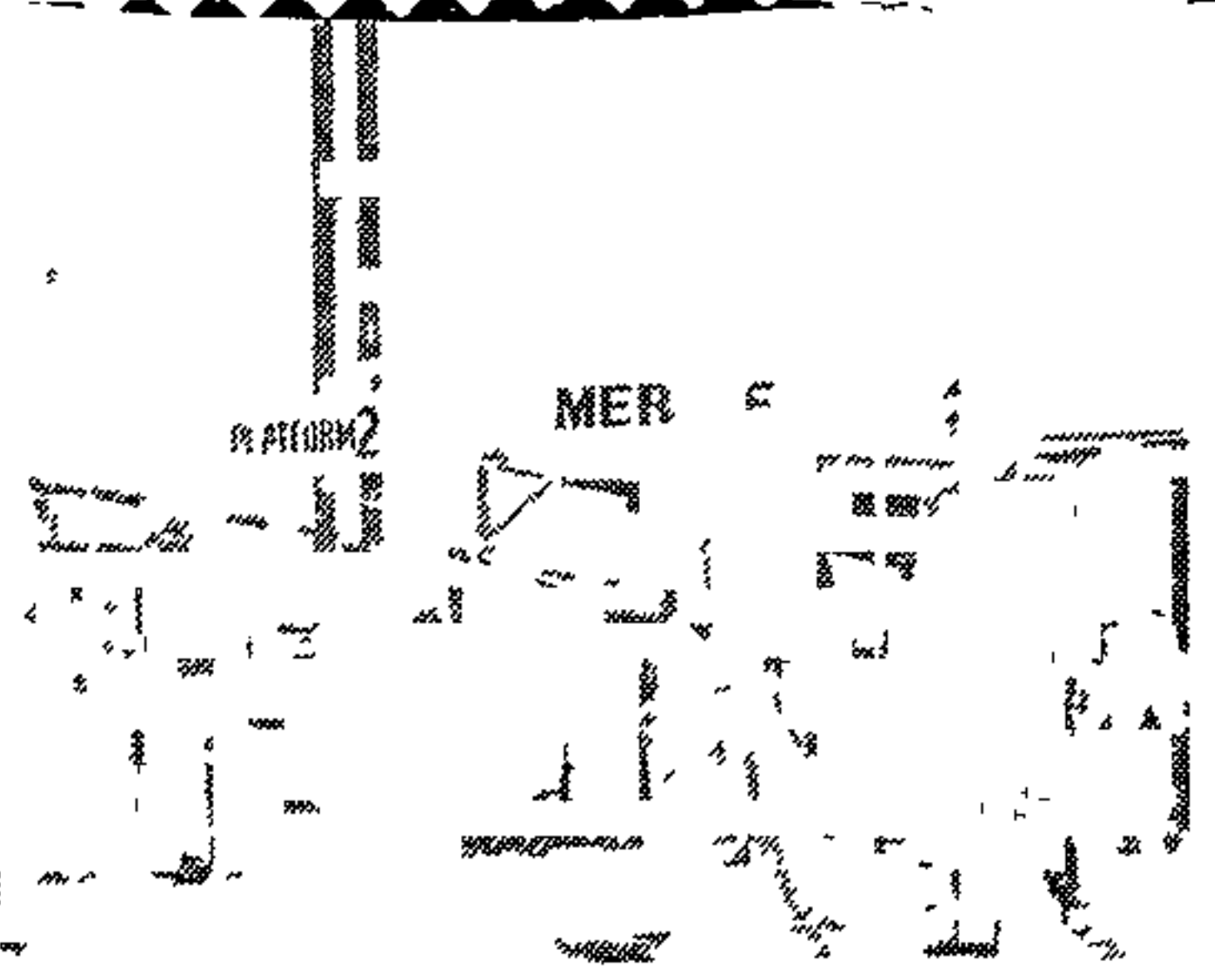
Mr André Thomas, public relations officer region would be meeting today to try and make adjustments where problems have been found

"On the other hand, I must say that we have

also received compliments from people using trains in Daveyton, Kwesime, Leralla, Natalspruit and Midway.

"Most problems seem to be in Soweto, particularly the Naledi-city line. This can partly be blamed on the people themselves for not taking the trouble to read the new time-table," he said.

He said it was not true that some trains have been scrapped. In fact, trains in Soweto have been increased from 150 to 171. As for the circle route service, trains have been increased from 80 to 83.



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SATS 'aims to provide best possible service'

CAPE TIMES 11/4/84

269

letters

PO Box 11
Cape Town
8000

**From Dr E L GROVÉ,
General Manager, SA
Transport Services'**

WITH reference to the article "How to beat the suburban train system" which appeared in the Cape Times of April 9, 1984 (John Scott's column), I would like to state that although your reporter treated this matter in a well-written, humorous manner, it is the SA Transport Services' earnest intention to provide the best possible service to all our clients at all times.

Press statements in connection with the fare increases and delays to trains on the Cape Peninsula suburban services were delivered to your office on Sunday, April 8, 1984.

The management of Transport Services agrees that the standard of service achieved on these services does not always measure up to the high standard we set ourselves and which the public deserves.

However, because of this, extensive and also expensive remedial measures are being taken to alleviate the position.

The most important of these is a R50 million scheme embracing additional track work and bridges between Maitland and Woodstock centred on the Salt River junction.

It is anticipated that this scheme will be completed by 1986 but in the meantime, owing to the complexity of the work and the intensity of the train service, occupation has to be taken of the line from time to time with resulting delays.

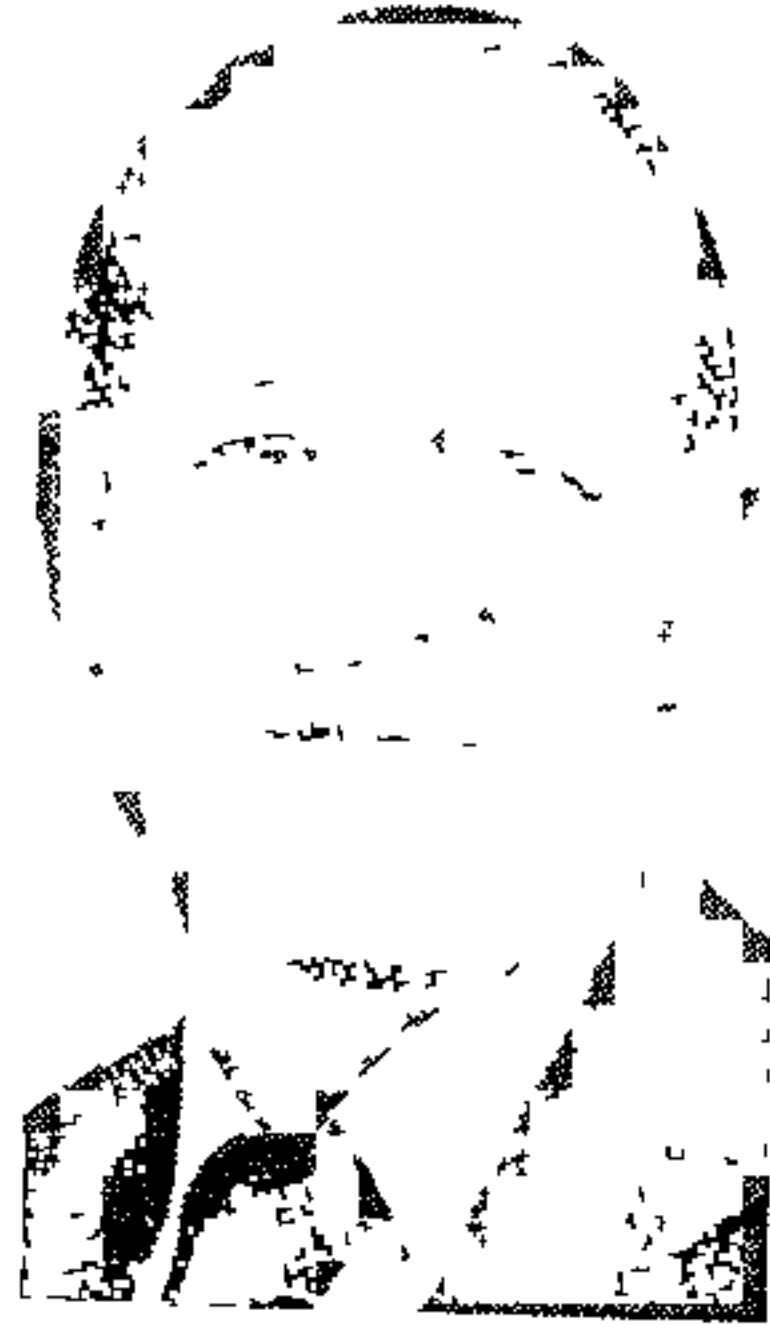
As the vast majority of commuters travel in the morning or afternoon peaks, work is done during daytime hours outside these times, thus causing the least inconvenience to the greatest number of passengers.

Night working is impracticable because productivity drops and other problems slow down progress which will not be to the ultimate benefit of either the commuter or Transport Services.

We would ask commuters to bear with us during the construction period and give the assurance that the completion of this project will enable a vastly improved traffic flow to be maintained which in turn will have a beneficial effect on the right-time running of trains.

Referring to the suburban train fare increase of April 1, 1984, it was never, nor will it ever be, the intention to deceive our commuters regarding the quality of our service or the price they have to pay for such a service.

It is the general trend today that prices rise from time to time and as such, it was also unavoidable for the Transport Services to in-



Dr E L Grové

crease its fares on April 1, 1984.

The determination of these fares is not based on the basic economic principle of supply and demand. Rail commuter services have always been rendered as a socio-economic service in the interests of the country, the business sector and the commuter himself.

To substantiate this statement, a third-class commuter currently only pays 1,9c/kilometre for a single journey between Cape Town and Mitchells Plain and over shorter distances, for instance between Cape

Town and Claremont, travels at the nominal charge of 2,5c/km.

Today, the minimum operating costs of small motor vehicles are already more than 10c/km.

Apart from the average increase of 9,1 percent on first-class and 12,8 percent on third-class commuter services which came into operation on April 1, 1984, an improved method of fare calculation was also introduced.

Suburban fares were formerly calculated on 5 km zones while the revised method is based on the actual distance of the journey. This means certain commuters previously travelled over shorter distances than they paid for while others could travel further for the same fare.

This situation has now been rectified and each commuter pays only for the distance he actually travels.

As a result of the application of this principle, the fares on various commuter services have dropped by 20 percent in spite of the increases on April 1, some have remained constant but there are exceptions where fares increased by more than the average.

On the whole, commuter services are to my mind rendered at very reasonable fares. For example, third-class passengers travelling between Cape Town and Mitchells Plain today do not pay any more for a single journey than they did before April 1.

Weekly tickets between these two stations increased from R2,60 to R2,90 but passengers still only pay 0,65c/km. Monthly tickets on this section increased by R1 to R11,50 and these passengers now still travel at 0,60c/km.

In the case of the Cape Town-Claremont section (10 km) where increases were relatively large, holders of third-class weekly and monthly tickets are still being conveyed at only 1,1c/km.

The SA Transport Services has in the recent past and will in future follow a more customer-orientated approach and commuters and businessmen may rest assured that we will satisfy their needs to the best of our ability.

As your newspaper has afforded this matter wide coverage it would be appreciated if this letter could be given equal prominence.

ARGUS 11/6/84

More retrenchments likely as bus boycott continues

Argus Bureau
EAST LONDON — The nine-month Mdantsane bus boycott could mean more retrenchments if commuters do not respond to an ultimatum to start using the buses by the end of the month

The Ciskei Transport Corporation's managing director, Mr Hans Kaiser, has announced that 240 employees will be retrenched and 117 buses withdrawn from service if the boycott does not end this month

FARE INCREASES

More than 340 employees have already been laid off and 74 buses sold in an attempt to cut losses — already estimated at R4,5-million

The boycott began in July last year in protest against fare increases averaging 10 percent and

several concessions to passengers have failed to break it

Buses which carried thousands of workers from Mdantsane to East London daily, are carrying only 25 percent of their capacity

Workers make use of the train service, walking scores of kilometres a day to stations

Mr Mzwandile Mampunya, chairman of the committee representing commuters, says the boycott will continue until the corporation meets all commuters' demands

They want fares reduced to what they were before the boycott and all links between the corporation and the Ciskei government severed

The corporation is owned jointly by Trustcor and the Ciskei Peo-

ples' Development Bank

The possible retrenchment of 240 employees at the end of April was "not our concern", said Mr Mampunya

SHOWN INTEREST

Concessions include an offer by the corporation to sell the company to private enterprise. A Mdantsane businessman, Mr Hubert Jekwa, has apparently shown interest in buying the company but a sale has not been concluded

Another complaint was about the logo Zezama Ciskei Amahle (for beautiful Ciskeians) on the buses. These were recently replaced with CTC Bus Company logos on buses on the Mdantsane-East London route

Other concessions include a partial fare reduction last year

was the (i) nature and (ii) outcome of the discussions?

THE MINISTER OF CO-OPERATION AND DEVELOPMENT (Reply laid upon the Table with leave of House)

(1) Yes

(a) On various dates in 1983

(b) From many persons and bodies

(c) (i) Some expressed their appreciation for the fact that arrangements were made for sites to be granted to some of the people of the K T C They were however concerned about the position of the illegal squatters and requested that they also be granted sites as well

Others requested that members of the Black community of Langa, Nyanga and Gugulethu should not be moved to Khayelitsha

Some enquired whether all the Crossroads residents were to be moved to Khayelitsha and suggested that residents of the existing townships wanting to be housed should be permitted to build their own houses in Khayelitsha and that the Black persons concerned should be given the opportunity to decide for themselves whether they would move to Khayelitsha or not

(ii) To these questions were replied that those members of the Black community who lawfully qualified for residence in the Cape Town Metropolitan Area would be allowed to move to Khayelitsha, but that those without such qualifications would have to return to their place of origin

(3) whether he will make a statement on the matter?

THE MINISTER OF JUSTICE

(1) Yes The officer is employed in an administrative capacity where he has no direct contact with prisoners
(a) and (b) fall away

(2) (a) and (b) The matter is being dealt with in accordance with section 55 of The Prisons Act, 1959, as amended

(3) I have nothing to add to what I have just announced

269, commuter rail fares 11/4/84
*24 Mr P C CRONJE asked the Minister of Transport Affairs

(1) Whether there has been a change in the system in terms of which commuter rail fares are determined, if so, (a) why, (b) when was it effected and (c) what is the nature of the change,

(2) whether the public was informed of the change in the system, if not, why not, if so, (a) when, (b) by whom and (c) in what manner,

(3) whether he will make a statement on the matter?

THE MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(a), (b) and (c) As previously announced, it is envisaged to provide automatic electronic fare collection equipment at all major centres In order to comply with the design requirements of this equipment, the grouping of suburban fares in five kilometre zones had to be changed with effect from 1 April 1984 to a fare structure based on actual distance travelled

(2) (a), (b) and (c) The proposed intro-

duction of the abovementioned new system of fare collection has on various occasions been made public in the press, on television and by myself In this connection I wish to refer also to my reply to question No *17 put to me by the hon member for Amanzimtoti on 9 February 1983

(3) Yes As already indicated in the reply to part (1) of the question, the introduction of the new system of fare collection has necessitated a change in the method of fare determination In some instances this has resulted in decreased fares, while in other cases the fares have remained unchanged and in still other instances an increase in fares has been unavoidable

On the whole, commuter services are rendered at very reasonable fares For example, third class passengers travelling between Cape Town and Mitchell's Plain today do not pay any more for a single journey than they did before 1 April Weekly tickets between these two stations increased from R2,60 to R2,90 but passengers still only pay 0,65 cents per kilometre Monthly tickets on this section increased by R1,00 to R11,50 and these passengers still travel at 0,60 cents per kilometre

In the case of the Cape Town/Claremont section where increases were relatively large, holders of third class weekly and monthly tickets are still being conveyed at only 1 cent per kilometre

The hon member is apparently very concerned about third-class passengers If they, that is to say, the third-class passengers, do not have any objection—I think they will have—the hon member may also travel third-class

Coloured/Indian persons registered as voters

*25 Mr S S VAN DER MERWE asked the Minister of Internal Affairs

How many (a) Coloured and (b) Indian persons had registered as voters since 1

Barberton Prison Farm: former acting head G. J. ... 11/4/84
*23 Mrs H SUZMAN asked the Minister of Justice

(1) Whether a former acting head of a prison on the Barberton Prison Farm whose name has been furnished to the Minister's Department for the purpose of his reply is still employed by the Prisons Service, if not, (a) when and (b) why did he leave the Service, if so, in what capacity,

(2) whether any action has been or is to be taken against this person, if not, why not, if so, (a) when and (b) what action,

(a) The Community Council

(b) 15 August 1983

(c) (i) The removal of the unhygienic squatter situation at Crossroads

(ii) The Community Council was fully informed about the Government's points of view regarding the squatter situation at Crossroads

- (1) (a) What amount was paid out by the State in respect of Coloured persons to unmarried mothers in the form of children's allowances in the 1983-84 financial year and (b) how many children were involved in payments of this nature,
- (2) whether any changes in policy in respect of such payments were adopted in the course of that financial year, if so, what is the nature of these changes?

†The MINISTER OF INTERNAL AFFAIRS

- (1) (a) and (b) The figures are not available as separate statistics on allowances paid to unmarried mothers are not kept

- (2) Yes, the major policy change being that with effect from 1 September 1983 the payment of children's allowances to unmarried mothers is, with due regard to certain qualifications, limited to one child and in highly exceptional cases, in the discretion of the Director-General of Internal Affairs, to one additional child born out of wedlock. The hon member is referred to Government Notice 1811 which appeared in *Government Gazette* 8851 of 19 August 1983 in which the regulations on the payment of *inter alia* children's allowances were amended

Sandton police station: fire

*9 Mr D J DALLING asked the Minister of Law and Order.

Whether a fire occurred in the Sandton police station recently, if so, (a) when, (b) what was the cause, (c) in what section of the police station, (d) what was the extent of the damage and (e) what is the estimated cost of restoration?

†The MINISTER OF LAW AND ORDER

Yes

- in the Press, the names of the complainants are Mr and Mrs Arnot of Port Elizabeth
- (2) Yes Owing to a complete lack of clues or other information the first-mentioned case was closed as undetected, while the latter cases are still under investigation
- 269 Howard Q 6/1, 901
SA Transport Services' main line services/suburban services
11/4/84

*11 Mr P C CRONJÉ asked the Minister of Transport Affairs

What was the total cost to the South African Transport Services in the 1982-83 financial year in respect of (a) (i) first-class, (ii) second-class and (iii) third-class main line services and (b) (i) first-class and (ii) third-class suburban services?

†The MINISTER OF TRANSPORT AFFAIRS

- (a) (i) R101 million
(ii) R157 million
(iii) R221 million
(b) (i) R237 million
(ii) R368 million

†Mr P C CRONJÉ Mr Speaker, answering out of the hon the Minister's reply, which he read so fast, I only missed the last part of the reply, and now I want to know whether he is also satisfied that third-class passenger tariffs cover the largest percentage of the cost?

†The MINISTER Mr Speaker, third-class passengers are by far the largest number of passengers we transport and *pro rata* the amounts they pay are in proportion to what first-class passengers pay

Job creation programme for Blacks in Cape Peninsula

Q. 6/1, 901 11/4/84

*12 Mrs H SUZMAN asked the Minister of Co-operation and Development

- (1) Whether a job creation programme for Blacks in the Cape Peninsula is to be undertaken, if so, (a) when will the programme (i) commence and (ii) be completed, (b) who will be in charge, (c) what amount has been allocated in respect of the programme and (d) how many jobs will be created and (e) who will qualify to apply for these jobs,

- (2) whether this programme is to be extended to any areas other than the Cape Peninsula, if not, why not, if so, which areas,

- (3) whether discussions on this programme were held with any persons recently, if so, (a) when, (b) with whom, (c) what was discussed and (d) what were the results of these discussions?

The DEPUTY MINISTER OF CO-OPERATION.

- (1) The Department of Co-operation and Development is not aware of any special job creation programme for Blacks that is to be undertaken in the Cape Peninsula

- (a) (i), (ii) and (b), (c), (d) and (e) Fall away

- (2) Falls away

- (3) Falls away

Sasol: hydrogen sulphide pollution

*13 Mr P G SOAL asked the Minister of Mineral and Energy Affairs

- (1) Whether any complaints and/or representations concerning hydrogen sulphide pollution allegedly emanating from Sasol in the Transvaal have been received by his Department if so, (a) from whom, (b) when and (c) what was (i) the nature of the complaints and/or representations and (ii) his response thereto in each case,

- (2) whether his Department has taken or

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D. Dispatch

11/4/84

EAST LONDON — The Committee of Ten has totally rejected the concession package for commuters announced by the CTC bus company, Mr Mzwandile Mampunye, chairman of the committee, said yesterday

Committee rejects CTC concessions

The concessions comprise a number of measures, including pensioners, and scholars, tickets and special feeder services, which were formulated by the CTC management in response to 15 demands put by the Committee of Ten

The package was aimed at solving the bus boycott which began last

July and has resulted in thousands of commuters travelling by train and has cost CTC up to R4 million

Mr Mampunye said that the committee would continue to reject the concessions "until such time as Mr Hans Kaiser (managing director of CTC) commits himself to finding a solution to the boycott which will be acceptable to all parties"

In response to Mr Kaiser's request that the committee reciprocate with concessions of their own, Mr Mampunye said that they were not prepared to compromise and further slammed Mr Kaiser as being totally responsible for the breakdown in negotiations by his "refusal to negotiate with the committee in good faith"

Mr Mampunye outlined three of the original demands which he

said had not been met and which were proving to be the bone of contention

"Firstly we demand that the bus company sever all ties with the Ciskei Government and that fares be put back to what they were in July last year before the fare hike

"We also asked that weekly tickets are not subjected to a date-expiry condition but the company has simply ex-

tended the date expiry rather than abolish it," Mr Mampunye said.

He added that at present, CTC had ceased to serve the interests of the public but were furthering their own objectives by offering an uncomfortable and unreliable service

He also criticised Mr Kaiser for communicating with commuters through newspapers and bypassing the committee — hence going against the previously established negotiating procedure

Mr Kaiser said yesterday that he had no wish to comment further on the situation — DDR

100's miss work in train chaos

BY ALINAH DUBE

HUNDREDS of people had to slay away from work and 18 were arrested because of late trains between Mabopane and Pretoria yesterday.

Angry commuters yesterday that the first Mabopane Station at about 6 am. There was told the SOWETAN train only arrived at the

no more accommodation in the coaches when the train reached the So-shanguve Station and people were left behind.

Mr Thomas Mabaso of Soshanguve said hundreds of people who work in Johannesburg were forced to return home after they had found it "ridiculous for us to leave Pretoria at 10 o'clock." He said he was at the station as early as 4 30 am but the train was not there. This, he said, they had experienced since Monday this week.

He added that the train he boarded arrived at 8 am. When it reached the Pretoria North Station, he said, doors would not open and only did so when the train was already in motion.

Arrested
"There was a stampede as most people forced their way out. Some of the women were left lying on the platform. I think a few of them were injured because of being trampled," said Mr Mabaso. Scores of people were said to have been arrested at the Hercules Station for having not used the platform stairs to cross the rail line. Other passengers said it was so late that each person only thought of hurrying to the nearest available transport to town.

A security guard at the Pretoria News, Mr John Mahlala, said he was late by more than 45 minutes for work. "Authorities have to look into this problem very seriously because people are now in fear of losing their jobs because of being late continuously," he said.

The Systems manager of the South African Transport Services (SATS), Dr J G L Booysen, confirmed that trains were delayed by a power cut in one of the lines yesterday.

Asked if transport was arranged for people who were late to catch Johannesburg trains he said "No." "The lines to Johannesburg were not affected and trains operated normally in that route," Dr Booysen said.

employees will be retrenched and 117 buses withdrawn from service if the boycott does not end this month.
More than 340 employees have already been laid off and 74 buses sold in an attempt to cut losses — already estimated to be R4,5-million.

200 on strike
MORE THAN 200 workers at two companies on the Reef were yesterday on strike over wages, recognition of their unions and the dismissal of a colleague.

About 23 workers at Jumbo Wholesalers in Johannesburg, members of the African Allied Workers' Union, yesterday went on strike after a shop steward was sacked by management.

A company spokesman said that the workers all returned to work late yesterday and negotiations between their union representatives and management would take place.

At Russell's Furniture Warehouse, near Wadeville, about 150 workers yesterday entered their seventh day on strike over wages and the recognition of their trade union — Commercial Catering and Allied Workers' Union of SA (Ccawusa).

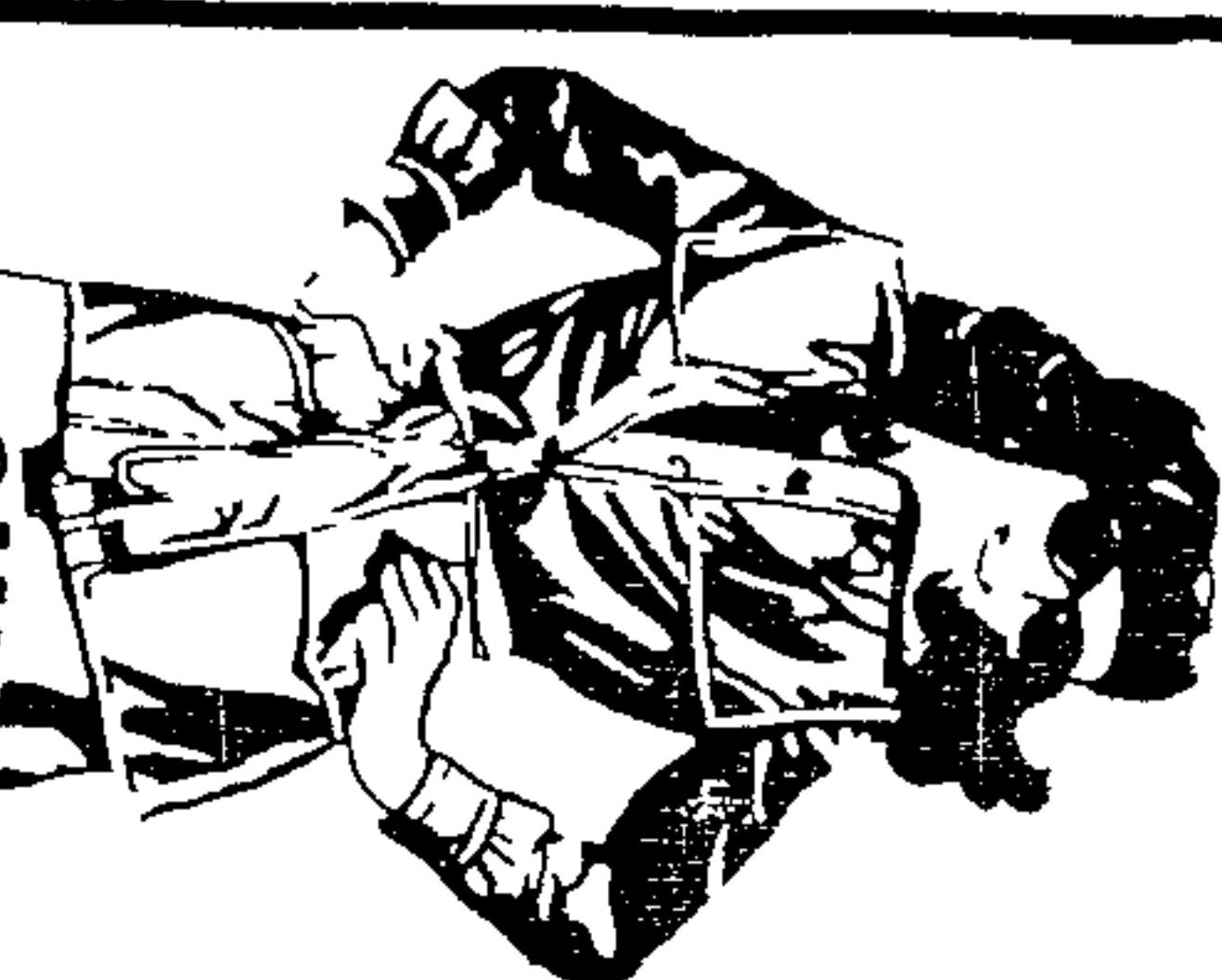
Chiefs slammed
THE CONGRESS of South African Students (Cosas), yesterday said that Chief Gatsha Buthelezi had shown by his actions that he is against the student movement in South Africa.

A statement issued by Cosas described Chief Buthelezi's rally in Soweto on Sunday as provocative, especially since it comes after the death of five students at the University of Zululand last year who were protesting against his presence.

ANC 2 jailed
TWO MEMBERS of the banned ANC who underwent training in the Soviet Union and East Germany, Phillemon Modisagarekoe Morake and Frans Modumetsa Ranoto, have each been sentenced in the Louis Trichardt Circuit Court to 12 years' imprisonment for high treason.

A ruling on leave to appeal has been reserved by Mr Justice W C McCreagh. — Sapa.

Death riddle
POLICE are investigating the death of a woman whose body was found slumped in the passenger seat of a stolen car, with a bullet wound in the head in Soweto on Tuesday.



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CTC ultimatum ⁽⁴⁶⁹⁾ ⁽²⁷⁸⁾

THE NINE-MONTH Mdantsane bus boycott could cost nearly 600 people their jobs if commuters do not respond to an ultimatum to start using the buses by the end of the month.

Suleta 12/4/84
Ciskei Transport Corporation (CTC) managing director, Mr Hans Kaiser, has announced that 240 employees will be retrenched and 117 buses withdrawn from service if the boycott does not end this month.

More than 340 employees have already been laid off and 74 buses sold in an attempt to cut losses — already estimated to be R4,5-million.

Pietermaritzburg bus fares to cost 5 c more

Means
2/4/84 Pietermaritzburg Bureau 269
BUS fares in Pietermaritzburg are to go up by 5 c from May 1

The increase would affect all fares on the general, Indian and coloured services, the Director of Transport, Mr G R Hichens, said yesterday

Fares on the black service would also be increased from May 1, but because of increased Government subsidies of workers' clipcards, only cash fares would go up by 5 c

Mr Hichens said most workers' 10-ride clipcards would be increased by 10 c a card

12/4/84
Star

Ciskei bus boycott may cost 600 jobs

Own Correspondent

269

EAST LONDON — The nine-month bus boycott at Mdantsane could cost nearly 600 people their jobs if commuters do not respond to an ultimatum to start using the buses again by the end of the month.

The managing director of the Ciskei Transport Corporation, Mr Hans Kaiser, has announced that 240 employees will be retrenched and 117 buses withdrawn from service if the boycott does not end.

More than 340 employees have already been laid off and 74 buses sold in an attempt to cut losses — already estimated at R4,5 million.

The boycott began in July in protest against fare increases averaging 10 percent. Several concessions to commuters have failed to break it.

Buses which used to carry thousands of workers from Mdantsane to East London are now running at 25 percent capacity.

Most workers use trains, often walking many kilometres to the nearest station.

Mr Mzwandile Mampunya, chairman of the Committee of Ten representing commuters, says the boycott will continue until the corporation meets all the demands of commuters.

They want fares reduced to what they were before the boycott, and all links between the corporation and the Ciskei Government severed.

The corporation is owned jointly by Trustcor and the Ciskei People's Development Bank.

The possible retrenchment of 240 employees at the end of April was "not our concern", Mr Mampunya said. "The people

don't want compromise."

Concessions include an offer by the corporation to sell the company to private enterprise.

An Mdantsane businessman, Mr Hubert Jekwa, has apparently shown interest in buying the company, but a sale has not been concluded.

Concessions the corporation has already made include a partial fare reduction last year, an undertaking that fares will not be raised during 1984, discount fares for pensioners and scholars, and subsidised weekly tickets.

Although many commuters admit that they are tired of walking, pressure from other commuters prevents them using the buses.

Spokesmen for the corporation say they do not know how long the company can continue to operate under present conditions.

269

~~107~~ D. Dispatch

Prospective buyer 12/4/84 drops bus firm plan

EAST LONDON — The main bidder for the CTC bus company, Mr Hubert Jekwa, has withdrawn from negotiations and stated categorically yesterday that he was no longer interested in buying the company

CTC has accrued losses of up to R4 million since the start of the bus boycott by Mdantsane commuters over a fare hike last July

The Committee of Ten, who claim to represent the commuters and with whom CTC management have been having talks, demanded that the company sever ties with the Ciskei Government and the company announced that it was open to negotiations for the sale

Mr Jekwa, an Mdantsane businessman, said he had only been interested in buying one route — that from East London to Cape Town —

but had found that the enterprise would be too costly for him

CTC management have put together a concession package in response to certain demands from the Committee of Ten but it was rejected

Mr Hans Kaiser, managing director of CTC, said that the usage of the buses has slowly increased and now stands at about 40 per cent CTC have embarked on a rationalisation program-

me aimed at slimming the operation down to cater for demand and hence cutting down on losses created by the boycott

The 240 employees who have been told they will be retrenched are currently enjoying a month's respite after Ciskei's President Lennox Sebe appealed to Mr Kaiser. However, they will leave the company at the end of this month unless the boycott has ended. — DDR

- 40 Koornhof Dr The Hon P G J
 41 Lambrechts Dr H C
 42 Le Grange The Hon L
 43 Lessing Mrs H M
 44 Louw Prof J H
 45 Louw Dr M S
 46 Marais Cmdt P G
 47 Mitchell Mr D E
 48 Muller Dr The Hon H
 49 Munnik Dr The Hon L A P A
 50 Naudé Dr S M
 51 Nienaber Prof P J
 52 Opperman Prof D J
 53 Pauw Prof T
 54 Petersen Mr S V
 55 Player Mr G
 56 Player Mr I C A
 57 Plumbridge Mr R A
 58 Pohl Prof Anna S Neethling
 59 Punt Dr W H J (posthumous)
 60 Raath Mrs J M
 61 Rabie The Hon Mr Justice P J
 62 Raubenheimer The Hon A J
 63 Rautenbach Prof C H
 64 Rautenbach Dr P S
 65 Robertson Dr T C W
 66 Rumpf The Hon Chief Justice F L H
 67 Rupert Dr A E
 68 Rousseau Dr P E
 69 Roux Dr A J A
 70 Rycroft Prof H B
 71 Schlebusch The Hon A L
 72 Schoeman The Hon B J
 73 Schoeman The Hon H
 74 Schumann Mrs H W
 75 Searle Prof C
 76 Slater Mr W J B
 77 Smit The Hon H H
 78 Steyn Dr The Hon L C
 79 Steyn The Hon S J M
 80 Stoker Prof H G
 81 Straszacker Dr R L
 82 Swart The Hon C R
 83 Thom Prof H B
 84 Thompson The Hon Chief Justice N Ogilvie
 85 Treurnicht Dr The Hon A P
 86 Uys Mr J J (Jamie)
 87 Van Collier The Hon C M
 88 Van Der Merwe Dr The Hon C V
 89 Van Der Merwe Dr The Hon S W
 90 Van Der Merwe Brink Dr C
 91 Van Der Merwe Brink Mr D S
 92 Van Heerden Dr W
 93 Van Niekerk The Hon S G J

- 94 Viljoen The Hon Senator M
 95 Vorster The Hon B J
 96 Vorster Dr P W
 97 Weber Dr P A
 98 Wilkens Mr J

(269) Hammond R. G. 1940
 Dock gates' staff 12/14/84
 762 Mr D J N MALCOMESS asked the Minister of Finance

(a) How many persons in each race group are employed by the Directorate of Customs and Excise to man dock-gates at the (i) Cape Town, (ii) Port Elizabeth, (iii) East London and (iv) Durban harbours and (b) how many persons in each race group resigned from these posts in 1983?

Die MINISTER OF FINANCE

(a) Whites	Other Race Groups
(i) 59	Nil
(ii) 54	Nil
(iii) 28	Nil
(iv) 98	Nil

(b) Resignations of officers employed to man dock-gates are not available separately. During 1983 134 Customs Officers out of a total establishment of 351 resigned at the ports concerned. This figure includes officers who retired from the service on pension

FRIDAY, 13 APRIL 1984.

D. G. 1. 940

For oral reply ~~Hammond~~ Hammond
 Children's allowances for Asian unmarried mothers

*1 Dr W J SNYMAN asked the Minister of Internal Affairs †

- (1) (a) What amount was paid out by the State in respect of Asians to unmarried mothers in the form of children's allowances in the 1983-84 financial year and (b) how many children were involved in payments of this nature,
 (2) whether any changes in policy in respect of such payments were adopted in the course of that financial year, if so, what is the nature of these changes?

The MINISTER OF INTERNAL AFFAIRS

(1) (a) and (b) The figures are not available as separate statistics on allowances paid to unmarried mothers are not kept

(2) Yes, the major policy change being that with effect from 1 September 1983 the payment of children's allowances to unmarried mothers is, with due regard to certain qualifications, limited to one child and in highly exceptional cases, in the discretion of the Director-General of Internal Affairs, to one additional child born out of wedlock. The hon member is referred to Government Notice 1810 which appeared in *Government Gazette* 8851 of 19 August 1983 in which the regulations on the payment of *inter alia* children's allowances were amended

†Dr W J SNYMAN Mr Speaker, arising out of the hon the Minister's reply, can he, with regard to the first part of the question, tell us what is the total amount paid out in terms of children's allowances to the population group concerned?

†The MINISTER Mr Speaker I do not have the figures with me. The fact of the matter is that the specific facet referred to in the question is grouped with a whole number of other facets. The total figure in respect of all the facets grouped together with this can be made available if a question thereon is placed in the Question Paper

†Mr H D K VAN DER MERWE Mr Speaker, further arising out of the hon the

Minister's reply, on which grounds are the figures not grouped separately?

†The MINISTER Mr Speaker, the whole programme is computerized. The process has not yet been refined to such an extent that it can be made available in that form

†Mr H D K VAN DER MERWE Mr Speaker, arising out of the hon the Minister's reply, why then are the figures in regard to the Whites kept separately?

†The MINISTER Mr Speaker, two separate departments are concerned here. From a constitutional point of view Coloured and Indian affairs of this nature were only grouped together under one other department quite recently. Up to now matters have not developed in this way, nor has any particular need for this been felt. However since the inception of the CP a need has apparently arisen to group these figures separately in order that they can make petty political propaganda with them. [Interjections] If it really proves necessary, we can consider grouping the figures in such a way that we can furnish them separately to them

†Mr H D K VAN DER MERWE Mr Speaker, further arising out of the hon the Minister's reply, does the hon the Minister not think that for the sake of clean administration [Interjections]

†The MINISTER Mr Speaker, the books of the Department of Internal Affairs are audited properly. I deplore the fact that the hon member for Rissik drags in the matter of clean administration in this way, without any grounds whatsoever. Every cent which is paid out, for whatever purpose, is controlled properly. It is also reported on properly. It is completely unfounded accusations of this nature which make us blame hon members of the CP for practising petty politics on a very low level. [Interjections]

†Mr A E NOTHNAGEL Mr Speaker, further arising out of the hon the Minister's reply, does the money which his department uses for the payment of allowances of this nature only come from the White taxpayers?

†The MINISTER Mr Speaker, the reply

NO END IN SIGHT FOR CISKEI BUS COMPANY

THE EMBATTLED Ciskei Transport Corporation is still up to its neck in trouble.

First the boycott leadership told CTC it wasn't prepared to compromise on its nine-month campaign.

And then Mdantsane boxing promoter Hubert Jekwa announced that he had pulled out of negotiations to buy the company.

Mr Jekwa told City Press emphatically "I'm not interested any more" - closing the door on one of the avenues open to CTC in solving the boycott, that is selling its interests to private enterprise.

Jekwa said his only interest in CTC was the East London to Cape Town run, but he had found this "wasn't a viable proposition".

At the same time, the pro-boycott Committee of Ten has reacted angrily to CTC complaints that it wasn't prepared to negotiate on the boycott.

In a statement released to City Press the committee rejected a

"deal" offered recently by CTC which included reduced fares for scholars and pensioners.

"The company made these concessions without finding out if the workers agreed," the committee said.

"We shall continue to reject the concessions until CTC managing director Hans Kaiser finds a solution to the boycott which satisfies both parties - not just his company.

The committee said it had put forward three demands

- The company should sever all ties with the Ciskei Government
- Fares should revert to what they were last July, before the boycott started.
- Weekly tickets should not have an expiry date.

The boycott is reported to be "as strong as ever" in Mdantsane and Duncan Village.

Meanwhile, CTC has retrenched a further 11 workers and the fate of another 240 still hangs in the balance

before a Durban Regional Court this week on a murder charge following the death of Mphikwana Khayile, a school teacher who was hacked to death during the funeral of Harrison Dube at Lamontville last May.

They have all pleaded not guilty. Six of the men are out on R200 bail and three are in custody.

One is from Wentworth, while the rest are from Lamontville.

They will appear in court again on April 24 pending a decision by the Attorney General.

Ex-Island man dies

★ TRANSKEI lawyer Rex Dingaan Lupondwana, 39, died instantly after his car collided with a stationary railway bus on Sunday in Umtata.

Transkei police liaison officer Mxolisi Jumba said Mr Lupondwana was alone in his car at the time of the accident.

A former Robben Island prisoner, Mr Lupondwana established his legal practise in Umtata after he was admitted as a lawyer in 1978.

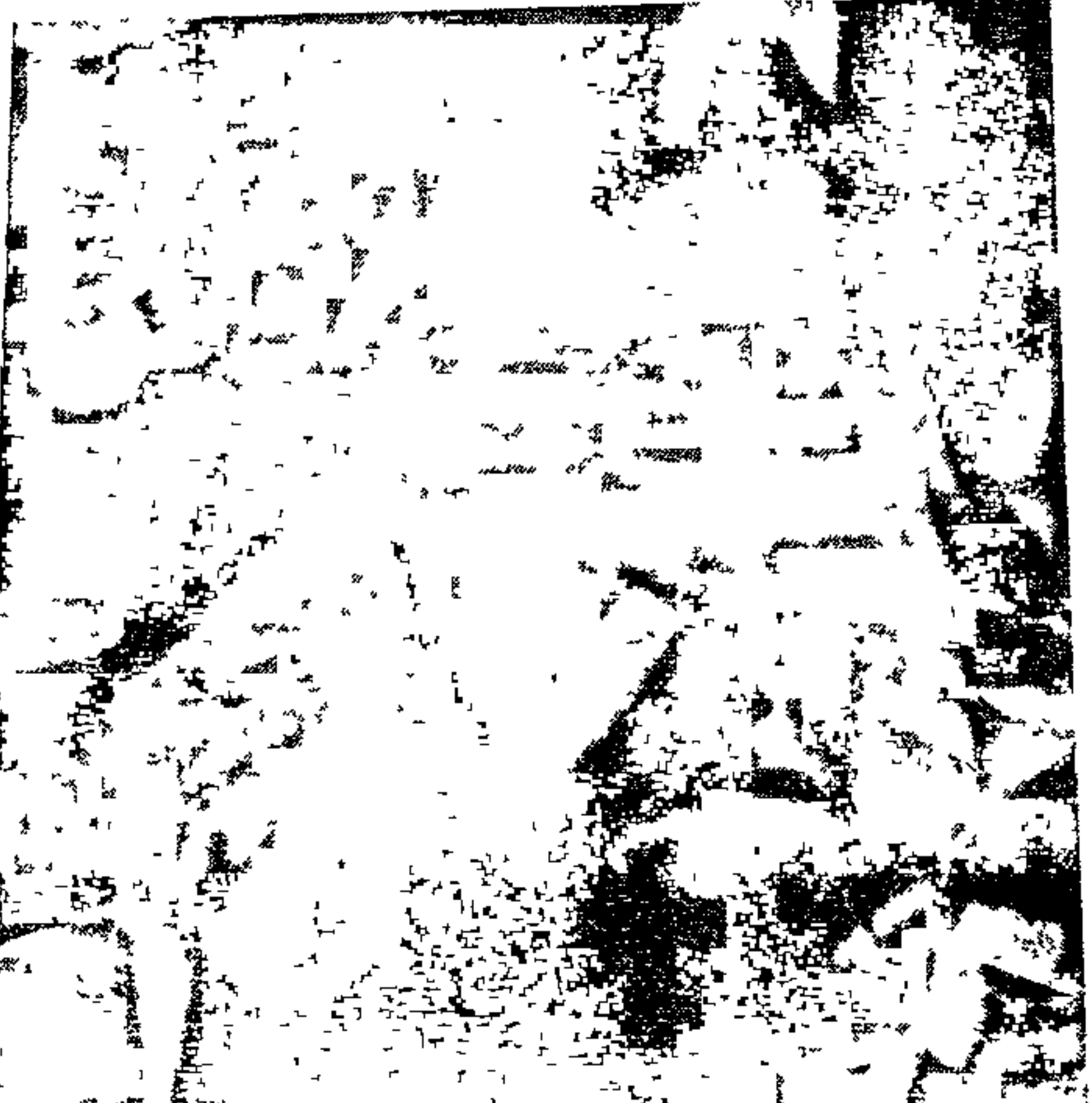
Funeral arrangements have not been finalised.

WHEN Oscar Mpetsha that it has more than 7 000 formally trained guerrillas (some estimates as high as 12 000), was convicted under the Terrorism Act

And the ANC has its role of

bique still leaves it with a of their kind.

JONAS SAVIMBI - Why Pretoria loves him.



at bay

ANC

Guerrillas

~~40-303~~
~~269~~
~~D. Dispatch~~
~~12/4/84~~
**Man dies
after bus
stoning**

EAST LONDON — A young man was killed by a group of bus passengers after allegedly stoning the vehicle they were travelling in in Mdantsane, the Ciskei police liaison officer, Lt-Col Avery Ngaki, said yesterday

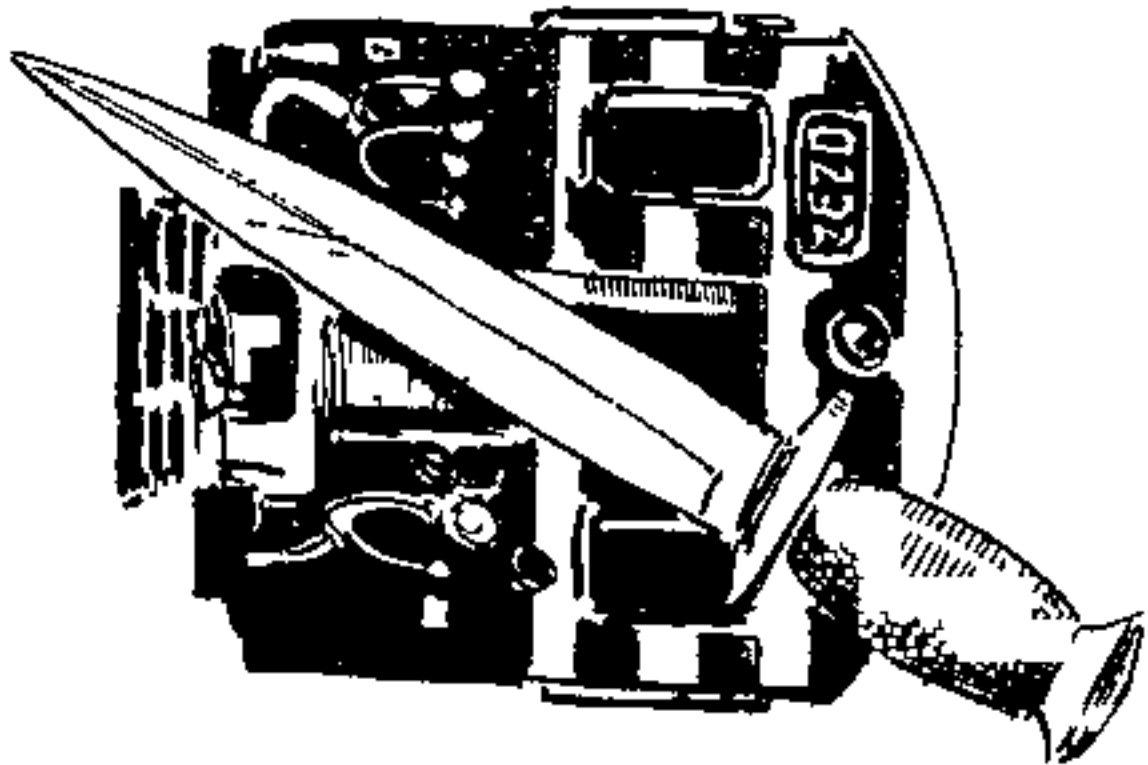
Col Ngaki said the incident took place at 7.15 pm on Saturday "The bus was on its way from Mdantsane to Potsdam when the man allegedly started throwing stones at it as it passed him

"The driver stopped the vehicle and some of the passengers got out and managed to get hold of the man before he could run away," he said

Col Ngaki said the group of passengers beat and kicked the man to death

"We estimate him to be in his mid-20s and would appreciate if anyone who could possibly identify him will phone the station commander at Vulindlela police station — Mdantsane 143," he said — DDR

CRIME



FOR many commuters a train ride home after work can be fraught with danger.

HENRI LUDSKI, Staff Reporter, looks at the situation.

The train home can be a journey into terror

ACCUS 17/4/84

209 ~~350~~ 355

FOR THOUSANDS of Peninsula train commuters, especially those traveling third class on Cape Flats lines, their most anxious moments each day are often on their journey home — a trip with a history of terror

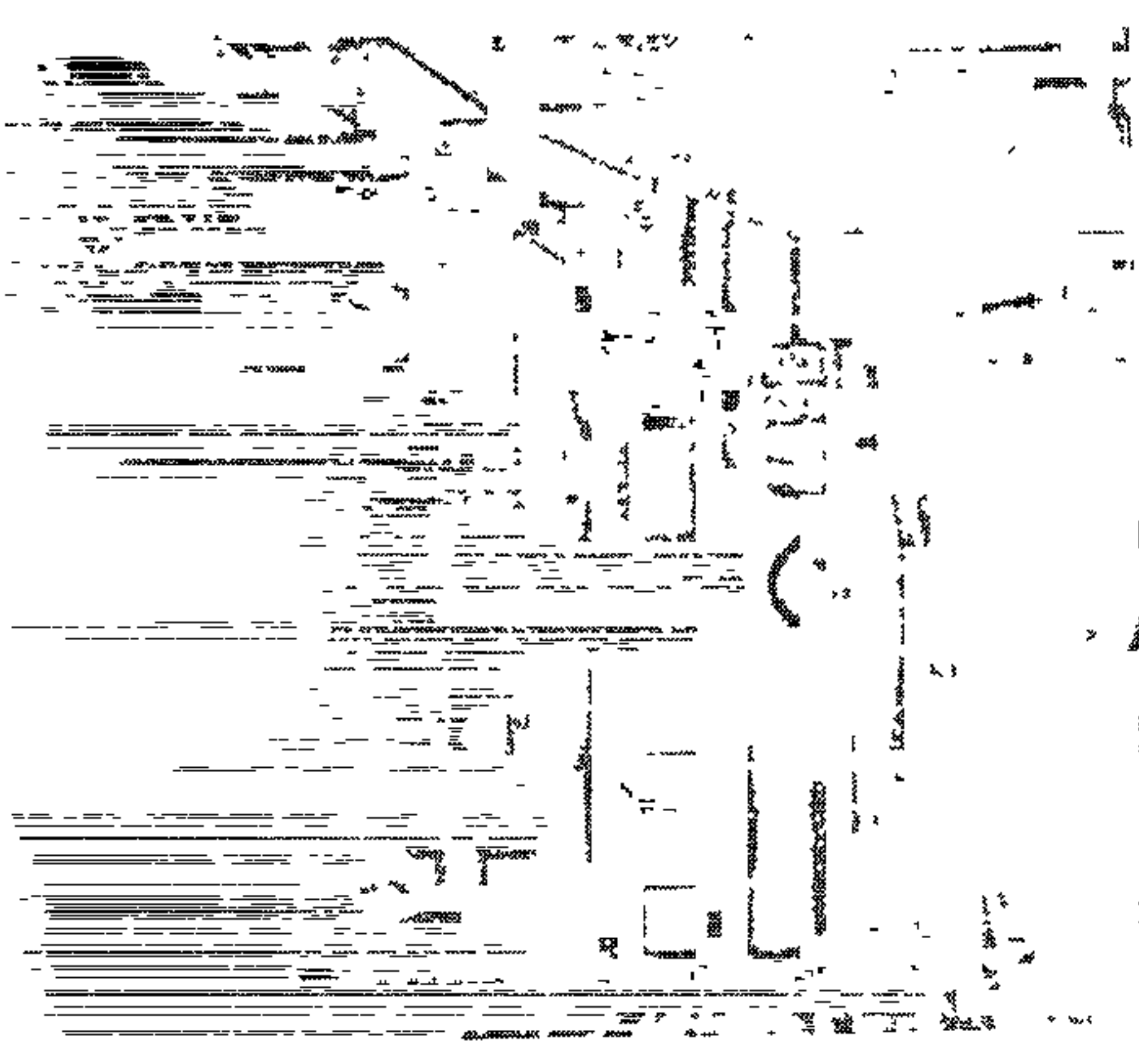
Hundreds have witnessed assaults or been victims of violence on trains, scores of them more than once

People die violently on the city's trains — recently a train conductor and several passengers were killed in separate incidents — but these are regarded by police as "isolated cases" The most common violence are assaults and robbery

The SA Railways Police have said that there were 300 fewer robberies on trains in the past year against the previous year But hundreds more are likely victims of a "moment of terror" this year

Associated with violence

As long as many Cape Flats commuters can remember, and especially since people were moved to areas such as Bonteheuwel and Man- enber, trains have always been stre-



connection with the recent murders and I am quite happy that we are in control of the crime situation

"I am given a record of crime in the Western Cape each day and I am well aware of the crime situation"

He said that one of the biggest "headaches" of the Railways Police was the fact that "the crime situation is very fluid"

"It seldom follows a set pattern and crimes seldom occur on the same platform two days running," Brigadier Malan said

"Our work is bedevilled by the fact that we can never actually identify critical areas and as a result our strategies have to cover the whole spectrum of station, subway and train patrols

"We have train patrols of uniformed and plain-clothed policemen who work in teams Criminals most times notice only the uniformed policeman and often arrests are made by the other member of the team"

Brigadier Malan stressed that it was "vital-ly important" that people did not waste time in reporting crimes

"Often crimes are reported a day or two

17/4/84

269

ated with violence — and overcrowding

The robbers are often gangs of between four and seven thugs armed with anything from broken bottles and knives to pangas and guns. They terrorise individuals randomly, and they have been known to rob everyone in one or more carriages.

Two workers for a firm in Cape Town have been victims of violence on the trains several times. Mr Mogamat Cassiem has been robbed of his spectacles twice and Mr Alex Davids had his taken four times.

Mr Cassiem still travels by train. He believes that he may be robbed again and has bought two pairs of identical spectacles — just in case.

But Mr Davids says he will not set foot on a train again. "You can't imagine how terrifying it is," he said.

On one of the four occasions he was robbed, a gang of four men also threatened and robbed other people in the carriage.

He sums up the hopelessness of hundreds of people who are robbed on trains in the Cape Peninsula. "Everyone is terrified. Nobody does anything to help the next person

because they can't"

He recalled an incident in which a passenger was stabbed in the arm several times when he refused to empty his pockets.

Many people have opted for safer transport. But thousands of people have no option — trains are crowded, but relatively cheap.

Although commuters have for years complained of violence on trains and



Brigadier DF Malan, head of SA Railways Police in the Western Cape, believes that, viewed against the background of 850 trains daily transporting about 600 000 commuters, "the crime situation is the Western Cape is not serious".

"We are in control of the situation", Brigadier Malan said.

"Our crime situation must be seen in relation to the statistics, and if this is done then, comparatively speaking, it can be seen that crime is not as rife and prolific in the Western Cape as it is made out to be. We have succeeded in arresting people in

often of very little or no use and we can't react adequately and have a very limited chance of success.

"We have a radio-control room where 10 lines are available simultaneously (218 2171) and it remains only for people to telephone immediately once an offence is committed because we have radio cars stationed at strategic points.

"Figment of imagination"

"There is also the Casper service (218 221) for those who wish to remain anonymous and whose tip-offs are recorded on a tape recorder."

Brigadier Malan said that often crimes on trains were "sheer opportunism" and the concepts of organised gangs operating and robbing trains was often "just a figment of the imagination."

"Quite frankly", Brigadier Malan said, "our crime rate is not high, but our success is quite high."

He said people should always be aware that they can be robbed and listed certain steps people can take to make themselves less vulnerable.

- Do not carry much cash
- Be careful not to expose jewellery and be aware that watches can be snatched from your arm. Do not unnecessarily expose the arm on which jewellery is worn as this is often what thieves look for.
- Do not place handbags besides you on the seat. Hold them in your lap.
- Do not leave parcels or possessions unattended.
- Do not linger on deserted stations.
- Be alert and aware of the fact that you could be robbed.
- Report a crime immediately after it has happened.

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Complaints over lack of transport

EAST LONDON — Residents of Majombozi, a new township between Duncan Village and Amalinda Drive, have complained about a lack of public transport in their area.

Some people say the area is served by only two buses a day — while others claim there is only one.

A shopowner, Mr D Classen, said people had to stand for hours for buses and the only exist-

ing service was a bus taking children to school in Buffalo Flats and back each day.

He said there used to be enough buses before the Mdantsane bus boycott and now it was the pensioners who were really suffering.

Mr Classen said he had approached Mr D Alexander of the Col-

oured Management Committee (CMC) on the issue.

Mr Alexander said the CMC had made a recommendation to the East London City Council to provide municipal buses on coloured routes.

"Until this is resolved we cannot do much to help Majombozi residents," Mr Alexander said.

The city's mechanical engineer, Mr C Andreas, said the municipality did not operate scheduled services in these areas.

"We certainly have had no complaints from residents and if we did, we would investigate," Mr Andreas said.

"The CMC put forward a request to the council

for service in coloured areas.

"But we find that experimental bus services are rather costly and aren't supported as originally anticipated. So it seems a waste to set up units and do intensive preparation for something that doesn't pay," he said.

Mr Mark Howarth, public relations officer for CTC Bus Company, said the company had not been approached regarding any bus problems in Majombozi.

"At present we are the licensed bus service between Majombozi and East London and two buses operate on this

service. "This service has proved adequate for the demand and has, in fact, been slightly increased since the bus boycott began," Mr Howarth said.

Mr Howarth said that if Mr Classen or any other resident in the area should wish to communicate directly with CTC, they would be pleased to try to resolve any problems which might exist — DDR

AFRICA'S chronically high rate increased again, according to the latest price index (CPI) released in Pretoria yesterday by the Statistical Services

UNTA envoy for UK
 JONAS SAVIMBI's rebel Unita government said yesterday, it would send an envoy to London shortly to discuss the case of 16 Britons it has holding prisoner in Angola since February

Easter ceremony
 POPE John Paul II, re-enacting a 400-year-old tradition commemorating the eve of Christ's Crucifixion, travelled to Rome's cathedral yesterday to wash and kiss the feet of 12 young men

Monroe memorabilia
 NEWLY discovered photos of Marilyn Monroe, a painting and a steamy love letter the actress wrote to a newspaper editor went on sale in New York yesterday, an auctioneer said

Indian TV producer
 SABC-TV has appointed its first Indian producer — Mr Shan Moodley, 41. The SABC said yesterday Mr Moodley was previously an inspector of art education in Durban

Never, says Holmes
 THE world heavyweight boxing title is too big a propaganda tool to ever let it slip away to South Africa, world heavyweight boxing champion Larry Holmes said yesterday

Flair
Oh what a lovely war!
 WAR, says Dr Barratry Bold, is all kinds of things. In The Raconteur Supreme today, Joel Mervis takes a look with him at the lighter and darker sides of fighting

Inside Mail
The Press watchdog
 INTRINSIC to democracy is the individual's right to know what is afoot in society and government. In this week's opinion piece, Harry O'Connor looks at the Press as the public's watchdog

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...the bank... it was also announced that the stadium would be run by four companies and that Volkskas would have control over them all. The stadium would be leased by the Johannesburg City Council to a non-profit making company. This company would be a "shell" which would allow the bank to lease at nominal rates.

The stadium would be sublet to Volkskas and by Volkskas to two companies — a suite company and an operating company — both to be chaired by fertiliser magnate Dr Louis Luyt, who said yesterday he would not have entered the deal if he did not think it was a good proposition.

Mr Denton would be full-time managing director of the operating company, which would run the stadium on a strictly commercial basis. Volkskas will have representatives on the board and the city council would be represented by three councillors.

And Dr Luyt's righthand man, economist Dr Rynie Greeff, will become full-time managing director of the suite company where Volkskas will also have representatives.

Dr Greeff will also be financial director of the operating company.

The establishment of a suite company indicates a total shift from the TRFU's policy. Suite holders will now get the treatment bestowed on best clients — they would for instance be free to make their own catering and liquor arrangements.

Asked whether the stadium would be open to all, Mr Johan Claassen, Volkskas corporate division general manager, said the normal laws would apply, but the bank would not make any demands.

But, he said, it would be easier now for sporting bodies to negotiate use as the stadium was now elevated "above politicking".

The team announced to run Ellis Park said yesterday the stadium had the potential to be a great benefit to the public in the Witwatersrand.

And Volkskas' executives said "Our plans have been structured to wipe out the debt. Volkskas' decision to take over as rightful owner of the whole complex was taken in the interests of its shareholders, clients, Johannesburg ratepayers and rugby in general."

● The Rand Daily Mail also learnt yesterday that new plans could be in the pipeline for tennis at Ellis Park.

According to a council source, a R8-million indoors stadium, to seat up to 10 000 spectators, would be built to tie in with the city's centenary festival in 1986.

The Mail was also told that an athletics stadium was being planned for the city in the future.

● Cometh the hour, cometh the man
 — Back Page

Holidaymakers were just 5702 helicopter late yesterday

R600m plan to upgrade Reef rail services

By CHRIS STEYN

SOUTH AFRICAN Transport Services (SATS) is to spend R600-million on improving the rail infrastructure on the Reef over the next 10 years.

SATS' senior planning engineer, Mr W S Brass, yesterday disclosed details of dramatic improvements envisaged to come into effect in the future.

Plans for two extra lines on the Langlaagte-Johannesburg-George Koch route have already reached an advanced stage.

Mr Brass said that although the four existing lines on this route were sufficient at this stage, two extra lines would be needed in the future to comply with the needs of Johannesburg's fast-growing passenger population.

This R200-million scheme was designed primarily to improve carrying capacity for the almost 60 000 blacks who use rail services every peak hour.

A million passengers travel by train on the Reef every weekday. Black passengers account for an average of about 285 000 000 trips on the Reef every year, while whites account for an average of about 56 000 000 trips yearly.

Another dramatic improvement in passenger services on the Reef is a brand new R170-million railway line to be built on the Nancefield-Eldorado Park-Annendale route.

SATS' long-term scheme also includes improvements to staging facilities for passenger trains.

No hot bread

Mall Reporter

CINEMAS, banks — including instant money facilities — bakeries, shops, and many restaurants will be closed today.

Motorists will be able to fill up around the clock without paying the R5 levy over the Easter weekend.

Some late night cafes will be open throughout the weekend, although many will close at 1pm.

Chainstores will be closed today and on Monday, but will open again on Saturday with fresh supplies of milk, bread and vegetables.

Cinemas will operate as usual on Saturday and Monday, but many restaurants will close down for the entire Easter weekend.

'67 War babies

JERUSALEM — Israelis born during the 1967 Six-Day War now are registering for the army.

The first "1967 War baby soldiers" presented themselves for registration on May 9, 1984, the army announced. Men and women serve in the army at the age of 18 — UPL.

Break

ROW OF PLUG RUGBY

"Count they n polit"

Zoan

LONDON day del... race af... in Cra... becaus... local I... Zola... the m... minut... pic tri

ETI to remain a major SA port

289

D. de Vries 25/4/84

CAPE TOWN — East London will remain a major South African harbour and none of the goods currently being handled by the harbour will be re-routed elsewhere.

The harbour will, in fact, have to operate at maximum levels to maintain this rate as the existing grain export facilities are separate from those used for importing grain. The balance of the grain imports will be handled by other harbours, according to capacity.

These assurances would appear to allay recent fears that underutilization of East London harbour could threaten its viability.

Earlier this month the Mayor, Mr Errol Spring, was reported to have said "They mustn't do anything to undermine East London harbour. We can't just do nothing and let this happen."

He approached Mr de Pontes at the time and asked him to get clarification on the status of the harbour — PC

The ministerial assurances that existing policies and practices would remain come after discussions between Mr Schoeman and the MP for East London City, Mr Peet de Pontes.

Mr Schoeman confirmed that all Zambian copper exported through South Africa would continue to be routed through East London. Some of Zambia's copper, however, was being exported via the shorter Dar es Salaam route.

The minister also gave assurances that copper from Zaire would continue to be exported through East London at about the same rate as before. Between April 1983 and February 1984 these exports averaged 36 500 tons per month.

Only in the event of there not being any goods destined for Africa in East London at a given time could railway trucks be released to Port Elizabeth and then used to export grain imported through PE.

East London harbour would also continue to be used to its "practical maximum capacity" for the importation of grain, according to Mr Schoeman. This means that of the roughly 5,3 million tons of grain that will be imported into South Africa over the next year, East London will handle about 100 000 tons a month.

This anxiously awaited confirmation was given by the Minister of Transport, Mr Hendrik Schoeman, following earlier reports that East London stood to lose its handling rights for Zambian and Zairean copper exports, as well as imports of Zambian maize.

Recent media reports, apparently inaccurate, claimed that

- Zaire planned to divert its copper exports from East London through Beira
- Zambian copper would be exported through Port Elizabeth and not East London as is the case at present
- Zambia's maize imports would also be handled by port Elizabeth so the same South African Transport Services rail trucks could be used to transport maize to Zambia and then return to PE loaded with copper for export.

8 injured by bomb in EL bus

By KEITH ROSS

EAST LONDON — Eight people were burnt, five seriously, when a petrol bomb was thrown into a bus near East London today.

The bus was carrying workers from Mdantsane to the city when it was stoned by a small group of men on the Qumza highway.

Stones smashed through windows and the driver lost control of the bus.

The bus left the road and stopped. A petrol bomb was then thrown through a broken window.

The bomb exploded, trapping a group of passengers in the back of the bus.

Other passengers and residents of the area helped to rescue those who were trapped in the blazing bus.

The eight injured people were taken to the Cecilia Makiwane Hospital in Mdantsane.

The petrol bombing was one of the worse incidents of violence against commuters since a bus boycott started in the area nine months ago.

The police Press liaison officer for Ciskei, Colonel G Ngaki, said the attack on the bus had been launched by a small group of about three men.

Colonel Ngaki believed the attack was an expression of the frustration felt by a hard core minority of boycotters

because growing numbers of commuters were again using the buses.

He said bus stonings, which were frequent in the early days of the boycott, had now become isolated incidents.

Colonel Ngaki promised bus commuters they would now get "maximum protection" from the police.

He would not specify what form this protection would take.

The boycott started over a hike in fares by the Ciskei Transport Corporation, which runs the service between the sprawling Mdantsane township and East London.

The chairman of Mdantsane's Committee of 10, Mr Nzwandile Mampunye, said last month the boycott would continue till the fares were reduced and the bus company broke all ties with Ciskei.

The company was involved in another controversy when it announced it was to retrench 240 of its workers.

The CTC later announced that the retrenchments would be suspended, following the reported intervention of the Ciskei President, Mr Lennox Sebe.

~~105~~ ~~105~~ (269) E Post

25/4/84

269 874/105
Petrol bomb attack
on bus injures 8
D. D. D. 26/4/84

MDANTSANE — Eight people were seriously injured when petrol bombs were thrown at a CTC bus in Zone 1 here early yesterday morning

The bus which was travelling to East London was slightly damaged

An eye-witness, Mr Z Yantolo, said the bus was full of commuters. He said there was widespread panic with passengers screaming and jumping through windows to get away

Ambulances and fire tenders rushed to the scene. Mr J N Mhlo, chief of the Mdantsane fire brigade, said the fire was quickly extinguished

The injured were ferried to Cecilia Makiwane Hospital. A hospital spokesman said five people had been admitted with serious burns and three were treated and discharged

Major A Ngaki, Ciskei police liaison officer, said "A person from outside threw a stone at the driver of the East London-bound bus

"The driver stopped the bus to investigate. Soon after three youths threw several petrol bombs at the bus and the bus caught alight

"Eight people were taken to Cecilia Makiwane and the condition of five people is serious"

Major Ngaki said no arrests had been made but police were investigating

Mr Hans Kaiser, managing director of CTC bus company, said yesterday he deplored the attack

"We obviously and sincerely regret the injuries, some of which we believe are serious

"The damage to the bus is minimal, just a couple of hundred rands damage

"I think it is a cowardly attack by a minority group of intimidators

"It is an attempt to frighten people off the buses because of the increasing number of passengers

"All they succeeded in doing was hurting their brothers and sisters," Mr Kaiser said

He said they were continuing to operate the service for all who wanted to use it

Mr Kaiser said three bombs were hurled. One was thrown through the door and two through different windows

"The driver and some passengers left the bus and the bus ran back about 120 metres and hit a panel van

"The driver of our bus, Mr Bangile Magwa, was treated for shock but was not hurt. The driver of the panel van was taken to hospital," Mr Kaiser said — DDR

8 hurt as petrol bombs hit bus

CAPE TIMES 26/4/84

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Own Correspondent
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General Botha equal to world's best

ARGUS 26/4/84

ADDRESSING guests at the General Botha Old Boys' Commissioning Day commemorative dinner the guest of honour, Captain Arthur Bluett, himself a former cadet, said the high standard of training at the academy equalled the best the world could provide

Speaking at the dinner in the Wynberg officers' mess Captain Bluett, corporate general manager of Safmarine, quoted one of Safmarine's senior masters as saying "I recently commanded a ship in which all officers, both deck and engine-room, were ex-General Botha cadets. It was the happiest and most efficient ship I have ever commanded"

Captain Bluett said that since 1947, of the

2 854 cadets who have passed through the General Botha (now the Merchant Navy Academy, General Botha) since its inception in March 1922, 700 had been absorbed by Safmarine

Of these 17 held senior and executive positions in the company. Apart from these, the South African Transport Services muster as ex-cadets, the Nautical Adviser, seven serving port captains, 16 assistant port captains and/or deputies, 44 pilots and 16 masters and mates. Of all these 32 have served in Safmarine

The General Botha, through the years, had produced five South African Navy admirals (plus yet another in the Royal Navy), 15 commodores, 19 captains and 10 commanders

By
Captain
C J
HARRIS



Numbers that will be enhanced when one considers that these seniors have all passed through the lower ranks

The intake of cadets at the present establishment at Granger Bay is limited to marine industry requirements

Moves are afoot to develop the academy into one all-embracing complex catering for all facets of marine training as opposed to the present system of being an exclusively deck officer domain

Captain Bluett is convinced that this is where

the future lies — deck, engine-room and electronics cadet officers under one roof learning one language — that of the seaman

In his address Captain Bluett emphasised the parlous state of the world's shipping

Captain Bluett said the world's fleet of vessels of over 300 tons stood today at 34 366 ships with a combined carrying capacity of 650 257 000 tons

This fleet, he claimed, is considerably over-tonnaged — not by the recognised maritime nations but by fly-by-night

operators who "sprout like daisies and fade equally quickly leaving regular trade in a state of chaos".

Listing in detail the principal ship-owning nations and their respective tonnages he pointed out that the combined fleets of such major maritime powers as Norway, the UK and the US totalled less than those operated by the USSR

Communist fleets, he said, appeared not to operate to produce commercially viable returns but rather to gain control of the seas in both the trade and political spheres

Added to the decline in shipping are disturbing casualty figures, mostly contributed by nations with questionable standards of training

Trains to run better

By NKOPANE MAKOBANE

THE South African Transport Services (SATS) will soon be making necessary positive adjustments following complaints it has received since the introduction of a revised suburban train service in the Pretoria-Witwatersrand-Verreiging area early this month.

This assurance was given this week (Wednesday) by Mr Phillip Venter, assistant regional manager of the Southern Transvaal, during a circle train trip from Johannesburg Station to Naledi and back in which members of the Press, the Railway Consultative Transport Committee as well as senior railways officials were on board.

Although not outlining what adjustments are to be made, Mr Venter said in the past weeks the situation at problem areas had been

looked into and this would be attended to. He, however, said the new service had been designed to be more regular, reliable and in the interest of the commuters.

Problem

Explaining some features of the new service, he said there were a number of advantages for both the SATS and commuters. Among these were that the capacity problem of passengers between Langlaagte and George Goch had been alleviated by introducing 83 trains on the circle route going via Booyens because it was not possible to add more trains on this line.

The circle route is also to be of advantage to people working in the

new industrial area adjacent to Benrose and Kaserne West stations who in the past had to walk long distances.

Trains on the PWV area carrying 800 000 commuters daily and making 1 200 trips, have been reduced from 142 to 137. Soweto train sets have been lengthened from 11 to 14 and those on the Randfontein-Springs and Pretoria-Leralla routes from 11 to 12. On the Daveyton and Kwesine lines, additional trains have been scheduled.

Lesser trains also meant that there would be lesser overcrowding on platforms and more time to off-load the commuters.

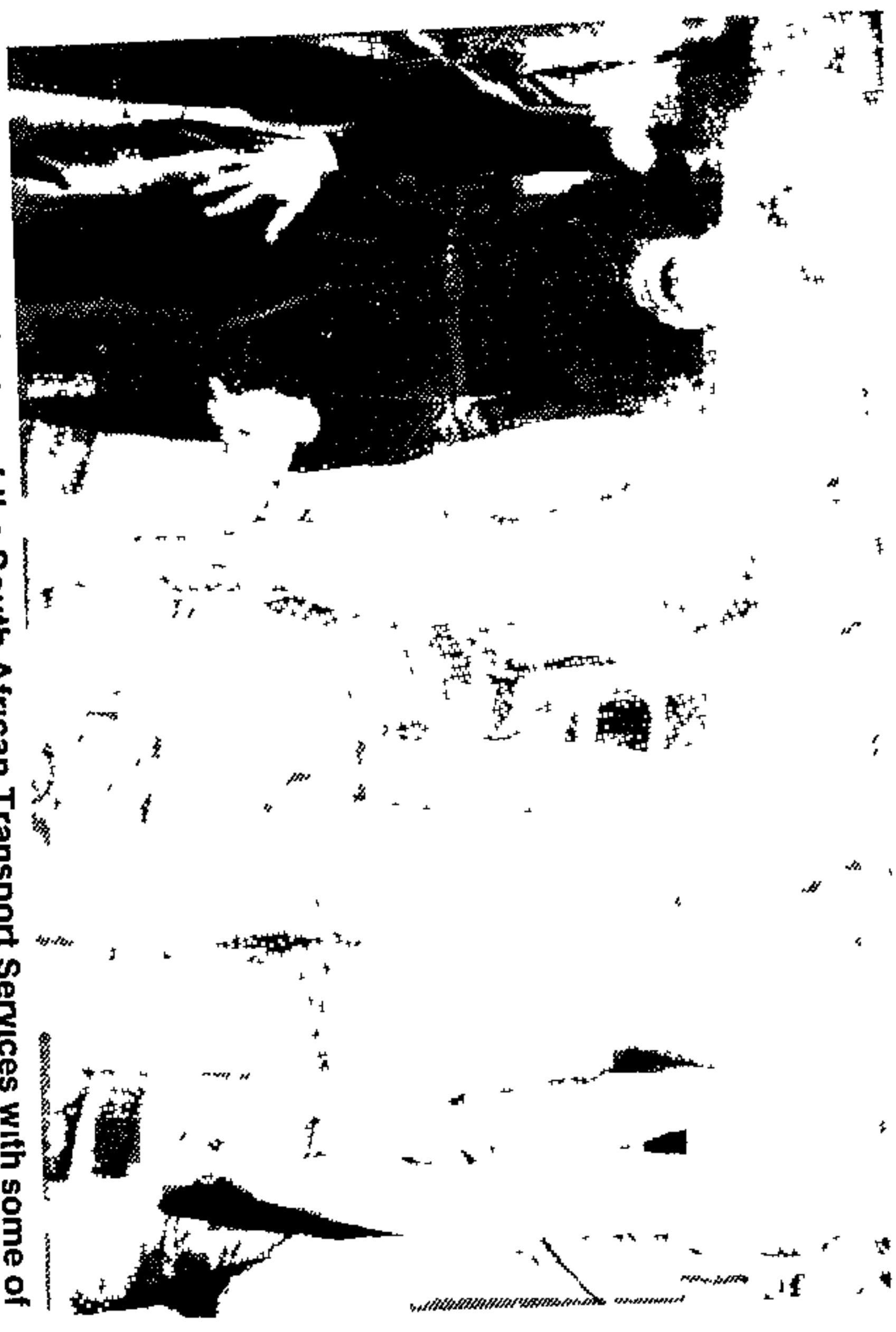
Mr Venter said they have realised a number of shortcomings with the new service. Among

these was that the information service at most stations in the Southern Transvaal region was not very satisfactory.

He said they were going to make improvements on the public address system and the pocket time-tables. He said they were going to plan for a time-table catering for the commuters in that particular area so that "people can buy what they want and get what they need."

Service

He admitted that they foresaw problems when they planned the service because they had to guess where a larger concentration of people were. He welcomed suggestions from employers whose employees were experiencing problems in arriving late at work. They were prepared to offer any assistance in this regard.



GUESTS: Mr P Venter, of the South African Transport Services with some of the guests taken on the circle route train trip this week. From left are Mr Edward Manyosi, Soweto Council management committee chairman, Mrs Martha Taylor, the Railways Consultative Transport Committee member, Mr Thami Tshabalala, a Soweto councillor and Mr James Sithole, the Railway Consultative Transport Committee member.

CISKEI SUED

FOR R1-m

~~105/275~~ (269)
City Press
29/4/84

NINE months have elapsed since the horrific shootings and assaults on Mdantsane bus boycotters — but not a single inquest or prosecution has taken place.

And while the Ciskei Government seems to be dragging its heels, City Press can reveal that scores of Mdantsane residents have served summons on Bisho for damages amounting to more than a million rand.

Ciskei police spokesman Avery Ngaki told City Press this week that dockets relat-

ing to the assaults and shootings were in the hands of Police Commissioner Lulama Madolo, who was "scrutinising them".

When this was completed, the dockets would be handed to the senior prosecutor Colonel Ngaki could not say, however, when this would be done.

By BENITO PHILLIPS And BRUCE COHEN

At least seven people are known to have been shot dead by Ciskei police soldiers — including two schoolkids — at the start of the boycott, which is still continuing

But some reports put the number of fatalities at 90

During the boycotts, Mdantsane's Sisa Dukashe stadium was turned into a torture

chamber, with shocking assaults committed on residents — many of whom have laid charges

Among those who have laid charges is civil servant Vuyisile Mbola, who said he was handcuffed to the ceiling of a changeroom at Sisa Dukashe and assaulted so severely that blood poured out of his shoes. He was only released from the stadium five days later

police More damages claims are expected to be filed soon

There are also a number of damages claims against vigilantes whose reign of terror in Mdantsane caused an international outcry.

Most of the damages claims are for about R10 000 but a few are for as much as R125 000

5 000 attend Dube service

MORE than 5 000 Lamontville residents this week packed the local Methodist Church to commemorate the death of popular Lamontville community leader Msizi Dube, gunned down at his home last April

The service, conducted by the Rev Wesley Mabuza, was moving occasion as speaker after speaker praised the late councillor

The speakers — most of them ministers of reli-

Lawyers in Johannesburg and East London have spent the past few weeks taking statements and filing damages claims. City Press has established that so far the damages claims total R1,192-million, and summonses have been served on the Ciskei Government and

SEBE

Living off the fat of a thin land

— Page 6



Commuters boycott 'forced' train service

Pretoria Bureau

Hundreds of black commuters were watched by Riot Police as a mass boycott of buses and trains got under way in townships near Pretoria today.

There was chaos and confusion this morning at Mabopane and Soshanguve townships north of Pretoria as hundreds of workers began their boycott after a Government decision to phase out Putco buses operating between Pretoria and Mabopane as from today.

The move follows the opening of a new railway service to the area which has so far proved unpopular among commuters.

RIOT POLICE PRESENT

Riot police were present throughout the townships as the commuters lined the main roads this morning to board taxis and private cars to take them to work.

The commuters, who were only given four days' notice about the withdrawal of the bus service, held a series of meetings at the weekend.

At the meetings, it was resolved to boycott the train service "which is being forced on us by the Government."

The commuters accused the Government of using "barbaric tactics" to force them to use the train service.

At the old Soshanguve bus transfer station next to the local police station, more than a thousand commuters waited for taxis.

Some of the commuters told The Star that they had been waiting for taxis for about two hours "but we will not ride on the trains even if it means being late for work".

Putco spokesman Mr Pat Rogers said it was not in Putco's interest to allow the Railways to service commuters in the areas.

However, the decision has been taken and we have tried to communicate this to passengers to avoid confusion," he said.

'AWARE OF MISGIVINGS'

A spokesman for the Railways said he was aware that some passengers were refusing to use the service and that there were certain "misgivings" about the Government's decision to phase out Putco busses.

"There has, however, been an increase in passenger volumes and we do not expect any problems.

"We held talks with the black Commuter Liaison Committee before the decision was taken, and we also kept commuters informed by distributing pamphlets and through television," said the spokesman.

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Ciskei police warn against violent action

Dispatch 25/1/84

BISHO — The Ciskei Police Liaison Officer, Colonel A G Ngaki, has warned Mdantsane residents against violence

He said Ciskei police would not tolerate such action and would not sit back and watch innocent people being molested by hooligans

The warning followed the recent bombing of a CTC bus in Zone 1 in which eight people were injured

He expressed sympathy with those injured in the petrol bomb fire.

He asked whether those people who criticised the activities of the Ciskei Police supported the incident.

Col Ngaki warned that such a situation should never be allowed to carry on unchallenged

He accused newcomers to Mdantsane of causing trouble while bona fide residents had

to watch their future being spoilt.

Col Ngaki said that during December, the rate of murder by stab-



COLONEL NGAKI

bing in Mdantsane had dropped nearly to nil and that during the Easter weekend only one isolated knife stabbing was reported

During these two periods all those from rural areas and other countries had left for their homes, he said —
DDR

All quiet after train boycott

All was quiet at the Mabopane and Soshanguve railway stations in Pretoria this morning after the bus and train boycott by local commuters yesterday.

About 500 commuters' representatives took their grievances to the Soshanguve-Mabopane Commissioner.

The representatives then advised people to temporarily use trains to the city.

The bus service will be decided on at a meeting between the Commissioner and officials of the South African Transport Services on May 10.

A commuters' delegation said the Commissioner had asked commuters to list their grievances against the cancellation of the Putco service to Pretoria.

The Commissioner said

he would forward these to the SATS.

The only Putco buses which were operating from the two residential areas were those going as far as the eastern parts of Pretoria and Mamelodi.

Small police units patrolled the affected townships but kept a low profile.

The bus and train boycott yesterday was sparked off by the cancellation of bus services between the two townships and Pretoria.

The new railway service linking Pretoria to Mabopane and Soshanguve was meant to replace the buses.

Commuters refused to board trains to Pretoria and demanded that the Putco buses be reinstated.

Boycotting commuters

appointed an ad-hoc committee to liaise with Putco officials and SATS authorities, with a view to re-introducing the bus service which they claimed was irreplaceable.

The bus service, they said, was important because it served people in the remote parts of the townships — something the SATS could not do.

The boycott yesterday resulted in a reinforcement of police activity in the affected townships.

The boycott reached a dangerous point when thousands of commuters waited in long queues for taxis while hundreds of others hitched their way to the city.

Some people had to wait for two hours before they could board taxis to the city. Trains to the city were empty.

Pretoria trains boycott

By ALINAH DUBE

THOUSANDS of people boycotted the Mabopane-Pretoria trains as buses stopped operating between the two areas for the first time yesterday.

The phasing out of buses in Mabopane and Soshanguve was yesterday criticised by angry

commuters who attacked the authorities as "insensitive towards the welfare of the black community." About 16 000 people who used buses for travelling to

different parts of Pretoria are affected by the decision to withdraw buses. Scores of motorists To Page 6

Page 6 SOWETIAN, Tuesday, May 1, 1964

Mabopane trains boycott



It was survival of the fittest as stranded commuters battled to get transport along Mabopane streets yesterday.

Big trudge

From Page 1

were arrested during the morning rush for allegedly transporting some of the commuters who were stranded with no transport to get to work. A police spokesman in Pretoria North said they were arrested for overloading.

Confusion reigned at the Mabopane and Soshanguve stations yesterday morning. The SOWETIAN found some of the people who claimed they had been at the station from about 5 am.

Police in camouflaged uniform were all over the township and some were seen in private cars. Major Victor Haynes of the South African Police Directorate for Public Relations, said they were there to enforce the law. "There is no other reason than that police had to see to it that the law was not broken," he said.

Hundreds of people

lined the Soshanguve main road for transport to the station. They forced their way into any car approaching the four-way stop and the fortunate managed to get to work.

Mr Wiseman Mdlankomo told The SOWETIAN that he had had to stay away from work because of lack of transport. He said the new transport system was a total failure and that most people will lose their jobs as a result.

"It is senseless for the Government to expect us to walk 8km from the Belle Ombre station to reach our destinations. The Government should not have taken such a step without taking into consideration how it would affect us," Mr Mdlankomo said.

Some of the commuters told The SOWETIAN that they had problems getting weekly tickets at the Soshanguve station. Numbers are used for different destinations and these caused confusion as people are not familiar with the system.

Petrol price system outdated, says Sive

Parliamentary Staff

THE SYSTEM used for calculating the price of petrol was completely wrong and outdated, Major Reuben Sive (PFP Bezuidenhout) told the Assembly

He said the formula used by the Government failed to take into account the ravages of inflation.

Speaking in the budget debate on the transport vote, Major Sive said Press reports had indicated that the Minister of Transport, Mr Hendrik Schoeman, intended to ask for an increase in the price of fuel to ensure a bigger levy for his department. Such an increase would only add to inflation.

Major Sive said it was obvious that the basis on which revenue was accumulated by the national road fund was outdated and could not be applied to present-day conditions.

DIRECTLY RESPONSIBLE

Figures showed that the percentage of the total cost of petrol allocated to the National Transport Commission had declined from 10,06 percent in 1976 to 4,29 percent in 1984.

This indicated that the percentage allocation of the collection from the petrol pump had been directly responsible for the financial crisis faced by the National Transport Commission.

Even with the recent addition of 0,7 cents a litre for the National Transport Commission the percentage was still "absurdly low" — 5,57 percent.

The price of petrol had been reduced

by 1,5c a litre in February last year. Just before the referendum, on August 22 last year, petrol prices were reduced by 3,8c a litre, making a total reduction of 5,3c a litre.

"Where was the Minister of Transport when it was decided that the funding of Sasol 2 and Sasol 3 was no longer required?" Major Sive asked.

"Surely the minister should have said the production of petrol was to allow vehicles to proceed along roads..."

NEW TRANSPORT PROBLEMS

Major Sive then suggested the financial problems now facing the National Transport Commission could be solved by examining the whole structure of the petrol price.

Referring to transport problems, Major Sive said the white electorate had for the past 36 years elected a government which had the political policy of apartheid.

The Government, therefore, had to carry out this policy which involved a rigid ethnic separation in terms of the Group Areas Act. This had resulted in a complete change in the spatial structure of South African cities, resulting in new transport problems.

The State had to pay for the consequences of that policy. Contrary to some Government arguments, not only commerce and industry but every taxpayer had to pay for electing a government with that policy, Major Sive said.

MR 643 2/5/84 (269) ~~(269)~~

'New NTC should include black and coloured members'

BLACK and coloured people should be appointed to an extended National Transport Commission, says Dr Piet Welgemoed (NP elected by members)

During debate on the transport vote he asked the Minister, Mr Hendrik Schoeman, to expand the NTC when it was due to be reconstituted and to include persons representing interest groups and other population groups

This was necessary because transport matters now reached far further than white interests only

Dr Welgemoed also called for the speedy development of an integrated and co-ordinated transport policy, asking how long it would take to complete the study into a co-ordinated system and to implement it

The problem in the meantime was a dichotomy of thinking which

demanded that nothing be done until such a system was introduced, or that serious bottlenecks and problems be tackled in the interim.

Some of the problems that had to be faced included the lack of funds, the abuse of road transport permits, the subsidising of passenger services which would cost R1 000-million this year and the politicisation of transport for black people — Sapa.

ARGUS 2/5/84 269

Call for changes in transport permits

SOUTH Africa's array of permit systems and controls in road transportation need to be "meaningfully deregularised", says Mr John Malcomess (PFP Port Elizabeth Central)

Introducing the debate on the transport vote in the Appropriation Bill, Mr Malcomess said although after the Van Breda Commission there had been hope for some deregulation, the opposite had happened in regard to one-ton bakkies and black minibus taxis.

While the Minister of Transport, Mr Hendrik Schoeman, had said permits would be granted to operators to use one-ton bakkies, these vehicles were still working on Supreme Court interdicts. Furthermore, South African Transport Services was opposing all permit applications and was using technicalities "for purposes of delay"

Mr Malcomess added that the department should also make it easier for bakkie and black minibus taxi operators to obtain permits

FULFIL A REAL NEED

"These taxis, both legal and illegal, fulfil a real need for commuters and for expansion of private enterprise among black city-dwellers. It should be encouraged and not destroyed," he said

Mr Malcomess asked Mr Schoeman for "meaningful but not total deregulation" of road transportation

Referring to air transport, Mr Malcomess asked the Minister whether he had not delayed "beyond reasonable time" his reaction to the Margo Commission report on civil aviation, a White Paper on which was tabled last week

He said it had taken the Government 2½ years to react to the commission, although the minister had promised a response almost a year ago

Mr Malcomess said he hoped there would be debate on the recommendations of the White Paper, which although "a great disappointment," made far-reaching proposals about the composition, functions and independence of the Civil Aviation Advisory Council — Sapa

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EAST LONDON — Two Mdantsane men appeared in the regional court here yesterday on a charge of public violence following the stoning of a police vehicle and a bus at Horseshoe station earlier this year

Mr Cornelius Namzi 24, of Zone 3 and Mr Dennis Ntsomi, 19, of Zone 11, pleaded not guilty to the charge

Three police officers who were involved in the incident, appeared as witnesses

Sergeant Desmond Pike, of the dog squad unit, said that at 7 am on January 25 he and his colleague, Sergeant Roy Roberson, were patrolling the Wilsonia area as a result of the bus boycott disturbances

"A train coming from the direction of Mdantsane stopped at Wilsonia Station

"It was there I saw a

Police describe vehicle stoning

handful of youths alight from the last carriage of the train and pick up stones lying alongside the railway track" he said

Sergeant Pike said Sergeant Anthony Roberson (Sergeant Roy Roberson's brother) and Sergeant H Neveling were there at the time, representing the riot squad

Sergeant Pike said the youths were clenching their fists "in a black power sign", chanting and singing Xhosa songs and shouting "stone the buses" in English

Sergeant Pike said he and Sergeant Roberson followed the train to Horse Shoe Station

where "about ten" youths led by the accused jumped from the train and began stoning the police vehicle used by Sergeants A Roberson and Neveling

Stones were thrown at the four officers, who were not in their vehicles at the time, he said

"We ducked and dived behind the ticket office at the station to protect ourselves from a hail of stones being thrown at us by the youths," he said

Sergeant Pike said a bus carrying commuters to Mdantsane passed and the youths threw stones at it as well

Under questioning by

Mr M Moerane, who was conducting the defence, Sergeant Pike said that although a stone hit the wire meshing of the riot unit's vehicle, there was no damage and no one was struck by a stone or injured

The two other witnesses told the court that they recognised Mr Namzi and Mr Ntsomi as "ring leaders" of the stone throwing

The two vehicles followed the train to East London Station. The three witnesses said they had kept an eye on the two accused most of the way

"They were leaning out of the window raising their clenched fists

in the air, so it was easy to spot them," Sergeant A. Robertson said

At East London station Sergeant Pike and Sergeant Roberson arrested Mr Namzi and Mr Ntsomi

Under questioning by Mr Moerane, all three witnesses said they arrested the two accused because they seemed to be the "main agitators encouraging other members of the group to join in the stone throwing"

The witnesses said there were between six and eight members in the group. They could identify Mr Namzi and Mr Ntsomi by the bright clothes they were wearing and the fact that they were the ones leading the gang

The hearing was postponed until May 17 and Mr Namzi and Mr Ntsomi's bail has been extended

Mr P Sauermann Mr R Esterhuyse appeared for the state — DDR.

269 *Howland* Transport Services: branch lines *2/5/84*

*13. Mr E K MOORCROFT asked the Minister of Transport Affairs:

- (1) Whether any branch lines were closed by the South African Transport Services during the past year; if so, (a) which lines and (b) for what reasons;
- (2) whether the South African Transport Services intend to close any other branch lines in the forthcoming year, if so, (a) which lines and (b) for what reasons?

†The MINISTER OF TRANSPORT AFFAIRS:

- (1) Yes.
 - (a) Estcourt—Weenen. Molteno—Jamestown. Fort Beaufort—Seymour.
 - (b) These lines were being operated uneconomically.

(2) (a) and (b) Due to the fact that various branch lines are being operated uneconomically, consideration is at present being given to the closure thereof.

In all cases the decision to close a branch line is not taken lightly. In-depth economic evaluations are done and only when it becomes impossible to justify the continued operation of a rail service on economic grounds, the rail service is discontinued in consultation with interested parties and replaced by a road transport service.

Mr Speaker, I told the hon member for Amanzimtoti last night that the one railway line cost R600 000, while the revenue on it is R24 000. That is uneconomic and any chicken will be able to understand that. [Interjections.]

Heysen University of the Western Cape *Q. Ce 1076/578/1*

*14. Mr H D K VAN DER MERWE asked the Minister of Internal Affairs:†

Whether any students at the University of the Western Cape boycotted lectures in 1984; if so, (a) what was the extent of the boycotts and (b) what reasons were advanced for them?

†The MINISTER OF INTERNAL AFFAIRS:

The following information was obtained from the Rector of the University. There have been two occasions this year on which students have staged a limited stay-away from class as a means of drawing attention to a problem. The first was on 28 February 1984 and the second from 25 April to 27 April 1984.

(a) On the first occasion, the appeal was to all students. Although a number of classes were affected, the influence on the academic programme was minimal. On the second occasion, only the students of the Faculty of Theology, numbering 118 out of a total of 5 700 students, were affected. Although they did not attend normal classes, they spent a good deal of this time in serious consultation on theological matters with their professors.

(b) The first stay-away was staged as an expression of solidarity with the students of the Medical School of the University of Natal. The second was the result of problems concerning the legitimisation, as ministers of religion, of the theology professors. The problems have been resolved to the point where lectures have been resumed on 30 April 1984.

Importation of maize

*15. Mr E K MOORCROFT asked the Minister of Agriculture:

Whether, with reference to his reply to Question No 16, standing over, on 16

March 1984, the Maize Board had made any recommendations to him regarding the importation of maize, if not, when is it anticipated that it will make such recommendations, if so, what was the purpose of the recommendations?

†The MINISTER OF AGRICULTURE:

No. The Board is still giving attention to the matter and it is not yet possible to indicate when the Board will make recommendations to me.

Race classification: children in place of safety

*16. Mr P G SOAL asked the Minister of Internal Affairs:

(1) Whether two children, referred to in Chapter 8 of the Report of the Commission of Inquiry into the Structure and Functioning of the Courts, were detained in a place of safety for three years while waiting for their race classification to be determined; if so, (a) why, (b) who decided that they should be so detained, (c) where were they detained, (d) what were the ages of the children concerned and (e) what were the circumstances surrounding their detention;

(2) (a) who was responsible for determining the race classification of these children and (b) in what manner was their race determined in each case,

(3) whether he will make a statement on the matter?

The MINISTER OF INTERNAL AFFAIRS

(1) to (3) From the information in the Report it is not possible to identify the two children. The hon member is nevertheless referred to the reply of my predecessor to Question No 93 on 18 September 1981.

Katlehong: riots

*17. Mr P G SOAL asked the Minister of Co-operation and Development:

- (1) Whether, with reference to his reply to Question No 14 on 1 February 1984, the inquiry into the riots in Katlehong in 1983 has been completed, if not, (a) why not and (b) when is it anticipated that it will be completed; if so, what were the findings;
- (2) whether any action is to be taken as a result; if not, why not; if so, what action,
- (3) whether he will make a statement on the matter?

†The MINISTER OF CO-OPERATION AND DEVELOPMENT:

(1) Yes. The South African Police have completed their investigation and have submitted their findings to the Attorney-General.

(2) This will depend on whether the Attorney-General decides to prosecute or not.

(3) No, not at present.

Garfontein: police station

*18. Dr T G ALANT asked the Minister of Law and Order †

Whether the South African Police intends to erect a new police station in Garfontein, Pretoria; if so, (a) on which site, (b) what is the (i) time schedule and (ii) expected cost of the project and (c) what area will be served by the new station?

The MINISTER OF LAW AND ORDER.

Yes

(a), (b) and (c) Attempts are still being made to acquire suitable premises in the area concerned. A provisional cost estimate of R4 545 000 has been made, but until the premises are acquired a time schedule for the erection

Back to the trains

Sent for
3/5/84

THE number of people who boycotted trains between Mabopane and Pretoria early this week has decreased.

(269)

Many people commuted by trains yesterday morning to get to different parts of the city. The move came as a result of a meeting held in Soshanguve this week where residents

were urged to use trains while their complaints were attended to.

The chairman of the Soshanguve Liaison Committee, Mr J B Lekala, told commuters their complaints had been sent to the commissioner and they should use the trains to get to work while their problems were being looked into

SATS blazes a trail to drought-hit areas

269 ~~3/5/84~~
E. Post 3/5/84

By LESLEY LAMBERT in Johannesburg

SOUTH AFRICAN Transport Services is blazing a trail of maize through Southern Africa, carrying lifesaving supplies to drought-ravaged areas

SATS have the mammoth task of transporting 5.5-million tons of American yellow grade-two maize from South African harbours to supplement drought-depleted crops and feed thousands of starving people and animals in South Africa and neighbouring countries

But the flow of food has already been jolted

Last week's maize price increases could prove disastrous for emergency relief feeding schemes, and consumer organisations have called on the Government to subsidise the schemes so they can continue their feeding commitments

Prices for local and imported South African, Swazi, Botswana and Lesotho maize increased last Friday by 19% to R220 a ton.

The landed cost of the maize — R245.87 a ton — has been subsidised to tally with the increased domestic selling price of the local product, previously R170 a ton

The food pipeline must maintain a steady flow — despite price increases — and daily convoys of maize-packed railway trucks will travel to and fro, carrying 1.3-million tons of the foodstuff to neighbouring states and returning with export products

Every month 14 ship-

ments of maize are expected at South African harbours where the maize will be packed and distributed

Mr Dolf Jonker, chief of harbours, said South Africa required 4.2-million tons of imported maize which would arrive at Durban, Cape Town and East London harbours

Port Elizabeth harbour — specially geared with package and distribution facilities for the influx — will receive and distribute the remaining 1.3-million tons to Zimbabwe, Zambia, Zaire, Botswana, Lesotho and Swaziland

Two train loads will carry about 80 tons of bagged and loose grain daily after each consignment arrives

"We had discussions with representatives from agricultural and transport organisations in South Africa and the border states to determine the best co-ordination of such a massive column of maize and the result was a system of strict schedules," said Mr Jonker

"We hope to keep the system flowing — even if it means working through the night when weather conditions interfere

"The northern border railway system has also been geared to empty the trucks fast and use them for exports south"

The quality of previous US maize imports — large consignments of which have been aflatoxin-ridden due to damp conditions in ship holds — has been heav-



Imported maize being off-loaded in Port Elizabeth. It is being transported by rail to Zimbabwe and other neighbouring states.

ily criticised by agricultural organisations and consumer bodies

But, with the annual South African maize requirement of more than seven million tons — 3.5-million for human consumption — down to a delivered crop of only 2.7-

million tons this year, there is no alternative but to import

"South African consumers are used to the best quality maize but unfortunately it is impossible for us to get substantial quantities that can equal this quality," said Mr Hennie

Nel, general manager of the Maize Board

In drought-stricken Zimbabwe, the food shortage has been worsened by the influx of refugees, Mr Ronnie Samuriwo, administrator of the country's Agricultural Marketing Authority, said this week

"Hundreds of thousands of Mozambican and other refugees have crossed the borders into Zimbabwe. These people as well as those in the drought-stricken areas are starving and malnourished. They must be fed"

Mr Samuriwo said Zimbabwe was initially importing about 200 000 tons of which 30 000 were an American drought-relief donation

He said the country had also imported 50 000 tons of white maize from Malawi, 10 000 tons of which had been a British donation

The Department of Agriculture has announced that Australian wheat — six million tons of which was spoilt by rain and could not be used for human consumption — would be imported and blended with the maize to supplement South African animal fodder

The wheat has been imported to substitute cheaply up to 30% of normal maize feed requirements. It will be bought at a discount of 8%

109 workers at CTC lose jobs

5/15/84

269

EAST LONDON — A further 109 employees of CTC Bus Company have been paid off

Mr Wessel van Wyk, the public relations officer for CTC, yesterday released a statement on behalf of Mr Hans Kaiser, the managing director of the corporation, in which he said that a total of 600 employees had now "lost their jobs" as a result of the Mdantsane bus boycott

Mr Van Wyk said it had

been announced a month ago that about 200 employees would be paid off but this had been delayed after an appeal by President Lennox Sebe. It had been necessary to pay off only 109 workers, he said

The employees who had been paid off were from "across the board" and included management personnel

It was not envisaged that more employees would be paid off as the

corporation had been "cut to size" and a small upturn in passengers had been experienced

He said a number of people in the total of 600 that had lost jobs as a result of the boycott had been employees who had resigned or retired and had not been replaced

"Those who have been paid off will be the first to be re-employed if the situation improves," Mr Van Wyk said — DDR

Taxi blitz hots up ²⁶⁹ train boycott ^{City Per}

6/15/84

A SURPRISE blitz was launched this week on Pretoria taxis following the dramatic Mabopane train boycott.

Roadblocks, not seen for a long time, greeted taxi drivers from Mabopane on the main Soutpan and Rosslyn roads leading to the city, as news of the train boycott became widespread this week.

Commuters voiced dissatisfaction over the new rail link from Mabopane to the city, which had resulted in the complete phasing out of

Putco buses. To register their disapproval commuters reportedly ignored the newly-introduced train service and opted for taxis and hitch-hiking to work.

The Mabopane and Soshanguve commuters are said to prefer the direct bus route to Pretoria and Marabastad

now phased out since the introduction of the rail link on Monday.

The new rail link is a bus-train-bus mode of travel, which has increased travelling time. Commuters said they also feared falling prey to muggings in the congested trains as "tsotsi's

ruled the trains".
Chairman of the Pretoria United Association Mr Paradise Mahlangu confirmed that 24 taxi drivers were arrested.
Top level talks are expected to take place on the re-introduction of the bus service.

The Mabopane-Belle Ombre rail link was built at a cost of R134-million. The rail link was expected to carry more than 70 000 commuters daily into Pretoria.

A railway spokesman said they were getting good response from commuters and train tickets for the new line were selling like hot cakes.
"We don't know what this talk about boycott is all about," added the spokesman

KW 7/15/84 769

Fired dockworkers in pension dispute

Mail Correspondent

PORT ELIZABETH — Half of the 600 dock workers dismissed in February last year after a go-slow strike in September 1982, have allegedly not received any pension refunds from their former employer, South African Transport Services (SATS)

Three former dockworkers who are members of the General Workers' Union (GWU), put at 300 the number who had not yet been paid — but a SATS spokesman claimed all the workers had received money due to them

The three GWU members approached Mrs Margaret Hayward of the Black Sash in

Port Elizabeth for help last week.

Mrs Hayward told the delegation that Mr John Malcolm, PFP MP for PE Central, had taken up their case with the Minister of Transport Affairs, Mr Hendrik Schoeman, who had already said in writing he would investigate their claims

Foreigners edge out SA shippers

RAM 8/5/84

269

By GEORGE YOUNG

SOUTH AFRICA has secured about 40% of liner trade with Europe but bulk imports and exports continue to be a foreign-flag prerogative.

Only about 10% of the heavy cargoes from Richards Bay and Saldanha Bay go in SA ships and the influence of overseas operators on brokers is calculated to ensure continuance of the preference.

Since the sharp downturn in the movement of oil cargoes, oilmen have seen the virtue of tooling up for greater participation in coal and ore movement.

Big shipments of coal have been leaving Richards Bay for the Far East and Europe in bulk carriers chartered by oil companies.

Rather surprising is the ability of overseas interests to secure business rights in the SA territory between Richards Bay and Mauritius. Neither Unicorn, which operates a regular service to Mauritius from Durban, nor Safmarine has secured any coal-carrying business to the island.

Shell Coal International has chartered the 26 000-ton British bulker, Cape Arnhem, to load a shipment at Richards Bay for Port Louis next week. Some say an alert SA enterprise should have obtained the business since it is an indigenous cargo. However, a shipping man suggests Shell Coal International has formidable leverage.

Of course, there is a problem for indigenous ships which secure bulk cargoes for distant ports. What do they bring back? One-way cargoes in time of low freight rates are unproductive.

Equally surprising is the absence of SA shippers to bring in the 5,5-million tons of maize this year.

Just about every national flag appears to be represented in the fleet of bulkers arriving at SA ports.

Louis Dreyfus of Paris, as well as buying the grain on the Government's behalf, is also chartering the ships.

Whereas 35 000 tons was the most economic size of a bulk carrier a few years ago, recent developments have led to demands for 150 000-tonners. Safmarine's trio of new bulkers at 35 000 tons are too small.

This is borne out by the Dreyfus charter of the Greek-owned Stavroula to bring 56 000 tons of grain from the US north of Cape Hatteras.

Whereas the rate on the 25 000-ton parcels is \$17,75 a ton, the Government is to get the bigger consignment over a longer distance for \$12,50 a ton.

Experience in bulk trade in recent years not been encouraging for SA. Two freighters designed for the rough cargoes are plying the New York-Cape route with containers and general cargo.

This is scarcely a remunerative trade because of the scarcity of return shipments.

It is possible the question of SA participation in foreign trade will soon go into the melting-pot as the Asian introduction of rate-cutting competitors must create problems for Western shippers with their higher portage bills.

Australian shipping, afflicted by labour problems, has been hit by the ability of ships from nearby countries to carry the nation's goods more cheaply.

There is a point beyond which patriotism will not go and even the most loyal shipper attaches importance to the economics of his business.

CHIEFS

Bezuidehoud meeting between Cornhof, Minister

by Mr Johnson Crossroads leader, in to "return to changes in govern-

Cornhof I will open of pleasure," Mr

Mr Ngxobongwana government policy to them".

any good purpose if as well.

me or contact me price is held"

aily stood down as tion and Develop-

plan the develop- ment's intended



late Unlicensed for lunch **KINGS HOTEL** PHONE 49 5647 FOR FREE TASTING

our minds and agree to move" if they did meet. "As far as we are concerned we are still demanding the completion of New Crossroads"

He was also sharply critical of the role played by Dr Morrison, who has been making most major policy statements on Crossroads and Western Cape black affairs for some time

"We always see statements by Dr Morrison but we don't know him We did not discuss anything with him in 1978

"Where is Dr Koornhof? If he is resigning, this must be announced, and if Dr Morrison is appointed in his place, we want to know that.

"If he is going to deal with us in future, I challenge him not to make statements in Parliament and the press but to come to Crossroads and talk to us himself

"Crossroads has a leader, elected by the people, not the government," he said

He said the government was making a "big mistake" if it thought it could "split up" Crossroads "Crossroads is going to stay united," he declared

CAPE TOWN 11/5/84
Policeman fined R100 for assault

Staff Reporter

A RAILWAYS Police sergeant who "exceeded his authority" and kicked and punched a man on Cape Town railway station last year was yesterday fined R100 (or 50 days) by a Cape Town magistrate for assault.

Jurgens-de Jager van der Merwe, 25, of Vasco, pleaded not guilty to assaulting Mr Jacobus Carstens and to swearing at him on February 10 last year He was acquitted on the charge of criminal injuria

Evidence was that Mr Carstens and two friends, Ms Janet Sassman and Ms Moerida Davids, had been searching for a man at the station

On their way out of the station Van der Merwe asked to see their tickets Mr Carstens said that they did not have tickets as it was not their intention to go on a train journey

Dragged along the ground

When Mr Carstens refused to accompany Van der Merwe to the charge office he was hit in the face, dragged along the ground by his shirt and kicked He had then accompanied Van der Merwe to the charge office where he was again assaulted and his nose broken

The magistrate, Mr B Carroll, said the court was satisfied that Mr Carstens and his friends had been on their way out of the station and would have continued if Van der Merwe had not interfered

Mr Carroll said he found the true reason why Van der Merwe had assaulted Mr Carstens was because he had walked with his arms around the shoulders of "women of another race"

Mr J G van Zyl appeared for the State

STOP PAY NO MORE

FAMOUS BRAND FURNITURE AT DISCOUNT

5-PIECE RATTAN AND CANE DININGROOM SET



TERMS: DEPOSIT: R54,63 MONTHLY: R25,90 **R499**

tetsi, a driver for Ever- len goods court that his factory ing today

Sats denies problems

THE SOUTH African Transport Services (Sats) yesterday came out strongly against reports that trains between Mabopane and Pretoria were always late and overcrowded.

Reacting to an article in The SOWETAN on May 11 that commuters had complained of late trains and congestion, a public relations officer, Mr Mike Adendorff, said the report referred to a specific problem which had not lasted long and was attended to with immediate effect

He said it was untrue that people embarking at the Soshanguve Station had to force their way into the already packed coaches

An investigation by The SOWETAN, how-

Jail figure

THE NUMBER of prisoners awaiting trial last year had averaged more than 18 000 at the end of each month, the Minister of Justice, Mr Kobie Coetsee, said yesterday.

ever, has revealed that many commuters either lose their property or shoes because of the congestion in Soshanguve trains Also that

- Trains do not operate according to schedule

are usually slow, results in them taking more than an hour to reach the city, In the afternoons people at stations like Hercules have to hang on the doors because the trains which arrive are already full

The residents of So-

shanguve have already decided to take authorities to court to resolve their transport problems since the phasing out of buses on April 30. A meeting will be held this Sunday at the St Lwanga Catholic Church in Soshanguve to finalise the matter of legal proceedings

ANC ROCKET ATTACK

From Page 1

Mr le Grange said Sunday night's incident began at 10 10 pm when rockets were fired at the oil refinery, shortly after which a yellow Peugeot sped away from the scene.

A few minutes later the car was noticed by two SAP members who gave chase The passengers in the Peugeot had fired on the police van, wounding Constable A F Nel in the head and putting the vehicle out

of action A road block had been set up, but the Peugeot broke through and a hand-grenade was flung at the policemen, Sergeant Frederick

Hilder had been slightly wounded in an arm by shrapnel. In the pursuant chase, two more constables had been wounded by gunfire

Trial postponed

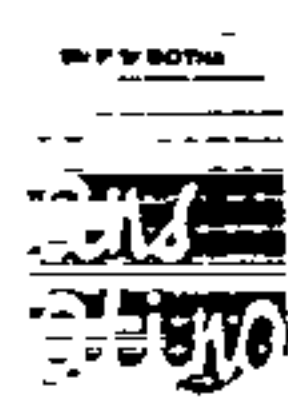
THE TRIAL of a Soweto man alleged to have been involved in robberies which netted R175 527,90 cents between October 1982 and March last year was yesterday postponed for a week when he appeared in the Rand Supreme Court.

Mr Justice Curlewis postponed the trial of Mr Jabu Dube (30) of Rockville, Soweto, to May 21 after being told he could not stand trial because he was receiving medical treatment for a dental infection.

7 dead after Durban oil refinery rocket blast, which was caused by...

TUESDAY, MAY 15, 1984

SOWETAN



- (21) Rem of Farm Reimerskraal No 323
- (22) Rem of Farm Ramers Dam No 77
Rem of Farm Skihaven No 337
Ptn 1 of Farm Skihaven No 337
- (23) Rem Ptn 17 (Rossebaai) (Ptn of Ptn 11) of Farm Klip Fontein No 64
- (24) Ptn 19 (Ptn of Ptn 11) of Farm Klip Fontein No 64
- (25) Ptn 20 (Ptn of Ptn 11) of Farm Klip Fontein No 64
Ptn 24 (Ptn of Ptn 20) of Farm Klip Fontein No 64
Ptn 25 (Ptn of Ptn 11) of Farm Klip Fontein No 64
- (26) Ptn 21 (Ptn of Ptn 11) of Farm Klip Fontein No 64
- (27) Ptn 22 (Ptn of Ptn 11) of Farm Klip Fontein No 64
- (28) Ptn 23 (Ptn of Ptn 11) of Farm Klip Fontein No 64
- (29) Ptn 26 (Ptn of Ptn 25) of Farm Klip Fontein No 64
- (30) Ptn 27 (Ptn of Ptn 25) of Farm Klip Fontein No 64
- (31) Ptn 28 (Ptn of Ptn 25) of Farm Klip Fontein No 64
Ptn 33 (Ptn of Ptn 25) of Farm Klip Fontein No 64
- (32) Ptn 29 (Ptn of Ptn 17) of Farm Klip Fontein No 64
- (33) Ptn 30 (Ptn of Ptn 16) of Farm Klip Fontein No 64
- (34) Ptn 28 (Ptn of Ptn 16) of Farm The Potteberg Estates No 516
- (35) Rem Ptn 14 of Farm The Potteberg Estates No 516
Ptn 27 (Ptn of Ptn 16) of Farm The Potteberg Estates No 516
Ptn 18 (Ptn of Ptn 5) of Farm The Potteberg Estates No 516
- (36) Rem Ptn 1 (Cupidos Kraal) of Farm The Potteberg Estates No 516
Ptn 30 of Farm The Potteberg Estates No 516
- (37) Rem Ptn 29 (Ptn of Ptn 16) of Farm The Potteberg Estates No 516
- (38) Ptn 57 (Ptn of Ptn 29) of Farm The Potteberg Estates No 516
- (39) Ptn 58 (Ptn of Ptn 29) of Farm The Potteberg Estates No 516
- (40) Ptn 59 (Ptn of Ptn 29) of Farm The Potteberg Estates No 516
- (41) Ptn 60 (Ptn of Ptn 29) of Farm The Potteberg Estates No 516
- (42) Ptn 61 (Ptn of Ptn 29) of Farm The Potteberg Estates No 516
- (43) Rem Ptn 4 (Hammerkop) of Farm The Potteberg Estates No 516
- (44) Ptn 46 (Ptn of Ptn 4) of Farm The Potteberg Estates No 516

- (45) Rem Ptn 5 (Eilands Pad) of Farm The Potteberg Estates No 516
Rem Ptn 6 (Oude Kraal) of Farm The Potteberg Estates No 516
Rem Ptn 31 (Ptn of Ptn 5) of Farm The Potteberg Estates No 516
- (46) Rem Ptn 9 (Papekuls Fontein) of Farm The Potteberg Estates No 516
Rem Ptn 11 (Wit Water) of Farm The Potteberg Estates No 516
- (47) Rem Ptn 37 (Ptn of Ptn 9) of Farm The Potteberg Estates No 516
- (48) Erf 111 Infanta
Erf 147 Infanta
Erf 166 Infanta
- (49) Ptn 7 (Grasrug) of Farm The Potteberg Estates No 516
- (50) Ptn 23 (Blou Krans) (Ptn of Ptn 11) of Farm The Potteberg Estates No 516
Ptn 35 (Ptn of Ptn 31) of Farm The Potteberg Estates No 516
- (51) Ptn 20 (Nutsie) (Ptn of Ptn 5) of Farm The Potteberg Estates No 516
Ptn 21 (Nutsie West) (Ptn of Ptn 5) of Farm The Potteberg Estates No 516
Ptn 22 (Nutsie East) (Ptn of Ptn 5) of Farm The Potteberg Estates No 516
Ptn 24 (Ptn of Ptn 6) of Farm The Potteberg Estates No 516
Ptn 26 (Ptn of Ptn 5) of Farm The Potteberg Estates No 516
- (52) Ptn 25 (Ptn of Ptn 6) of Farm The Potteberg Estates No 516.

(d) Falls away
Hans and Q.61.1278
Crimes against security of State' prisoners

900. Mr S S VAN DER MERWE asked the Minister of Justice.

(1) How many prisoners serving (a) life sentences and (b) sentences in excess of 10 years for crimes against the security of the State were there in South African prisons on 12 May 1982?

(2) whether any prisoners in these categories have been considered for release, if not, why not; if so, how many in each category as at the latest specified date for which figures are available?

The MINISTER OF JUSTICE

- (1) (a) Thirty-seven (37)
(b) One hundred and thirty nine (139)

(2) Yes All prisoners are from time to time considered for release on an individual basis, but on account of the nature of the system it is not possible to furnish an exposition of the dates on which specific categories were considered

THURSDAY, 17 MAY 1984

Harward Q.61.1278
†Indicates translated version

For written reply

269 Sishen/Saldanha railway line

901 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

(a) What is the capacity of the Sishen/Saldanha railway line for transporting iron

ore and (b) what quantity of iron ore is transported on this line per month?

The MINISTER OF TRANSPORT AFFAIRS.

(a) 2 million tons per month

(b) 1,2 million tons per month presently

System manager: designation

903 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

Whether he intends to change the designation of system manager, if so, (a) to what, (b) why, (c) when and (d) what is the estimated total cost of effecting this change?

The MINISTER OF TRANSPORT AFFAIRS

(a), (b), (c) and (d) In order to conform to present-day requirements and tendencies, the designation of System Manager has been changed to that of Regional Manager with effect from 1 April 1984. Although the total cost of the exercise has not been determined, it will be minimal

Military service: secondment

906 Mr G B D McINTOSH asked the Minister of Finance

(1) Whether any persons rendering their military service in terms of section 22(3) of the Defence Act, No 44 of 1957, were seconded to his Department in each of the latest specified four years for which figures are available, if so, how many in each of these years,

(2) whether such persons perform their duties in uniform, if not, (a) why not and (b) how do they dress,

(3) whether they are paid by his Department, if not, by which Department are they paid?

The MINISTER OF FINANCE

(1) Yes Since 1982 The numbers were/are as follows:

1982	50
1983	33
1984	2

(2) No

(a) Due to the nature of their duties they come into contact with the public and military dress could possibly provoke opposition

(b) In civilian clothes

(3) No By the South African Defence Force

Wool Board: baling presses

908 Mr D J N MALCOMMESS asked the Minister of Agriculture

Whether the South African Wool Board recently acquired any hydraulic baling presses of South African origin, if so, (a) in what manner, (b) from whom and (c) what was the price paid?

The MINISTER OF AGRICULTURE

No

FRIDAY, 18 MAY 1984

†Indicates translated version.

For oral reply

Q. G. F. 1280 Fishing trawler. Investigation 18/5/84

*1 Mr P A MYBURGH asked the Minister of Defence

(1) Whether any arm of the South African Defence Force is investigating a recent incident off the Cape West Coast involving a fishing trawler and

an unidentified underwater object, if not, why not, if so, (a) which arm of the Defence Force and (b) what action is being taken,

(2) whether the investigation has been completed, if not, what progress has been made, if so, what were the findings?

†The MINISTER OF DEFENCE.

(1) Yes

(a) The South African Navy

(b) No further action is contemplated

(2) Yes The trawler *Silver Reaper* snagged its nets on a moving or drifting submerged object whilst trawling in a position 5 nautical miles, West South West of North Head Light, Saldanha Bay on 30 April 1984 at 03h00. Although there are indications that the object could have been a foreign submarine there is no conclusive evidence to confirm this

Used oil

*2 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

(1) Whether the South African Transport Services called for tenders in 1983 for the collection of used oil in Cape Town, if so, (a) who was the successful tenderer, (b) from what date did the contract run and (c) how much oil has been supplied by the South African Transport Services in terms of this contract,

(2) whether a deposit was required to be paid by the successful tenderer, if so, what was the amount of the deposit?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(a) Oil-X-Change (Pty) Ltd, Cape Town

(b) 1 August 1983

(c) None so far

(2) Yes, a deposit of R2 250 is held until after the expiry of the contract period on 31 July 1984

Pietermaritzburg station: refreshment store

*3 Mr G B D McINTOSH asked the Minister of Transport Affairs

(1) Whether the refreshment store at the Pietermaritzburg station is to be sold by the South African Transport Services, if so, (a) why and (b) when,

(2) whether private individuals will be permitted to submit tenders, if not, (a) why not, (b) on what basis will the store be sold and (c) what facilities will be available to passengers to purchase refreshments,

(3) whether hawking licences are granted by the South African Transport Services in respect of the sale of refreshments at this station, if not, why not?

†The MINISTER OF TRANSPORT AFFAIRS

(1) No

(a), (b) and (2) Fall away

(3) No, the sale of refreshments is undertaken by SA Transport Services

CAPE TOWN 19/5/84

Commuter chaos as trains held up

269
Staff Reporter

TRAIN services throughout the Peninsula ground to a halt during the peak morning rush yesterday, forcing thousands of commuters to use private vehicles and clogging incoming freeways until 9am

Power failures at Wittebome, False Bay and Retreat brought trains to a standstill at 6 15am and 15 buses were called in to relay passengers between Southfield and Heathfield for over two hours

However, the buses could "hardly make an impact" on the thousands of frustrated commuters, many of whom returned home to fetch cars while others took to hitch-hiking to work.

According to Mr Leon Els, Western Cape liaison officer for South African Transport Services, two full-time emergency teams plus extra staff drawn from "all over" were called in

By 8.25am the trains were again running but with five to 10 minute delays caused by a "bottle-neck effect" at Cape Town station

By 9 30am trains were again running to schedule — and about the same time, road traffic returned to normal

The Assistant Traffic Manager for Cape Town, Mr Peter Dodd, said traffic had been heaviest on De Waal Drive with cars bumper to bumper as far back as Rhodes Drive. The stream of cars was about 1,5km longer than usual

More rain expected

● More rain can be expected this afternoon as a weak low pressure system moves in, but by tomorrow skies should begin clearing

According to a spokesman for the weather bureau at D F Malan Airport, winds would be moderate to fresh north-westerly today, switching to south-westerly tomorrow. Temperatures would remain the same and "might even go up".

Ciskei police under fire

20/5/84

269

city press

A KEY report on the 10-month Mdantsane bus boycott has slammed the actions of the Ciskei police during the height of protests last year

By BENITO PHILLIPS

The survey, by the University of Port Elizabeth's Institute for Planning Research, said the detention of commuter representatives and the harassment of residents by Ciskei police were the major reasons for the continuation of the boycott

The boycott was sparked last year by an 11 percent hike in bus fares by the Ciskei Transport Corporation (CTC)

"The probability of solving the problem is also minimised if the representatives of some parties are being detained," Professor W P van Niekerk and Mr E T

Heath say in their 99-page report released this week

The report also recommended that the CTC reduce fares to what they were before the boycott started

The report urged the Ciskei Government to show compassion towards the families of the people who died or were injured during the boycott

It suggested that the tense situation could be defused if the Ciskei Government

● Plays a low-key role during talks between the CTC and commuter rep-

resentatives

● Lifts controls on privately-owned transport such as buses and taxis

● Allows commuters to choose their own mode of transport

● The bus company should revert to the old bus fares and review fares annually in consultation with representatives for commuters, commerce and industry

The Ciskei Government has strongly defended its actions during the boycott but accepted with some qualifications the recommendations of the researchers

Cop talks clans out of clash

A BLOODY clan fight in Umbumbulu in Natal was narrowly avoided last weekend when a policeman talked a heavily-armed group of men out of carrying out a revenge attack

Police said about 1 000 members of the Mkhize clan gathered on Saturday morning to attack the Makhaya clan

Major Cobs Kapp came across the group during a patrol of the trouble spot. He stayed calm and spoke to the excited crowd through a loudhailer

He eventually cooled them down, and persuaded them not to go ahead with the attack. The Mkhize clan had planned to take revenge for 20 of their members who died at the hands of the Makhanya clan last weekend

"They were raging," said Major Kapp, District

Officer of Durban South. "They were hitting on the shields with their assegais. But we managed to defuse the situation, and there was no further trouble"

However, four people were killed in Durban on Sunday morning - believed to be the victims of the Makhanya-Mkhize fighting

In the Scottburgh area, an eight-year-old boy was the latest victim of clan fighting on Monday night. Sibusiso Cele was gunned down by an unknown man while he was playing outside his home.

City Press

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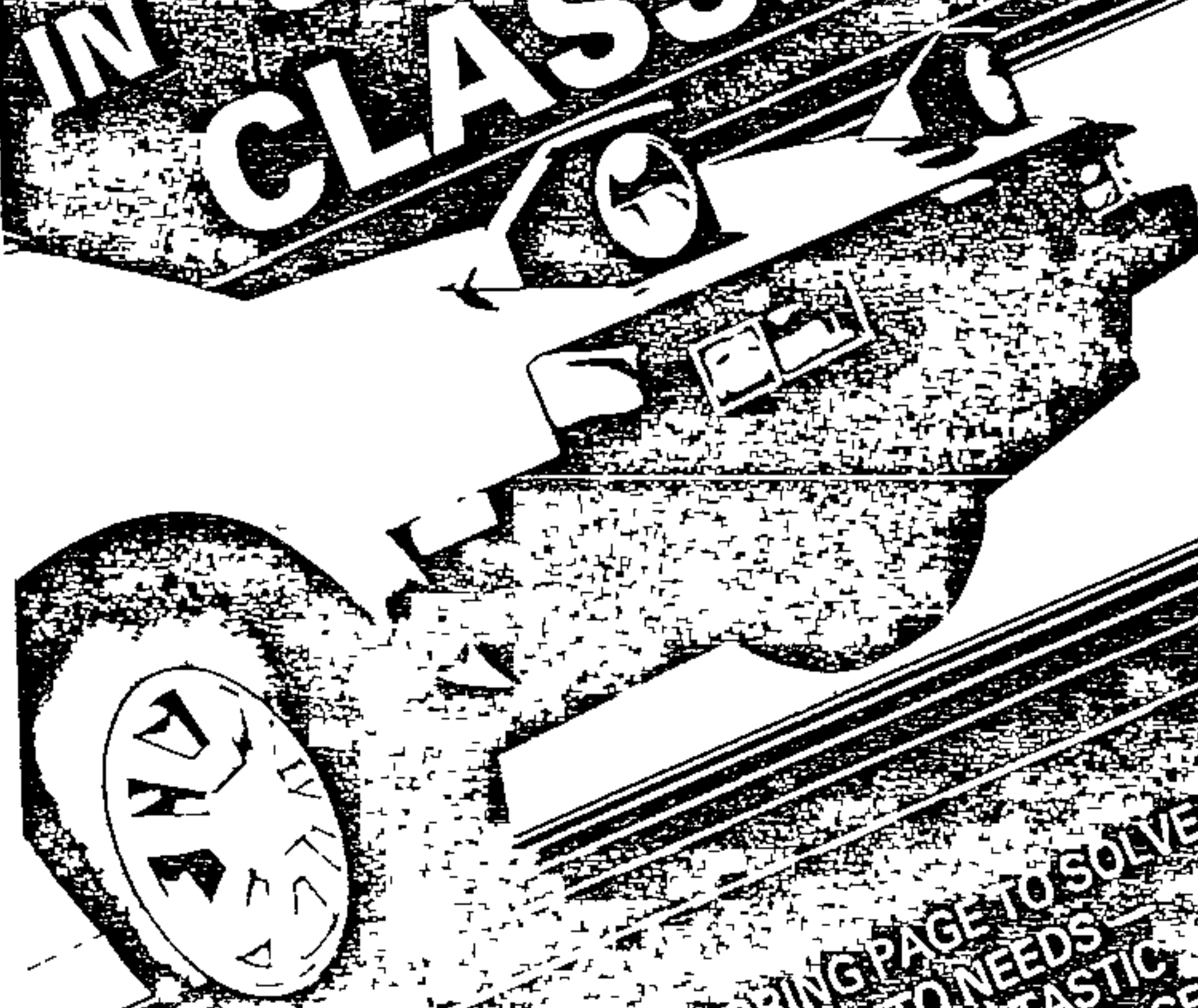
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WEEK AND
WEEK

STORM LASHES CAMPS

★ HUNDREDS squatters are struggling to regain some shelter for their families - hurricane-force winds left a trail of devastation on the Cape Flats

At KTC camp families sat huddled together in fear throughout the night. Four mothers with babies had been taken to hospital

Sodden clothes, mattresses littered the site, where 400 families of Mr Oliver M... have been squatted on the face of repeated evictions by the Western Cape Development Board in the past five months

The board has demolished shelters almost for some time

(Political comment)

Plan for new body to take over suburban rail services

AR 645 22/5/84 269

Staff Reporter

SA TRANSPORT SERVICES has supported a proposal that a metropolitan transport authority take over control of the Peninsula's suburban rail services.

The proposal has been made by a group from the Cape Town Metropolitan Transportation Advisory Board (MTAB)

which toured cities in Europe, the United Kingdom, the United States and Canada to study transport systems

The group's recommendations have been endorsed by Cape Town City Council and by Sats, although City Tramways have opposed certain recommendations — including the proposed formation of a public metropolitan transport

authority for the Cape Town area which would control bus and rail services

A Sats spokesman said today the railways would support such an authority taking over Peninsula commuter services as they were run at a loss

However, the takeover would have to be subject to certain conditions such as who would operate the

service and how it would be operated

Sats also endorsed another proposal that there be "intermodal zone structures" for bus and trains, enabling passengers to use the same tickets when switching from one to another. Sats also supported the idea of fare parity between buses and trains

However, City Tramways has come out strongly against the formation of a metropolitan transport authority

Loss of autonomy

"Not only would it mean the loss of autonomy for the privately owned bus company, but City Tramways believes such a statutory body would be unacceptable to the majority of bus commuters in Cape Town, given the experience of the multi-million rand losses of bus operations in other centres," City Tramways says in its official publication

It also rejects intermodal zone structures and fare parity between buses and trains as "an unattainable ideal since a measure of statutory price setting is implied"

It believes all commuter fares should be based on the real cost of carrying passengers, with the Government deciding how much should be paid by the passengers

City Tramways supports a proposal by the study group that public authorities should commit themselves to public transport through an active promotion campaign

"In its comments on the report, City Tramways made it clear that, while it fully endorses the need for such a commitment, it feels that before embarking on a costly communications programme the authorities should demonstrate their sincerity by actually getting off the ground projects aimed at providing commuter facilities"

NEWS 23/5/84 (269)

New city rail ticket system will mean longer walks

Staff Reporter

PEDESTRIANS may have to take longer routes around Peninsula railway stations because of the new automatic ticket control system being introduced by South African Transport Services

To make the system work, access to all stations — and to some of the subways and bridges crossing them — will be limited to ticket-holders only

People without tickets who want to cross the line will therefore often have to take a longer route.

NEGOTIATING

Cape Town City Council and Sats are negotiating how to prevent "community severance" — blocking pedestrian traffic across railway lines

In a recent report the city engineer's department said that closing bridges and subways for street-to-street access across lines would also affect bus and taxi transport feeding the rail system.

The council wants extra footbridges built, with a good part of the costs borne by Sats

But the railwaymen maintain that extra bridges are not necessary because pedestrians don't have to walk that much farther. If the bridges are needed, they add, then the council would have to pay for them

The busiest stations affected by the argument are Retreat, Wynberg, Plumstead and Athlone

At Retreat, Sats plans to close both footbridges to casual pedestrians, limiting access to the 20 000 passengers a day with tickets who want to cross from one platform to another

People wanting only to cross the line — particularly to use the busy bus and taxi services on both sides of the station — will have to use the road-over-rail bridge about 300m south of the station.

INCONVENIENT

The council is pressing for an extra footbridge

At Wynberg one of two street-to-street subways will be closed to those without tickets

The council says that the location of the other, beyond the platform on the Simon's Town side, is inconvenient

The main pedestrian subway at Wynberg is already being closed at peak periods and shopkeepers claim that the disruption of pedestrian traffic has upset their trade

At Plumstead one of the two subways will be closed to non-ticketholders

SATS wants to close the central subway, leaving the subway on the Cape Town end for street-to-street traffic. But the council wants the central subway open instead

At Athlone, the new ticket system has upset plans to build a new footbridge across the station and Birdwood Street

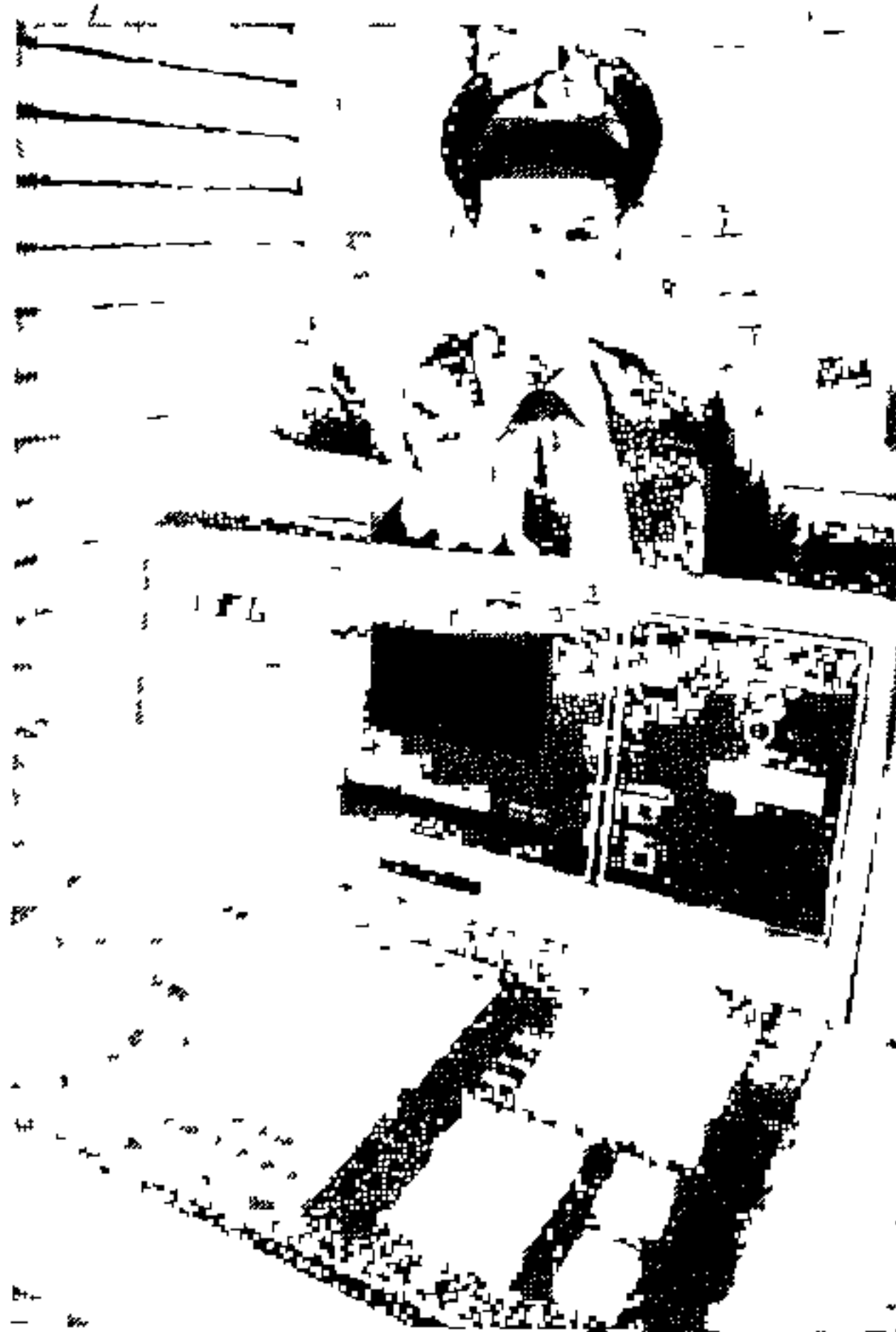
But Sats now intends to build a bridge for ticket-holders only, and pedestrians will be able to cross only at the subway, which the Athlone Management Committee describes as a haven for muggers

RAMP MOOTED

Passenger services manager Mr Willie Horn said Sats had done everything it could to meet the needs of pedestrians within the limitations imposed by the new system

He said the railways was seriously considering meeting the council's request for a pedestrian ramp from the Salt River bridge to Foundry Road and was planning new pedestrian bridges at Woodstock and Heathfield stations

It had also met the council's request to reposition the ticket office at Ottery station and to retain the subway on the northern side of Wetton station for pedestrian street-to-street access



Machines to beat the fare deficit cheats

passenger of any country. We also have an equipment utilisation rate of 95%, which is much better than the private sector. Normally only about 5% of coaches are out of service, and that includes those undergoing routine maintenance.

"The short-haul commuter services will never run profitably, but we cannot get rid of them because the cost of converting to road would be even greater. The solution is not to reduce service, but to maximise what we have."

Hamersma adds that SATS has embarked on a R400m modernisation programme, which will improve services where possible.

The commuter services in the Cape Town and Johannesburg areas are getting major face-lifts and SATS is experimenting with new Automatic Fare Collecting machines (AFC) and commuter trains.

"Our biggest failing at the moment is ticket dispensation," says Hamersma. "A clerk can have as many as 480 different tickets to sell and you can imagine the headache that creates when we have a fare increase."

"You have to withdraw all of the old tickets and re-issue new ones to all our 800 stations throughout SA and, at the end of the operation, all our books must balance."

Hamersma says that SATS has bought 680 French and Japanese ticket issuing machines worth about R7,7m, and deliveries should begin within three months. An additional 700 machines will eventually be added to the network. The ATMs will also give SATS greater control over traffic flow by reducing cheating, which costs the railways at least R40m a year.

"We are also looking at new Japanese and German commuter trains that will cut down on our turn-around time and are more energy-efficient," he says. "The

coaches are a bit longer and each train has 12 units instead of the usual 14. So far, we have one Japanese set and should receive a German set shortly. If they prove satisfactory we have options to buy eight more sets of each for a total of 16 trains."

A new "clock" system for commuters on some routes is also being tried. Trains start running precisely at 09h10 and run every half hour until the evening, eliminating the need for timetables. But the trains are only running 23% full and Hamersma says new passengers will have to be attracted.

"We are introducing special off-peak rates aimed especially at the housewife who likes to do her shopping in the city," he says. "Eventually, we hope to increase running time to once every 15 minutes if we find it is necessary."

Hamersma says the railways has also improved its image among black commuters by setting up local transport committees to explain railway policy; it has also succeeded in dramatically reducing crime on trains.

"When we put up the commuter rates there were few negative reactions and a survey we commissioned showed that, on the whole, blacks thought the increases were fair," he says. "We think that the transport committees had something to do with this. But our fare increases have also been less than the increases in black income, so the proportion of the black pay cheque that is used for transport is actually decreasing."

TRAINS

Defeating deficits

SA Transport Services's passenger services will receive a record R605m in subsidies from government to help make up the anticipated R750m deficit in the 1983-1984 financial year — R200m more than the original estimate. The remaining R145m shortfall will have to be made up from earnings by SATS's more profitable operations.

Chief director of passenger services, Hendrik Hamersma, denies that the ballooning deficits — which have jumped from roughly R300m in 1977-1978 to a projected R888m in the 1984-1985 financial year — are out of control.

"The deficits have not increased if you take inflation into account," he says. "We have one of the lowest subsidy rates per

269
Fm 2/5/84



Feast of exhibits entices crowds

Staff Reporter

THE Design for Living exhibition at the Good Hope Centre got off to a good start yesterday with people streaming into halls as soon as the doors opened at 11am to feast their eyes — and their taste buds.

The first Design for Living Exhibition organized by the Chamber of Commerce in 1978 was attended by 62 000 people. This year, the organizers estimate that 120 000 people will visit the exhibition.

There is something for everyone, whether you are looking for the latest in power drills or wanting to furnish your home in the latest and best on the market.

Gadgets, fabrics, gimmicks, clothes, carpets and even an amazing new concept in hair curlers from Germany, fill the stands of 180 exhibitors covering an area of 4 900 m².

This year, exhibitors from the Republic of China, Germany, France, Spain, Italy, Austria and Transkei have lent a cosmopolitan air to the exhibition. Catering arrangements include a restaurant and pub.

This year's special exhibit, which arrives at the centre today, is the Actrostar, the world's smallest jet which featured in the James Bond film, Octopussy. It will be accompanied by top Hollywood stunt pilot, Corky Fornoff.

The exhibition is open daily until June 2 from 11am to 10pm. Entrance fees are R2 for adults and 50c for children and pensioners.

Winkler of Johannesburg...
...ers, which have not yet hit...
...ber and work on the body...
...or battery is used

Picture: Anne Laing

SATS bid to thwart 'freeriders'

CAPE TIMES 25/5/84

269

Chief Reporter

SA TRANSPORT SERVICES are being cheated out of an estimated R30-million a year by non-paying train passengers — there are on average 200 000 suburban "freeriders" a month in the Western Cape alone — and a system known as automatic fare control (AFC) is to be introduced to stop this massive annual drain.

The system was explained yesterday by the regional manager of the SATS, Mr Bertie Heckroodt, to members of the Cape Town City Council and the Athlone and District Management Committee.

Suburban train-users, he said, would under the new system obtain their tickets from issuing machines, encoded to allow access to station platforms through electronically-controlled barriers.

'Benefits'

Mr Heckroodt said the first stage of AFC, a system with benefits not only for the SATS but also for train-travellers, would be introduced in 1986 and that the new system should be in full operation by 1988.

He also said a one-stop service was envisaged for commuters whereby combined train and bus tickets could be bought and seats reserved.

The AFC system, which among other advantages would be labour-saving, would be introduced on all stations on the lines to Simon's Town, Bellville, Mitchells Plain and the resettlement areas.

There would still be conductors on trains for control purposes, and because there would still be some suburban stations in the Western Cape system which would be without AFC at first.

Mr Heckroodt said lockable roller-grille gates would be provided to protect the AFC equipment against vandalism at night, and special gates would be installed to give access to platforms at night. These would be controlled either electronically or manually.

Control points

Controlled areas would be secured by means of fences and/or walls, and access to these areas could only be gained through barrier control points.

Where the present system was labour-intensive, fare-adjustments and accounting would in AFC be done automatically, through a central computer.

Mr Heckroodt said more accurate statistics provided by the AFC system would help the SATS to plan better train services.

Another of the points he made in an all-day briefing of the councillors was that for better communication with train-users, it was hoped eventually to have public-address systems fitted throughout all suburban trains.

BUSINESS BRIEF

Gold (close)	\$377,50
FT index (close)	826,40
RDM 100	1064,80
Dow Jones	1103,43

er of R2m it all away

Correspondent

An American factory worker who...
...the Illinois state lottery says he...
...his existing job and quiet way...
...ted the money, and is giving it

ms, a 57-year-old engine repair-

Dollar slide hits Wall St

NEW YORK. — Heavy selling of the dollar emerged as rumours of funding problems at United States financial institutions started to make an impact in currency markets, economists said yesterday.

Although the rumours appeared unfounded



Security officer accused of S-7 mis murder

By GEORGE MAHABEER

AN internal inquiry will be held by the Railways Police into a shooting incident on a Durban station platform in which one man was killed and two others wounded.

The inquiry follows court proceedings in which a security officer at the Durban station is appearing on allegations of murder and attempted murder.

Brigadier C J H Peiser, head of the Railways Police in Natal, said it was normal practice to hold an inquiry following the outcome of a court proceeding.

"I am not able to comment any further," he said.

Machine-gun

The security officer, Mr Vishnu Govindsamy, 19, of Will Lane, Chaka's Kraal, appeared in the Durban Magistrate's Court on Friday charged with murdering Mr Mqalemi Khomo and with attempting to murder Mr Philip Madona and Mr Emmanuel Mathonsi.

The shooting took place on Thursday afternoon while hundreds of commuters were waiting to board a train to Zululand.

It is alleged the men were shot in a burst of a sub-machine-gun fire.

Mr Govindsamy, who pleaded not guilty, told the court he had no intention of killing the three men.

The case was adjourned to July 6 pending a decision by Natal's Attorney-General.

Mr Govindsamy was released on R400 bail.

1391

TUESDAY, 29 MAY 1984

1983 under section 26 of the Development Trust and Land Act, No 18 of 1936, if so, how many in each province?

The MINISTER OF CO-OPERATION AND DEVELOPMENT.

Cape 134
Natal 101
Orange Free State 3 465
Transvaal 4 696

787 Mr P G SOAL asked the Minister of Co-operation and Development:

What was the (a) adult (i) male and (ii) female and (b) child population in each of the townships falling under the control of the West Rand Administration Board as at 31 December 1983?

The MINISTER OF CO-OPERATION AND DEVELOPMENT

Table with 3 columns: (a)(i), (ii), (b). Rows include Kagiso, Diepmeadow, Soweto, Dobsonville, Mohlakeng, Bekkersdal, Alexandra.

994. Mr P G SOAL asked the Minister of Co-operation and Development:

What was the (a) adult (i) male and (ii) female and (b) child population in each of the townships falling under the control of the Orange Vaal Administration Board as at 31 December 1983?

The MINISTER OF CO-OPERATION AND DEVELOPMENT.

Table with 3 columns: (a)(i), (ii), (b). Rows include Evaton, Sebokeng, Sharpeville.

1392

Table with 4 columns: Township, (a), (b), (c). Rows include Bopatong, Bophelong, Zamdela, etc.

907 Mrs H SUZMAN asked the Minister of Industries, Commerce and Tourism:

(1) (a) How many applications from entrepreneurs wishing to avail themselves of decentralization concessions available to enterprises established in or near national states and independent Black states had been received as at the latest specified date for which figures are available and (b) how many such applications were granted in respect of each specified decentralization area (i) during the period (aa) 1970 to 1974 and (bb) 1975 to 1979 and (b) from 1 January 1980 up to the latest specified date for which figures are available.

(2) how many enterprises in respect of which such applications had been granted were established in each

1393

TUESDAY, 29 MAY 1984

1394

specified decentralization area (a) during the period (i) 1970 to 1974 and (ii) 1975 to 1979 and (b) from 1 January 1980 up to the latest specified date for which figures are available?

The MINISTER OF INDUSTRIES, COMMERCE AND TOURISM

(1) (a) 5 090 from 1972 to 31 March 1984. No records were kept of the number of applications prior to 1972 and the figure of 5 090 does not include applications received by the independent national states after they were granted independence

Table with 2 columns: Region, Total. Rows include Western Cape Province, Northern Cape/Western Transvaal, Orange Free State/Owa Owa, Eastern Cape, Natal/KwaZulu, Eastern Transvaal/KaNgwane/parts of Lebowa and Gazankulu, Northern Transvaal/parts of Lebowa and Gazankulu, Pretoria-Witwatersrand-Vaal Triangle/KwaNdebele.

(2) Specific records in respect of individual industrialists which have established, are not available for the periods up to 31 March 1982. Please see the reply to Question 871 dated 7 May 1984 regarding the position in the two years to March 1984

929. Mr A B WIDDMAN asked the Minister of Posts and Telecommunications:

(a) How many (i) White, (ii) Asian, (iii) Coloured and (iv) Black apprentices were indentured to his Department, and (b) in which trades were they indentured, as at the latest specified date for which figures are available?

The MINISTER OF POSTS AND TELECOMMUNICATIONS.

(a) (i) 88, and (ii), (iii) and (iv) none; and (b) (i) motor mechanic (57), diesel mechanic (13), carpenter (9), painter/decorator (3), and plumber (6), as at 30 April 1984

930 Mr A B WIDDMAN asked the Minister of Posts and Telecommunications

A recommendation to increase Sandton's bus fares from July 1 was agreed at last night's council meeting

This was an effort to reduce the bus service subsidy, which is R560 000 for the current financial year and expected to increase to R630 000 for the next financial year.

The internal scholars' 30 c coupon or 45 c cash fare will increase to 35 c for a coupon and 55 c cash on all routes.

269 ~~386~~ ~~249~~
Council approves higher bus fares
Star
29/5/84

External scholars' fares will increase from 45 c for a coupon or full cash fare to 55 c for a coupon or full cash fare

Adults' fares will be:
Monthly season tick-

ets over Sandton border R50 (3-stage routes), R45 (2-stage routes) and R40 (1-stage routes) with internal monthly season tickets R25

Cash fares over the Sandton border will be R1,50 a trip (3 stages), R1,40 (2 stages) and R1,35 (1 stage).

The internal fare for adults will be 80 c.

The R27 student trip card charge is not increased at this stage but will be reviewed in January 1985.

(a) How many (i) Coloured, (ii) Asian, (iii) White and (iv) Black learner telephone electricians completed their training in 1983 and (b) how many electricians in each race group are employed by his Department at present?

THE MINISTER OF POSTS AND TELECOMMUNICATIONS.

- (a) (i) 138,
- (ii) 57,
- (iii) 414,
- (iv) 158, and
- (b) (i) 676,
- (ii) 441,
- (iii) 7 506, and
- (iv) 422

NOTE: The figures under (b) reflect the position on 31 March 1984 and include all electrician grades except learners.

Wind-strength

934 Mr D J N MALCOMESS asked the Minister of Transport Affairs:

What was the maximum wind-strength recorded in (a) Cape Town, (b) Port Elizabeth and (c) East London on 25 April 1984 and 26 April 1984, respectively?

The MINISTER OF TRANSPORT AFFAIRS.

- (a) Cape Town (D.F. Malan Airport)
 - 25 April: Maximum average wind-speed 25 knots
 - Maximum gust 45 knots
- 26 April: Maximum average wind-speed 22 knots
- Maximum gust 42 knots

(b) Port Elizabeth (H F Verwoerd Airport)

- 25 April: Maximum average wind-speed 17 knots
- Maximum gust 33 knots
- 26 April: Maximum average wind-speed 32 knots
- Maximum gust 64 knots

(c) East London (B J. Schoeman Airport)

- 25 April: Maximum average wind-speed 14 knots
- Maximum gust 25 knots
- 26 April: Maximum average wind-speed 32 knots
- Maximum gust 49 knots

For your information it may be mentioned that average wind-speed refers to the wind-speed average over a ten minute period. Owing to the extreme variability of wind-speed over short periods it is international practice to report the ten minute average of wind-speed.

Howard
 Industrial accidents
 953 Dr A L BORRAINE asked the Minister of Manpower.

- (1) How many workmen in each race group (a) suffered permanent disablement and (b) died as a result of injuries sustained at work in 1983;
- (2) (a) how many industrial accidents occurred in the Republic in 1983, (b) what amount was paid out by the Workmen's Compensation fund in respect of such accidents and (c) what was the total period for which persons injured in such accidents were absent from work in that year?

The MINISTER OF MANPOWER.

- (1) (a) Whites 1 949 (other risk carriers included)
- Asians 218 (other risk carriers included)

Coloureds 1 602 (other risk carriers included)

Members of the Black population groups 23 305 (other risk carriers included)

- (b) Whites 191
- Asians 19
- Coloureds 160
- Members of the Black population groups 1 816

- (2) (a) 311 648 (other risk carriers included)
- (b) R52 298 451

(c) 3 688 711 mandays (other risk carriers included)

Howard
 Apprenticeship contracts
 955 Dr A L BORRAINE asked the Minister of Manpower.

How many new apprenticeship contracts were registered in each trade in 1983 in respect of (a) White, (b) Coloured, (c) Asian and (d) Black persons?

The MINISTER OF MANPOWER.

Industry	(a)	(b)	(c)	(d)
	Whites	Coloureds	Asians	Members of the Black population groups
Aerospace	170	—	3	—
Automobile	74	57	3	17
Building	427	510	88	135
Coal Mining	52	2	11	—
Diamond Cutting	3	—	—	—
Electricity Supply Undertaking	344	8	51	—
Explosives and Allied Industries	70	2	—	17
Furniture	14	62	10	3
Government Undertakings	253	47	4	3
Hard Dressing	347	17	—	—
Jewellers and Goldsmiths	31	3	—	—
Local Authority Undertaking Northern Transvaal	68	—	—	—
Metal	2 723	383	176	295
Mines	1 529	34	3	42
Motor	1 470	239	122	122
Printing	354	74	14	11
South African Transport Services	1 906	1	1	2
Sugar Manufacturing and Refining	19	5	—	7
Tyre and Rubber Manufacturing	13	11	—	2
Totals	9 867	1 455	507	656

Damage to schools

968 Mr S S VAN DER MERWE asked the Minister of Internal Affairs:

Whether any (a) Coloured and (b) Indian schools have been damaged as a result of boycotts, unrest or similar occurrences in the course of the current year, if so, (i) which schools, (ii) when did the damage occur and (iii) what was the (aa) nature, (bb) cause and (cc) total cost of the damage in each case?

The MINISTER OF INTERNAL AFFAIRS.

(a) and (b) No Rest of the question falls away



Left: Commuters claim peak-hour trains have become dangerously over-crowded. Above: A Mitchell's Plain station — scene of many complaints

ARGUS 3/4/84 269

An 'ordeal' on Plain train

Staff Reporter

TRAINS on the Mitchell's Plain line sometimes head for the marshalling yards without offloading all the passengers, says a commuter.

Mrs M Frantz of Rocklands, Mitchell's Plain, complained that too few trains operated on the Mitchell's Plain line and that the public-address system was used inadequately.

In a letter to The Argus she said that on May 17 the train in which she was travelling stopped at Philippi and then went into the marshalling yard farther up the line before reaching her station.

Because train nameboards were often inaccurate and inspectors did not always call out the destination of trains, she had boarded the train without knowing its destination. She had been prepared to "chance it" because of the bad weather.

She and some other commuters had had to walk back to Philippi station through "pouring rain, mud and water".

She had bruised herself jumping from the train because there was no platform at the yard.

When the passengers finally got back to the station, she said, another train pulled in, but it was so full that the women commuters who boarded had to hang on to the outside of the train rather than wait on an almost deserted station, and uncertainty about when the next train would arrive.

"Speaking on behalf of hundreds, or maybe even thousands, of people I would like to stress that there are definitely insufficient trains for Mitchell's Plain, and that the public address systems on stations are not being used sufficiently," she wrote.

She said a fellow-commuter had told her she had experienced "a similar ordeal".

Asked to comment, Mr Bertie Heckroodt, the system manager for the Western Cape, said he sympathised with Mrs Frantz, but that "unfortunately there are no instant solutions to the problem".

The only thing the railways could do was to ensure that lights on the stations were adequate, that nameboards on the trains were accurate and sufficiently lit up, and that conductors continued to make vocal announcements about the trains' destinations.

"It is not viable at all to have public address announcements to help passengers in trains as they pull in to stations. That would entail the announcer having to have a video set in his office to show when trains are approaching.

"Public address announcements can be of use to commuters only on the stations themselves.

"As far as predetermining the destination of trains is concerned, I advise passengers to consult timetables. All trains have numbers, and the corresponding number in the time table will show where the train is going."

Mr Heckroodt said that at present it was impossible to increase the number of peaktime trains to Mitchell's Plain. "We are already running them at the minimum possible time gap."

It was hoped that by June 1986 the platform lengthening project to be undertaken on that line would be complete. The number of carriages on the trains would be increased from the present 11 to 14.

SEXUAL abuse of a "horrifying reality", according to a study by the Red Cross Children's Hospital in the South African

The study reports 20 children aged from two to 13 during a six-month period.

The researcher, says five of the children were recently assaulted and

Nearly half the victims were younger than six.

"The 20 cases described are the 'tip of the iceberg'.

In 65 percent of the cases the perpetrator was a family friend.

Although the youngest victims were even younger than the age of 13, the study also reported sexual abuse of adolescents.

The majority (80 percent) of whom 60 percent were

While all the cases were reported to the police, few cases of attempted sodomy

And in two cases black children the police because the police in Cape Town. Only one reported

Two of the children (15 percent) as a result of the

40 sand fowl po

Staff Reporter

HALF of a flock of guinea fowl, recently leased into a new bird sanctuary in Bay, were poisoned week

Mr Walter Mangold, owner of the sanctuary, said he had a "very strong suspicion of" and why it was done.

However, investigations into the case were not complete.

Mr Mangold was waiting for results of tests of the contents of the crops before he could identify what poison had been used.

Two sick birds, and treated in time — multi-vitamins, glucose and antibiotics, are recovering.

"It is twice as trying because we are trying to establish a fenced wild-bird sanctuary in an urban area and have leased 2 000 birds so far," he said.

Sun Valley will be 'high'

By TR

SUN Valley will, after when it is incorporated

Putco is claiming over scrapped bus service

269
Stan
7/6/84

Putco has submitted a claim to the Department of Transport for lost revenue because of the recent withdrawal of the Soshanguve/Mabopane to Pretoria bus service

The decision was taken by the Inter-Departmental Committee co-ordinating road and rail services and was ratified by the Minister of Transport.

This was confirmed yesterday by Mr Pat Rogers, the Putco PRO, who said the company had lost substantial revenue over the withdrawal

Putco was represented on the committee

Putco revealed in its newsletter, Putco News, that it had lost about 15 000 of its 26 000 daily passengers from Mabopane and Soshanguve because of the withdrawal. This meant a reduction in the fleet serving the area from 280 to 160 buses

He would not disclose the amount Putco is claiming because it is subject to negotiation

"I am, however, hopeful that a satisfactory settlement will be made," he said

Before the opening of the R134 million Mabopane-Belle Ombre rail scheme last August, Putco operated 400 buses on these routes, carrying 42 000 passengers a day

Mr Rogers added that Putco had no choice in the matter of the withdrawal of the bus service

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Killing of doctor: Two in court

Tygerberg Bureau
TWO men appeared briefly in the Bellville Magistrate's Court today in connection with the murder of Dr Dirk Steyn whose body was found in a luxury house in Platteklouf, Parow, on June 1.

Mr Welile David Meken, 18, address unknown, and Mr Thembisile Shepherd Phakane, 27, of 18 Sigwa Avenue, Langa, were not asked to plead. The case was postponed to June 19 for further investigation. The men were remanded in custody.

Mr Phakane was wearing a grey tracksuit and Mr Meken wore jeans, a checked shirt and beige jersey.

The body of Dr Steyn, 37, was found in the passage of a house belonging to Dr Willie van Niekerk, Administrator-General of SWA/Namibia in the elite suburb of Platteklouf.

Mr FF Botes was on the Bench. Mr R F van Rooyen appeared for the State. The men were not represented.

Cell-mate killed: Woman to appear

Crime Reporter
A WOMAN aged 31 was expected to appear in court today in connection with the death of another woman who was allegedly battered to death in a cell at Diep River police station.

Mrs Johanna Olivier, 41, address unknown, was locked in a cell with another woman on Friday afternoon after they were arrested for being drunk in public, said Captain Jan Calitz, police liaison officer.

"At 7 10pm the same evening the police found Mrs Olivier dead with extensive facial injuries"

Police had visited the cell at regular intervals as the women were to have been released after a four-hour "drying-out" period, Captain Calitz said.

Extensive changes planned for city station

Argus 11/6/84 (269)
Staff Reporter

PLANS for extensive developments at Cape Town railway station are being examined by a joint committee of South African Transport Services (Sats) and Cape Town City Council engineers and planners

Mr J L Giani, Sats regional engineer, civil, for the Western Cape, said the committee was examining possibilities for development on the parking deck between the Civic Centre and the Grand Parade as well as for the station gardens in Adderley Street

A similar plan was proposed in Parliament recently by Mr Colin Eglin, (PFP Sea Point), who suggested the garden be retained but converted into a piazza area enclosed by buildings on three sides and opening on to Adderley Street

INTEGRATED
In an interview this week, Mr Eglin said the gardens should be integrated into the city on the Adderley Street side

Mr Giani declined to disclose the nature of proposals being examined, but he said discussions had been held with Mr Eglin and "great unanimity" existed.

The development could also incorporate parking garages

It would take several months for the committee to complete its report, Mr Giani said.

He emphasised the committee would be careful not to disturb the environment or to spoil the view of Table Mountain

Mr Giani said State-owned property had recently become subject to municipal rates. This meant Sats now paid rates on its buildings and land in Cape Town, including its garden.

"This must now be the most expensive garden in Cape Town," he said.

Triumph in London-Paris triathlon

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Second overall, 1 hr 52 sec behind the South Africans, was the British Army side. A Nice-based French team was third.

Team manager Alisdair Hatfield said. "This must be the toughest race in the world and I'm proud of the team. I think we won it on the swim. But the lads cycled and ran like stars, too. It was all far more than I

expected."

Team doctor Tim Noakes agreed that the Channel swim was the key to success. "I think we took better precautions with our swimmers and we out-thought the others by swimming in sprint relays. I can't say enough about the team's effort"

One word would have summed it up — magnifique!

Bearskins, chinstraps, epaulettes... and lipstick. Ready to put their best legs forward in representing the Cape at the SA drum-majorettes championships at Amanzimtoti on August 25 are, from left, Hanneke Deetlefs of Goudini High School, Angelina Engelbrecht of Bloemhof, Celeste Smit of Milnerton and Gail Viljoen of Settlers.

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Smoother Satisfying Distinct

CAL Times 12/6/84 (269)

SAA domination of airways may be over

Own Correspondent

JOHANNESBURG. — The challenge for a bite of the lucrative Southern Africa air trade is fast becoming a reality

With the opening of the new R38-million international airport in Bophuthatswana this month and the imminent opening of large international airports in Botswana, Swaziland and Lesotho, South African Airways' dominance of air transport looks set to come to an end

Civil aviation officials in all these states have indicated that interest has been shown by major international airlines

Key entry point

Mr D F Litchfield, Director of Civil Aviation in Manzini, said the new runway at Matsapha Airport had been on stream since February 18. The installation of runway lighting was expected to be completed this month and navigational aids would be built later

Botswana's Director of Civil Aviation in Gaborone, Mr M Moatshe, said the new R45-million Seretse Khama International Airport, designed to take jumbo jets, would be ready by the end of the year and was expected to become a key tourist entry point

He said only Air Zimbabwe and Air Botswana operated from the old airport — which has a limited capacity because of its location on low-lying land near Gaborone and an unusually high water table under the runway — but there had been preliminary inquiries from airlines, including Brit-

cluding British Caledonian Airways and UTA, to use the new one

A runway 3 km long has been laid down and another runway for domestic flights is being built

Lesotho's new airport in Maseru, being built at an estimated cost of R60 million, is due for completion by June, 1985 but a spokesman said it was too early to say which airlines besides Air Lesotho would be using it

An SAA spokesman said that once the new airports were completed, SAA, which withdrew services to surrounding states last year when it changed to an all-jet fleet, may resume flights

"If the traffic warranted more than one airline to these destinations and if it was economically viable, we would certainly go back to them, but it is too early to make a decision," the spokesman said

Tourist shortage

At present, most of the traffic to Southern Africa goes through Jan Smuts, with Zimbabwe shouldering some of the load

The president of the Association of South African Travel Agents, Mr Peter Botterill, said Southern Africa as a whole was suffering from a shortage of tourists and many flights to South Africa travelled at less than capacity

"This part of the world is well serviced with international flights operating to three major centres in South Africa. Some of these flights operate at around 25 percent of capacity much of the time, which makes it pointless to increase the number of flights to Southern Africa," he said

Port Elizabeth scheme impresses Sandton councillors

By Jackie Unwin

Sandton representatives are so impressed by the integrated bus service they studied in Port Elizabeth that they may urge greater integration in Sandton to increase efficiency and cost-saving

"Sandton's Pots bus service for whites can, and does, carry people of other racial groups. They pay the same fare," said councillor Mr Peter Bennett, who went on the tour

"But if we could integrate what is now purely the black service we would achieve a sufficient number of people to cut costs"

Sandton is faced with finding a subsidy of between R500 000 and R600 000 for the Pots bus service this year, added Mr Bennett.

"This means a contribution by the council of about R500 to R700 a bus passenger a year"

He said there were 1 800 daily passenger trips, presuming a passenger is somebody who travels both ways

"About 67 percent are

Integrate the buses — and save money

school children and university students — an under-privileged group in the sense of transport"

"Sandton's total bus service is being studied in depth. We anticipate that when all business rights are taken up the working population who travel to Sandton every day will be trebled. We will have about 12 000 looking for bus transport in the peak hours"

FULL BUSES

Mr Bennett was enthusiastic about the smooth running of the Port Elizabeth operation.

"Integration on the buses is working well there," he said. "They have found that the population groups move in different directions during the day and when the

buses are full it is predominantly one group or the other

Councillor Mr Bill Hedding, who also went on the Jomet sponsored trip, commented that there was not a great deal of integration of passengers, but there was integration of buses

"They do not have a completely parallel organisation with separate buses as we do in Sandton," he explained

Both were also impressed by the system Port Elizabeth used to handle passengers at the bus terminals during the rush hour. "We saw two main bus facilities in the town centre — one handled between 8 000 and 10 000 people and the other between 10 000 and 12 000," said Mr Bennett.

One of the terminals was situated underneath a shopping centre

"The fume level did not appear to be very high and the noise was not unbearable. We felt these problems could possibly be reduced even further"

"We gained lots of ideas such as the importance of the season ticket or clip card they use rather than cash fares"

"What we saw gave us confidence we would be able to cope with the peak hour crowds we can expect in the central business district in Sandton providing we can find a suitable facility in the central area"

They were also very interested in the "skoolink" operation in Port Elizabeth, an innovative circular route

"We saw children being picked up from two schools and this operation took less than twenty minutes. The buses filled up very quickly. The children were then taken to a park where there was a link up with other buses to their respective suburbs. This exchange took no more than ten minutes from the time the first bus arrived until the last one left"

IMPRESSIVE

"There was a supervisor to make sure no child got left behind. Any child who did miss his or her bus was taken home. It was very impressive and worked like clockwork."

Mr Bennett said this school operation was particularly applicable in Port Elizabeth where the children are not necessarily zoned to go to a specific school

The school buses are used during the day for other services

Port Elizabeth is also in the process of computerising its bus operations and developing a computerised robot signalling system throughout the town

"With this system you are able to tell where each bus is and pinpoint any breakdowns"

The Port Elizabeth bus operation is run by private enterprise and makes a profit. The bus terminals and shelters are provided by the municipality and the company and the council work in close accord

Mr Bennett said some of the ideas that had been picked up may be incorporated in the recommendations of the transport committee

~~2770~~ 769

**R1 680
loss a
day for
buses**

EAST LONDON — The central government should be approached to subsidise a daily loss of R1 680 for a bus service to the coloured areas here.

This was a suggestion last night when the Coloured Management Committee considered a report by the engineers' department on the feasibility of a bus service for the coloured areas

The report put the estimated cost of the long-term project in which 40 buses would be required, at well over R5 million

Each bus would cost R135 000 and the buses would run at an annual loss of R462 000, the report said

The committee also considered a suggestion to buy Ciskei Transport Corporation buses which had become idle since the bus boycott

Mr J. Temmers, who took over as chairman following the death of Mr F. N. Barlow, said they would also consider approaching private enterprise to solve the transport problem.

Other issues raised at the meeting, at which Mr Corrie Alexander had been elected vice-chairman to succeed Mr Temmers, were:

An application by a welfare organisation, Aefsis, to buy a property in Pefferville, which was deferred to the next meeting, and

The question of badly lit streets. Members pointed out it was conducive to crime

13/6/69
D. Despatch
269

maker of professional conduct and disciplinary rules

Sats operations not in line with Govt policy — transport study

et ARGUS 15/6/84 (269)

Argus Correspondent

PRETORIA. — The South African Transport Services' (Sats) system of transport and extensive regulations impinged on private sector operators, was costly to the national economy and not in line with stated Government policy, a National Transport Policy Study (NTPS) has found.

The study found that direct Government intervention in the operations of Sats imposed a huge cost burden which necessitated an extensive system of internal cross-subsidisation.

This inevitably led to severe tariff distortions in all modes of transport, said a statement released by the study.

It was not in line with stated Government policy to move towards a more market-orientated system with less Governmental intervention.

Other conclusions

The NTPS, which is made up of a consortium of consulting engineering firms with specialist multidisciplinary transport groups, specialist consultants, academics and economists, came to other significant conclusions.

Among these were the fact that the future of South Africa depended on the successful political and economic development of the independent homelands.

Political and socio-economic development was not possible without international co-operation.

The development of an international framework for achieving consistency in the transport policy, uniformity in transport legislation and co-ordination in transport administration among the independent states had to be identified as a national-level priority.

Further investigation needed

The National Transport Commission's constitution, objects and functions and its legal and organisational position were opposite to the other two major administrative organisations under the Ministry of Transport and should be subject to further investigation.

It was also impossible to further effective competition when the market, the industry and the regulatory system were not understood.

There was a dearth of available statistics about both the market and the industry, and there was also a lack of understanding of the principles and practices of regulatory and administrative law, the statement said.

Now it's luxury buses to coast

269
Star

19/6/84
By Shirley Woodgate

A luxury coach service between Johannesburg and Durban went into operation yesterday — breaking a long monopoly by South African Transport Services on road passenger transport.

Now, from Mondays to Thursdays, commuters in Durban and Johannesburg can board 49-seater coaches at 6 45 am for the nine-hour trip between the centres

The R250 000 buses are run by Greyhound Bushnes Three years of negotiation preceded the launch of the privately run service

Coaches will operate to and from Durban every weekday, and overnight on Fridays and Sundays

Initially, buses will take on passengers at eight towns on the way with a half-hour stop at Harrismith

INTER-TOWN NETWORK

The return fare between Durban and Johannesburg is R63 The air trip costs R244 (first class) and R188 (economy) By rail the overnight trip in a sleeping coach costs R121 (first class) and R91 (second) A 13-hour sit-up train trip costs R54 return

Examples of bus fares to intermediate stops are R43,20 return from Johannesburg to Estcourt, R28,80 to Harrismith, R5,40 to Heidelberg

The route to Durban is eventually intended to become part of a large network of inter-town and inter-city routes linking hundreds of centres all over South Africa and Maputo

The new service is designed to compare with the best in coach travel in the world, and negotiations to obtain stops at a well-known chain of hotels are well under way.

209/218
2.007
19/6/84

SAA and LAM sign agreement

JOHANNESBURG — South African Airways and the Mozambique airline, LAM, signed an agreement in Maputo yesterday in terms of which SAA will undertake the overhauling of aircraft engines for LAM

The chief executive of SAA, Mr Gert van der Veer, said SAA had been making its modern facilities at Jan Smuts Airport available to the airlines of neighbouring countries for more than 10 years

He said the signing of the contract yesterday put the official stamp on a situation that had existed for a decade

Mr Van der Veer said that last year SAA and LAM together had spent about R2 million on the overhauling of aircraft — Sapa

105 269 D. Aspetch
**Bus boycott
victim dies** 20/6/84

By WELLINGTON
SANGOTSHA

MDANTSANE — An Mdantsane man who was wounded during the bus boycott unrest in August last year has died after 10 months in hospital

He was Mr Fuzile William Caza, of Zone 6, a father of four

A spokesman at Cecilia Makiwane Hospital said Mr Caza was admitted to the intensive care unit with bullet wounds in the stomach. He was later transferred to Frere Hospital where he died on June 16

Mr Caza had been employed as a foreman at a car assembly plant on the West Bank for 10 years.

His brother, Mr T W M. Caza, said Mr Caza was shot while on his way to catch a train at

Mount Ruth on August 4 last year.

A spokesman for the attorneys representing the Caza family said yesterday that a civil action had been instituted in the Ciskei Supreme Court in connection with the incident.

Mr Caza is survived by his wife, Nozimasile, and four children Lula-ma, 21, a form five student at Phillip Ngcelwane High School, Boy-Boy, 16, a form two student at Wongalethu High School, Thabo, four, and Nomabandla, 2

The Ciskei Police liaison officer, Colonel A G Ngaki, said yesterday the police had no record of the incident involving Mr Caza

Colonel Ngaki said he was therefore not in a position to comment on the alleged incident

V. D. 269
Probe into boycott death

2/6/84
 MDANTSANE — The Ciskei Commissioner of Police, Major-General Lulama Madolo, has ordered the murder and robbery squad to investigate the death of Mr Fuzile William Caza, who died last week after being injured during the bus boycott unrest in August last year.

Mr Caza had been admitted to hospital with bullet wounds in his stomach.

The Ciskei Police liaison officer, Colonel A G Ngaki, said yesterday that the police had had no reports on the incident.

Colonel Ngaki said it had only now come to light that Mr Caza had died from unnatural causes and therefore an inquiry was to be held.

Colonel Ngaki said that when a case of this nature occurred it should be reported to the police as soon as possible — DDR

SAP plan bus tour

EAST LONDON — The SA Police Old Age Fund has arranged to run a bus tour from East London to raise money to build a home for retired policemen.

The trip from East London, which is one of 30 to be run throughout the country, starts on September 1 and will last 10 days.

The trip, which will cover 4 000 km and take in most of the tourist attractions of the country, is open to people of all ages.

THE COSMOPOLITAN MAGAZINE
 (NEW EDITION)

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BINGO WASHING POWDER
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209

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 SHOPPING HOURS: Mon-Thurs: 8am-5pm
 Fri: 8am-7pm; Sat: 7am-1pm
 The best Friday of the month: 8am-5pm

WHERE SHOPPING IS A PLEASURE



SAA work-to-rule
 JOHANNESBURG — SAA Engineers — More than 1 000 South African Airways engineers and technicians pledged during a meeting threatened last night to 'work to rule' if the threat is

FORM GUIDE
 Runners at
Barbra
Bitter

Transport
(269) Stan
dept set
2/6/84
to lose
R15-m

Municipal Reporter

Johannesburg's transport department will lose R15 million in the 1984/5 financial year despite a plan to increase bus fares by an average 10 percent from September 1.

Details of the new fares are:

● Adult daily fares for season tickets — present charge 30c to 70c; proposed charge 35c to 80c. Adult daily cash fares — present charge 50c to 90c; proposed charge 55c to R1.

● Monthly adult season tickets — present charge R13 to R30; proposed charge R15 to R34.

● Monthly off-peak season tickets — present charge R8 to R17; proposed charge R9 to R21.

● Student quarterly season tickets will increase from R21 to R25.

● White pensioners' fares will increase from 3c to 5c for season tickets and from 5c to 10c for cash fares.

● Adult season ticket fares for non-white services — present charge 15c to 40c; proposed charge 19c to 45c. Cash fares — present charge 35c to 70c; proposed charge 40c to 75c. Coupon fares for non-white pensioners will increase from 1c to 3c.

Randburg fares are also set to rise.

1743

FRIDAY, 22 JUNE 1984

1748

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	White	Coloured	Indian	Black	Other
Waterstrand	5 338	89	4	2	—
Pretoria	4 329	40	181	64	—
Port Elizabeth	5 077	42	43	50	—
Vaal Triangle	8 804	3	8	11	2
RSA	2 211	117	50	62	—
OFS	3 360	1	3	1	3
	3 425	120	201	283	—
	777	—	—	—	—

Statistics for 1984 are not yet available

Merchant Navy Academy General Botha

1035 Mr S S VAN DER MERWE asked the Minister of National Education

Whether, with reference to his reply to Question No 730 on 5 April 1984, the South African Merchant Navy Academy General Botha is open to all race groups for (a)(i) full-time and (ii) part-time study and (b) accommodation in the hostel, if not, why not in each case, if so, how many students in each race group attended courses at the Academy in 1981, 1982 and 1983, respectively?

The MINISTER OF NATIONAL EDUCATION

(a)(i) and (ii) and (b) No Although the Academy is responsible for the training of Whites, applications for admission by other population groups are considered on merit, and the particulars are as follows.

	Full-time	Part-time
White	223	152
Coloured	2	—
Indian	—	—
Black	—	—
Total	225	152
White	235	149
Coloured	4	—
Indian	—	—
Black	—	—
Total	239	149

1749

FRIDAY, 22 JUNE 1984

1750

messages to him from any political parties, if so, (a) why, (b) in what manner and (c) on whose authority,

(3) whether these messages were conveyed to him, if not, why not, if so, (a) from which political parties were they and (b) when,

(4) whether he has taken any action as a result of these messages, if so, what action?

The PRIME MINISTER

(1) No It must be pointed out that members of the National Intelligence Service, in the execution of their authorized intelligence functions, have contact with members of the public without participating in party politics

(2), (3) and (4) Lapse

May R SIVE Mr Speaker, arising out of the hon the Prime Minister's reply, will he take steps to find out why one David Goliath of Port Elizabeth went around with a tapes recorder saying that he was taking messages especially for the Prime Minister?

The PRIME MINISTER No, Sir I cannot surely be expected to act on rumours. If the hon member will bring a specific case to my notice I shall have it investigated properly. This is my stated policy

Ministers

Field's Hill: toll road

*1 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

(1) Whether a meeting is to be held in Pinetown to discuss the proposed toll road on Field's Hill, if so, (a) at whose request and (b) when,

(2) whether this meeting is being arranged by a private organization, if not, who (a) is arranging the meeting and (b) issued the invitations, if so, (1) what is the name of this organization, (ii) why, (iii) who issued the invitations

and (iv) what total amount is to be paid to this organization for this service,

(3) whether this service was put out to tender, if not, why not, if so, how many tenders were received?

The MINISTER OF CO-OPERATION AND DEVELOPMENT (for the Minister of Transport Affairs)

(1) Yes

(a) On my request

(b) On 5 July 1984

(2) Yes

(a) and (b) Fall away

(i) Kirkpatrick, Marras and Associates

(ii) As this firm has been appointed by the National Transport Commission to conduct general public relations services concerning toll roads

(iii) Kirkpatrick, Marras and Associates Some of the invitations were, however sent by me personally

(iv) The amount can not be established with certainty at this stage but only actual expenses will be reimbursable

(3) Yes, tenders were invited on a selective basis and five tenders were received

269 Howard A. 6/1.1750
Luckhoff 22/6/84

*2 Mrs H SUZMAN asked the Minister of Co-operation and Development

Whether, with reference to his reply to Question No 21 on 15 June 1984, any transport facilities are available between Bot-

shabelo and Luchhoff, if not, (a) why not and (b) what steps are being taken in this regard, if so, (i) what is the nature of the facilities provided and (ii) what will be the transport cost to commuters travelling to and from Luchhoff for purposes of work?

The DEPUTY MINISTER OF CO-OPERATION?

No

(a) As far as could be ascertained there is now only one Black person who lives in Botshabelo and works in Luchhoff

(b) No steps are being taken. The person concerned has made his own arrangements. It would look rather stupid if we provided a bus service for one person.

Hansford Q. 6/1.1751
Boschfontein community
22/6/84
*3 Mr P G SOAL asked the Minister of Co-operation and Development

(1) Whether the residents of Boschfontein 4581Q, an area situated in the district of Rustenburg and known as Machakaneng, are to be moved, if so, (a) why, (b) when, (c) where will they be moved to and (d) how many persons are involved,

(2) whether his Department has held discussions with the Boschfontein community regarding the proposed move, if not, why not, if so, (a) when and (b) what was the response of the community,

(3) whether he or any member of his Department has received any representations from the Boschfontein community, if so, (a) when and (b) what was (i) the nature of the representations and (ii) his response thereto?

†The DEPUTY MINISTER OF CO-OPERATION

(1) Yes

(a) To give effect to a decision of Parliament

(b) At a date to be decided upon in consultation with the Boschfontein community

(c) On a portion of the farm Kaf-ferskraal 1331Q in the District of Rustenburg, if the land is acceptable to the community

(d) Approximately 182 persons

(2) Yes

(a) On 17 February 1984 and 11 May 1984

(b) In general favourable

(3) No

Hansford Q. 6/1.1752
Moutse area
22/6/84
*4 Mr P G SOAL asked the Minister of Co-operation and Development

(1) Whether a decision has been taken on the future of the Moutse area, if not, (a) why not and (b) when is it anticipated that a decision will be taken; if so, (i) when and (ii) what is the nature of the decision taken,

(2) whether his Department has received any requests for a referendum amongst the residents of the Moutse area on its inclusion in a national or independent Black state, if so, (a) when, (b) from whom and (c) what was the response to these requests, if not,

(3) whether his Department has been informed of such requests having been made by the said residents to other authorities, if so, (a)(i) when and (ii) to whom were they made and (b) what was the response to these requests,

(4) whether his Department has received any representations on the future of this area, if so, (a) when, (b) from whom and (c) what was the (i) nature of the representations and (ii) response thereto?

The MINISTER OF CO-OPERATION AND DEVELOPMENT.

(1) (a) Negotiations between the Government of KwaNdebele and Lebowa regarding the conflicting land claims of the two national states are at present being conducted under the chairmanship of Dr P S Rautenbach

(b) A decision will be taken as soon as possible after the present negotiations have been concluded

(i) and (ii) Fall away

(2) Yes, but not specifically for a referendum but that the will of the people be taken into consideration

(a) Periodically since the excision of Moutse from the area of the Lebowa Legislative Assembly

(b) The Government of Lebowa and certain chiefs of the area

(c) This request was considered together with all other suggestions and factors. No definite reply was given as the matter is being considered as a whole

(3) No

(4) Yes

(a) Since 1 November 1980

(b) The Government of Lebowa as well as certain chiefs residing in the area and other residents of Moutse

(c) (i) In certain instances it was requested that Moutse again be incorporated in Lebowa and in other instances it was requested that incorporation in KwaNdebele should take place

(ii) As a result of the representations negotiations are still being conducted

Umbumbulu area: faction fighting

*5 Mr G S BARTLETT asked the Minister of Law and Order

(1) Whether the South African Police recently received requests for additional police to deal with anticipated faction fighting in the Umbumbulu area, if so, (a) when and (b) from whom,

(2) whether these requests were acceded to, if not, why not,

(3) whether the South African Police took any action in this regard, if not, why not, if so, what action,

(4) whether he will make a statement on the matter?

†The MINISTER OF CO-OPERATION AND DEVELOPMENT (for the Minister of Law and Order).

(1), (2), (3) and (4) No such requests have been received by the South African Police, but as a result of the violence in the area during which numerous murders were committed and property damaged, I instructed that police re-inforcements be sent there to restore order and keep the warring groups apart. Units of the South African Police under the command of senior officers, as well as a senior detective branch officer are presently deployed in the area to maintain law and order and to investigate the murders and other serious crimes committed during the violence. So far 119 persons have been arrested and the investigation are continuing. A disruption of law and order as has occurred in the area cannot be tolerated and the South African Police are determined to apprehend those responsible and take them to court.

Hansford Q. 6/1.1754
Valspan: removals
22/6/84
*6 Mr P G SOAL asked the Minister of Co-operation and Development

(1) Whether the residents of Valspan,

Industrialist calls for fewer transport curbs

269
D. Saunders
27/6/84

EAST LONDON — Industrialists have to operate within a "grossly over-regulated" transport system, Mr David Saunders of the Border Chamber of Industries (BCI) said last night

Mr Saunders, holder of the transport portfolio for the BCI, said in a speech to the Chartered Institute of Transport here that there were few elements of free enterprise in the national transport network and that these "were subject to some very strong regulatory curbs"

"If we really want a free enterprise society in South Africa then the move must be towards deregulation rather than the imposition of more

controls," Mr Saunders said

He added that the recent move to regulate mini-buses was being opposed as this would "principally affect that sector of society where every effort is being made to encourage entrepreneurship"

A tremendous burden was also being carried by the South African Transport Services because a number of their passenger services were uneconomical. This burden, like the transport levies on bus services imposed on industry, should be borne by the exchequer, Mr Saunders said — DDR

Man trapped for 10 hours

DURBAN — A 59-year-old man lay trapped for 10 hours under his overturned car at Kelso on the Natal south coast

Mr Dennis Uppink, of Pennington, was on his way to Durban on Sunday evening when he swerved to avoid hitting a bushbuck and veered off the road, somersaulting into a ditch

He lay there until 7 am on Monday, when he was found with his head still pinned under the dashboard

He was taken to Scottburgh hospital, and was

later transferred to St Augustine's for emergency surgery

He underwent an operation in which his ear was sewn back by a surgeon

According to his doctor, Mr Uppink has escaped with remarkably few injuries. He has injured ribs and extensive bruising and swelling

Mr Uppink was expected to be transferred from the intensive care unit to a general ward today — SAPA

Squatters warned

MAFIKENG — Bophuthatswana's Minister of Lands and Rural Development, Mr D C Mokale, was warned illegal squatters the government would "purge" them from the land

Delivering his budget speech in Parliament, he said illegal squatters were posing a "mammoth problem" which had to be tackled

SEOUL — Eighteen holes at a golf course near Seoul have been named after allies — including South Africa — and an American hero of the 1950-53 Korean war. In a ceremony held on Monday at the Pupyong Seaside Country Club, 30

"otherwise the country's future is bleak."

He said Bophuthatswana and South Africa had held talks regarding the problem

A plan to "purge" them from the land had already been drawn up and would be implemented soon — SAPA

SA honoured on Korean golf course

km south-west of Seoul, the first hole was named United Nations Sponsors said that was to express appreciation to

The hi-jacked Iranian arrives at Nice airport from Iran to Saudi Arabia. Four defectors political

Farmer Brown's Perfect Chicken Promise!

Now you'll see the feathers Farmer Brown ain't chicken her till forever everyone of Farmer's juicy, succulent chickens will be Perfect Chicken Promise: All do with no ugly feathers or any other



1787

TUESDAY 26/WEDNESDAY, 27 JUNE 1984

TUESDAY, 26 JUNE 1984

Indicates translated version

For written reply

Howland Q. 61. 1777
South African Development Trust
26/6/84

957. Dr F HARTZENBERG asked the Minister of Co-operation and Development †

(1) How much (a) quota land and (b) compensatory land is still to be purchased by the South African Development Trust in terms of the 1975 proposals,

(2) (a) how many (i) Black spots and (ii) badly situated areas in respect of which compensatory land has been purchased in terms of the 1975 proposals are still to be declared White areas and (b) what is the area of these (i) Black spots and (ii) badly situated areas?

THE MINISTER OF CO-OPERATION AND DEVELOPMENT

- (1) (a) and (b) Approximately 80 000 hectares, which is situated mainly in Natal must still be acquired by the South African Development Trust in terms of the 1975 proposals Separate figures in respect of compensatory land and quota land are not kept and the required information is therefore not readily available The compensatory land forms part of the total extent of land acquired by the Trust
- (2) (a) and (b) Figures available are subject to proposals of the Commission for Co-operation and Development that are still under consideration and it will consequently serve no purpose to make these figures known now.

1788

WEDNESDAY, 27 JUNE 1984

Indicates translated version

For oral reply

Prime Minister

Visit abroad

*1 Mr T LANGLEY asked the Prime Minister †

(a) What is the estimated total cost of his recent visit to Britain and certain European countries and (b) of what items is this amount made up?

†THE PRIME MINISTER

(a) On my recent visit to Europe and Britain I had an entourage of 28 members, including the Minister of Foreign Affairs and our wives, departmental heads, senior officials, administrative assistants and the required number of security staff The costs amounted to approximately R640 400

A total of 8 countries were visited, including the Vatican and Berlin, in other words 10 places were visited which resulted in expenditure of ± R2 300 per member of the entourage for each place visited I must also add that the Minister of Foreign Affairs would in any event have arranged an ambassadors' conference, which means that there were resultant savings owing to the fact that the conference coincided with this visit The same applies in the case of the laying of the corner-stone of the Delville Wood Museum

I also wish to add that, as regards the Minister of Foreign Affairs and myself, our costs were borne in three of the countries by the governments of those particular countries, as well as our transport costs to Berlin

1789

WEDNESDAY, 27 JUNE 1984

1790

†THE DEPUTY MINISTER OF INTERNAL AFFAIRS

(b) Air transport, hotel accommodation, travelling, subsistence and entertainment expenses, as well as printing, garlands and South African souvenirs

Ministers

Mairrosberg

*1 Mr R F VAN HEERDEN asked the Minister of Transport Affairs †

(1) Whether the *Mairrosberg* was converted with a view to the Prime Minister's recent visit to Britain and certain European countries, if so, at what total cost,

(2) What is the estimated total cost in flight and additional expenses involved in this visit for his Department?

THE MINISTER OF TRANSPORT AFFAIRS

(1) Yes, at R6 000 It was not necessary to make alterations to the facilities for the installation of typewriters and word processors etc

(2) None SA Transport Services will be compensated in full for all flight and additional expenditure

*2 Mr M A TARR—Community Development—Reply standing over

A Nugent

*3 Mr D J N MALCOMESS asked the Minister of Internal Affairs

(1) Whether, with reference to his reply to Question No 20 on 11 May 1984, Arnold Nugent has left the Republic, if not, (a) why not and (b) what steps are being taken in this regard, if so, (i) when and (ii) at what point of exit,

(2) whether he will make a statement on this matter?

(1) and (2) In the notice handed to Mr Nugent on 1 May 1984 he was requested to inform the Regional Office of the Department of Internal Affairs in Port Elizabeth as to where and when he would be leaving the Republic On 28 May 1984 the Regional Representative received a telephone call from Nugent in which he informed the Regional Representative that he was telephoning from Umata where he is applying for a work permit No record of his departure through the control post at Kei Bridge could however be traced The matter, has, therefore, been referred to the South African Police for investigation If Nugent is still in the Republic he is liable to detention and a charge of contravening the provisions of the Aliens Act, 1937 and can be removed as a prohibited person

Informers: agreement

*4 Mr D J N MALCOMESS asked the Minister of Internal Affairs

Whether any agreement has been reached between the Republic and any other country in regard to the granting of residence permits to former criminals who have become informers, if so, (a) what is the purport of this agreement, (b) (i) with which country or countries and (ii) when was this agreement reached and (c) how many persons had entered the Republic in terms of this agreement as at the latest specified date for which figures are available?

†THE DEPUTY MINISTER OF INTERNAL AFFAIRS

No Rest of the question falls away

(269) Howland
Persons killed/wounded by Railways Police
Q. 61. 1790 27/6/84
*5 Mr D J N MALCOMESS asked the Minister of Transport Affairs

Whether any persons were shot by the

South African Railways Police in the first five months of 1984, if so, how many were shot and (a) killed and (b) wounded in that period?

The MINISTER OF TRANSPORT AFFAIRS

Yes During the first five months of 1984 the SAR Police Force was involved in the investigation of 55 976 cases and in 16 cases it was necessary for members of the Force, in the performance of their duties, to resort to the use of fire-arms

(a) 6

(b) 10

Rabies

*6 Mr R W HARDINGHAM asked the Minister of Agriculture

(1) How many cases of rabies were reported in (a) Natal and (b) KwaZulu during the latest specified period of 12 months for which figures are available,

(2) whether any steps have been taken in respect of the spread of this disease, if so, (a) what steps and (b) by whom?

†The DEPUTY MINISTER OF AGRICULTURE

(1) (a) 71 cases (1 March 1983 to 30 April 1984)

(b) No figure available The Department of Co-operation and Development is the responsible Department

(2) (a) Natal is a proclaimed rabies-area where a permit is compulsory for the movement of dogs and cats Compulsory inoculation of dogs from the age of three months and thereafter at regular intervals

(b) The Division of Veterinary Ser-

vices of the Department of Agriculture

University of Cape Town Islamic studies

*7 Mr G B D McINTOSH asked the Minister of National Education

(1) Whether he received an application from the University of Cape Town to establish a Department of Islamic Studies, if so, when,

(2) whether he has taken a decision on the application, if not, why not, if so, (a) when and (b) what was his decision,

(3) whether the University of Cape Town has been informed of his decision, if not, (a) why not and (b) when will it be informed, if so, when,

(4) whether he will make a statement on the matter?

The MINISTER OF EDUCATION AND TRAINING (for the Minister of National Education)

(1) Yes, 18 January 1983

(2) Yes

(a) 28 September 1983

(b) The introduction of a course in Islamic Studies was not approved since—

(i) the demand for the course in the Western Cape is limited,

(ii) the University of the Western Cape already offers a three year undergraduate course in Arabic, and

(iii) the duplication of State expenditure for a small number of students is not justifiable

The University of Cape Town

was requested to investigate the possibility of co-operation with the University of the Western Cape and to submit a new application

(3) Yes, 19 October 1983

(4) No

Northern Transvaal broadcasts

*8 Mr G B D McINTOSH asked the Minister of Posts and Telecommunications

(1) Whether broadcasts on 4902 kilohertz are being received in the Northern Transvaal area between 04h30 and 05h00 (GMT), if so,

(2) whether his Department has received a request for permission to make such broadcasts, if so, (a) when and (b) from whom,

(3) whether this request was granted, if not, why not, if so,

(4) whether a licence to this effect has been issued, if not, (a) why not and (b) when will it be issued, if so, when,

(5) whether he will make a statement on the matter?

†The MINISTER OF POSTS AND TELECOMMUNICATIONS.

(1) No, not to our knowledge,

(2) no,

(3) and (4) fall away,

(5) It should be mentioned that according to the International Frequency List the frequency 4902 kilohertz has been registered for transmissions by numerous stations throughout the world, including a broadcasting station at Quelimane in Mozambique. It is quite possible for signals from any of these stations to be received in the area concerned.

Shipbuilding Industry

*9 Mr R B MILLER asked the Minister of Industries, Commerce and Tourism

(1) Whether his Department has taken any steps in respect of subsidies to the shipbuilding industry, if so, (a) what steps, (b) why and (c) when,

(2) whether the shipbuilders concerned were given any notice of these steps, if not, why not, if so, what was the (a) nature and (b) period of the notice given,

(3) whether the said industry was consulted before these steps were taken, if not, why not, if so, what persons and/or organizations were consulted in this regard?

The DEPUTY MINISTER OF INDUSTRIES, COMMERCE AND TOURISM

(1) Yes

(a) It has been decided to pay subsidies in the financial year 1984-85 only in the case of contracts in respect of which the applications for assistance had already been approved

(b) On account of the necessity to curtail state expenditure in the current financial year

(c) Since the beginning of the financial year 1984-85

(2) Yes

(a) and (b) The shipbuilders were notified in writing on 16 April 1984.

(3) During the past number of years a slack demand for ships was experienced internationally, including South Africa In an effort to find work for the local shipyards special concessions were approved on an *ad hoc* basis in the past year, but without success.

per annum to Black persons being paid the maximum pension or grant, in respect of (i) old age pensions, (ii) blind persons' pensions, (iii) war veterans' pensions and (iv) disability grants in the 1984-85 financial year?

THE MINISTER OF CO-OPERATION AND DEVELOPMENT.

- (1) (a) (i) (aa) 235 743.
- (bb) 4 452
- (cc) 1 283
- (dd) 98 765
- (ii) (aa)—(dd) No statistics are kept about this, but according to estimates between 80% and 85% of the social pensioners in the RSA receive the maximum amount
- (b) These matters have been transferred to the national states. The Department of Co-operation and Development consequently does not keep this information on record
- (2) (a) Old age pension—R635,41, War veterans' pension—R717,08; Blind persons' pension—R631,19.
- (b) Disability grants—R639,83
Figures in respect of the national states are not available.
- (3) (a) (i)—(iv) From 1 April 1983 to 30 September 1983: R57 per month
From 1 October 1983 tot 31 March 1984 R65 per month
Figures in respect of the national states are not available
- (b) (i)—(iv) R252
Figures in respect of the national states are not in available

Pietermaritzburg: murders

1056 Mr G B D McINTOSH asked the Minister of Law and Order:

- (1) How many (a) Black, (b) White, (c) Coloured and (d) Indian persons were murdered in the Pietermaritzburg police district since 1 January 1984 up to the latest specified date for which figures are available,
- (2) whether any suspects have been charged in connection with these murders, if so, how many in respect of each race group?

THE MINISTER OF LAW AND ORDER

- (1) 1 January to 31 May 1984.
 - (a) 349 (b) 8 (c) 3 (d) 6
 - (2) Yes (a) 182 (b) 7 (c) 6 (d) 1
- Pietermaritzburg: patrols
- 1057 Mr G B D McINTOSH asked the Minister of Law and Order:
- Whether any (a) foot, (b) bicycle and (c) motorized patrols in or out of uniform are operating from police stations in the Pietermaritzburg police district at present; if not, why not, if so, how many such patrols are on duty (i) during the day and (ii) at night?
- THE MINISTER OF LAW AND ORDER**
- (a) Yes, from three police stations
 - (i) 34.
 - (ii) 18
 - (b) No
 - (c) Yes, from all the police stations

- (1) 22
- (ii) 11

Midwifery health visitors/radiographers/sister tutors
~~Handwritten: 28/6/84~~
 1062 Dr M S BARNARD asked the Minister of Health and Welfare.

How many (a) Black, (b) Indian, (c) Coloured and (d) White persons registered as (i) midwives, (ii) health visitors, (iii) radiographers and (iv) sister tutors in 1981, 1982 and 1983, respectively?

THE MINISTER OF HEALTH AND WELFARE

(i) Registered Midwives	
White	1981 1982 1983
Coloured	825 882 283
Indian	204 305 256
Black	68 94 87
Total	669 946 856
1 766 2 227 1 482	
(ii) Registered Community Health Nurses	
White	193 195 176
Coloured	26 25 44
Indian	5 3 4
Black	79 97 144
Total	303 320 368
(iii) Radiographers	
Total	224 150 220
(iv) Tutors	
White	75 45 33
Coloured	4 9 12
Indian	2 4 2
Black	25 55 58
Total	106 113 105

~~Handwritten: 28/6/84~~
 Zebediela citrus farms
 1068 Mr P G SOAL asked the Minister of Co-operation and Development.

- (1) Whether the Zebediela citrus farms are to be incorporated into any national or independent Black state, if so, into which such state,
- (2) whether ownership has been transferred to this state; if not, (a) why not and (b) when will it be transferred, if so, on what date,
- (3) whether his Department has received any representations regarding the transfer of these citrus farms, if so, (a) when, (b) from whom and (c) what was the (i) nature of the representations and (ii) response thereto?

THE MINISTER OF CO-OPERATION AND DEVELOPMENT

(1), (2) and (3) The Zebediela Estate will eventually be incorporated in either a national or an independent state. The Estate is at present the property of the South African Development Trust and is run by the South African Development Trust Corporation.

The freehold in land acquired by the South African Development Trust is not transferred to a national state. Only the right of use is transferred. Freehold in Trust land is transferred only in case of incorporation in an independent state.

Representations were received from the Government of Lebowa requesting that the Zebediela Estate be incorporated in the area of jurisdiction of Lebowa.

Whether or not the Estate will be incorporated in Lebowa is of course a consolidation matter and a decision regarding the future of Zebediela will only be taken when the consolidation plans are finalized.

~~Handwritten: 26/6/84~~
 Pietersburg/Seshego: Fall link
 1079 Mr P G SOAL asked the Minister of Transport Affairs

(1) Whether the South African Transport

Services have investigated the possibility of constructing a rail link between Pietersburg and Seshego; if so, (a) when, (b) what was the result of the investigation and (c) what is the total estimated cost of constructing such a link;

- (2) whether a decision has been taken to construct this rail link; if not, why not, if so, when is it due to be completed?

The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes

(a) 1982

(b) As far as goods traffic is concerned, it would not be a viable proposition

(c) R11,24 million

- (2) No An investigation by the Department of Transport into the passenger traffic potential has only recently been completed and as soon as the final report in this regard becomes available, a decision on the matter will be taken

Zebediela: railway line

1080. Mr P G SOAL asked the Minister of Transport Affairs

- (1) Whether the South African Transport Services have received any representations to construct a railway line between (a) Zebediela and Lebowa-komo and/or (b) Zebediela, Lebowa-komo and the Steelport Valley, if so, (i) from whom, (ii) when and (iii) what was his response thereto,

- (2) whether the viability of constructing such a railway line has been investigated; if not, why not; if so, what (a)

were the findings and (b) is the estimated cost involved,

- (3) whether a decision has been taken regarding this railway line, if not, when is it anticipated that a decision will be taken, if so,

- (4) whether the line is to be constructed, if not, why not, if so, when is it due to be completed?

The MINISTER OF TRANSPORT AFFAIRS.

- (1) (a) and (b) Yes

(i) Corporation for Economic Development Ltd (now Lebowa Development Corporation) and Department of Co-operation and Development

(ii) (a) 5 April 1982 and 28 December 1983

(b) 26 September 1977 and 28 December 1983

(iii) (a) The proposed railway line is not economically justifiable

(b) 1977—The proposed railway line is not economically justifiable

1983—Because of the lapse of time since the previous study, a re-evaluation will be made on receipt of certain information requested from Lebowa Development Corporation

- (2) Yes.

(a) Refer to part (1) (iii) (a) and (b) of the reply

(b) Zebediela—Lebowa-komo—Approximately R22,5 million, Zebediela—Steelport—Approximately R56,0 million.

- (3) and (4) Refer to part (1) (iii) (a) and (b) of the reply.

1081. Mrs H SUZMAN asked the Minister of Law and Order.

- (1) How many Whites, Indians, Coloureds and Africans, respectively, were serving in the South African Police Force as at 31 December 1983;

- (2) how many persons in each of these race groups held the rank of (a) ma-

(2)		(a)
Whites	470	
Indians	2	
Coloureds	1	
Blacks	11	

Umbumbulu area: faction fights

1083 Mr G S BARTLETT asked the Minister of Law and Order

How many (a) instances of faction fighting amongst the residents of the Umbumbulu area were reported to the South African Police in the latest specified period of three months for which figures are available and (b) how many persons were killed in each instance?

The MINISTER OF LAW AND ORDER:

Particulars for the period 19 April 1984 to 19 June 1984 are as follows

- (a) Three instances.

(b) 19 on 4 May 1984, 7 on 22 May 1984, 41 on 2 June 1984

1086. Mr P G SOAL asked the Minister of Transport Affairs.

- (1) Whether the South African Transport Services have received any representations for the construction of a rail

for, (b) captain, (c) lieutenant, (d) warrant officer and (e) sergeant as at that date?

The MINISTER OF LAW AND ORDER.

- (1) Whites—21 731; Indians—1 565, Coloureds—2 764, Blacks—16 680.

(b)	(c)	(d)	(e)
741	1 085	5 337	4 685
4	14	247	330
8	13	246	505
25	28	1 158	2 626

link between Giyani and Mooketsi, if so, (a) from whom, (b) when and (c) what was his response thereto,

- (2) whether the viability of constructing a railway line between (a) Giyani and Mooketsi and/or (b) Louis Trichardt, Thohoyandou, Giyani and Mooketsi has been investigated; if not, why not, if so, what (i) was the result of the investigation and (ii) is the estimated cost of constructing the railway line and/or lines;

- (3) whether a decision has been taken on the matter; if not, when will it be taken, if so,

- (4) whether the line or lines are to be constructed, if not, why not, if so, what is the anticipated date or dates of completion?

The MINISTER OF TRANSPORT AFFAIRS:

(1), (2), (3) and (4) During November 1981 SA Transport Services was requested by the Department of Constitutional Development and Planning to investigate possible railway routes through Venda, Gazankulu and Lebowa. Several routes, including the routes Mooketsi—Mutale

1835

THURSDAY, 28 JUNE 1984

1836

Services have investigated the possibility of constructing a rail link between Pietersburg and Seshego; if so, (a) when, (b) what was the result of the investigation and (c) what is the total estimated cost of constructing such a link;

(2) whether a decision has been taken to construct this rail link; if not, why not, if so, when is it due to be completed?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes.

(a) 1982

(b) As far as goods traffic is concerned, it would not be a viable proposition

(c) R11,24 million.

(2) No. An investigation by the Department of Transport into the passenger traffic potential has only recently been completed and as soon as the final report in this regard becomes available, a decision on the matter will be taken

Zebediela: railway line

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(1) Whether the South African Transport Services have received any representations to construct a railway line between (a) Zebediela and Lebowa-komo and/or (b) Zebediela, Lebowa-komo and the Steelport Valley, if so, (i) from whom, (ii) when and (iii) what was his response thereto;

(2) whether the viability of constructing such a railway line has been investigated, if not, why not; if so, what (a)

1837

THURSDAY, 28 JUNE 1984

1838

1081 Mrs H SUZMAN asked the Minister of Law and Order.

(1) How many Whites, Indians, Coloureds and Africans, respectively, were serving in the South African Police Force as at 31 December 1983,

(2) how many persons in each of these race groups held the rank of (a) ma-

(2)	Whites	(a) 470	(b) 741	(c) 1 085	(d) 5 337	(e) 4 685
	Indians	2	4	14	247	330
	Coloureds	1	8	13	246	505
	Blacks	11	25	28	1 158	2 626

Umbumbulu area: faction fights

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How many (a) instances of faction fighting amongst the residents of the Umbumbulu area were reported to the South African Police in the latest specified period of three months for which figures are available and (b) how many persons were killed in each instance?

The MINISTER OF LAW AND ORDER

Particulars for the period 19 April 1984 to 19 June 1984 are as follows

(a) Three instances

(b) 19 on 4 May 1984, 7 on 22 May 1984, 41 on 2 June 1984

1086 Mr P G SOAL asked the Minister of Transport Affairs

(1) Whether the South African Transport Services have received any representations for the construction of a rail

for, (b) captain, (c) lieutenant, (d) warrant officer and (e) sergeant as at that date?

The MINISTER OF LAW AND ORDER.

(1) Whites—21 731, Indians—1 565, Coloureds—2 764, Blacks—16 680

link between Giyani and Mooketsi, if so, (a) from whom, (b) when and (c) what was his response thereto,

(2) whether the viability of constructing a railway line between (a) Giyani and Mooketsi and/or (b) Louis Trichardt, Thohoyandou, Giyani and Mooketsi has been investigated, if not, why not, if so, what (1) was the result of the investigation and (ii) is the estimated cost of constructing the railway line and/or lines;

(3) whether a decision has been taken on the matter, if not, when will it be taken; if so,

(4) whether the line or lines are to be constructed, if not, why not, if so, what is the anticipated date or dates of completion?

The MINISTER OF TRANSPORT AFFAIRS

(1), (2), (3) and (4) During November 1981 SA Transport Services was requested by the Department of Constitutional Development and Planning to investigate possible railway routes through Venda, Gazankulu and Lebowa. Several routes, including the routes Mooketsi—Mutale

via Giyam, and Mooketsi—Thohoyandou—Mutale, were considered but no economic justification could be found to construct such a line. However, a feasibility study for a line over the route Louis Trichardt—Thohoyandou—Mutale, at an approximate cost of R200 million, is at present being done.

Howard 9 6/1/839
Removals/resettlements
29/6/84

1090 Mr R A F SWARTY asked the Minister of Co-operation and Development

(1) (a) How many Black communities or townships remain to be removed in each province, (b) what is the (i) nature and (ii) total population of each such community or township and (c) in respect of what date is this information furnished,

(2) (a) (i) where and (ii) when will the inhabitants of each such township or community be resettled and (b) what is the total estimated cost of resettling these communities?

The MINISTER OF CO-OPERATION AND DEVELOPMENT

(1)-(2) A detailed reply to this question is not possible at this stage, as decisions to be taken on consolidation proposals submitted by the Commission for Co-operation and Development may have a bearing on the matter.

Furthermore the Department of Co-operation and Development is making representations for the retention of certain urban Black townships which were to be relocated and these representations are still to be considered.

FRIDAY, 29 JUNE 1984

†Indicates translated version

For oral reply

Tsitsikamma Toll Road Project

*1. Mr D J N MALCOMESS asked the Minister of Transport Affairs.

With reference to his reply to Question No 13 on 20 June 1984, what was the (a) largest amount of money taken at a toll road gate as at 20 June 1984, excluding money taken in respect of passes for repeated journeys, in any specified 24-hour period since the opening of the Tsitsikamma Toll Road Project and (b) average amount collected per day over this period?

†The MINISTER OF CO-OPERATION AND DEVELOPMENT (for the Minister of Transport Affairs)

(a) R1 767 excluding debit cards

(b) R1 795 including debit cards

Mr D J N MALCOMESS Mr Speaker, arising from the reply of the hon the Minister, is he aware that his colleague the hon the Minister of Transport Affairs informed this House that the cost of the party to open this toll road amounting to R44 000 would be paid for in two and a half days, that in fact, on the figures he has just given me, that estimate is patently very, very far out, and is he prepared to comment on this misinformation given to the House?

The MINISTER Mr Speaker, I know my colleague the hon the Leader of the House and Minister of Transport Affairs well enough to know that there will be a very good explanation for what the hon member has just asked [Interjections]

Petrol: levy

*2. Mr D J N MALCOMESS asked the Minister of Mineral and Energy Affairs

Whether, with reference to his reply to Question No 21 on 20 June 1984, he intends to take any steps in respect of the R5 surcharge on petrol sold after hours; if not, why not, if so, (a) what steps and (b) when?

The MINISTER OF MINERAL AND ENERGY AFFAIRS

Yes

(a) Consideration is being given to an ex-

ension of the hours during which the R5 levy is not payable

(b) Falls away, because the date is not yet known

Army camps, public telephones

*3 Mr M A TARR asked the Minister of Defence.

(1) Whether any member of the South African Defence Force has received any representations in 1984 concerning public telephones in army camps in the Republic, if so, (a) from whom, (b) when and (c) what was the (i) nature of the representations and (ii) response thereto,

(2) whether the South African Defence Force has laid down any regulations or norms relating to the ratio of servicemen to public telephones in army camps, if not, why not, if so, what is the ratio;

(3) whether any army camps do not comply with this ratio, if so, (a) which camps, (b) why and (c) what steps are being taken to rectify the matter;

(4) how many public telephones are there at the Klipdrift army camp in Potchefstroom;

(5) whether the South African Defence Force are responsible for the (a) maintenance of, (b) repair of, and (c) clearance of coins from, public telephones in army camps, if not, who is responsible for these matters, if so, who is in charge of the servicing of these telephones,

(6) whether the servicing of these telephones is carried out on a regular basis, if not, (a) why not and (b) what criteria are applied to determine when such servicing will be undertaken; if so, on what basis are these telephones serviced,

(7) whether he will make a statement on the matter?

†The MINISTER OF CO-OPERATION AND DEVELOPMENT (for the Minister of Defence)

(1) Not as far as could be established in the time available. According to an opinion poll that was held last year among a representative sample of National Servicemen, it was shown that more than 80% of them were of the opinion that the public telephone facilities in bases were inadequate

(2) and (3) No, in the past problems with telephones were dealt with on an *ad hoc* basis at local level in consultation with the Department of Posts and Telecommunications which is responsible for the provision of telephones. As a result of the conclusions derived from the opinion poll the whole problem is being investigated.

(4) Five

(5) No (a), (b) and (c) The Department of Posts and Telecommunications

(6) Because the maintenance of telephones is not a function of SA Defence Force, I cannot reply to this

(7) Yes, concerning the base at Klipdrift, five public telephones are inadequate for the number of inhabitants of the base. The Officer Commanding was therefore forced to introduce control measures with regard to calls from the available telephones to ensure that every one has an equal opportunity for the use thereof

Algoa basin: gas

*4. Mr A SAVAGE asked the Minister of Mineral and Energy Affairs.

(1) Whether gas has been discovered in any of the boreholes sunk in the Algoa basin, if so,

(2) whether the quantities of gas so discovered are sufficient to supplement the supply of gas required in the

Report

JUNE 29, 1984



FINEI 1266771



Mr Andrew Ovenstone who is to succeed Mr Alex McGregor as chairman of The Board of Executors

Rand closes off new lows

JOHANNESBURG — The rand recovered to \$0,7350/60 at the close after setting another record low for the fourth successive day of \$0,7303/10 just after mid-session, dealers said

Trading was generally chaotic, they said, with a persistent dollar shortage in the face of a continued strong, and apparently insatiable Interbank demand for the dollar, putting heavy downward pressure on the rand

The rand opened at \$0,7380/87 yesterday morning against Wednesday's close of \$0,7390/74

The Reserve Bank intervened often, selling dollars onto the market to stem the rand's rapid slide, but to little avail, dealers said

The rand's late recovery appeared to be a technical reaction to an overdone decline stemming from Interbank speculation, as well as to an easing in the dollar on overseas markets following the latest United States trade data

Against other major currencies the rand closed at

US. 0,7350/60
UK: 1,8365/75
Germany. 2,0470/80
Switzerland 1,7130/40
Netherlands 2,4070/85
France. 6,2835/80
Japan: 174,30/50 —
Reuter

indicators

Fidelity Group predicts further increase in profits

THE Fidelity Group — formerly The Board of Executors and Fidelity Bank Group, which recently announced a 64,4 percent increase in after-tax profits — anticipates a further increase in profits for the coming year, the chairman, Mr Alex McGregor, says in the group's annual report.

This disclosed profit is arrived at after making transfers to inner reserves. Net profit after tax rose from R1,06m in 1983 to R1,75m in 1984.

The surplus of R782 000 arising out of its disposal of its majority stake in insurance brokers Robert Enthoven & Co has been transferred to general reserves, while the retained income from traditional trading has risen from R274 000 to R883 000.

Dividend policy

Mr McGregor says the group intends to pursue a conservative dividend policy in order to meet the demands for working capital which are imposed by rising costs, the growth in assets under administration and expansion plans for the Transvaal and Natal.

Earnings per share rose from 80c to 132c.

The dividend was increased by 10 percent to 66c a share, and dividend cover increased from 1,3 to two. The group is aiming to cover the dividend 2,5 times.

A promising start has been made in the new financial year but warns that he expects a higher overall rate of tax so that shareholders

should not expect after-tax profits to increase at the same rate as last year.

"We nevertheless look forward to a satisfactory year and a further strengthening of the group," he says.

At the year-end the group managed assets having a market value of R610m, which establishes the group as one of the largest independent financial services companies outside the major banking and insurance groups.

Changes

The report highlights a number of changes taking place in the group's directorate. An age limit of 70 has been set throughout the group with the result that those directors reaching this age by the end of the year will be retiring from office.

Mr S Lewis, Mr A D P Ovenstone, Mr W T Neil Boss and Mr E H R Womersley have been appointed to the board of Fidelity Group together with Mr W J MacAdam, managing director of The Board of Executors, and Mr M Antoncich in his capacity as managing director of Fidelity Bank.

Previously all were directors of their respective operating companies.

The chairman, Mr McGregor, has also announced his intention to retire from group boards in the course of the year.

Mr Andrew Ovenstone will succeed him as chairman of The Board

of Executors, while the chairman of Fidelity Group will be announced in the course of the year.

It also notes that Mr Michael Antoncich retires as managing director of Fidelity Bank. It is fitting that his retirement comes at a time when Fidelity Bank has made record profits.

Competition

The Cape Town branch of Fidelity Bank is due to move into new premises at 4 Wale Street, the historic site of the Netherlands East India Co hospital. The Bank now has branch representation in Port Elizabeth, Cape Town, Durban and Johannesburg.

The Board's activities although facing increasing competition, produced very satisfactory results. Assets under administration had a market value at the year-end of R540 6m.

In the year under review, The Board acquired a 26 percent stake in Yellowwood Property Fund Managers Ltd, which is the management company for the Umdoni Property Trust. Umdoni was listed in October 1983 and The Board was one of the issuing houses for the listing.

The Board also has an interest in Global Investment Management Ltd of London. Its partner in this venture is Lombard Odier International Portfolio Management of London. Global

was recently appointed investment adviser to First Southern Investment Co, which has a \$40m investment in South African industrial shares.

Asked to comment on the outlook for The Board, the managing director, Mr Bill McAdam, said, "we are running according to plan. Management has placed strong emphasis on maintaining a high standard of service in our traditional areas of activity. This coupled with our new marketing drive appears to be paying dividends, the inflow of new business is heartening."

Unless otherwise stated, all financial news in this issue was compiled by Paul Dold and sub-edited by Godfrey Heynes.

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Pretoria commuters up in arms

By ALINAH DUBE
THE Mabopane/Soshanguve train commuters are angry because of overcharging by ticket examiners who also do not issue tickets for the money they receive from passengers at the Belle

Ombre station in Pretoria.

Commuters told The SOWETAN that it seemed some of the ticket examiners were all out to make money from thousands of people who were forced to

travel between the city and the affected areas by trains after a direct bus service was stopped from operating from April 30

A ticket from Hercules to Belle Ombre normally costs about 40 cents, but they said they were made to pay fees ranging from R1 to R1,50 by ticket examiners. No tickets were issued after paying, they pointed out

Mr Jack Mokone of Mabopane said he often travelled through the same station and had paid different amounts on all occasions. "What makes me suspicious was that none of the ticket examiners ever issued a ticket and each used his own discretion on how much they charged," he said

Mr Mokone said most people were likely to become victims of these overcharges because of the irregular and overcrowded trains

Service

"This started after most of us started travelling by train, and complaining individually has not helped because officials always want to know if one was the only commuter dissatisfied about the service they rendered," they said.

A regional manager of the SATS, Mr E Kruger, said ticket examiners were supposed to issue tickets each time they received money from commuters.

"The only way I can act against such people is by having written complaints from commuters. Particulars of ticket examiners involved in a case should be written in full, including a number appearing on his nameplate," Mr Kruger said.

r rights

TRFU president Mr Janne

much bigger than the indi-
keep all communication

Le Roux had threatened to
not granted the liquor fran-
week's meeting of the

Party councillor Mr Geoff
in the Press that Mr
TRFU to Germiston if he
franchise.

ne Star he knew "nothing
non-committal when asked
remain at Ellis Park.

Star Municipal Reporter 269

The Johannesburg Transport De-
partment is to make further cuts
to poorly patronised bus services
next month.

Sunday link services were cu-
tailed in April and more cuts on
weekdays and weekends come into
effect from Monday

The transport department is ex-
pected to lose R15 million on ser-
vices in the 1984/5 financial year
It will save about R1,3 million with
the changes.

Revised timetables and route
maps are available from the infor-
mation office at the City Hall, the
Van der Bijl bus station and all

More cuts in bus services from Monday

central termini

Suburbs affected by the changes
are:

● MONDAY TO FRIDAY SERVICES. Ser-
vices will be curtailed to Parktown North
via Oxford Road, Winston Ridge, Observa-
tory via Berea, Observatory via Judith's
Paarl, Judith's Paarl-Crosby, Malvern, Ro-
sherville, Power Park, Linden, Ferndale ex-
tension, Rand Park, Randburg Centre via
Anckland Park, Rosebank-Randburg Centre.

New bus routes will affect Bezuidenhout
Valley-Langlaagte, Blairgowrie-Greenside,
Power Park-Naturena, Illovo-Dunkeld-Civic
Centre-Magistrate's Court

Services will be withdrawn to Judith's
Paarl via Semert Road and the central city
service. (Use New Illovo/Dunkeld service)

● MONDAY TO FRIDAY EVENING
LINK SERVICES. Services will be curtailed
to Bezuidenhout Valley-Judith's Paarl, New-
lands and South Hills.

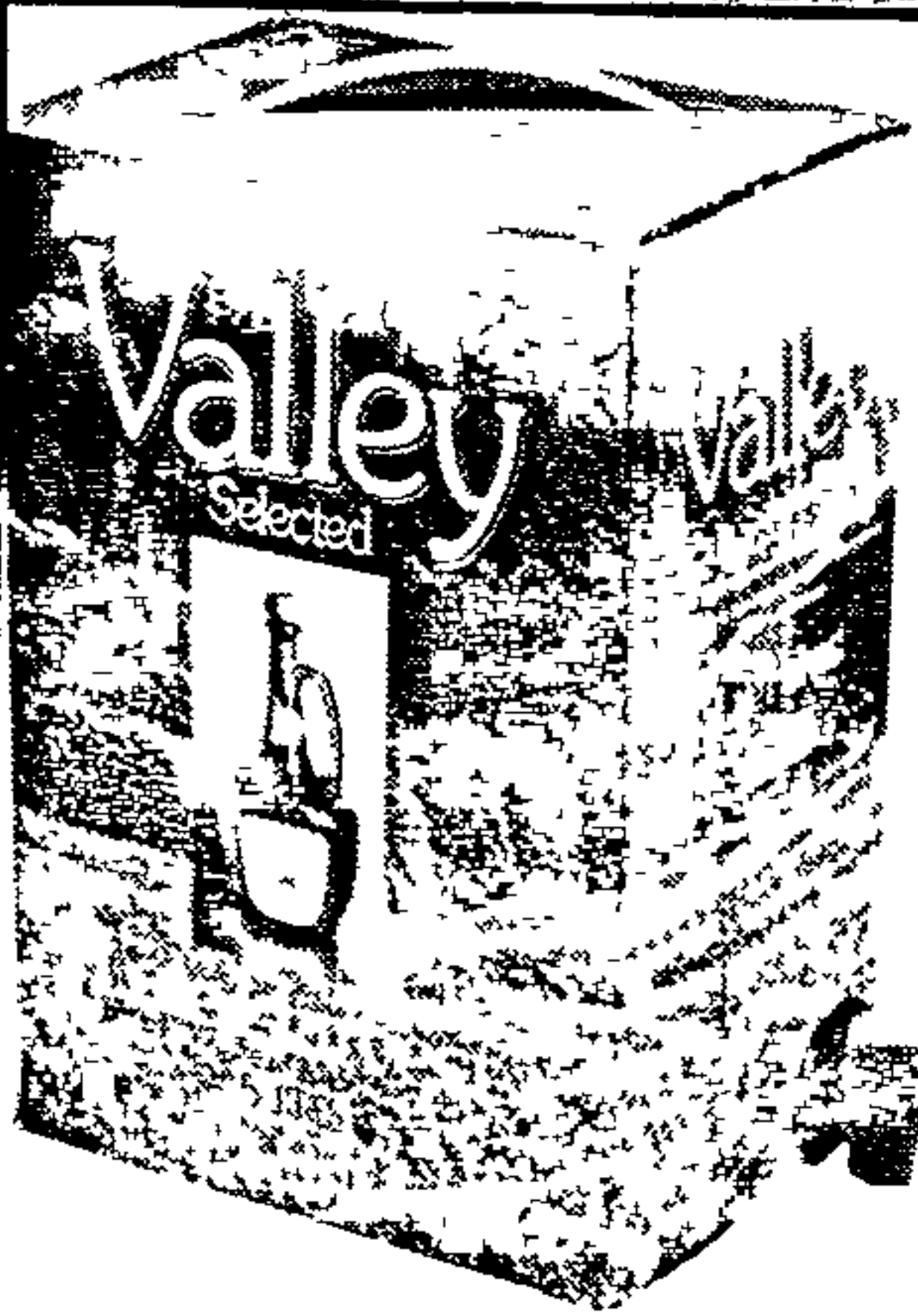
New bus routes will affect Hillbrow-Berea
and Bellevue East.

Monday to Friday link services will be with-
drawn to Chrisville-Ridgeway,
Crosby-Homestead, Forest Hill, Greymont
via Roosevelt Park, Highlands North-Syden-
ham-Waverley, Kenilworth-Townsvlew,
Kensington-Malvern, Melville-Tromf, Park-
hurst-Parktown North and Rosettenville-The
Hill.

● SATURDAY SERVICES. Revised time-
tables for all Saturday services and link ser-
vices come into effect on July 7

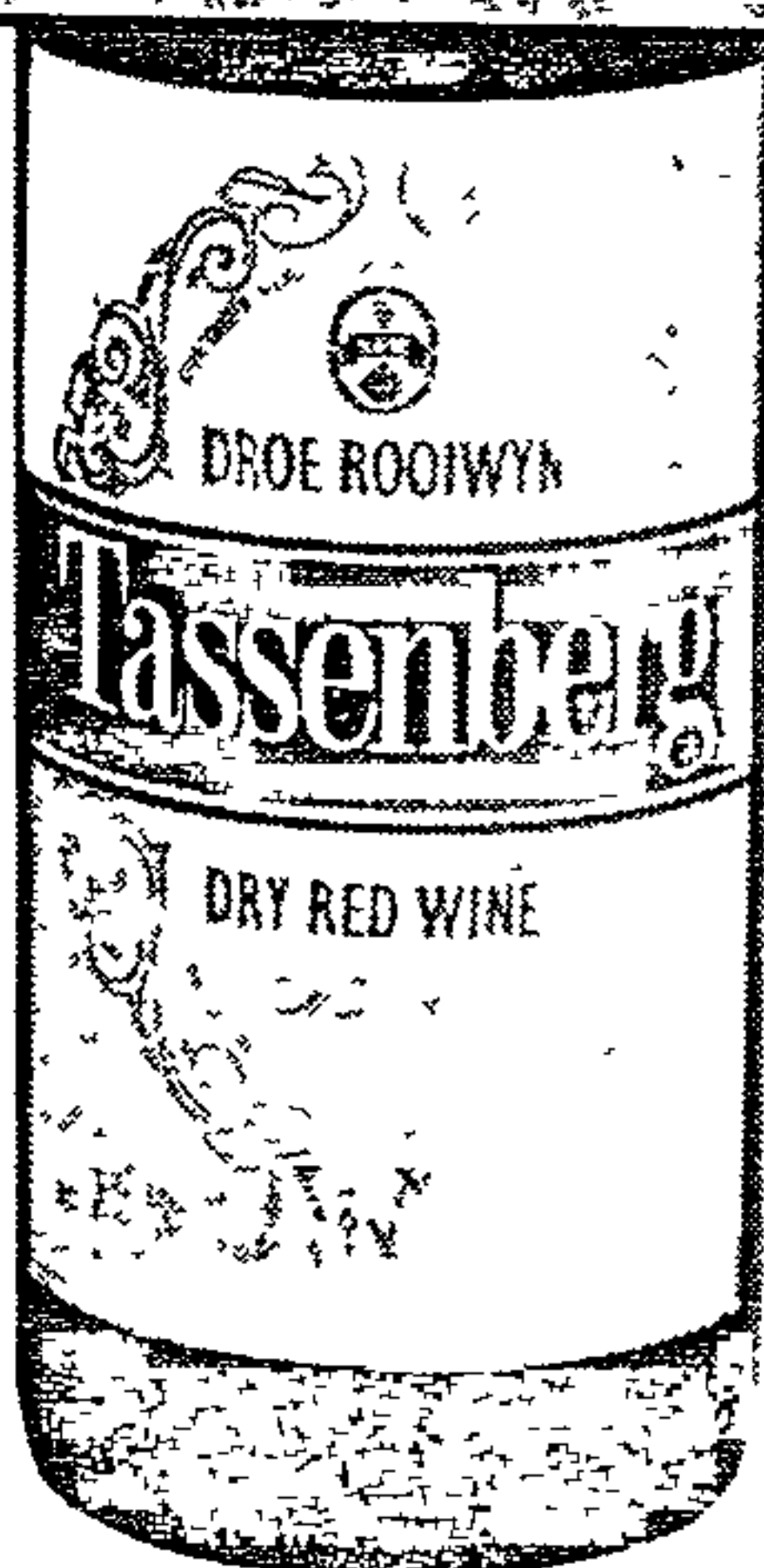
New routes on the Saturday afternoon link
service will affect Highlands North, Park-
town North, Parkhurst, Bellevue East, Hill-
brow and Rosettenville-Townsvlew

Raise your glass to fine wine



Valley Boxes

699
5 l



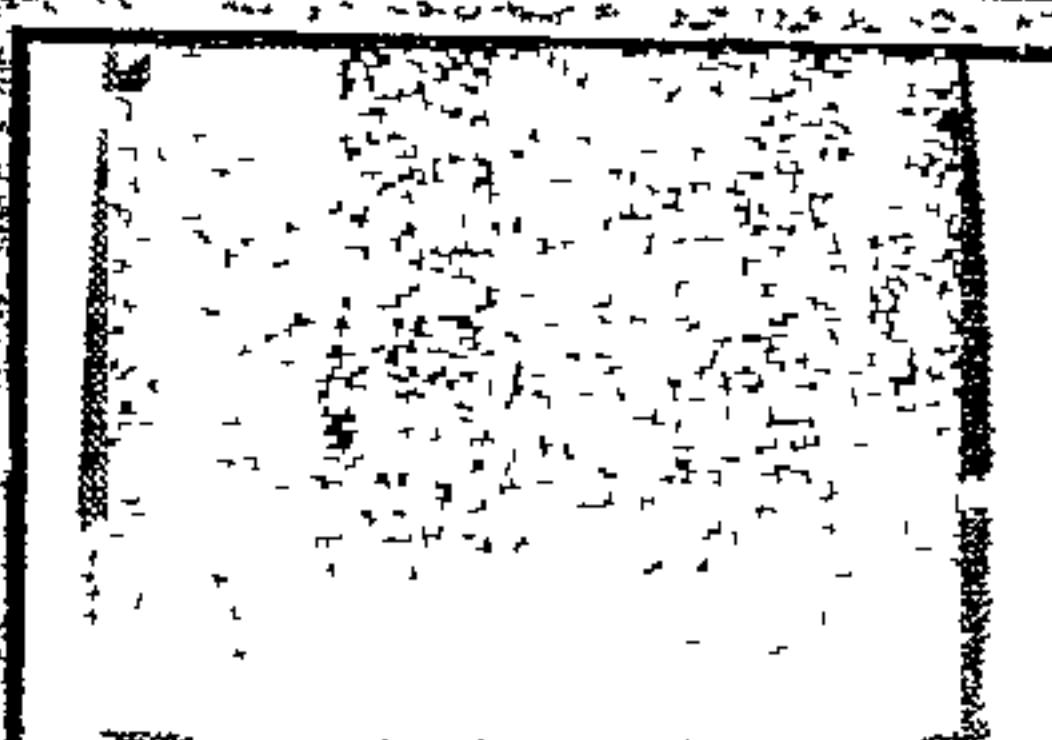
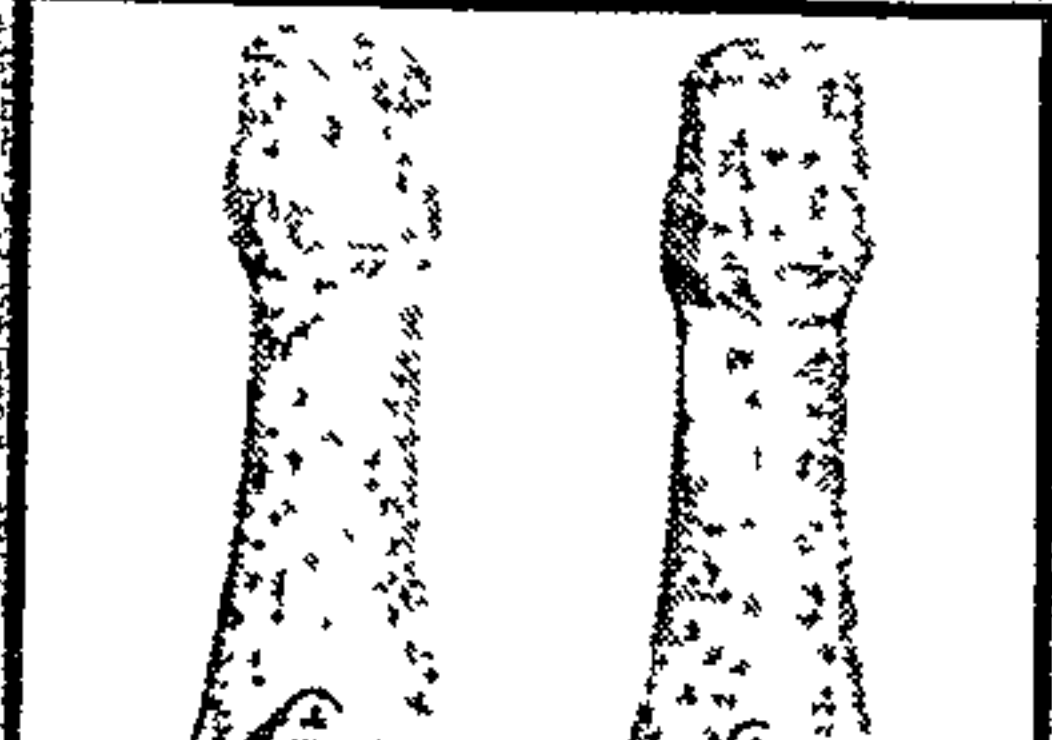
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Culemborg J

25



Ciskei death probe ordered

269

C. P. van

1/7/84

CISKEI's Murder and Robbery Squad has been instructed by Commissioner of Police, Major-General Lulama Madolo, to investigate the death of Mr Fuzile William Gaza, who is alleged to have been shot during the bus boycott in August last year.

But it will take more than six months before it will officially be known whether or not anybody will be charged and what the actual cause of his death was

Mr Gaza according to his brother, Wellington, had been shot on his way to work on August 4 the fateful day several others in Mdantsane were shot dead when soldiers and police turned their guns on workers who refused to board Ciskei buses because of a dispute over increased fares. Mr Gaza was admitted

FUZILE GAZA: Probe ordered into his death.

BY BENITO PHILIPS

to the Cecilia Makiwane hospital in Mdantsane. where he spent three months before being transferred to Frere Hospital. He died almost 11 months later, on June 16.

Mr Gaza's shooting had been reported for investigations. He said it had only now come to light that Mr Gaza's death was because of, unnatural causes. Mdantsane residents had on numerous occasions been told to

report such matters but to no avail. Col Ngaki said Explaining why it would take months before any action will be taken, Col Ngaki said an inquest would have to be held in East London to decide whether or not somebody had been criminally responsible for Mr Gaza's death.

The family claim that if the police officer in charge, when the shooting of workers took place, is questioned he would be able to throw light on the matter.

Ciskei's police spokesman, Colonel Avery Ngaki, told City Press the

because of, unnatural causes. Mdantsane residents had on numerous occasions been told to

report such matters but to no avail. Col Ngaki said Explaining why it would take months before any action will be taken, Col Ngaki said an inquest would have to be held in East London to decide whether or not somebody had been criminally responsible for Mr Gaza's death.

The family claim that if the police officer in charge, when the shooting of workers took place, is questioned he would be able to throw light on the matter.

RBM 44 5/7/84 259

Regional transport co-ordination a must

By DAVID FURLONGER
Industrial Editor

SOUTH AFRICA and the independent homelands must work out consistent transport policies and regulations if the region is to be developed to its full potential.

That is the main conclusion of the second stage of the report by the National Transport Policy Study (NTPS), prepared on behalf of the National Transport Commission (NTC).

Final reports on the second and third stages were released yesterday at a seminar in Johannesburg.

The second stage, on legal and organisational aspects of transport, reaches four major conclusions.

It says the future of Southern Africa depends on the successful political and economic development of what it calls the SATBVC states — South Africa, Transkei, Bophuthatwana, Venda and Ciskei.

Political and socio-economic development is impossible without co-operation on matters of common concern, including the movement of goods and people.

“Thus, the development of an international framework for achieving consistency in transport policy, uniformity in transport legislation and co-ordination in transport administration

The likely direction of South Africa's transport policies became known yesterday with the release of the second and third stages of a Government-commissioned study. The study, which looks at ways of rationalising the country's transport policy, was prepared by the National Transport Policy Study.

among the SATBVC states must be identified as a national level priority.”

The second conclusion is that there must be further investigation into the NTC's constitution, object, functions and legal and organisational position in relation to other major administrative organisations under the Ministry of Transport Affairs.

Third, says the study, there is a dearth of meaningful statistics on the transport industry and market, as well as a lack of understanding of the principles and practices of regulatory and administrative law.

The study says it is impossible to promote further competition if the industry and regulations are not properly understood, and says the situation must be remedied before there can be any changes to the present legal and organisational framework.

The final conclusion is that there must be further investigation of a national merchant shipping policy.

It says there is no “coherent and deliberate”

policy and states “A continued lack of sophistication in such matters will be very costly in terms of trade, balance of payments and other national and international affairs.”

The study examines the transport sector in the light of declared national goals and strategies, and points out that there may be a vast gulf between theory and practice.

It is wary of the eight national goals set out in the 1983 Constitution Act.

Seven relate to socio-political and socio-economic issues, including Christian values, freedom, law and order, human dignity and self-determination.

Only one — to further private initiative and effective competition — relates to practical economic issues.

“As might be expected,” says the study, “certain dated methods of achieving the former are now frustrating attempts at achieving the latter.”

The study says that while Southern African development is guided by the Co-ordinated

Regional Development Strategy, which includes the Industrial Development and Development Bank Plans, incentives and regulations differ from region to region.

Plans of action and strategies described as national must become “supra-national”, because they affect the political and economic development of all Southern African states.

“The participation of all the states in a process of consultation and consensus-building is a necessity.”

In examining the question of competition in domestic road, rail, air and sea services, the document says Government intervention to regulate competition is aimed at enhancing economic efficiency and achieving socio-political and socio-economic objectives.

South African Transport Services, although a commercial enterprise of the State, is actually an instrument of policy.

Because of its obligation to perform many uneconomic services, it requires “massive” cross-subsidisation.

Legislation such as the 1949 Air Services Act and 1977 Road Transportation Act are therefore necessary to safeguard legitimate economic interests.

It says the current regulatory system, including its economic preconditions, must be re-evaluated, regulatory options considered and decisions made and implemented.

RBM 51784 (269)

Govt policy seen as 'distorted, inflationary'

BY DAVID FURLONGER

GOVERNMENT's transport policies are inflationary, harmful to exports and discourage industrial decentralisation, says the National Transport Policy Study.

The final report on stage three of the study, which examines financial aspects of transport, was released in Johannesburg yesterday.

It says the country's transport policies go against national economic policy.

"The conclusion is inescapably that transport policy as presently implemented is contrary to the widely-stated principles of national economic policy, which emphasises the beneficial role of competition and is, therefore, not in the best interest of the country."

The major finding of the study, compiled on behalf of the National Transport Commission, relates to the Government's extensive intervention in the transport market and its consequences

It says this intervention takes two forms. The first is direct intervention in the operations of South African Transport Services (Sats) to achieve social economic goals such as regional development, subsidising passengers and promoting exports. An extensive system of cross-subsidisation is needed to finance it.

The second is the regulation of transport through a system of permits, licences and authorities, which impinges mainly on the private sector. The Government considers this regulation necessary to protect its investment in Sats.

"Combined, the two forms of intervention lead to considerable distortions and inequities in the total transport market," the report says.

The main victims of this distortion are manufactured products, exports and high-value goods carried over long distances. The cost of the service may be more than doubled by the "inflated" tariff structure, while raw materials and agricultural products are generally carried at or below cost.

Such distortions favour the location of industries close to main centres, which is contrary to the Government's regional development policy. Heavily subsidised passenger transport also discourages movement away from the large metropolitan areas.

The report adds "The high cost of conveyance of manufactured products from inland centres to harbours also hampers the promotion of export of manufactured goods."

It complains of the harm being done to coastal shipping through high *ad valorem* wharfage charges, saying this has resulted "in the underdevelopment of this efficient and potentially transport code".

The report says the extensive transport regulatory system is imposing heavy costs on the economy.

Simply administering the system is a costly exercise, but more important is the inefficient use of labour and management time.

"It also results in reduced competition... which leads to the inefficient allocation of resources and is highly inflationary."

The report lists four conditions it says must be met if there is to be freer competition in areas where Sats operates. Sats must be "relieved of its burden" of internal cross-subsidisation; differences in the level of cost recovery between road and rail must be eliminated; Sats must be given time to adapt its price structure closer to actual costs without disrupting the economy; Sats must be allowed greater freedom of movement to follow market trends and accommodate market requirements.

The report adds "It is also important to ensure that where decisions have to be made on an administrative basis (ie. in the financing of capital-intensive projects), these decisions be made with economic efficiency as the goal." While unhappy with Government intervention in transport generally, the report is particularly critical of the air transport sector, where it says market potential remains under-developed because of the in-built bias towards South African Airways. Some operators complain that licensing controls increase total costs by up to 20%.

The report says private air carriers are unwilling to undertake capital investment and expand operations because they feel there is no guarantee they will be allowed to retain existing or open new routes. In such a capital-intensive market, private carriers are therefore condemned to operate old, even outdated, aircraft. It is not worth their while to invest in new technology. "In the end, the users and the operators, as well as the national interest, suffer the consequences," says the study.

The conclusion is inescapably that transport policy as presently implemented is contrary to the widely-stated principles of national economic policy, which emphasises the beneficial role of competition, and is therefore not in the best interest of the country.

JULY 6, 1984

Bus fares reduced for some EIL workers

By CATHY SCHNELL

EAST LONDON — The CTC bus company has announced a reduction in bus fares for workers from Mdantsane.

It was hoped the low fares would contribute to the ending of the boycott, the public relations officer for CTC, Mr. Wessel van Wyk, said today.

The reduction in fares was not a blanket one and affected certain areas more than others.

In some cases the fares had been reduced by as much as 29% and would come into effect on July 30, he said.

The introduction of a direct service from certain zones in Mdantsane to East London and the West Bank industrial area, was

also announced.

The new fares would apply to workers with clipcards, Mr. Van Wyk said.

The direct bus services would be introduced for workers between the most densely populated areas in Mdantsane and the city and the West Bank, between 5.30 and 6am and 4.30 and 5pm every week day.

Workers making use of the clipcards would in all cases be able to travel more cheaply from the Mdantsane rank to their destinations and could effect a further saving by travelling on the direct services.

The existing cash fares would not be affected by the present reductions.

Mr. Van Wyk said it had been decided to decrease the fares for economic reasons —

but also in the hope that supporters of the bus boycott would return.

Mr. Van Wyk said he felt the boycott had established a new commuting pattern among Mdantsane workers, which they had got used to.

In many instances it was not so much a case of commuters boycotting as just having become accustomed to their alternative transport arrangements.

The boycott, in existence for over a year, has led to the retrenchment of 600 workers and the withdrawal of almost 200 buses from operation.

This obviously allowed for considerable cost savings, which, together with a totally

revised subsidy formula, allowed for the present rationalisation of workers' fares, Mr. Van Wyk said.

The Mdantsane Committee of 10 could not be contacted for comment today.

A brief street survey, however, revealed mixed opinions on the issue.

Most people felt the boycott would continue.

"They have messed my brothers around for so long, how can they expect us to return just like that," one commuter said.

However, Miss Dora Claas, another Mdantsane resident, expressed the hope the reduced fares would bring the boycott to an end.

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Plan 2 Depe

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renewal

Mdantsane bus fares reduced

fares reduced

269
6/7/84
P. R. R. R.
EAST LONDON The CTC Bus Company yesterday announced a reduction in workers' bus fares from Mdantsane.

It also announced the introduction of direct services from certain zones to East London and the West Bank industrial area.

The managing director of the company, Mr Hans Kaiser, said the new fares would apply to workers' clip cards.

The reductions in some cases are as high as 29 per cent and will come into effect on July 30.

Mr Kaiser said direct bus services would be introduced for workers between the most densely populated areas in Mdantsane and the city and the West Bank between 5.30 and 6 am and 4.30 and 5 pm every weekday.

He said workers making use of the clipcards would in all cases be able to travel more cheaply from the Mdantsane bus rank to their destinations, and could effect a further saving by travelling on the direct services. The existing cash fares would not be affected by the present reductions.

Mr Kaiser said the reductions and the new services were the result of recent rationalisation of the company, as well as a revised system of subsidies on workers' bus fares.

The restructuring of the company — the result of a bus boycott which has lasted for almost a year — led to the retrenchment of 600 workers and the withdrawal of almost 200 buses from operation. Mr Kaiser said this allowed for considerable cost savings, which together with a totally revised subsidy formula, allowed for the present rationalisation of worker fares.

He said it followed considerable concessions to pensioners and scholars by the com-

pany. As the reduction was the result of rationalisation, it differed from route to route.

The new direct bus services, to be called "Workers' Special", would for the moment, apply only to zones 5A and B, 7, 8 and 14, but would be extended to other zones as the demand increased, he said.

The direct bus services would leave zones 5A and 5B, 7 and 8 at 5.30 and again at 6 am for the city and for West Bank, and leave West Bank and the city at 4.30 and 5 pm every weekday.

The direct service from zone 14 would leave at 5.20 and again at 5.50 am in the morning for the city and the West Bank, and leave West Bank at 4.30 and 5 pm back to zone 14 every weekday.

The new fares for these direct services on the specified times would be R2,50 per ten-ride clipcard for zones 5A, 5B, 7 and 8 to the city, and R2,80 to the West Bank, as opposed to the existing tariffs of R3,35 and R3,95. The fare for the direct service for zone 14 would be R2,60 to the city and R2,90 to the West Bank.

Fares from the Mdantsane bus rank to the city would be reduced by 15c to R2,50 per ten-ride clipcard, and from the Mdantsane bus rank to the West Bank by 35c to R2,90. This reduction would apply at all hours and not only the specified hours for the direct services.

In addition, fares from various zones in Mdantsane to the Mdantsane bus rank would be reduced by 45c from zones 9-14 to 70c and by 10c to 60c from zones 1-8.

Full details of the new tariffs would be released shortly, Mr Kaiser said — DDR



Backdrop to bus boycott

The boycott of the CTC Bus Company service took place against a backdrop of stormy political events and intrigue in Ciskei. These events ended in the recent jailing of the former chief of Ciskei's security forces, General Charles Sebe, who was found guilty on a charge of violating Ciskei's Terrorism Act.

While events involving Gen Sebe were going on, the bus company, on June 20th last year, announced that fares would be increased by about 10 per cent "in the near future". The managing director of CTC, Hans Kaiser, said the company could not afford to extend or expand services at the existing fare levels.

Mr Kaiser said all the corporation's operating centres were running at a loss because of the rising costs of wages, tyres, spare parts, and buses. This announcement drew no immediate public response from community or commuter organisations.

It was announced in the press on July 5 that the increase would come into effect on July 13.

On July 10, 800 students and workers rejected the new fares and a representative of the residents of Duncan Village and Mdantsane, Mzwandile Mampunye, said commuters could not afford the higher fares.

The increases went into effect on Friday, July 13, and no incidents were reported.

The events that rocked Ciskei a year ago might well have been termed a winter of discontent. The internal political squabbling, against which background the bus boycott and the ensuing unrest took place, appears to have abated. But the boycott by commuters is still in effect, and Mdantsane residents are now in their second winter of discontent.

Dispatch
9/7/84 by Roy Dowling

According to the Institute for Planning Research, which is attached to the University of Port Elizabeth, and which published an in-depth report on the boycott "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. The same day President Lennox Sebe rushed home to Ciskei, cutting short by a week a visit to Israel."

From that day on, events in Ciskei took a rapid turn for the worse.

● July 15 Members of the Ciskeian Parliament tell a mass meeting at a sports stadium at Zwelitsha that the South African Allied Workers' Union (Saawu) is responsible for the call to boycott buses.

● July 16 President Sebe announces at a press conference that Gen Sebe has been stripped of his wide-ranging powers.

● July 18 The boycott gets into full stride, and CTC buses are stoned in East London.

Mbulelo Xaba, the son of the Vice-President, is detained.

● July 19 A drop of 80 per cent in the use of buses is reported by the police, and more buses are stoned.

Gen Sebe and Maj-Gen Tallefer Minnaar are detained under the National Security Act, and Vice-President Xaba denies rumours of a coup attempt.

The South African Transport Services report an increase in the number of train commuters.

Saawu denies it had "dragooned" people into boycotting the bus service, and said it had been "knocking at the doors" of the bus company, but the result had been a hike in fares in a region which had a high rate of unemployment.

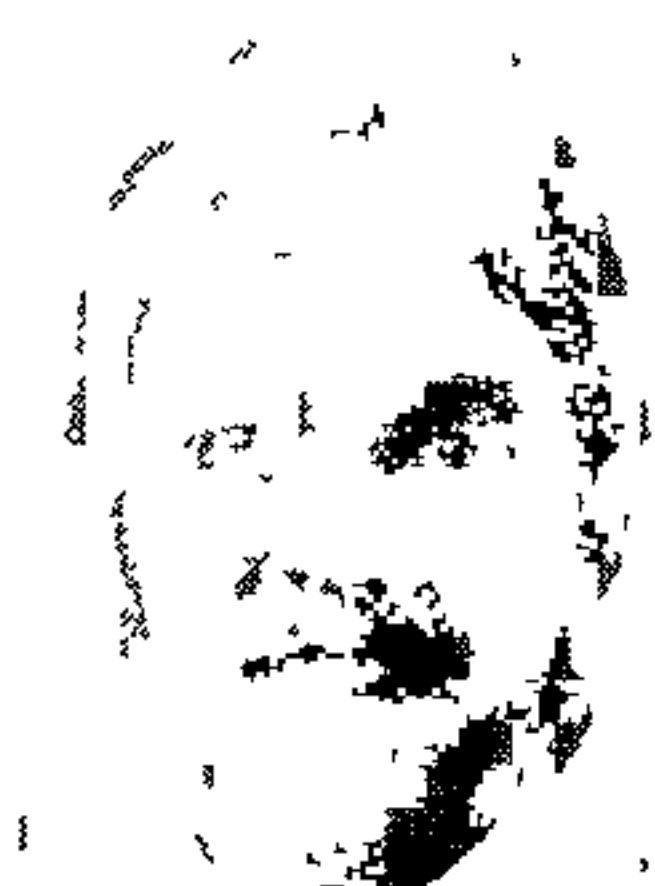
● July 20 Two children are killed and 25 people injured in an explosion on a CTC bus in Mdantsane.

Gen Sebe's son Khambashe is detained, together with two other Sebe relatives.

● July 21 CTC says 49 buses have been stoned since July 18.

Saawu denies it organised the boycott.

● July 22 First reports of Ciskeian



police sjambokking commuters.

● July 24 It is reported that five people were admitted to hospital after a shooting incident near Fort Jackson railway station.

● July 25 Sats Police ask Ciskei Police to leave Mount Ruth station. Unconfirmed reports that Ciskei Police are assaulting commuters who wish to catch trains.

● July 29 Third victim of bus explosion dies.

CTC says fares won't be lowered.

● August 1 Ciskei government says intimidators are preventing commuters from using the buses.

Three Saawu members held in connection with the boycott.

● August 2 Reports that commuters are being stopped at roadblocks in Mdantsane. Some complain they were sent to bus stops and were assaulted by police.

Clampdown on motorists giving commuters lifts to work.

Child killed by petrol bomb thrown into house of ruling CNIP official.

● August 3 State of emergency declared in Ciskei.

Further clampdown at exits from the township.

● August 4 Reports that five people shot dead and many injured when police open fire on commuters near Mount Ruth and Egerton railway stations.

Ciskei's Minister of Justice is reported as saying that vigilantes were assisting in the control of intimidators.

● August 7 Vigilantes reported to be assaulting commuters, taxi drivers, and private motorists.

Saawu claims at least 20 of its members have been detained. The union again denies organising the boycott.

● August 9 Robert Ncokez, a Transkei vice-consul, is detained by Ciskei police.

377 people appear in court charged with breaking the curfew.

● August 12 Reports that unrest has spread to schools.

South Africa's Foreign Minister, Mr P. Botha, stresses the need for calm to be restored to the area.

● August 14 A total of 832 people have been arrested since the boycott started.

● August 16 President Sebe rules that the fares increase must be cut by half.

The cut in fares did not have the desired effect, however, and the boycott unrest has simmered until the present.

Tomorrow. The losers.

Bus boycott: who is the real loser?

D. Aspelt
10/7/84 (269) ~~10/7/84~~

How does one begin to calculate the costs of a bus boycott? Is it done in rands and cents, or in terms of the hardships suffered by the parties involved?

Whatever the case may be, the two chief protagonists in the boycott, the CTC Bus Company and the commuters, have not benefited in any way from the events that have unfolded over the past year

In a deadlocked dispute, in which there is no immediate solution in sight, there can be no winners. When the costs are tallied up there can be only losers

In the case of CTC Bus Company the cost has been R6,2 million. This is the accumulated loss, up to the end of March this year, that has been incurred since the boycott began

It is made up of losses in fares, losses on services the company operated, and losses in damage to vehicles and property. This is a formidable amount, and it is not yet clear who will pick up the bill

It does not end there. Six hundred workers have been retrenched since the troubles started. They have ranged across the board, from unskilled to management personnel

This represents a sizeable sum in lost income to the black community and places a further strain on a regional economy already battling to turn the tide of unemployment. It means, in effect, that possibly thousands of people

will be without a steady source of income

According to spokesman for CTC, Mr Wessel van Wyk, the retrenchments were unavoidable. "During the boycott the companies that comprised CTC were consolidated into one company, and that company was rationalised by cutting the number of employees and by cutting back on services

"We had to do it. We had to trim the opera-

There are no winners when a dispute reaches a stalemate. The real issues become blurred, and are often lost sight of, when attitudes harden to such a degree. And what is the cost when a bus boycott reaches a no-win stage. Who are the losers?

by Roy Dowling

tion to suit the number of passengers we were carrying"

At present CTC carries between 25 000 and 26 000 passengers a day — or about 34 per cent of the number carried before the boycott started

"We now carry a full load," says Mr Van Wyk

"We would not be able to cope with the pre-boycott load of passengers because the company has been cut to size to cope with the existing demand

"If the situation changed, and the load increased, we would have to expand the service again"

With a streamlined bus service, the com-

muters, too, are losers. CTC, like most transport services, is a subsidised company. In this case the subsidy is paid by the South African and Ciskeian governments. According to Mr Van Wyk "Some passengers are subsidised by as much as 150 per cent"

In most instances the alternative methods of transport that commuters have turned to, such as taxis and mini-buses, are more expensive than buses. Trains,



travelling time can be expected to intensify as the months go by



"Now that many commuters are not receiving the benefit of the subsidy, and the service is smaller, the community is losing out"

Another factor that must also be taken into consideration is that the service might never return to its pre-boycott level

"People might have changed their commuting patterns permanently and continue to use the alternative methods of commuting"

and the winter months are entered"

The institute, in identifying the boycott as one of the major problems in the region, said "It has caused great inconvenience, grief and financial loss to black commuters"

The bus company's Mr Van Wyk "CTC has always provided a service to the community, and it has always been heavily subsidised. It is basically a non-profit exercise and when there have been profits it has been used to upgrade the service by expanding the number of buses and routes we operate

If this proves to be the case then most of the 600 CTC workers who were retrenched will never be re-employed and many families will be without breadwinners. And the black community will have a severely curtailed bus service and will have to rely on alternative modes of transport which are more expensive and time-consuming.

Can either party claim to be the victors?

Tomorrow: The effect on the whole region

(269) Steen
Roodepoort bus
fares to rise 13/7/84

Roodepoort municipal bus fares will rise in October by between 14 and 23 percent for coupon holders and by about 20 percent for people paying cash.

The fare increase will help cover costs of petrol, inflation and the recent increase in general sales tax.

At last night's council meeting, Dr Nick Gay suggested the council minimise growth at the railway parking area and concentrate on building up the bus service —
West Rand Bureau

18/2

Detained Mampunye

freed 17/7/84

EAST LONDON — The chairman of the Committee of Ten, Mr Mzwandile Mampunye, has been released from detention

The Committee of Ten was elected by commuters in Duncan Village and Mdantsane at the start of the bus boycott a year ago.

Mr Mampunye said yesterday that he had been released last week after three months in detention and had received treatment for a stomach disorder.

"I started work today and am feeling well. "I am very glad to be out of detention," he said.

He said he was not aware of all that had happened while he was in detention, and that he had not had a full meeting with the other members of the committee.

The secretary of the committee, Mr Newell Faku, said yesterday that a meeting had been scheduled for July 19. He said the committee still wanted clarification from CTC on two points. These were, the suspension of the fares increase, and the severing of the bus company's ties with the Ciskeian Government.

Mr Faku said CTC's decision last week to lower fares had not affected the committee's position on the boycott. "We were not consulted, so I have no further comment to make on that issue."

He said the committee was still willing to negotiate

A spokesman for CTC said yesterday that the company was prepared to "talk with anybody involved" in the boycott.

"We don't want to leave anybody out," he said.

He said the committee had approached CTC set for a meeting.

Handwritten signature and scribbles

Iron-ore project losing millions

By ROGER WILLIAMS
Chief Reporter

MASSIVE losses on the Sishen-Saldanha iron-ore export project, which began eight years ago amid forecasts of a boom on the West Coast, have given rise to speculation that the scheme may have to be scrapped or drastically curtailed.

Figures published by Iscor, which has to carry most of the losses incurred, show an estimated loss on the scheme of R73-million in the financial year just ended

A projected deficit of R150-million for the year ending in June 1985 will bring the accumulated loss since the first consignments of Sishen ore were shipped from Saldanha Bay in 1976 to R240-million

Shipments of ore from Saldanha have declined sharply from a peak of

14,5-million tons in 1978/79 and 1979/80 to 8,1-million tons in 1982/83. The official figures for the past year, in which the price of iron ore dropped by 12 percent, have not yet been published

Figures in the latest Auditor-General's report on SA Transport Services (SATS) show that the ore-export harbour at Saldanha Bay was run at a loss of R6,28-million in 1982/83 — R5-million more than in the previous year

South Africa's other major mineral-exporting harbour, Richards Bay, suffered an even greater loss in 1982/83 — R18,7-million

The huge losses on the Sishen-Saldanha scheme are attributed to the international slump in the iron-ore market, more specifically in South Africa's main outlets in Japan and Europe. Iscor is expecting the "imbalance" in this market to continue into the 1990s

When the Sishen-Saldanha scheme was first mooted, the Iscor management forecast that it could earn R500-million a year in foreign exchange for South Africa.

Now, the economic plight of the project has become so alarming that the Minister of Industries, Commerce and Tourism, Dr Dawie de Villiers, has appointed a special committee, under the chairmanship of Mr. John Maree of the Barlow group, to investigate it and to suggest possible solutions

Because of the rapid deterioration in the economics of the scheme, it is felt in shipping circles that the government might be forced to close it down

A spokesman at the Iscor head office in Pretoria said yesterday that the corporation would not be in a position to comment on the future of the Sishen-Saldanha scheme until the Maree committee had completed its task

● After a fierce controversy about the relative merits of developing an iron-ore export facility at Saldanha Bay or in Algoa Bay, a strong pro-Saldanha lobby persuaded the government to decide in principle, in 1970, to back the Saldanha scheme

At that time it was estimated that the scheme, involving provision of an 860km rail link and the dredging of Saldanha Bay to take deep-draught bulk carriers, would cost about R328-million. By the time the scheme had been completed, the overall cost had soared to around R1-billion

19/7/84

C. Times

269

Mr Mampunye is not too healthy — but not too healthy

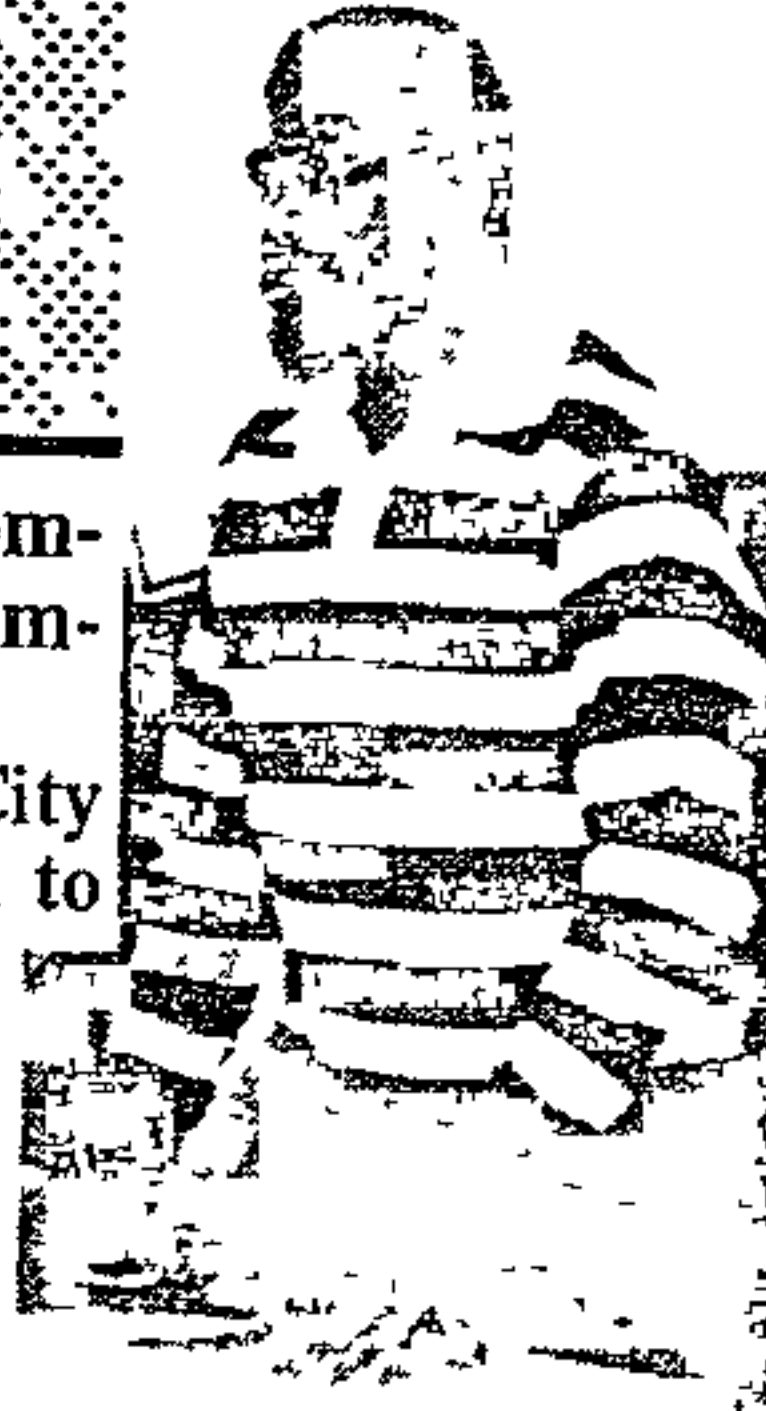
CISKEI Security Police have released Committee of Ten chairman Mzwandile Mampunye after almost 13 weeks in detention.

A none-too-healthy Mr Mampunye told City Press he was happy to have been released and to be back.

He thanked those who stood by him and gave him moral support during his detention.

He had been treated at the Cecilia Makiwane Hospital for kidney troubles and a stomach disorder while he was in detention.

Mr Mampunye said the main cause of his illness was sleeping on a mat in Mdantsane Prison.



MZWANDILE MAMPUNYE Not too healthy after 13 weeks in detention

from June 9 to July 2.

After being discharged he went to see a doctor for further treatment and is still taking pills.

Meanwhile, a meeting has been arranged with Ciskei Transport Corporation officials to see if the deadlock between the company and the workers over the bus boycott could be resolved.

The Committee of Ten has said CTC officials still have to clear up two points — the suspension of fare increases and the severing of the company's relationship with the Ciskeian Government.

The committee also indicated that, although the bus company had lowered bus fares, it had done so without consulting them.

BY C. PHILLIPS
**BENITO
PHILLIPS**

22/7/84
Although he was later transferred to the new Fort Jackson Prison on May 24, it still did not solve his problem.

He was later admitted to hospital for three weeks

Badela hearing postponed

★ THE CASE of New Brighton's Miss Zoleka Badela, charged with possessing banned literature called Nelson Mandela The people's Leader, was postponed to August 17 because a State witness was not available to testify in the East London Regional Court

Miss Badela pleaded not guilty

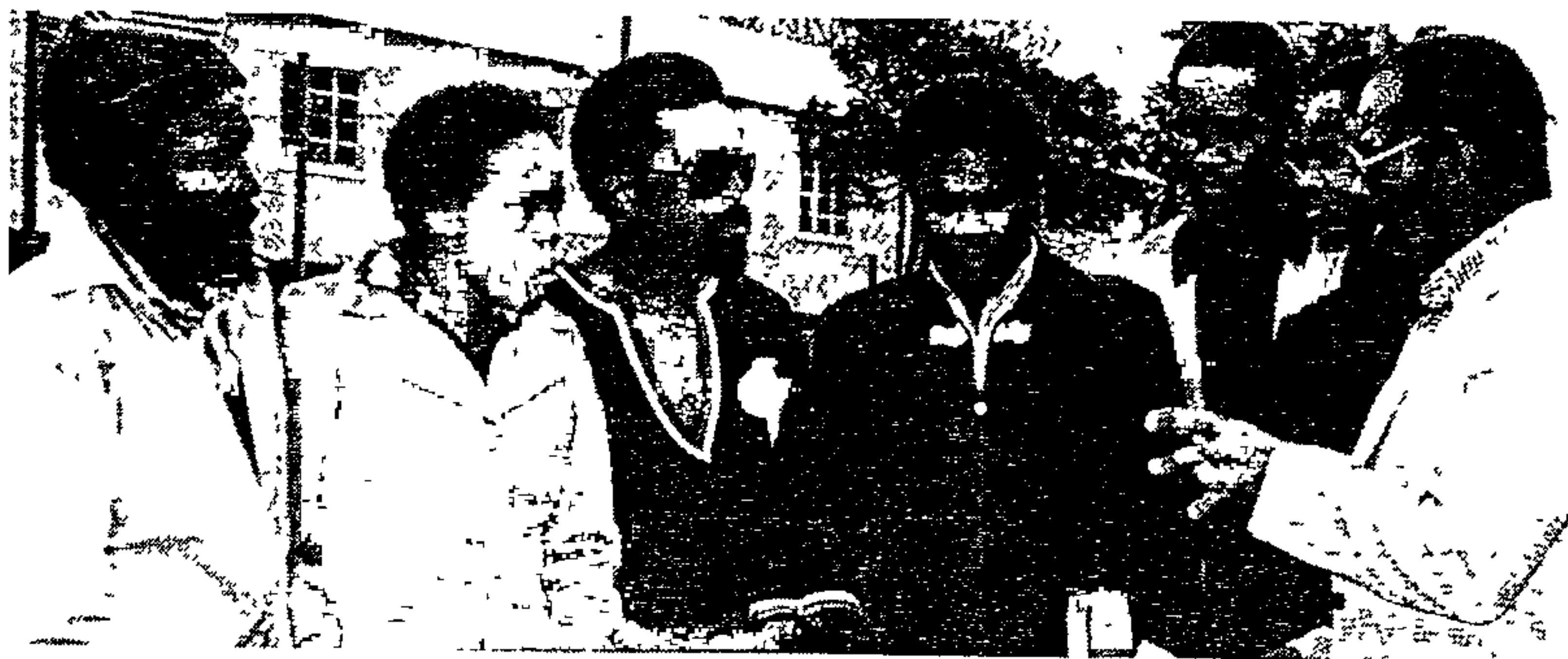
Warrant Officer J Nel of Queenstown's security police testified that he found the document in one of Miss Badela's bags while she was on a bus in Queenstown

Miss Badela's R350 bail was extended



ing to the Government's racist
er parents

UNI



Members of the Committee of Ten before the start of their report-back meeting (from left) Mr Shepherd Dumezweni, Miss Priscilla Maxongo, Mr Norman Sibewu, Mr Newell Faku (secretary), Mr Phillip Slotile, Mr Sindile Tabata (treasurer) and Mr Mzwandile Mampunye (chairman)

Meeting decides bus boycott will go on

23/7/24

269 ~~185~~ D. Dispatch

EAST LONDON — The year-old Mdantsane bus boycott will continue until certain demands have been met, a workers' meeting resolved here yesterday

Among demands raised by speakers at the Duncan Village community centre were

- Commuters should not accept the announcement by the managing director of the CTC, Mr Hans Kaiser, that fares would be decreased from July 30

- The Committee of Ten should ask the bus company to reduce all fares from all zones in Mdantsane and other areas to the old prices

- Old people and schoolchildren should be excluded from paying fares

- Tickets should have 14 clips

- The company should cease to demand Ciskei citizenship cards from people seeking work at the bus depot

- There should be a direct service from all zones to the city and railway stations

- The bus company should have a representative at workers' meetings

The crowd was told by the chairman, Mr

Mzwandile Mampunye, that he had been detained by the Ciskei security police on April 12 and released on July 9

The secretary of the committee, Mr Newell Faku, said the committee had made 16 demands at a meeting with Mr Kaiser. Mr Kaiser had agreed to consider the demands and that another meeting should be held on March 7. However, he later informed the committee he was not ready and they should meet on March 13.

The committee met the bus company manager, Mr N Osborn, on March 13. He apologised for Mr Kaiser's absence.

Mr Osborn told the committee the company had decided to decrease the bus fares as the boycott had been going on a long time. Mr Faku said he had also agreed that pensioners should carry pension cards so that they could pay half the fare and that schoolchildren would also pay half fares.

Mr Osborn indicated that children under six would be carried free. Mr Faku said he also agreed that bus seats would be replaced with cushions and any bus driver using abusive lan-

guage should be reported immediately.

Mr Faku said Mr Osborn would not comment on the Ciskei Government-CTC connection. He agreed that the Zezama Ciskei Amahle sign on the sides of buses would be removed and replaced with the letters CTC. But the committee disagreed with Mr Osborn on the grounds that the CTC was involved with the Ciskei government. Mr Faku said

He said Mr Osborn had also agreed to recognise the Committee of Ten. He agreed that school buses would be provided but there was a shortage of buses at present and provision would be made soon.

Mr Faku said they told Mr Osborn that buses hired by workers to attend colleagues' funerals were turned back by the Ciskei security police. He said they were told the company could not interfere with the police while they performed their duties, but money paid for the hire of the bus would be refunded.

It was also agreed there would be feeder buses taking commuters to railway stations.

Mr Faku said Mr Osborn also agreed that an agreement would be signed between the com-

mittee and the management of the company.

Mr Faku told the gathering that on July 19 the committee met Mr Kaiser who assured them that the CTC had severed ties with the Ciskei Government and there would be no screening of workers by Ciskei security before they were engaged — so long as they had permits to seek work.

Mr Faku said Mr Kaiser also agreed that he would change the colour of the buses and the name of the company, but that had to be decided by the workers.

He also said that fares would be reduced by 23,5 per cent from July 30.

A direct service would be in operation from Zones 5, 8, 13 and 14 to the city from July 30.

The meeting resolved that August 4 should be observed as a commemoration day.

Mr Kaiser declined to comment last night on points raised at the Committee of Ten's meeting.

He said the company was involved in ongoing discussions with the committee and he would not like to comment until they were finalised — DDR

269
26/7/84
Committee: 5 detained

EAST LONDON — Five members of the Committee of Ten, which is involved in the Mdantsane bus boycott, were picked up by Ciskei Security Force yesterday, the treasurer of the Committee, Mr Sandile Tabata, said.

They are Mr Mzwandile Mampunye, the chairman, Mr Newell Faku, the secretary, Miss Priscilla Maxongo, Mr

Phillip Maxongo and Mr Norman Sibewu

Mr. Tabata said they had not returned home by late yesterday afternoon.

He said the committee saw the detention of the five members as interference by the Ciskei Government to disrupt negotiations which were to take place yesterday with the CTC Bus Company.

Mr. Tabata said they had told the managing director of the bus company, Mr Hans Kaiser, that they were not prepared to continue negotiations under the prevailing circumstances.

Attempts to contact the head of the Ciskei security police, Colonel F Zozi, or his assistant for comment yesterday were unsuccessful —
DDR

EL bus boycott negotiations reach deadlock

E. Post (269)
26/7/84

By KEITH ROSS

EAST LONDON — Attempts to end the year-long bus boycott by workers in the East London area reached deadlock yesterday when the Ciskei Transport Corporation announced it would make no further concessions

The CTC managing director Mr Hans Kaiser said he could see no point in further discussions

"It has become very clear that new demands are being brought up with every concession we make and short of closing down the company altogether, there is nothing else we can do from our side," he said

Mr Kaiser said his company had reduced fares to such an extent that some were now lower than when the boycotts started

His company had made fare concessions for pensioners and schoolchildren but the Committee of Ten

was now demanding that these people travel free

The committee also demanded that the CTC break away from the Ciskeian Government but this was not possible

Through the Ciskei Peoples Development Bank the Government owned 50% of the CTC shares

He said the committee also demanded that the colour of the company's buses be changed. This would only incur more expense

● Five members of the committee are believed to have been detained by the Ciskeian Security Police yesterday

The five are Mr Mxwandle Mampunye the chairman, Mr Newell Faku the secretary, Miss Priscilla Maxongo, Mr Philip Maxongo and Mr Norman Sibewu

The detentions could not be confirmed today with the head of Ciskei's security police Colonel F Zozi

BUS BOYCOTT TALKS OVER SAYS CTC

26/7/84
 (269)

D. Ruffelt

EAST LONDON — The CTC bus company said yesterday that it would make no further concessions to end the 12-month boycott of its buses.

It said it saw no point in any further discussions with any organisation in this regard

The managing director of CTC, Mr Hans Kaiser, said all negotiations had come to an end as the bus company had done everything possible to end the boycott

"It has become very clear that new demands are being thought up with every concession we make, and, short of closing down the company altogether, there is nothing else that we can do from our side," he said

"It is obvious from recent discussions and articles in the press that the Committee of Ten, which claims to represent the Mdantsane commuters, has been misinforming commuters

"Several steps that we took months ago to accommodate so-called grievances have not been communicated to the commuters it claims to represent. These are still being presented as demands not yet met by CTC, together with a set of new demands that were not at issue before," Mr Kaiser said

"We have been led to believe that the increase in bus fares was the real reason for the boycott. However, we have reduced fares to the extent that they are in some cases even lower than the fares effective before the boycott started," Mr Kaiser said

"Similarly, we have made significant concessions regarding the fares of pensioners and young children, which have been ignored by the Committee of Ten. To now demand that schoolchildren and pensioners must travel altogether free of charge, borders on the ridiculous and does not happen anywhere else in the world," Mr Kaiser said

He said it was totally impractical to expect the company to break off all ties with the Government of Ciskei. The government did not interfere with the operation of the company, he said

"The situation is that the Ciskei People's Development Bank, the body responsible for the economic development of Ciskei, holds 50 per cent of the shares in the CTC company. The Ciskei Government in turn holds all the shares in the Ciskei People's Development Bank"

"In the light of the fact we have already suffered a loss of R6,2 million, what are we supposed to do with these shares? It must be remembered that the governments of Ciskei and South Africa subsidise workers' tickets to the tune of millions of rands a year. Who will take over that subsidy if all ties with the Ciskei Government are broken?"

Mr Kaiser said the company would not deviate from its policy that it should employ only Ciskeians

"The CTC provides a service to commuters in the Ciskei and East London region and is heavily sponsored by the Ciskei Government. As the company plays a vital role in the development of Ciskei, we regard it as our duty to employ the people of Ciskei," Mr Kaiser said

He said there had been complaints about the colour of CTC buses. He could see no reason why they should be changed. "This was never an issue in the boycott, but is now all of a sudden put forward as a demand," he said

"This company has suffered severe losses in the course of this boycott. Changing the colour of the buses will only involve the company in more expense for no apparent reason. Further expenditure can only cripple the company further, to the detriment of our service"

"This company is prepared to, and in fact has, taken a considerable financial loss in order to meet the basic needs of the people we serve, but obviously this concern is not shared by others

"Whatever the situation is now, the company can and will go no further. It is now up to the commuters to decide if they want a service or not. Ending the service will not only have dis-

astrous effects on the commuters themselves, but will set the development of this region back by years," Mr Kaiser said

CTC has announced a reduction in bus fares for Mdantsane workers averaging 23,5 per cent which comes into effect on July 30

The company said the reduced fares averaged out at 23,5 per cent, but differed from route to route as a result of a revised formula for subsidies on workers' tickets and the rationalisation of the routes

"It said workers' clip-cards were being subsidised by an average 70 per cent, placing bus fares in Mdantsane and East London among the lowest in Southern Africa

The company has also introduced new direct services between certain zones in Mdantsane and East London city and the West Bank. It said these services would be extended as the demand increased

— DDR

Siyo calls for end to bus boycott

27/7/84
269
D. Dipetch

EAST LONDON — About 150 older residents of Mdantsane had called for a break with the Committee of Ten and an end to the bus boycott, Mr L F Siyo, a former Ciskei cabinet minister, said yesterday

Mr Siyo said residents had denounced the Committee of Ten at a meeting on Tuesday as irresponsible with no regard for the welfare of the community

Mr Siyo said the residents expressed shock at the committee's decision to continue the bus boycott

He said the committee and the workers had no regard for other bus users

"The very fact that the meeting was called by workers means it was for workers only"

A mass meeting should have been called to test the opinion of all the people, Mr Siyo said

"The workers are only a section of the bus commuters and are only the youth who cannot decide for older people

"If they were levelheaded, they would have approached the Ciskei Government to subsidise the fares instead of asking the bus company to sever ties with the government which is already subsidising the fares

"It is quite clear that these people have no love of their nation and no regard for old people who have to foot their way to and from the stations", Mr Siyo said

Mr Siyo said the boycott had adversely affected the employment of many people

He appealed to the people to end the bus boycott adding that they should not fear to board buses as the residents of Mdantsane would protect commuters

The treasurer of the Committee of Ten, Mr Sindile Tabata, said the boycott was supported by the majority of people

Mr Tabata denied that the committee had no regard for the people. The committee was executing the demands of the commuters, he said

The committee had no time for the tyranny of the Ciskei government and detentions would not solve any problems, he said "Only negotiations will succeed", he said

CTC should negotiate with the Committee of Ten to find a solution to the bus boycott, Mr Tabata said in reaction to the announcement by CTC that it would make no more concessions or have any further discussions on the boycott

He denied that the committee had made new demands as the company claimed. —
DDR

MR SIYO

(269)

<u>Route</u>	<u>Present Fare</u>	<u>New Fare</u>
<u>Mdantsane Rank to.</u>		
Gonubie	R 6,75	R 2,95
West Bank	R 3,25	R 2,80
City / Chiselhurst	R 2,65	R 2,50
Wilsonia	R 2,30	R 2,00
Beacon Bay	R 2,95	R 2,80
Panmure Chickens / Da Gama	R 0,70	R 0,70
Berlin	R 4,80	R 3,80
<u>Eziphunzana to</u>		
Quigney / West Bank	R 2,50	R 2,00
Wilsonia ..	R 3,00	R 2,75
Chiselhurst	R 1,75	R 1,00
<u>Kwetyana / Macleantown to</u>		
City	R 6,25	R 2,85
<u>Newlands to:</u>		
Da Gama	R 2,75	R 1,35
<u>Igoda to.</u>		
City	R 3,25	R 3,00
<u>To Mdantsane Rank</u>		
From		
Potsdam	R 1,15	R 0,70
Zone 1 - 8	R 0,70	R 0,60
<u>Fares for the new direct services</u>		
<u>From Zones 9 - 14 to:</u>		
Da Gama / Panmure Chickens		R 1,40
Wilsonia		R 2,40
City / Chiselhurst		R 2,60
West Bank / Beacon Bay		R 2,90
Gonubie		R 3,50
<u>From Zones 5 - 8 to:</u>		
Da Gama / Panmure Chickens		R 0,70
Wilsonia		R 2,00
City / Chiselhurst		R 2,50
West Bank / Beacon Bay		R 2,80
Gonubie		R 2,95

The direct services will initially be introduced from Zones 5A, 5B, 7, 8 and 14 to the City and West Bank, and will be extended as the demand increases. Timetables should be consulted.

UKUSUKA ERHENKINI EMDANTSANE UKUYA E-

21

21/7/84

GQUNUBE	R6,75	R2,95
WEST BANK	R3,25	R2,80
DOLOPHINI / CHISELHURST	R2,65	R2,50
WILSONIA	R2,30	R2,00
BEACON BAY	R2,95	R2,80
PANMURE CHICKENS / DA GAMA	R0,70	R0,70
BERLIN	R4,80	R3,80

UKUSUKA EZIPHUNZANA UKUYA E-

QUIGNEY / WEST BANK	R2,50	R2,00
WILSONIA	R3,00	R2,75
CHISELHURST	R1,75	R1,00

UKUSUKA EKWETYANA / MACLEANTOWN UKUYA E-

DOLOPHINI.....	R6,25	R2,85
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UKUSUKA E-NEULANDS UKUYA E-

DA GAMA	R2,75	R1,35
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UKUSUKA E-GODA UKUYA E-

DOLOPHINI	R3,25	R3,00
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UKUYA ERHENKINI EMDANTSANE

UKUSUKA E-

POTSDAM	R1,15	R0,70
ZONE 1 - 8	R0,70	R0,60

AMAXABISO AMATSHA EHAMBO-NGOO

UKUSUKA E- ZONES 9 - 14 UKUYA E-

DA GAMA / PANMURE CHICKENS	R1,40
WILSONIA	R2,40
DOLOPHINI / CHISELHURST	R2,60
WEST BANK / BEACON BAY	R2,90
GQUNUBE	R3,50

UKUSUKA E- ZONES 5 - 8 UKUYA E-

DA GAMA / PANMURE CHICKENS	R0,70
WILSONIA	R2,00
DOLPHINI / CHISELHURST	R2,50
WEST BANK / BEACON BAY	R2,80
GQUNUBE	R2,95

Ihambo-ngqo kuyakuthi kuqaliswe ngazo ukusukela kwiZones 5A, 5B, 7, 8 kunye no-14 ziyokuma edolophini kunye naseWest Bank kwaye ziyakwandiswa xa kuthe kwavela imfuno yoko. Izicwangciso zehambo kufuneka ziqwalaselwe.



CTC BUS

COMPANY LTD

269

UKUTHOTYWA KWAMAXABISO

EBHASI EMDANTSANE :

22/7/84

IINKCUKACHA

Ukuthotywa kwamaxabiso ebhasi zabasebenzi eMdantsane ngokumayela nama-23,5 eepesenti, kuqalisa ngomhla wama-30 kaJulayi 1984.

La matikiti matsha ayafumaneka ukuqala ngolweSihlanu umhla wama-27 kaJuly 1984 phaya kwi-ofisi zamatikiti eziRhenkini eMdantsane, nasePontoon, eMonti, kwaye azakuba nokusetyenziswa okokuqala ngoMvulo umhla wama-30 kaJuly 1984.

Ukuthotywa kwamaxabiso ebhasi ngokumayela nama-23,5 eepesenti kuzakuthi kohlake kwihambo ngehambo kwaye oku ngunozala wenkqubo ehlaziyiweyo yoncediso-ntlawulo kumatikiti abasenbenzi kwanohlenga-hlengiso kwiihambo.

Abasebenzi kungoku nje bathi bancediswe kwintlawulo yabo yamatikiti ngokumayela nama-70 eepesenti, nto leyo ewenza amaxabiso ebhasi kummandla woMdantsane/Monti abe ngawona aphantsi kuMzantsi-Afrika uphela.

Ngaphandle kokuthotywa kwamaxabiso ebhasi, kuza kuthi kuqaliswe ngeehambo ezintha ezihamba ngqo, phakathi kweZones ezithile eMdantsane, kwaneendawo ezithile edolophini eMonti kwakunye ne-West Bank, nokuqalisa ngomhla wama-30 kaJuly 1984. Ezi hambo zihamba dzu zothi zandiswe xa kuthe kwavela imfuno yoko.

Olu cwangciso lulandelayo luthi lunike imizekelo yala maxabiso matsha, kwaye luchaphazela abasebenzi abathenga amatikiti aneehambo ezilishumi. Amatikiti aneehambo ezilishumi elinesine nawo ayafumaneka.



CTC BUS COMPANY LTD

LOWER BUSFARES FOR MDANTSANE — DETAILS

269
27/7/84

A reduction in busfares for Mdantsane workers averaging 23,5 percent comes into effect on July 30, 1984.

The new tickets can be bought on Friday the 27th of July 1984 at the ticket offices at the Mdantsane bus rank or the Pontoon bus rank in East London city, and can be used the first time on Monday 30 July.

The reduced fares average out at 23,5 percent, but it differs from route to route as it is the result of a revised formula for subsidies on workers' tickets and the rationalization of the routes.

Workers' clipcards are being subsidised by an average 70 percent, placing busfares in Mdantsane/East London among the lowest in Southern Africa.

Coupled with the reduction in busfares is the introduction of new direct services between certain zones in Mdantsane and the East London City and Westbank, also effective from 30 July 1984. These direct services will be extended as the demand increases.

The following table gives examples of the new busfares, in this case for workers purchasing the Ten Ride Clip Card. Twelve and fourteen Ride Clipcards are also available.

BUSINESS

Sugar industry's case for rescue operation

DURBAN — The sugar industry must be rescued because it is a cornerstone of the entire economy of Natal, Mr Ian Smeaton, chairman of the South African Sugar Association, said at the annual meeting.

The highest density of rural black people was found in Natal, KwaZulu and Transkei and "poverty in these rural areas poses a continual threat of mass immigration to the cities with the attendant problem of squatting and inadequate facilities."

The sugar industry had a vital role in stabilising the rural population. Some 20 000 black farmers were involved in the sugar industry, farmers and millers employed directly, 150 000 workers who supported 750 000 dependants.

"Additionally, Natal has one of the highest unemployment rates in the country. Without the sugar industry the economy of Natal would shrink dramatically."

"I would point out that this industry has had no drought assistance other than Land Bank loans to certain farmers. This industry is deserving of better treatment by government."

The vice-chairman of the association, Dr C van der Pol, said the financial situation of a great number of individual sugar growers and millers was precarious to say the least.

Private borrowings had reached record levels and balance sheets in many cases had been weakened to the point of insolvency.

While the industry was still working, unlike some other parts of the agricultural industry, it had not mean there was no hardship.

Cement imports

DURBAN — A newly-formed South African company which is controlled by a large Norwegian bulk shipping company is to start importing cement into Natal via Durban from next month.

A spokesman for the Durban-based company, Cement Enterprises (Pty) a subsidiary of Gearbulk Corporation of Norway, said the first shipment of 35 000 tons of cement from Alicante, Spain, would arrive at Durban docks early in August. This was the first shipment of a scheduled quantity of 500 000 tons a year which would be imported by cement enterprises from Spain and Japan — SAPA.

Mr Smeaton said the 1980s had been disastrous, with drought (in 1983-4 it was the worst in living memory) and low world prices.

"The cash flow is negative and one may well be worse off than those who have no crop."

Dr Van der Pol said the industry's main problem was in the export market where low prices ruled and the collapse of the international talks meant that a recovery was unlikely for some time.

Low prices did not stimulate increased consumption, as in many countries, where it had reached saturation and others, where it might be possible to not afford the foreign exchange to import.

Dr Van der Pol said that at current world prices, sugar could compete with maize as animal feed and chemical feed stock, and no doubt some of the 40 million tons of surplus sugar would be sold to these markets. He added "Not a single country can produce sugar at present prices on a full cost basis" — DDC.

The industry was earning an income — but this was not enough to cover operating costs as well as the cost of interest — now R47m a year — on borrowings.

Motor assembly robot for ET

By TOM LOUW
Business Editor

EAST LONDON — CDA in East London, assemblers of Mercedes and Honda vehicles, have ordered their first industrial robot.

The new machine is due to be installed on the Honda assembly line next week. Its function is in application of hot melt bonding adhesive and the suppliers, Arc Engineering-Robotics of Wadeville, Johannesburg, say it is the first of its type in South Africa.

The machine, costing approximately R70 000, is the latest and most sophisticated of its type available, combining design and technology from Honda and Arc Engineering. It has recently been installed on the Honda assembly line in Japan.

The Robotics national manager at Arc, Mr Terry Rosenberg, says the robot will be used for the precision application of a hot adhesive to the outside edge of Honda windcreens prior to installation on the assembly line.

Meat prices

PRETORIA — Meat prices in East London Market on the 25th July were:

BEER (120) super A 239.2 grade A1 234.5 grade A3 180.9 prime B 218.8 grade B1 217.8 grade B2 210.0 top C 204.9 grade C1 198.9 grade C2 200.6 Grade 3 188.1

MUTTON (381) prime B 292.4 grade B1 286.0 grade B2 286.1 top C 289.8 grade C1 283.9 grade C2 283.7

LAMB (423) super 291.4 grade 1 291.2, grade 2 280.6, grade 3 269.2
PORK (43) super RT 271.2, X 268.3 grade LY 277.6, grade 2Y 259.0, sausages 250.1

Up 103

Amcoal	3050	3075	3050	Wildpeep	Krugger
AT Col	2950	3025	3000	Kgrnd	52
Ang 6%	200	—	—	Half	29
Aspxm	2650	2850	—	Quarter	16
Clydsd	800	1300	—	Tenn	61
McAlpine	410	415	410	Banks & Finance	515
Natcoal	215	225	225	Bankorp	300
Ti Nil	630	66	840	001 5cp	300
Vernil	62	66	60	009 6cp	225
Winkie	20	22	225	Barclay	1600
Weightet	220	230	225	Fresham	100
Wicel	5350	5500	5400	Hilliam	300
Amantel	9500	9600	—	Idel	236
De Bers	845	847	845	Netbank	1115
Trinstex	210	210	220	SARB	7000
Gold	—	—	—	Sagell	1200
Modr	810	800	800	Starbc	1100
Dondp	3000	3025	3025	Tandl	1000
E Dag	500	—	—	TrustBank	230
Edg Op	280	350	—	do10cp	130
ET Con	3200	3150	—	do100cp	130
ET Con	980	990	990	do5 9cp	220
ET CD	1360	1800	1775	Volkssks	910
ERPM	1775	130	130	Cash A-	140
Erm Op	120	199	200	Alana	140
Egill	340	—	—	Coclor	1
Falcon	1550	—	1550	Consume	90
Groovl	420	—	420	Fimcc	300
Marvale	16400	—	16350	Harvall	150
Randfl	485	490	485	Jaycor	61
Sinners	685	685	685	doJcp	2
Sinrds	330	340	330	Pactord	85
Slnrdpt	370	375	370	Rate	85
Sln 10%	127	130	130	Renhold	2
Vilg	330	340	330	Tumcor	1
Wlks	875	875	880	Insural	400
WR Con	330	335	330	Gardian	27
W Nigel	—	—	—	Hosken	—
Erander	360	370	370	IGLte	—
Bracken	2700	2750	2750	do	—
Kinos	370	373	370	LibHold	104
Leslie	5100	5250	5200	Liblyf	480
Winkels	—	—	—	Mandj	170
Altes	6500	6600	6525	Nedely	25
Bulds	9550	—	9650	Prosure	—
Harties	6975	7000	7000	Pru	35
Soval	1875	1900	1900	Santam	12
Sltlin	15000	15100	15000	Santam	78
Vairts	1640	—	1650	S&Egile	80
Zandpan	—	—	—	Investmen	2
Free State	4625	4650	4625	CommFund	90
Harguils	2675	2700	2675	Fugt	40
Harmony	570	575	570	Hesrus	87
Lorane	5300	5375	5325	InsEile	45
P Brand	6300	6400	6350	InvClub	600
P Steyn	4000	4100	4000	Issandhlv	47
St Hira	1480	1480	1500	Nasael	17
Unsel	1450	1460	1460	Bernca	40
Weklom	6100	6150	6100	Oceana	14
W Holds	—	—	—	Tolux	132
West Wils	1760	1775	1760	Unadrlond	34
Bywood	510	—	515	Amnrop	36
Delkat	2800	2825	2800	Berier	50
Doms	4625	4650	4625	Bristol	—
Dries	1425	1435	1425	Confltd	63
Elands	440	—	440	GFRop	29
Elsburg	6450	—	6450	Marshal	—
Krool	3675	3700	3700	Natprop	—
Libanon	675	1590	1590	NKlens	35
Venters	730	735	735	Picprop	9
W Areas	6350	6400	6400	Propgip	8
Wstndp	2000	—	—	RMProps	105
Wstn Op	165	170	—	Sable	5
Release	450	—	—	Tamknt Board	25
Wlghm	—	—	—		
Boltes	30	35	—		
MTD	21	22	—		
Parlam	1250	1275	—		

GET HIGH

Toyota T-U-V range

~~259~~ ~~268~~ 269

Detentions *D. Rispah* in Ciskei 27/7/84 confirmed

EAST LONDON — The Ciskei police public relations officer, Colonel A Ngaki confirmed yesterday that five members of the Committee of Ten, which is involved in the Mdantsane bus boycott, had been detained.

The detained members were picked up from their homes by the Ciskei security police on Wednesday morning.

They are the chairman, Mr Mzwandile Mampunye, the secretary, Mr Newell Faku, Mr Phillip Maxongo, Mr Norman Sibewu and Miss Priscilla Maxongo.

Colonel Ngaki said they were being held under the Security Act — DDR

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1, SATURDAY, JULY 28, 1984

D. Dispatch (269)

Boycott matter closed — Kaiser

EAST LONDON — The matter between the CTC bus company and the Committee of Ten concerning the Mdantsane bus boycott was now closed, CTC's managing director, Mr Hans Kaiser, said yesterday

Mr Kaiser was approached for comment on a statement published yesterday in which the Committee of Ten commented on relations with CTC

"I regard the matter as having been finalised," Mr Kaiser said

The Editor of the Daily Dispatch, Mr George Farr, said yesterday that he accepted the Committee of Ten's statement that it had not in fact rejected a half-price system for pensioners and scholars, suggested by Mr Kaiser, and demanded that they should travel free

In a statement, Mr Farr said

"When Mr Sindile Tabata, the treasurer of the Committee of Ten, told our news editor on Thursday night that our report about a public meeting on the bus dispute had been wrong in this regard, we took steps immediately to correct the mistake

"This was done in a front page report in yesterday's issue

"The error is regretted, but for Mr Tabata to claim that it was deliberate is reprehensible

"His other charges against the Daily Dispatch are equally reprehensible and are too ridiculous to justify replies"

Mr Farr said he had noticed that the Daily Dispatch was not the only newspaper that had erred in reporting the Committee of Ten's attitude towards half fares for scholars and pensioners

"The latest issue of the Johannesburg newspaper, City Press (dated July 29 but already on sale) highlights among its list of demands of the Committee of Ten that 'aged people, pensioners and scholars should be exempted from paying fares'"

Asked to comment on Mr Farr's statement yesterday, a member of the Committee of Ten, Mr Lawrence Tuluma, said that if the City Press had carried the same inaccuracies as the Daily Dispatch, "we will deal with City Press as we have dealt with the Daily Dispatch" — DDR

A year later, the buses are still . .

EMPTY!

269

C. Press 29/7/54
AND STILL the buses run empty . . .

Despite massive arrests, shootings, beating and harassment, the Ciskei Transport Company's busses still run in and around Mdantsane and Duncan Village without passengers

Exactly a year after the boycott was started because of an 11 percent fare increase, commuters are as determined as ever to win their battle with CTC.

This is despite a price cut announced two weeks ago — the second since the boycott started — and drastic revisions to the CTC service in the Eastern Cape

It is, as the commuters have said so often, CTC's refusal to work out a "reasonable solution" to their problems that has resulted in the deadlock

The boycott has taken a huge toll in Ciskei's largest township, and life is far different in Mdantsane to what it was a year ago

Men, women and children alike have felt the sting of President Lennox Sebe's whip

The first three weeks of the boycott were the bloodiest. Mdantsane was turned into a bloodbath when workers were shot dead on their way to railway stations by Ciskeian police and soldiers trying to "persuade" them to board buses

Soldiers armed to the teeth with rifles, sjamboks, batons, knobkieries and machine guns tried another tactic



BENITO PHILLIPS

reports

people to take civil action against the Ciskei Government and its police force

In other instances, taxis and cars were confiscated. Owners claimed they were forced to pay R100 admission of guilt fines before they could get their vehicles back

In a further effort to break the boycott, the police and army blockaded railways, stations and tore up workers' weekly train tickets

Police also arrested more than 830 people including unionists and members of the Committee of Ten chosen to represent commuters



Workers list their demands

MDANTSANE commuters have drawn up a full list of demands to be met before they will go back on the buses.

The demands drawn up at a Committee of Ten meeting on Sunday, are:

- Workers should reject the new price cuts announced by CTC managing director Hans Kaiser
- The committee should ask CTC to reduce fares in all zones in Mdantsane to the old price
- Aged people, pensioners and scholars should be exempted from paying fares
- Tickets should have 14 clips instead of 10. The bus company should stop demanding Ciskei citizenship cards from people seeking work at the bus depot
- Direct services should be introduced from all zones to the city and railway stations.
- The company should have a representative Committee of Ten meetings.

Committee of Ten secretary Newell Faku told the workers the bus company had agreed that children under six would be conveyed free on the buses, and that seats would be fitted with cushions.

On July 19 Mr Kaiser assured the committee that CTC had severed ties with the Ciskeian Government so that work tickets would not be screened by Ciskei security forces before being hired — as long as they could produce work permits.

Mr Faku also agreed to change the colour of the buses and the company's name, saying the new name would be decided by the workers. Fares would also be reduced by 25 percent from July 10.

The committee is due to meet the bus company

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29/7/84.

C PRESS



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29/7/84

and private vehicles, and frog-marching them to buses

the commuters continued their task, however and the boycott flourished

forcing residents to stay indoors from 10pm to 4.30am

for a mass prayer day on August 4 in memory of those who died during the boycott.

Those who resisted were hit with sjamboks and knobkieries, prompting scores of

The Ciskei Government then introduced a curfew in Mdantsane,

These restrictions caused serious consequences for industry, as workers continually arrived late for work — with the cops compounding the problem by setting up roadblocks at all exits and entrances to the township

workers are also planning a mass meeting to discuss the future of the boycott

However, the workers say community halls have been closed to them and they have nowhere else to meet — something which will hamper any further decision.

But the worst was yet to come

'Mondale won't alter policy on SA'

THERE will be no change in the United States' policy of constructive engagement with South Africa if Walter Mondale's Democratic Party wins the elections, an American professor and confidante of Rev Jesse Jackson said this week.

Professor Andrew Jackson Wann, who is on a Southern Africa tour, told City Press in an exclusive interview that although Mondale would move along the same lines as former President Jimmy Carter, he would maintain President Ronald Reagan's policy of constructive engagement.

"The United States policy on South Africa is to have mutual security and peace and to avoid control by the Eastern bloc countries.

"The American people want Angola to move in the right direction, and bring independence to Namibia. All this could be achieved by diplomacy and not violent confrontation," he said.

Professor Wann, who holds a Ph D in political science from the University of Missouri, said Mondale would, like Carter, strive to see the eventual elimination of apartheid in South

By KHULU SIBIYA

Africa.

"When this will happen, I don't know — but I think it will be an evolutionary change that must happen. We in America cannot proclaim the independence of any country.

"If South Africa wants to be the biggest industrial nation, it should upgrade black labour, provide better working conditions for blacks and improve their education and skills and of course pay equal wages," he said.

He said Walter Mondale's Democratic Party stood a good chance of toppling Reagan in the November elections.

"But", he said, "Mondale will need people like Jackson in his cabinet to help him. Jackson is a young, dynamic and forceful politician. He proved that to the whole of America in his first presidential campaign."

The boycott entered its bloodiest stage when Government-backed vigilantes moved into the township, abducting people and taking them to their "torture chamber" at Mdantsane's Sisa Dukashe Stadium

People were flogged and whipped for days on end, and the horrific events at the stadium seemed to seal the rift between residents and the homeland government — a rift which is unlikely to be healed, even if the boycott ends in success

Ciskei's problems were compounded by an aborted coup attempting by members of its police force, including former security boss Charles Sebe, who is serving a 12-year jail term for "terrorism"

CTC was another loser, with estimates of its losses running into millions of rands.

The company isn't prepared to divulge how much it lost — instead, it has retrenched 6 000 employees and withdrawn 200 buses. At one stage, the company also negotiated to sell out to private enterprise — but no-one would buy

At the moment, people are preparing

(269) ~~109~~
CTC bus
D. Disputch
usage, no
31/7/84
increase

EAST LONDON — There was no noticeable increase in the number of passengers on CTC buses between the city and Mdantsane yesterday, the first day a reduction in fares came into effect

Observation of bus termini in Mdantsane last night showed that CTC buses were still being under-utilised

There were no reports of any violence or incidents

CTC dropped its fares by an average of 23,5 per cent with effect from yesterday

Comment on passenger traffic could not be obtained from CTC yesterday — DDR.

Police deny Ciskei bus driver abducted

EAST LONDON — The South African Railway Police yesterday denied allegations by a Ciskeian businessman and boxing promoter that his bus driver was "abducted" from Ciskei to be charged in East London

Mr Wredge Qeque said last week that his bus driver was "abducted" by the South African Railway Police from Zwelitsha and taken to East London where he had since been charged for conveying passengers without a permit

The press liaison officer for the South African Railway Police, Major Ronnie Coetzee, said yesterday that the bus employee agreed voluntarily to accompany the police for questioning and that he was arrested only after his identity had been determined and it had been found that a warrant of arrest had been issued against him

"In terms of the Government Gazette 8204 of May 14, 1982, Article 2, paragraph 7, the South African Railway Police have jurisdiction in the Ciskei"

He said two detectives were on routine work in Ciskei where they happened to see the man, but they were not sure of his identity. He was approached and he voluntarily accompanied the detectives

"On arrival at East London a case docket was perused and it was established that he was wanted by the railway police on a charge of illegal motor transport. He was arrested and charged accordingly," Major Coetzee said

Mr Qeque said that he was in his bottle store when two men in civilian clothes, claiming to be policemen, came to see him. He later learnt that they were railway policemen

Mr Qeque said the men told him they had been sent by a bus owner, who they claimed was in custody in King William's Town. According to Mr Qeque they claimed that the bus owner wanted to give his employee money to go and pay his summons, and they promised to bring the employee back within 15 minutes

Mr Qeque said they did not bring him back and he later learnt that his employee appeared in the East London magistrates court and had not been granted bail

"If these people were arresting my employee they should have told me so that I could make the necessary arrangements for either his bail or admission of guilt

"I am very upset and take strong exception to the manner in which he has been handled. I doubt if the South African Railway Police have a right to come and arrest somebody in Ciskei. His arrest is tantamount to abduction," Mr Qeque said

Major Coetzee said he did not want to comment any further as the case was now sub judice. He said all he knew about the role of the bus owner, was that he was a co-accused in the case against Mr Qeque's employee — DDR

... State

D-Dispatch 2/8/84 (769)

No increase in bus usage

EAST LONDON — There was no noticeable change in the numbers of passengers using CTC buses between here and Mdantsane, a company spokesman, Mr. Wessel van Wyk, said yesterday

Mr Van Wyk said it was still too early for the new reduced fares on the buses, which came into effect on Monday, to

have influenced passenger traffic.

"We expect it will take a couple of weeks," he said

CTC reduced its fares on buses by an average of 23,5 per cent in an effort to attract more passengers to the buses following more than a year of boycott action

against the service

Mr Van Wyk said during the past year many commuters had changed their commuting habits — turning to trains, taxis or other transport arrangements

"There is a different attitude towards commuting, so it will take some time for that to change," he said — DDR

SACK LEADERS, SIYO TELLS BOYCOTTERS

269
~~1005~~
C. Press
5/2/74

FORMER Ciskei Cabinet Minister Fikile Siyo has called on boycotters to break all ties with their leaders, the Committee of Ten.

In a scathing attack on the committee, Mr Siyo claimed that Mdantsane residents denounced the committee at a recent meeting in the township as having no regard for the welfare of the community.

They had also expressed shock at the decision to continue the bus boycott, and accused both the committee and workers of having no regard for other bus users. He said the workers were only a section of the bus users. Mr Siyo said if they were level-headed they would have approached the Ciskeian Government to subsidise the fares instead of asking the bus company to break with the Government, which is already subsidising fares.

This, he said, had adversely affected the jobs of many people

Mr Siyo appealed for an end to the boycott, and said people should not fear boarding buses as those doing so would be protected.

The workers replied that they were in the majority as far as the boycott was concerned, and denied they had no regard for the people.

By BENITO PHILLIPS

They said the Ciskeian Government had no regard for people's lives

Detentions would not solve the problem, they said

Workers told City Press that Mr Siyo was poking his nose into something which did not concern him, and suspected he was doing this to curry favour with the Sebe Government to regain his ministerial position

The workers also questioned whether Mr Siyo was condoning the hooting carried out by Ciskeian soldiers and police, and the torture of people at the Sisa Dukashe Stadium by vigilantes

"As for the people he claims have denounced the Committee of Ten, we can only suspect they are staunch members of the Ciskei Independence Party.

Man freed on bus stoning charges

EAST LONDON — A 27-year-old Mdantsane man was acquitted on charges arising out of a bus stoning incident

Mr Gladman Phamzile Monkomo was charged with intimidating commuters by throwing stones at a bus, inciting public violence and malicious damage to the property of the CTC bus company.

The incident happened on the morning of May 23 at Wilsonia station. Mr Monkomo pleaded not guilty.

A Cambridge policeman, Constable C Sizani, said he had seen Mr Monkomo stone the bus.

Sergeant Mansfield John Hartley said he had heard stones being thrown at the bus, but had not seen the incident.

There could have been 200 people at the station, alighting from the train, he said. He had been keeping a watch on the whole area at the time, and not just the station.

Sgt Hartley said Const Sizani had pointed out a man who had his back turned towards them, and had then arrested the man after a struggle.

Mr Monkomo told the court he had alighted from the train at Wilsonia station and was on his way to work. He had not thrown stones at the bus, and had not noticed anybody else doing so, he said.

There were many people at the station and he did not know why Const Sizani had picked on him.

Mr Kessie Naidu, for the defence, said the

honesty of Const Sizani could not be doubted. However, the circumstances had not made a reliable identification of the person who stoned the bus possible.

The magistrate, Mr N R Oosthuysen said there was no doubt that the bus was stoned, but that there was a dispute as to whether the state had proved that Mr Monkomo was the one responsible.

Const Sizani had been the only witness, he said, and the court was not satisfied that Mr Monkomo had been correctly identified.

It was possible some other person had thrown stones at the bus, the magistrate found.

The prosecutor was Mr E Lotz — DDR.

By Zenaide Vendero,
Transport Reporter

SATS has to bear brunt of undersubsidised roads

Too little money is invested in the South African road network and the result is congestion, higher wear and tear of the roads and a growing accident rate.

This was one of the findings of the National Transport Policy Study's investigation into the economic aspects of transport. The report was presented by Professor P J Nieuwenhuizen, of RAU's economics department, at a seminar held in Pretoria recently.

Professor Nieuwenhuizen said that in real terms, the provision of funds by the Government to provincial administrations for road construction had decreased by R104,3-million from 1976/77 to 1982/83.

He called for increased

expenditure to "accommodate the many urgent needs emanating partially from the inadequate spending pattern of the past and partially from the new political dispensation".

Investment by the South African Transport Services (SATS) in the railways system, on the other hand, was found not only to be significantly higher than that of other sectors but it was also more stable from year to year.

While road users were not fully charged for the use of roads, SATS had to recover the cost of its in-

frastructure.

This unfair pricing eroded SATS's position as a national carrier.

Professor Nieuwenhuizen said this trend was expected to continue. By the year 2000, SATS's share of passenger transport will have dropped to 29 percent and freight transport to 37 percent.

It was essential, he said, that this imbalance be removed.

The under-recovery of road costs from road users not only had a detrimental effect on SATS but it was not in the national interest.

"The subsidisation of

the road user adds to congestion and accident and maintenance costs. This state of affairs will worsen over the next decade or two when the number of vehicles on South African roads will more than double to approximately 9 million."

Besides the virtually free use of roads, road hauliers had other advantages over rail transport, he said. SATS overcharged on high-value traffic to subsidise losses made by the passenger services.

"Such overcharging cannot but result in the diversion of traffic to

other modes, especially the road hauliers."

But it was not viable, said Professor Nieuwenhuizen, to eliminate the need for subsidy by raising fares for passenger services to an economic level.

This was because of the "socio-economic policy of the country, the low general level of black and coloured incomes, the relatively long distances involved in daily commuting to and from places of work and the fact that large numbers of people will simply switch to alternative modes."

Road transport was also more flexible than rail.

The revision of the high tariffs might have to be co-ordinated with a policy to price road transport more fully, the report said.

EAST LONDON — The Maize Board is going ahead with its plan to establish a multi-million-rand export-import terminal at Richard's Bay — in spite of the fact that SATS claim they have not yet been officially informed of the project.

The general manager of the Maize Board, Mr Hendrik Nel, confirmed in a telephone interview that the "groundwork" has already started and that it is hoped to commission the complex by late 1988.

He reiterated the earlier comment made by his chairman — Mr Crawford von Abo — that the project would mean that all maize movements through East London would be stopped.

"The industry must look after its own interests," he said "and the draught limitations at East London harbour and high railage costs of getting shipments to and from the port make it imperative that we move the shipping terminal closer to the main production regions."

Mr Nel said that once the terminal came into operation the only time East London would be used would be in times of exceptional crops when Richard's Bay would possibly not be able to accommodate all export shipments.

Asked if he realised what the withdrawal of maize shipments from East London would mean, he said "That's not our problem we have got to look after the interests of the maize farmers."

Week-long attempts to contact the Minister of Transport, Mr Hendrik Schoeman, were unsuccessful, and SATS officials evaded comment on the issue.

SATS press officer, Mr Leon Els, would not give any direct replies re-

garding the future of East London harbour and was only prepared to go on record as having said "I cannot comment on the Maize Board's intended move because they have not yet officially informed SATS of it."

"Anyway, it's a Maize Board decision not a SATS one," he said.

Asked what would happen to the grain elevators and other maize handling equipment in East London, Mr Els said "I'm sorry but I cannot comment on that."

He also said he was not able to comment when it was pointed out that Mr Schoeman had given his assurance in 1981 that East London would not be phased out as South Africa's major maize export port —
DDR

Reaction page 2

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MAIZE TERMINALS: EXPORT LOSS OUT

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269
D. Hendrik

Shock, disbelief at grain terminal move

EAST LONDON — Shocked disbelief greeted the disclosure yesterday that the Maize Board intended to develop Richard's Bay to handle much of the maize currently passing through East London

The MP for East London City, Mr P de Pontes, said the news that the board had decided to go ahead with the scheme came as a surprise to him

He said the government remained committed to maintaining East London as a major harbour

"In the present economic climate and in view of the drought situation, I have grave doubts as to the viability of any scheme at Richard's Bay"

Mr De Pontes said he could not comment further until he had more details of the plan

The chairman of the Border Chamber of Industries, Mr Mike Strong, said that it would be premature to jump to conclusions

"We only know those facts Mr Hendrik Nel has thought fit to disclose

"We do not know the government reaction and the government is bound to support its decentralisation policies"

He said that these certainly do not include the abandonment of the East London harbour

"Certain volumes of maize must always flow through East London by virtue of its geographic proximity," he said

The chairman of East London's Afrikaanse Sakekamer, Mr W Kruger, said that the scheme was bad news for East London harbour

He urged the Maize Board should reconsider

their plans especially in the present economic climate

"As far as we are concerned the facilities in the East London harbour are adequate

"It will cost the maize farmers a lot of money to establish the Richard's Bay scheme whereas they have the facilities here in East London"

He thought that the dark side should not always be looked at

"The development could be to the commercial advantage of East London

"The harbour could become a free port zone," he said

The president of the chamber of commerce, Mr George Ormond, denied there were any limitations for loading ships in East London

"Vessels loading up to 50 000 tons can be handled quite easily"

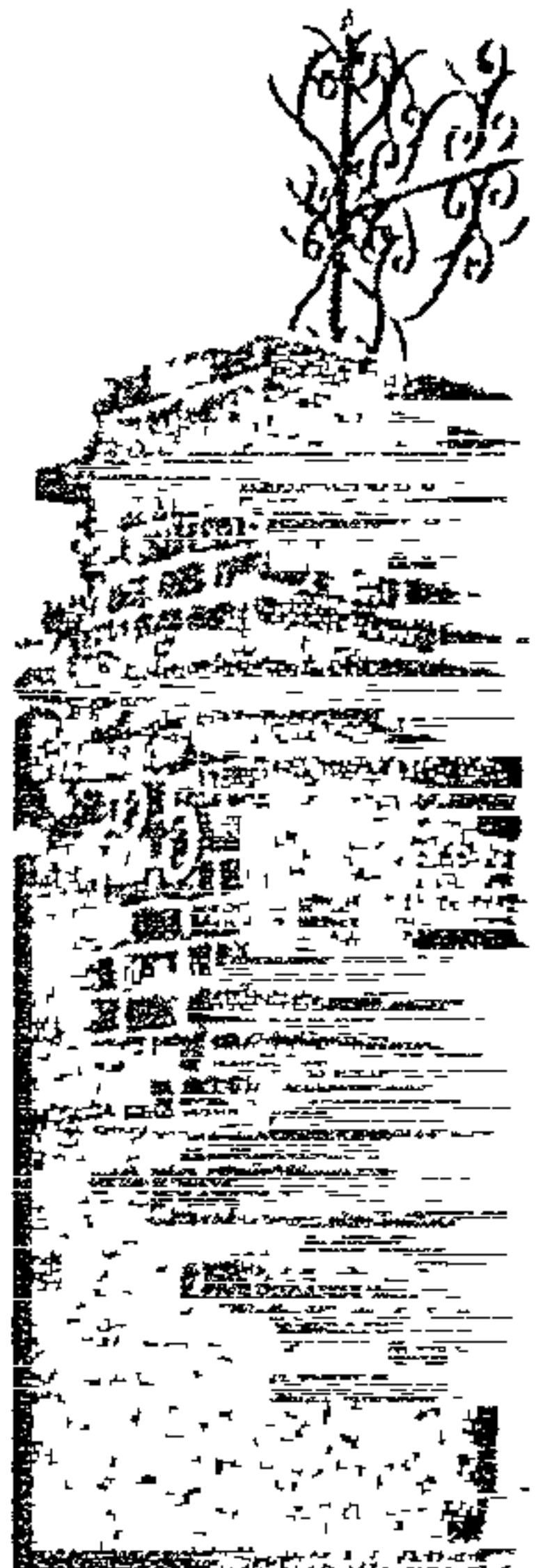
"In South Africa we are extremely critical of the desires of independent black states in embarking on the construction of airports and harbours and here we have a body embarking on a project running into billions of rands when they don't have the funds available

"It would be foolhardy to embark on this project at this stage when the maize cargoes available for export are likely to be less than before the drought," he said

The mayor, Mr Errol Spring, said that the government had invested a lot of money in the East London harbour

He was confident that it would continue to ensure the harbour is used to its maximum capacity

"In the not too distant future further expansions will be made to existing terminals," he said — DDR



The T...

UN rejects new SA constitution

NEW YORK — The United Nations Security Council last night declared South Africa's new constitution null and void and put the same stamp on next week's coloured and Indian elections

The vote was 13 to nil, with the United States and Britain abstaining

South Africa has given notice that it means to ignore the decision

In reaction to an ANC call on the US to join the international community in condemning "Botha's constitution," ambassador Jeane Kirkpatrick surprised her aides by making an impromptu address to the council

"The United States does, indeed, condemn the constitution now before us," she declared. She then went on to stress that the US condemned "all constitutions of all governments" that

The seven-point resolution contained no threat of sanctions against the Republic, though it included a call on governments to "take appropriate action" to "assist the oppressed people of South Africa in their legitimate struggle for a non-racial, democratic society" It asked governments not to recognise the election results

A reference to apartheid constituting "a

threat to international peace and security" was deleted from the text after the US and Britain threatened to use their vetoes. Washington and Whitehall regard the phrase as code language for the possible imposition of sanctions at some point in the future

The vote marks the first time that the UN's top body has passed judgment on the constitutional affairs of a member state — DDC

Zimbabwe whites' choice

HARARE — Whites in Zimbabwe who possess dual nationality will soon be forced to make a choice of allegiance under a controversial new citizenship bill now certain to become law

The bill yesterday passed its third reading in the House of Assembly here when Mr Ian

MPs were easily defeated by the government on a voice vote

The 13 white independents in the 100 seat House supported the bill, despite voicing fears for white businessmen who need to make urgent trips to South Africa. Zimbabwean passport holders face an average 14-day wait for a

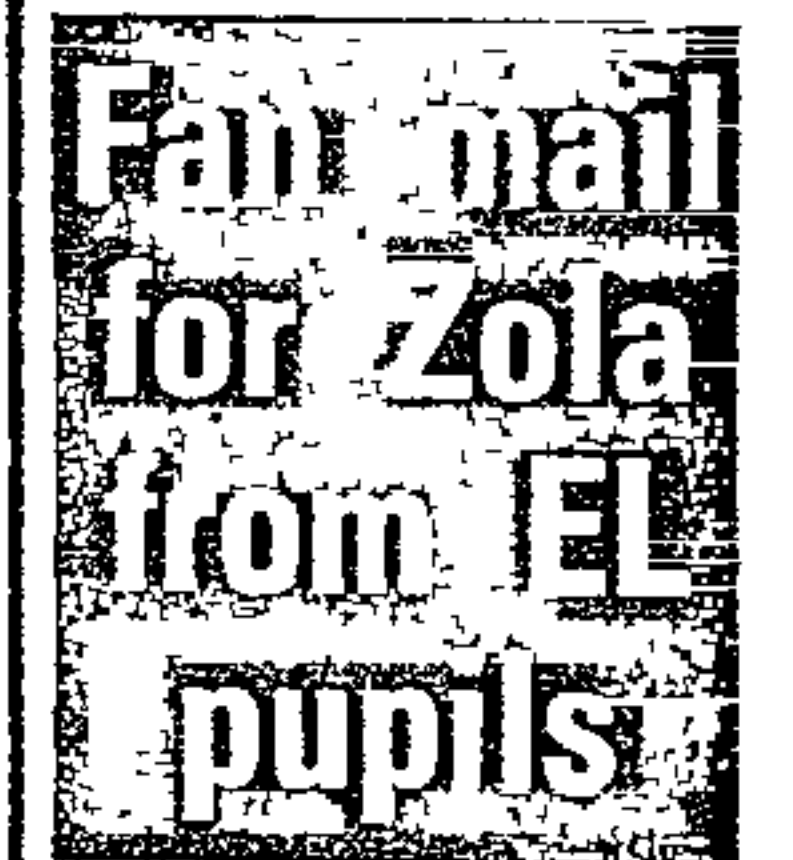
We can't satisfy all says Botha

DURBAN — The Prime Minister, Mr P W Botha, warned yesterday that the government could not satisfy all the demands of the international community

Answering motions expressing confidence in his handling of state affairs and foreign policy initiatives at the National Party's Natal congress here, Mr Botha said

"I don't think we can satisfy international demands totally because there's no country in the world with the problems of South Africa where methods and policies have been accepted and proved to be a success as an example which we can follow"

Mr Botha suggested that reform in South Africa would reflect the

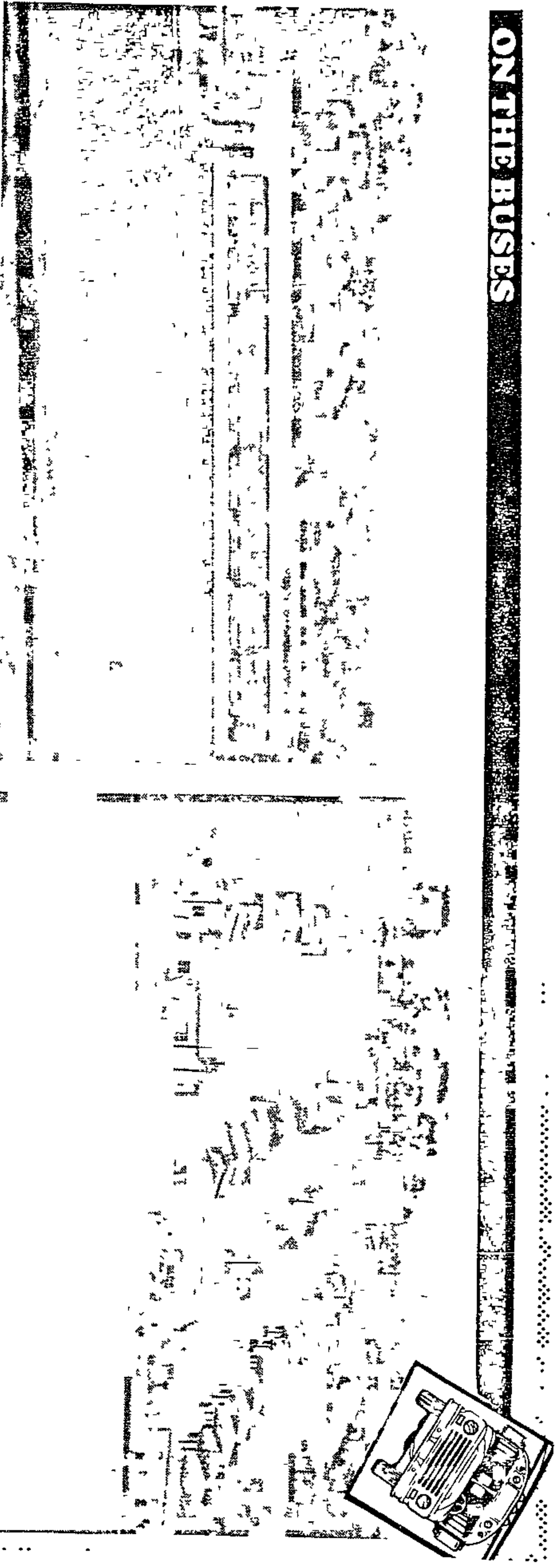


EAST LONDON — Stirling Primary School's Sub B pupils should bring a smile to Zola Budd's face when she receives over 30 letters from them

Miss D Hansen, a Sub B teacher, said the pupils took Zola's mishap "really seriously" and wanted to let her know they all still loved her

"I didn't plan to send the fan mail until I heard Zola was back in Bloemfontein," Miss Hansen said

In "as-you-hear-it" spelling, comments like "Mary Decker tripped herself wanting you to be disqualified," "she shouldn't have pulled your number plate off" and



Where have all the buses gone?

BY BENITO PHILLIPS

President Lennox Sebe's vigilantes are back — terrorising train commuters, according to Mdantsane residents.

The claim came after a number of violent attacks on people using trains when they knock off late from work at night

Several people have been waylaid, assaulted and robbed on their way home

This has sparked off fears that the vigilantes are back in Mdantsane and that they are working undercover to make it appear that thugs are terrorising workers

The residents' fears are supported by the fact that the South African Railway Police is now also investigating a number of alleged assaults of train commuters

Railway police spokesman Major R Coetzee said they were taking a tough stand on the issue

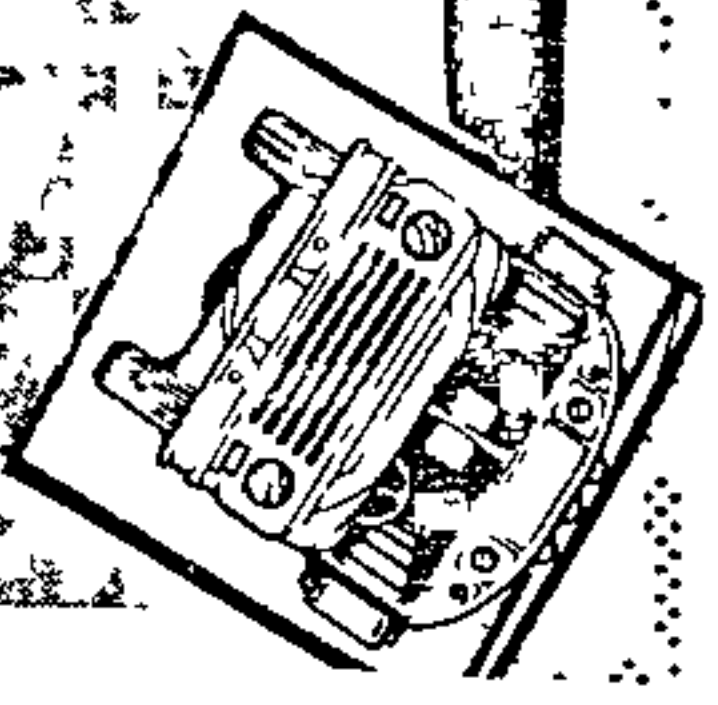
Commuters should lay charges at any railway charge office when they were assaulted or interfered with on trains, or on railway premises, he said

"We would like to assure train commuters we are doing everything in our power to guarantee their safety," said Major Coetzee. During the height of the bus

boycott last year, vigilantes played an active role in Mdantsane

Many who had been recruited from rural areas allegedly abducted people in the streets during the curfew. They allegedly arrested them for breaking regulations and took them to the Sisa Dukashe Stadium where they were viciously assaulted

Their actions resulted in several law suits being filed against the Ciskeian Government and its police force



'We reject new municipal buses!

19/8/84 C. Press

269

MORE than 600 Sobantu residents in Maritzburg have pledged to boycott the planned municipal mini-buses which are expected to compete with privately owned kombis on the township's routes.

The kombi trade started flourishing earlier this year when residents started boycotting buses because of fare increases.

Although the bus boycott eventually ended, the residents continued to support the cab owners.

The decision to boycott the mini-buses was taken at a lengthy meeting at Sobantu Community Hall recently.

Speakers emphasised the need to support the

CP CORRESPONDENT

cab owners, whose livelihood is threatened by the introduction of mini-buses in Sobantu".

The kombi operators, who were fathers and sons who supported their children and parents through transporting people said a speaker.

"Why should they be put out of their jobs at such a critical time

Residents

support

local cab owners

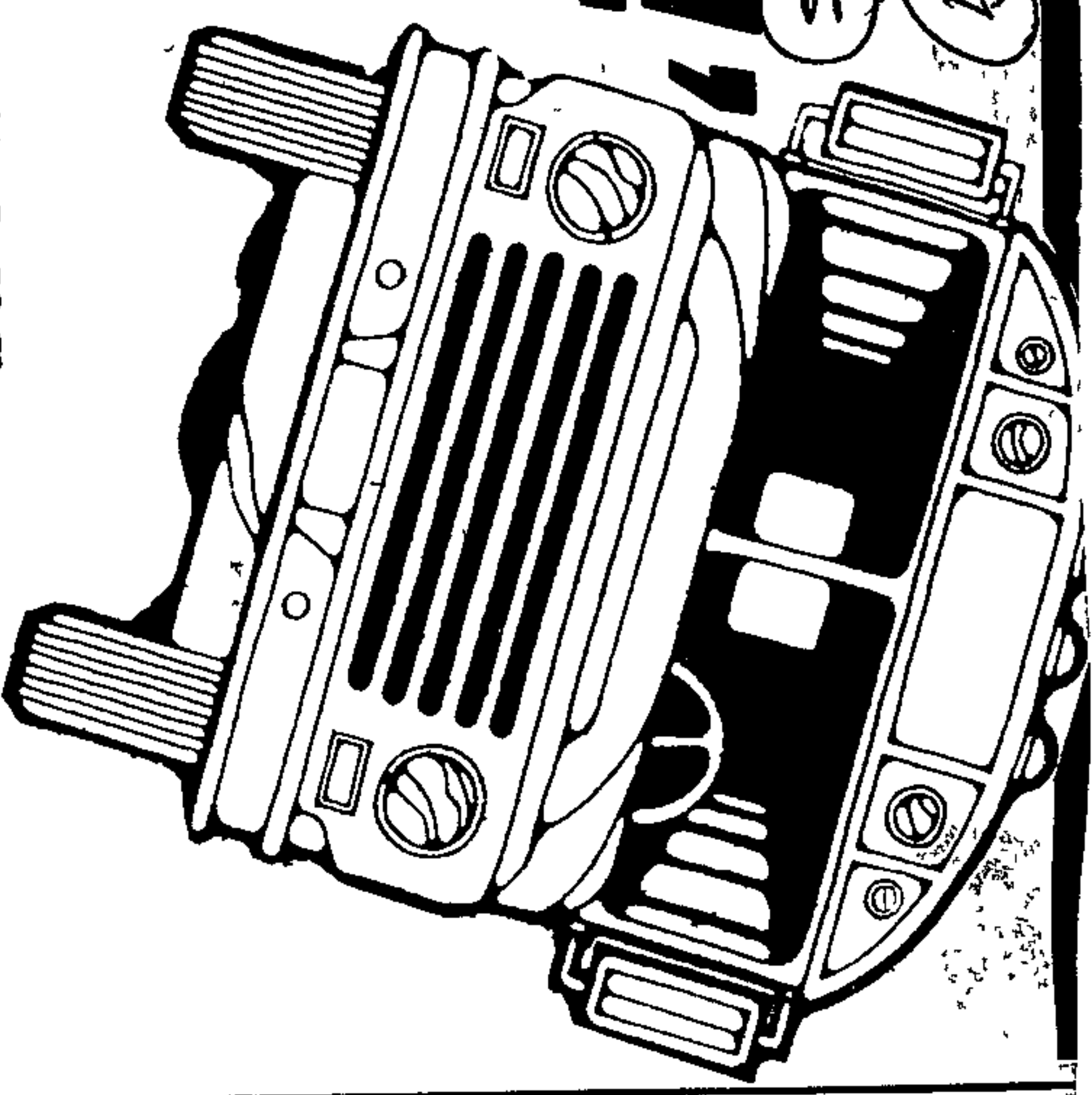
when inflation and unemployment is high, the meeting was asked.

"How can the municipality attempt to snatch bread away from struggling people who

are trying to make an honest living?"

The residents said they would not stone the municipality's mini-buses.

"We won't cause any



damage to property because this will be self-defeating," said the residents, adding that they would continue to use the "existing" bus service as usual.

Local transport consultant Qobolo Hlope

told City Press this week that the PMB Taxi Association was still waiting to get a hearing by the local Road Transportation Board to register objections against the proposed new service.

However, council transport department director George Hichens said there

wouldn't be a hearing. "We will not be introducing mini-buses to compete with cab owners, but merely to replace two old buses," he said.

These mini-buses will operate during peak hours — between 8am and 4.30pm — "to provide a better service to shoppers," according to Mr Hichens.

In appreciation of the community's stand of solidarity, kombi owners have pledged to introduce a code of conduct to satisfy their customers.

CISKEI BUSES STILL RUN EMPTY

269
~~105~~
C. Press

19/8/84

THE Ciskei bus boycott is continuing despite large-scale detentions of community leaders by security police.

Commuters are still flocking to trains and taxis, while buses are running empty.

On Tuesday, four youths were detained by police for questioning — East London Cosas branch treasurer Bulilwa Tshemese, Cosas executive member Zithulele Mpusula, Mdantsane Youth Club secretary Bukeka Baji and the club's assistant secretary Gcin-
nkosi Buya

Last month, security police detained six Committee of Ten members — Mr Mzwandile Mam-punye, Mr Newell Faku, Miss Pris-cilla Maxongo, Mr Norman Sibewe and Mr Shepherd Dumezweni

By BENITO PHILLIPS

Mr Dumezweni was later released but was picked up again last Friday

Dimbaza Holy Trinity Church director R R S Jolobe — who was detained last Saturday at 3.15am — was released on Monday afternoon.

However, Mr Jolobe was reluctant to disclose what he was questioned about.

When the security police picked him up from his home, they told his wife, Mrs N C Jolobe, that they were taking him to their Zwelitsha offices and that they would return him within 15 minutes

He was only released on Monday, however

Condemning the detentions and harassment, Cosas' Eastern Cape region publicity secretary Luyanda Makupula said: "We are determined to expose what is being done to our members. Recently our branch organiser, Mxolisi Faku, was questioned by Ciskei security police

"During his interrogation police demanded the names of our East London executive members."

He called on Cosas members to resist the Government's strategy of giving them "dummy student councils," which would only serve the interests of the DET

"We demand genuine representation. The boycotts in Atteridgeville, Cradock and other areas must not be seen as isolated cases," he said.

Maize: EL hits back hard

D. Diputak
24/8/84

(269)

~~3/1/84~~

LONDON — City came back yesterday on maize export with financial that hit hard Richards Bay government argu-

ght was taken to by the MP for London City, Mr u Pontes, who said was no economic n why the city lose its status as ountry's major handling harbour

cited figures in rt of the up- of the East Lon- bour, saying that ablishment of a elevator at s Bay would cost an R250 million, from substantial - that would have made to the ex-ternal infras-

trast, the cost of ng the city's har- from 10,7 metres to 12,8 metres — mmodate pan-ips — would be in on of R25 mil-

cost of a further illion, East Lon- lo capacity could eased to 194 000 tons — almost e the existing silo y of 76 000 metric

king after his re- from Pretoria he held high-level n the future of the 's grain elevator, Pontes said East on was strong to stand on its n any economic ent concerning bour

time East Lon- stopped being so stic about the fu- the city and real- was a powerful ne force

Mr De Pontes flew to Pretoria on Wednesday to discuss moves by the Maize Board to establish handling facilities at Richards Bay with the chairman of the National Marketing Board, Mr Roelf Kotze

He also discussed plans by Escom to move its regional headquarters from East London to Port Elizabeth with the Minister of Mineral and Energy Affairs, Mr Danie Steyn

Mr De Pontes said he was convinced East London could put up a strong fight against the two moves based on the city's own economic strength and did not need to beg for help

He said the Maize Board was one of 22 marketing boards that fell under the National Marketing Board (NMB)

"The Maize Board has autonomy in administrative decisions only," he said

"Any other decision is subject to the consent of the Minister of Agriculture on the advice of the NMB

"As far as the transport and storage of grain is concerned, this falls within the South African Transport Service's ambit and both Sats and the Minister of Transport have a say in the matter

"So it must be realised that the Maize Board cannot take an autonomous decision to build grain handling facilities at Richards Bay

"The NMB and the government are fully

appraised and completely aware of the importance of maintaining a grain elevator in East London

"The government remains committed to the development of this area and the harbour is an integral part of that development," he said

Mr De Pontes said the Maize Board had raised various arguments in favour of moving grain handling facilities to Richards Bay

One was that East London could not handle panamax ships — ships of over 50 000 tons

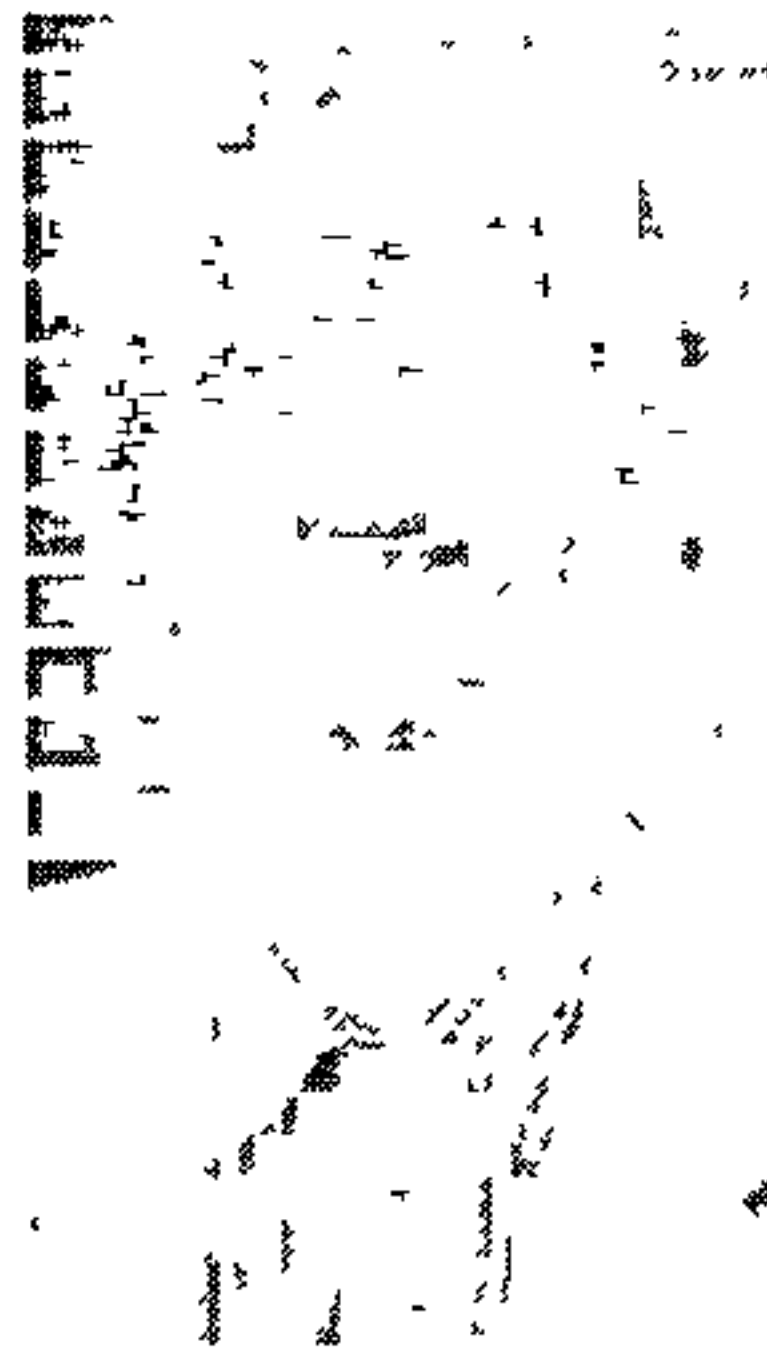
Another was that most of the grain production was in the Eastern Transvaal, Natal and the Western Free State, and that the centre was basically the Eastern Transvaal

Because the Eastern Transvaal was closer to Richards Bay than to East London, it was argued that transport costs would be less to Richards Bay

Mr De Pontes said that although the Maize Board arguments appeared strong, on analysis they were unrealistic and East London was the only logical harbour for maize handling facilities

"Although the centre may be the Eastern Transvaal, the maize grown there is used in the Pretoria-Witwatersrand-Vereeniging complex and is not used for export

"Any surplus maize is exported from the west-



MR DE PONTES

ern areas and they are closer to East London than Richards Bay

"Also, the whole system of storage silos across the country is geared towards East London and not Richards Bay, and it would cost a considerable amount of money to rearrange the whole system to use any port

"As regards ships, East London can handle them up to 40 000 tons, which includes the normal and most used maize ships internationally,

"Although there would be substantial savings using bigger panamax ships, there are numerous problems. There are only about six ports in the world that have the facilities to handle grain ships of that size

"In most cases, maize would have to be reloaded into smaller ships, so all cost benefits of using panamax ships

would be lost

"East London's present export capacity of four million tons a year on one eight hour shift a day can be pushed up considerably if the deepening and silo extensions are done. It could go up to an export capacity of 10 million tons a year

"If one looks at maize production figures, South Africa internally needs seven million tons of maize a year and only once has the export surplus gone to 4,5 million tons

"The existing facilities in East London can handle anything we have had up to now and can, if extended, at limited cost, handle anything in the future

"In any event, the Maize Board is considering a two-tier marketing system, the effect of which will be to limit production to bring down production costs"

Mr De Pontes said that against this background, East London had every reason to be optimistic about the future of the harbour's maize handling facilities

"On purely economic grounds, East London has a substantial advantage over any other port, and specifically over Richards Bay

"We have one of the most modern elevators in the world that can handle the country's maize export capacity

"The maize farmers certainly cannot carry the massive cost of de-

veloping Richards Bay, nor can the government especially in that there is a viable alternative that has proved to be one of the most efficient in the world"

Mr De Pontes said he was tired of pessimistic and defeatist attitudes concerning the future of the city

"East London is on the move. You just have to try to get property in a hurry in this town to realise that we are a strong economic entity and there is no reason to fear the future"

Referring to Escom's announcement that it would be moving its administrative headquarters to Port Elizabeth, Mr De Pontes said he did not believe the move was realistic

"Escom has to provide a detailed memorandum to the Minister of Minerals and Energy Affairs (Mr Danie Steyn) before they can move

"They have not done so yet, and until they do, no decision as to Escom's move will be finalised

"Once the memorandum has been submitted it will be analysed to see if it is in the long-term interests of consumers to move what is essentially a limited facility from East London to Port Elizabeth"

He said against the background of the fact that Escom's capital expenditure budget would have to be strictly regulated, he did not believe Escom could afford the luxury of moving to Port Elizabeth — DDR.

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State transport policy slammed

269
Stan
28/8/84

By Zenaide Vendeiro, Transport Reporter
Government intervention in the transport sector leads to much greater inefficiencies than those which occur when the market is left alone, says transport engineer Mr Terry Markman

In a study published in *Transport Policy*, Mr Markman says State intervention runs counter to the Government's declared policy of moving toward a market economy, and to the general trend "throughout the free world" of deregulation, privatisation and decentralisation.

COST

Coercive co-ordination "leads to restrictive legislation which results in an inefficient allocation of resources in all fields of transport

"It is not inconceivable that intervention in the transport sector is costing the country in excess of R1 000 million annually"

The study says the South African transport system "has become more and more a confusion of state and local authority monopolies, privileged franchises, restrictive licences and indeed, almost every known form of government and local authority interference".

Yet virtually every report or commission of inquiry into transport, including the recent Welgemoed inquiry into passenger transportation, has called for coercive co-ordination

Mr Markman, a director of Ove Arup Inc, says while some planning is necessary to balance various transportation modes, this should not be done by a central body using force

"If central planning had any chance of achieving its goal it should have done so in the highly-controlled communist countries"

State and local authorities should "confine themselves to creating

conditions under which individuals are given the best scope"

Monopolies, which have exclusive control over complete sections of the economy, are "able to set arbitrary production policies and charge arbitrary prices, and are immune from the laws of supply and demand"

Mr Markman criticises the Welgemoed Commission of Inquiry into bus transport for its "bias" in favour of buses and for proposing a drastic restriction of the black taxi industry

The commuter, says Mr Markman, is all but forgotten in the attempt to protect the bus industry at the expense of commuters' preferred mode of transport — the pirate taxi

The commission, says Mr Markman, should "try to ensure that bus services improve to such a degree that commuters voluntarily choose them in preference to taxis"

BIGGEST and then it's prizes all
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art scene for proving that fat can be
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Pick n Play ● BOKSBURG ● NORWOOD ● STEELEDAL

ARMY POWER

INVEST IN SUMMER JOY

EAST LONDON — There had been no significant increase in the number of bus commuters in Mdantsane despite the reduction of fares, Mr Wessel van Wyk, public relations officer of the CTC bus company, said yesterday

Mr Van Wyk said the company was operating at 10 per cent of its capacity before the bus boycott, and there had not been much improvement after bus fares were reduced

The increased use of buses was very small and irregular, he said

In July CTC

(269) (164) V. bus patch 29/8/84 No significant increase in bus commuters

announced a reduction in workers' bus fares from Mdantsane and the introduction of direct services from certain zones to East London and the West Bank industrial area

The managing director of the company Mr Hans Kaiser, said the new

fares would apply to workers' clip cards

The reductions in some cases were as high as 29 per cent and were effective from July 30

Mr Kaiser said workers making use of clip-cards would in all cases be able to travel more cheaply from the Mdant-

sane bus rank to their destinations and could effect a further saving by travelling on direct services. The existing cash fares would not be affected

The reductions were the result of the rationalisation of the company, as well as a revised system of subsidies on workers' bus fares, he said

The restructuring of the company was the result of a bus boycott which has lasted for over a year and has led to the retrenchment of 600 workers and the withdrawal of almost 200 buses from operation

The private sector has for years been urging this solution to the country's transport problems, but it now comes from none other than Director General of Transport Adriaan Ecksteen

"It is recognised there will always be a need for some uneconomic transport services in the public interest," he says. "They should be financed directly by government at a central, provincial or local level"

These views are likely to appear in a government plan to transform the country's transport affairs, parts of which should be completed ahead of schedule early next year. It is being prepared by the National Transport Policy Study (NTPS), a group of private consultants

Ecksteen says "The NTPS has found prices in the industry are distorted and this contributes to inflation and an uneconomic allocation of resources. It is therefore desirable to eliminate these distortions

"The practice of conveying certain passengers, agricultural and mining products at below cost and providing services to some rural areas necessitates extensive cross-subsidisation," he says. "This leads to some manufactured goods being conveyed at rates above costs which influences their prices."

He hints that cross-subsidisation leads to further distortions which result in excessive profits for some private road hauliers

The authorities protect SATS and licensed private carriers against competition with a permit system to limit their numbers. Thus, demand is some times higher than licensed operators can handle, which allows them to charge artificially high tariffs

Present system

"Where SATS' charges are high in relation to cost," says Ecksteen, "private hauliers tend to pitch their prices marginally lower. This ensures they can compete with SATS while earning lucrative returns. We hope to eventually eliminate this state of affairs."

The present system which confers high values on road transport permits can also lead to trafficking in these documents. Ecksteen says his department is aware that they sometimes change hands for considerable amounts of money

The day may come when private hauliers will be free to carry whatever they wish (subject to controls on quality) without the need for permits

"The NTPS is investigating options ranging from this quality control option only on the one hand to a revised permit system on the other, with several intermediates," says Ecksteen

He also hints that controversial legislation proposed last year (Road Transport Amendment Bill and Transport Co-ordination Bill) is unlikely to be enacted. Private sector sources were dismayed when it came out before the NTPS had completed its work. They were particularly unhappy

that it contained some recommendations by the Welgemoed Commission which, says Ecksteen, "appear to be a bone of contention"

The Bills will now be published in the Government Gazette with White Papers on the Welgemoed and Knobel reports. Comments on these will be considered along with the recommendations of the NTPS

"The main aim of the draft legislation is to allow fuller participation of public and private instances in decisions and advice on transport matters," he says.

One of Welgemoed's recommendations concerned the definition of a taxi, which observers saw as a curb on black-operated kombi taxis

Ecksteen says "Any suggestion that the legislation was aimed at phasing out a particular class of vehicle as a mode of public transport is categorically denied"

TRANSPORT

Oiling the wheels

SATS' uneconomic services should be directly funded by the Treasury to allow it to introduce cost-based tariffs

Fm 31/8/84
269

Committee of 10 members on terror charges

E. Post
4/9/84 26.9

Post Correspondent

EAST LONDON — Five members of the Committee of 10 which has been spearheading the year-old Mdantsane bus boycott have appeared in court on charges of terrorism

Mr A F Maxham, a prosecutor at the Mdantsane Magistrate's Court, confirmed today that the five appeared in court on Thursday

They are Mr Mzwandile Mampunye, the chairman of the committee, Mr Newell Faku, the secretary, Mr Norman Sibewu, Mr Phillip Slotile and Mr Shepherd Dumezweni

Mr Maxham said they were being charged with terrorism, membership of a banned organisation and subversion. A detailed charge sheet is not yet available

Bail was fixed at R1 000 each and the case was postponed until September 14. However, a spokesman for lawyers representing the five said they remained in custody while attempts were made to raise the bail money

A sixth member, Miss Priscilla Maxongo, is still being held in detention under Section 26 of Ciskei's National Security Act.

Lieutenant Colonel Avery Ngaki, the Ciskeian police public relations officer, said today that "certain investigations" were still continuing

Five of the six detained committee members were picked up on July 26. Mr Dumezweni was detained some time later

Boycott label rejected

EAST LONDON — Members of the Committee of Ten were not bus boycott leaders, the secretary of the committee, Mr Sindile Tabata, said yesterday.

Mr Tabata said the Committee of Ten was a

body elected by the commuters as a delegation to air the views of the commuters to the CTC Bus Company management

"This status of being a delegation cannot and should not be construed as being leaders of the

bus boycott," he said

Mr Tabata was reacting to a report which said that Miss Priscilla Maxongo, "a member of the Committee of Ten which is leading the Mdantsane bus boycott", was still in detention —
DDR

Death dockets delayed

THE DOCKETS on eight people known to have been shot dead during the Mdantsane bus boycott on August 4 last year, have been "lost".

Mdantsane's senior public prosecutor said he was still not in possession of the dockets, and therefore unable to decide when an inquest would be held. He said the dockets "could still

be with the police".
Eighteen months have passed since the shootings — of a reported 90 people — but not a single inquest or prosecution has taken place.

Ciskei police spokesman Avery Ngaki said

the inquest dockets had already been processed and "were to have been sent to the public prosecutor long ago".

But it appears highly unlikely that the inquest will be held this year as the dockets will still have to be forwarded from the prosecutor's office to Ciskei's Attorney-General for a decision.

By BENITO PHILLIPS

269

9/1/81

Council trims pensioners' bus concessions

By Colleen Ryan,
Municipal Reporter

Travel concessions to pensioners in the over-70 age group will be cut in November when free trips on peak-hour buses are stopped by the Johannesburg City Council

The transport department could no longer afford to provide free travel on

peak-hour buses, said a spokesman, Mr Gert Tighy

He said that people over 70 would be restricted to free travel on off-peak buses

The city council will lose about R2,1 million on all pensioner concession fares in the 1984/5 financial year

"Pensioners account for 13 percent of our total bus patronage and they make about five million trips a year," said Mr Tighy

The cuts would have a minimal effect on pensioners who used buses to travel to hospital, he said

Buses travelling to the Johannesburg Hospital between 7 am and 8 am were considered "off-peak" because they travelled against the stream of traffic. The same applied to buses leaving the hospital in the afternoon

Pensioners visited hospitals in Johannesburg in a steady stream and not in a concentrated period in the morning

NO CHANGE

Mr Tighy said there would be no changes to concessions for pensioners under the age of 70. At present they are permitted to travel on off-peak buses for 5 c

Those over 70 can collect their new travel permits from Monday September 17, at the City Hall or at the transport department's new information office at Vanderbijl Square, corner of Main and Eloff streets, Johannesburg

● Despite an average increase of 10 percent in bus fares from September 1, the transport department will lose about R15 million in the current financial year

269
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11/9/84

The Merchant Bankers for
**Foreign Exchange and
 International Finance**

Finansbank 
 The Independents

The Star

Gold

London am fix \$339,50
 Zurich open \$341,10/341,80
 Hong Kong close \$342,40

JSE am

Overall 948,3 down 0,1
 All Gold 914,8 up 2,0
 Indust 816,8 down 0,7

Railways to revamp rates in bid to gain more traffic

(269) Star 12/9/84

By Stan Kennedy

The SAR hierarchy is determined to refashion railway rates on a more equitable basis as a result of the imminent introduction of a levy on heavy duty trucks, Dr Bart Grove, SATS general manager, told *The Star* in an interview

The system of rates, which are labyrinthine, has hindered the railways for many years, hastening its decline as a competitive transport body

For many years SA Railways battled to be a viable statutory body that did not require Government handouts, he said

But it was up against unfair odds from the start

In the financial year to March 31 1985, it expects a R888 million loss on passenger services, of which R430 million will be compensated by Government

The balance will be recouped from cross-subsidisation and the closing of certain uneconomic branch lines

The final deficit, however, is estimated at just over R100 million

"Other measures such as the closing of more unprofitable branch lines, including many in South West Africa/Namibia, and the introduction of the levy on private road hauliers will help put the railways in a very healthy situation," said Dr Grove

"We are quite prepared to enter a more competitive environment, provided we are compensated for the socio-economic service we render, and

provided we are allowed to close more of the uneconomic branch lines"

Dr Grove said it was seen in May 1982 that things were moving in the wrong direction

"Our revenue was on target with our estimates but, quite suddenly, it started to decline. We reduced staff from 279 000 to 240 000, purely as a result of wastage and no further recruitment

"More cuts on the same basis are planned and it is hoped that by 1986 the target of 230 000 employees will be reached

"Since 1981/82 our capital investment has come down by 40 percent and our operating expenditure, while it has gone up with inflation, cost of capital, wages and exchange rates has, in real terms, come down by six to 10 percent

"I think that is a real achievement, but we are not through yet. Export volumes have been increasing for almost a year, especially those of minerals, coal and ferro-alloys as a result of the improvement in the economies of our trading partners

"While Government has decided to curtail expenditure, which we have been doing for the past two years, we cannot do it to a great extent. But we will cut back on operating and capex. Instead of halting projects, we will most likely slow their development"

Capital expenditure in 1985/86 will be cut by at least 10 percent to R1,6 billion and operating costs by four percent to



Dr Bart Grove, general manager of SA Railways .. "road hauliers have had an unfair advantage over SATS for too long".

R7 billion

Hamstrung since it was established in 1910, the Railways' terms of reference were to open up the inland areas by building railway lines and stations. Under the Act at the time, it was to provide cheap transport

As a result of its specific tariff policy, it charged high rates on high valued imported traffic and low rates on low value commodities

The result of this policy — based on what the traffic could bear — was the development of a strong measure of cross-subsidisation, for example, ports, harbours and pipeline subsidised passenger and other traffic

The result was a complex rating structure which had to be continually re-adjusted to meet the needs of the day. With the advent of road transport, competition became severe and the railways lost much business

Although it has the infrastructure and rolling stock to transport virtually any commodity, its share in the total transport

market fell from 57 percent in 1981 to 38 percent this year. This means 62 percent of all traffic is handled by private road hauliers

"With the construction and maintenance of its infrastructure, the battle for traffic is being easily won by road hauliers, who do not make, what we consider to be, a fair contribution towards the construction and maintenance of roads," said Dr Grove

"That amounts to unfair competition. We feel very strongly about it and it is an aspect that should be corrected before there can be full, free competition"

In the last session of parliament, a Bill was passed empowering local authorities to make a special levy on private road hauliers to enable them to compensate for the cost of construction and maintenance of roads

Dr Grove said the levy, when introduced, would place the railways in a more competitive situation

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Lenasia body wants a State bus subsidy

By Yussuf Nazeer

A State-subsidised municipal bus service between Johannesburg and Lenasia has been called for by the Lenasia Public Commuters' Committee (LPCC).

The LPCC has sent letters and petitions to the Local Road Transportation Board and to the Ministry of Transport Affairs complaining of Lenasia's "inadequate and inefficient" commuter transport service.

A petition called for:

- A State-subsidised bus service routed through all extensions of Lenasia

and Lenasia South to various points in Johannesburg and to introduce a bus service in competition with an existing one.

- An adequate internal transport service for the township

- A direct railway commuter service between Lenasia and the city.

The LPCC has complained several times about the board turning down applications by various companies to instal subsidiary bus services in Lenasia.

However, the Ministry said in a letter to the LPCC there was nothing preventing anybody applying to the board to in-

All applications would be considered on merit and in accordance with the provisions of the Road Transportation Act.

A random survey among commuters by the Federation of Ratepayers' Associations showed the present transport service was hopelessly inadequate.

The association called for "the immediate implementation of an efficient internal and external public transport service for Lenasia's ratepayers."

269
13/9/84 Star

REGIONAL AFFAIRS

Sats helps Maputo

FM 14/9/84 26a

Six war-damaged diesel locomotives of the Mozambique Railways arrived at Komatipoort this week for repairs in Sats' Bloemfontein body shops. Once body repairs have been carried out the locomotives will be shipped to either Bellville or Port Elizabeth for mechanical repairs, according to a Sats spokesman.

The arrival of the locomotives — most of which were damaged in terrorist attacks in Mozambique's northern provinces — is a result of the "accord" arrived at in last month's visit to that country by a Sats' delegation headed by Transport Minister Hendrik Schoeman.

Among the SA delegates was Sats assistant general manager (operations), Danie Radyn, who told the *FM* that 14 Mozambique locos were out of action. Originally they wanted eight repaired by SA.

The meeting was followed two weeks ago by a meeting of a working group in which the SA delegation was headed by Sats GM Bart Grové. The Mozambican group was

FM 14/9/84

led by Ferreira Mendes, director general of state railways.

Says Radyn "At this meeting in Johannesburg we came to an agreement to repair six of the less badly-damaged locomotives. Other service work is also to be done."

"All six were at Komatipoort on Tuesday night and are to be railed to Bloemfontein during daylight hours. We have warned the Mozambicans it may take 6 months to a year to repair the locomotives."

Regional accord

The repair agreement, says Radyn, should "definitely" be seen as part of the "accord" between SA and her neighbours.

He adds "The SA government has given a substantial grant to ensure we receive payment for the repairs. This will also cover additional work — like the servicing of Bulgarian-made locomotives which require major 10 000-hour maintenance services plus work at the Mozambican central (railway) yards."

(248) (269) E. Post
15/9/24

Mozambican locos head for Swartkops workshop

THE SA Railways workshops at Swartkops may play a vital role in the new spirit of accord which the Government is pursuing with South Africa's neighbours

This was revealed to BUSINESS POST this week by Mr Dame Radyn, assistant general manager (operating) of SA Transport Services, who said six diesel locomotives of the Mozambican national railways (DNPCF) were in South Africa for repairs by SATS

The locomotives arrived at Komatipoort on

Tuesday night

After repairs to badly-damaged bodywork in SAR's Bloemfontein yards (the locomotives are victims of guerilla sabotage and bombings in Mozambique's northern provinces), the locomotives will be transported to either Bellville or Port Elizabeth for the necessary mechanical repairs

The SATS agreement to conduct the repairs follows a recent visit to Mozambique by a delegation led by Transport Minister Mr Hendrik Schoeman, and a return visit to

South Africa by the director of DNPCF, Mr Ferreira Mendes

"The agreement should very definitely be seen in the light of the new spirit of accord which the South African Government is pursuing," said Mr Radyn

"I accompanied the SA delegation to Maputo and went prepared to provide on loan to the Mozambicans a number of locomotives — because although communications are not too good between us it was apparent that they are having trouble, either with staff, locomotives or fuel"

But the offer to lend locomotives (several of which would have been prepared by the PE workshops) was turned down by the Mozambican authorities, who asked instead for their own locomotives to be repaired

"Since the SA Government has made a large grant available to Mozambique for paying for such work, SATS has agreed to assisting in several ways — including the service of Bulgarian locomotives due for major 10 000-hour maintenance services, and civil works to central marshalling yards in Maputo."

Mounting losses threaten rail closure

Fears rise over Sishen ore line

16/9/84
269
S. T. Lewis

Business Times Reporter
OPPOSITION mem-
bers of Parliament are
gathering ammunition
in case the Govern-
ment decides to close
the Sishen-Saldanha
iron ore scheme.

Rupert Lorimer, of the
Progressive Federal Party,
and Vause Raw, of the New
Republic Party, have been
gathering damning material
from transport consultants in
case the project closes.

The project could cost Is-
cor as much as R150-million
this year. According to one
railways expert, only one ore
train a week is using the
880km line.

A commission of inquiry
headed by Barlows director

John Maree recently handed
its report on the loss-incur-
ring mega-project to the
Minister of Commerce and
Industries, Dawie de Villiers.

Mr Maree, Dr de Villiers
and Iscor will not comment,
but observers say there are
only two choices — closure of
the line or granting Iscor
huge rail concessions to
make its export ore competi-
tive with those of Brazil and
Australia. The second course
would simply transfer losses
from Iscor to Sats, so closure
looks most likely.

Were it not for the losses
on the Sishen-Saldanha pro-
ject, Iscor would make sub-
stantial profits. This would
facilitate privatisation. Iscor
could be more easily priva-
tised than nearly any other
State corporation.

Iscore subsidiaries Metkor
and Samancor have been sold
to the private sector.

Defeat

Closure of the scheme
would be a major defeat for
the Government because un-
til the early 1970s this was
one of its biggest investment
projects.

Only the Orange River pro-
ject, which has also been far
from an overwhelming eco-
nomic success, was bigger.

The Opposition will ham-
mer the Government on the
subject when the matter
comes up for debate. When
the scheme was proposed, the
United Party official opposi-
tion recommended that the

ore be exported through St
Croix near Port Elizabeth.

Sishen-Saldanha was sup-
posed to "open up the west
coast" and the arid, de-
pressed north-west interior
of the Cape. Because of world
recession, high costs and the
inability of the line to take
other traffic, it never did.

Property

Foreign interests were ex-
pected to put up a giant,
multi-million plant at Sal-
danha to semi-process the
iron ore and thus add value to
exports. This project never
came off.

On the strength of expect-
ed development, property
prices at Saldanha rocketed.
Many of those who bought
have sustained big losses as
Saldanha today is far from
the bustling industrial me-
tropolis it was expected to
be.

Transport experts at Stel-
lenbosch University advised
the Government to take the
line from Sishen to Boegoe
Bay, south of the Orange Riv-
er mouth. This would have
been 400km shorter. Had this
bay been developed, it would
have given the Navy a strate-
gic west coast port.

Iscore and the Government
ignored this and the Opposi-
tion's advice and took the line
to Saldanha. Initially, Iscor
owned the railway line as
well as the iron-ore mine. But
Sats took the line over when
Iscore came under financial
strain several years ago.

SUPPORT GROUPS

18/9/87 (269)
Defence: no proof of intimidation

EAST LONDON — State witnesses had contradicted each other and there was no evidence that Mr David Poqi had intimidated bus commuters, his defence counsel told the regional court here yesterday.

Mr Poqi appeared on a

charge of intimidation. It is alleged that he stoned a CTC bus in Jabavu Street in Duncan Village earlier this year and that his act was calculated to frighten away passengers from using buses.

Mr G Naidoo, counsel

for the defence, said the evidence of state witnesses could not be relied on.

The case was postponed to November 21 for judgment.

Mr D S van Zyl was on the bench. Mr D Charteris appeared for the state — DDR

19/9/84

Delayed passengers stone three buses

269

EAST LONDON — Nine people were hurt when three buses were stoned in an isolated incident in Voortrekker Road near Wilsonia yesterday morning

The regional police liaison officer for the Border, Lieutenant Dot van der Vyver, said the incident happened at 6.35 am

Lt Van der Vyver said the buses were stoned by passengers who got off a train at Arnoldton. They started to walk because of a train delay

The buses with passengers en route to the city were then stoned

Lt Van der Vyver said no arrests were made

The public relations

officer for the CTC bus company, Mr Wessel van Wyk, said that extensive damage was done to the windows of the three buses. The cost of the damage had not yet been assessed

Mr Van Wyk said nine people, including the drivers, had received minor injuries

Mr Van Wyk said the stoning was an isolated

incident. It was apparently due to the fact that commuters could not use their normal trains

He said the number of bus commuters was increasing slowly

A Frere Hospital spokesman said six people and two drivers were treated and discharged — DDR

SATS (269)
trial may ease race barriers
20/9/84

Municipal Reporter

Racial barriers on public transport could be relaxed in future following a successful experiment by the South African Transport Services (SATS)

In a month-long test, railway staff were asked to take a lenient attitude to "non-whites" traveling in white coaches on Witwatersrand suburban trains, said an SATS spokesman, Mr Theo du Toit

"There were no incidents and, as a result of this experiment, our staff are likely to take a more lenient stand in the future," said Mr du Toit

SUPPORT

The experiment comes at a time of growing support for desegregated public transport

Sandton Town Council has voiced its support for an integrated bus service and is at present studying its transport needs.

Earlier this year a Jomet delegation visited Port Elizabeth to study the city's non-racial transport service and the Sandton representatives said they were very impressed

Mr Francois Oberholzer, chairman of the Johannesburg City Council's management committee, said his council had a relaxed attitude to segregated transport.

He said coloured and Indian people were free to use "white" municipal buses.

The SATS experiment was confined to "non-white" first-class travelers who used white facilities when their coaches were full

HUNDREDS of commuters turned their anger on Ciskei Transport Corporation buses this week after trains taking them to work on the West Bank were delayed

Nine people were injured when commuters stoned buses

Three coaches broke loose earlier in the day at the Mtsofso station but were only discovered missing down the line at Arnoldton station

By the time the train reversed to collect the missing coaches, angry commuters had been forced to use buses — the target of a 14-month boycott over bus

fare increases.

Bus company officials confirmed that extensive damage was caused to the buses after the stonings

Police said nobody had been arrested in connection with the incident.

Meanwhile, workers are still continuing their bus boycott.

The boycott started in July last year over increased fares, and was intensified when Ciskei police detained seven members of the Committee of Ten.

269
Press
23/9/84

Buses stoned in anger

Iscor to continue exporting through Sishen/Saldanha

PRETORIA. — The semi-State Iron and Steel Corporation (Iscor) would continue exporting iron ore through Sishen/Saldanha even though it would be at a loss, the Minister of Industries and Commerce, Dr Dawie de Villiers, said last night.

This was because "the estimated income is more than the incremental cost which will be incurred through continued exports," he said in a statement.

Valuable foreign exchange to the value of more than R200m per annum could be earned and the extensive infrastructure created for the project would be utilized.

Changes

Dr De Villiers said there had been considerable changes in the international iron ore market since it was decided to establish the Sishen-Saldanha project, in the Cape, for iron ore export.

The world recession had resulted in a huge surplus capacity in the steel industry throughout the world, the use of steel substitutes had had a depressive effect on the demand for steel, and South African exports of iron ore had received a further set-back as a result of the establishment of steel production facilities in developing countries which had access to their own ore or other sources.

"The result is that there is a total over supply of iron ore in the Republic's markets.

"The volume of Iscor's exports have declined drastically and exports by the private sector have moreover not materialized and in the meanwhile, prices have decreased considerably over the past two years," Dr De Villiers said.

Large volumes

In the initial years when Iscor exported large volumes, exports of iron ore were profitable but as a result of the various developments, these exports had become uneconomic.

It had become necessary to reconsider the desirability of continuing with exports of iron ore from the Saldanha harbour and the government had appointed a committee under Mr J B Maree to investigate the matter.

In the view of the advantages, it had recommended exports be continued.

"After careful consideration of all the implications, the government decided Iscor should continue with the exports of iron ore.

"It is however necessary that the Treasury should take over the total capital liability of the railway line and the harbour facilities that have not been redeemed on September 30 this year, although these assets will remain the property of the South African Transport Services," Dr De Villiers said.

Facilities

SATS would be exempt from the payment of interest on the capital investment in the rail and harbour facilities and an agreement would be concluded between Iscor, SATS and the Treasury regarding the payment of the outstanding capital relating to the facilities.

"The necessary legislation to implement some of the decisions will be introduced as soon as possible but the new arrangement will come into operation on October 1 this year, so that the marketing of iron ore is not disrupted."

A new agreement between SATS and Iscor would be concluded to accommodate the new arrangement.

Kleinwort offer for London Prudential: The Kleinwort, Benson, Lonsdale, offer for outstanding shares in London Prudential Investment Trust has been declared unconditional after being more than 90 percent accepted, Kleinwort said in a statement.

Prudential shareholders have been advised to accept the offer — Reuter.

Easing of train race bar an 'anti-riot' move 269

The recent temporary relaxation of racial bars on suburban trains was an anti-riot measure, the Minister of Transport, Mr Hendrik Schoeman, said yesterday

In a statement, he said instructions to railways staff to act decently towards blacks using all-white trains or waiting rooms were aimed at the safety of SATS passengers

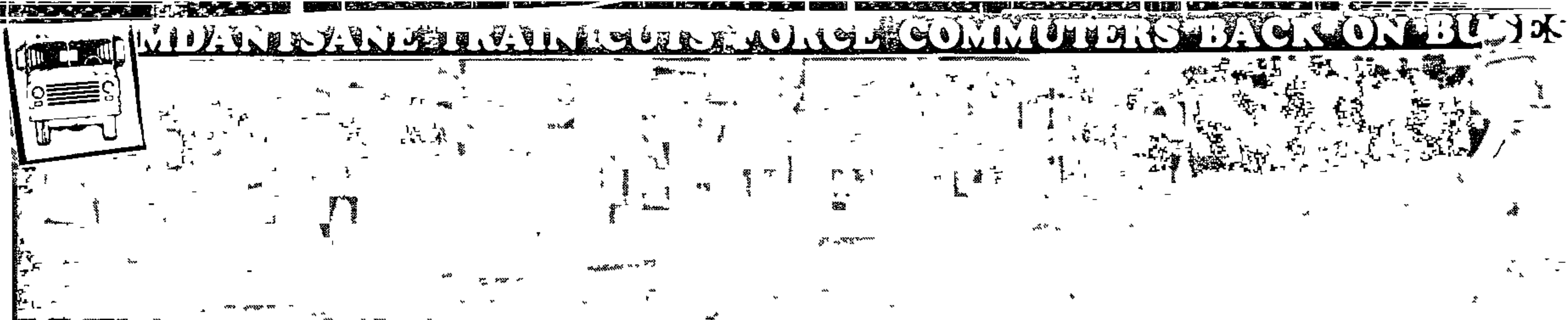
"I have ascertained that these steps were aimed at preventing extraordinary riot conditions, the object of which was to disrupt our ser-

vices and to endanger the comfort and safety of our passengers by creating incidents," he said

Conductors who found blacks travelling in white coaches should diplomatically point out that black coaches were available, an SATS circular had told railways staff

If a passenger refused to leave, no further action should be taken

Whites who complained should be put at ease by staff and diplomatically asked to endure the situation which was being monitored for a few days — Sapa.



GOING OFF THE RAILS — A LITTLE

30/9/84 C. Press 269

AFTER boycotting Ciskei Transport Corporation buses for 15 months, Mdantsane residents are now trickling back — but not through choice.

Train services — the only real alternative to buses — have been cut drastically, and workers are being forced to use buses to get to work on time.

A City Press investigation found that the boycott seems to have dropped from 90 percent to 80 percent — with most passengers using buses only to get from the East London city centre to the suburbs where they work.

Mainline buses from Mdantsane to East London are still fairly empty.

City Press also discovered elderly people who were forced to walk long distances — sometimes in bad weather — have resorted to boarding the buses.

A labourer at a factory in East London's Southernwood industrial area, Sam Mandlenkosi, said elderly people were using buses again because there were no suburban trains to



Some use buses in East London (above). But thousands more either queue for taxis (top) or catch a ride with private vehicles.

By BENITO PHILLIPS

drop workers near their places of employment. "We have been exposed to violent attacks — especially on Friday nights — when we take our pay packets home," he said. Another labourer, Diso Fundane, felt the same, but added that workers have now made their point and do not see any reason to continue the boycott.

The boycott started last July when CTC announced an 11 percent bus fare increase. Mdantsane and Duncan Village workers boycotted buses because they regarded the increase as unfair.

They elected the Committee of Ten under the chairmanship of Mzwandile Mampunye to negotiate with CTC to lower fares — but the committee members were detained by Ciskei's security police.

This angered workers and they intensified their boycott, using trains and taxis instead. This led to bloodshed in Mdantsane — on August 4, Ciskei security cops and soldiers who had been called in to restore calm, opened fire on workers near the Mount Ruth and Fort Jackson railway stations.

Several people were shot dead while several others were seriously injured. In the turmoil several

workers, trade unionists, officials and members of youth movements were detained under Ciskei's National Security Act.

But workers called meetings and vowed to continue the boycott.

Justice Minister David Takane stepped in and declared a state of emergency in Mdantsane and imposed a blanket curfew in the township, banning residents from being on the streets between 10 pm and 4 30 am.

It was during this crucial period that the Sebe Government also called in the help of vigilantes.

Vigilantes relentlessly harassed residents by abducting people and scholars from the streets.

The Ciskeian Government and its police force are now being sued by relatives of those killed or injured.

The amounts claimed total more R3-million. Meanwhile, the CTC introduced a further de-

crease in some fares from July 30 this year.

About two months ago five members of the Committee of Ten were detained and charged with promoting the aims of a prohibited organisation — terrorism and subversion.

Those charged are chairman Mzwandile Mampunye, secretary Newell Mlamli Faku, and members Nontobeko Ntutuzeli Sibem Shepherd, Phumelele Dumezweni and Phyllis Fikile Slotile.

They are due to appear on October 9.

CTC public relations officer Wessell van Wyk claimed there has been a 40 percent return to buses.

"We have done everything in our power to make every conceivable concession rather than close the company down," he said.

"People must have realised that buses are the most convenient mode of transport for them."

6/10/54 D. Drapatch (10/54) (269)

T'kei bus conflict in court

JOHANNESBURG — A conflict over the control of the Transkei-Witwatersrand bus route was taken to the Rand Supreme Court yesterday by the South African Transport Services.

SATS alleged that Greyhound Bus Lines have been operating a permanent bus service from the Witwatersrand to Transkei by constantly renewing temporary

14-day permits

This service was apparently in competition with the existing service provided by SATS

The senior law advisor of SATS, Mr Willem du Plessis, said in an affidavit that Greyhound did not possess a permit to operate a public bus service but had nevertheless been doing so since May this year by simply

renewing the 14-day permits issued by the LTB

Mr Du Plessis alleged that SATS' objections to Greyhound's original application for temporary permits in May were overruled by the LTB

On June 27 SATS successfully appealed to the National Transport Commission (NTC) against the granting of temporary permits to Greyhound

However, on June 28 the NTC, in considering a separate appeal by Greyhound, decided to approve the temporary permits for four Greyhound buses

Since then the temporary permits for the four vehicles had been re-

A further appeal by SATS to the NTC on August 29 against the issuing of the permits was rejected

Police have difficult task says general

(269)

17/10/29

EAST LONDON — The duty of law enforcement had to be approached and executed with utmost care in order to avoid criticism and conflict, Lieutenant-General J H Visagie, Commissioner of the South African Railways Police, said yesterday.

He addressed guests at a ceremony where he presented the South African Railways Police Star for faithful service and medals for faithful service and combating terrorism.

Gen Visagie said police officers had a difficult and responsible task to fulfil.

Awards did not automatically fall into officers' laps after long years of service, but had to be earned through the quality of their work, he said.

"A member of the South African Railways Police performs all the duties and functions of a policeman empowered to him by law.

"He is required to account for his actions and has no indemnity for irregular action.

"Our staff should have a comprehensive knowledge of the railways and other matters relating to

transport affairs. Our daily task requires a great degree of forbearance, tact and wisdom.

"Our functions are prescribed by law, but at the same time they are restricted by law in order to prevent injury to the rights of innocent people.

"The police are duty-bound to attend promptly to complaints by the public and they must do it efficiently," Gen Visagie said.

A Railways policeman had to be the friend of all law-abiding citizens and he always had to treat those who broke the law with respect, he said, adding that the police force often had to take unpopular decisions which required that they should not act in a provocative manner.

"We are there to give a service to the public and without their trust and help we will lose our battle against crime and will not be able to protect law-abiding citizens.

"The true test for the effectiveness of the police force lies in the absence of crime and not in the visible evidence of its suppression," Gen Visagie said — DDR



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TRANSPORT War hits links

Political differences between SA and her neighbours continue to be the major impediment to economic prosperity in the region. This is underscored by a study by Professor Gavin Maasdorp of the Natal University economic research unit on transport policies and economic development in southern Africa

Maasdorp found that while there was an urgent need to rationalise the transport systems of the sub-continent for economic reasons, the political obstacles make the task almost impossible

Multilateral agreements on transport are difficult where the chief goal of neighbouring states is to lessen their dependence on SA's transport network

Maasdorp notes that SA is the major conduit for goods in the region and is likely to remain so as long as localised wars carry on. Angola is an example

The Tazara link to Dar-es-Salaam suffers from infrastructural and administrative problems. MNR rebels threaten the trade gateways of Mozambique. Initiatives like the signing of a pact with the MNR in Pretoria will bring few immediate improvements, he believes

Maasdorp notes that in October last year, Zaire routed 57% of its imports and 45% of its exports through SA. For Zambia, the figures were 70% and 40%, for Malawi 60% and 50% and Zimbabwe 68% and 65% respectively. Compared with the total volume of traffic shipped by SATS the amounts are small — around 2,76% of SATS' business. Consequently, should the political problems of the region be solved and the ports opened, SATS would lose "only a small fraction of its present volume of traffic," Maasdorp says

Given the depth of existing enmities, such a scenario, he feels, is unlikely. SA, he says, should thus aim for the next best solution to conclude workable transport agreements with the countries within its customs union while co-operating more closely with other neighbours

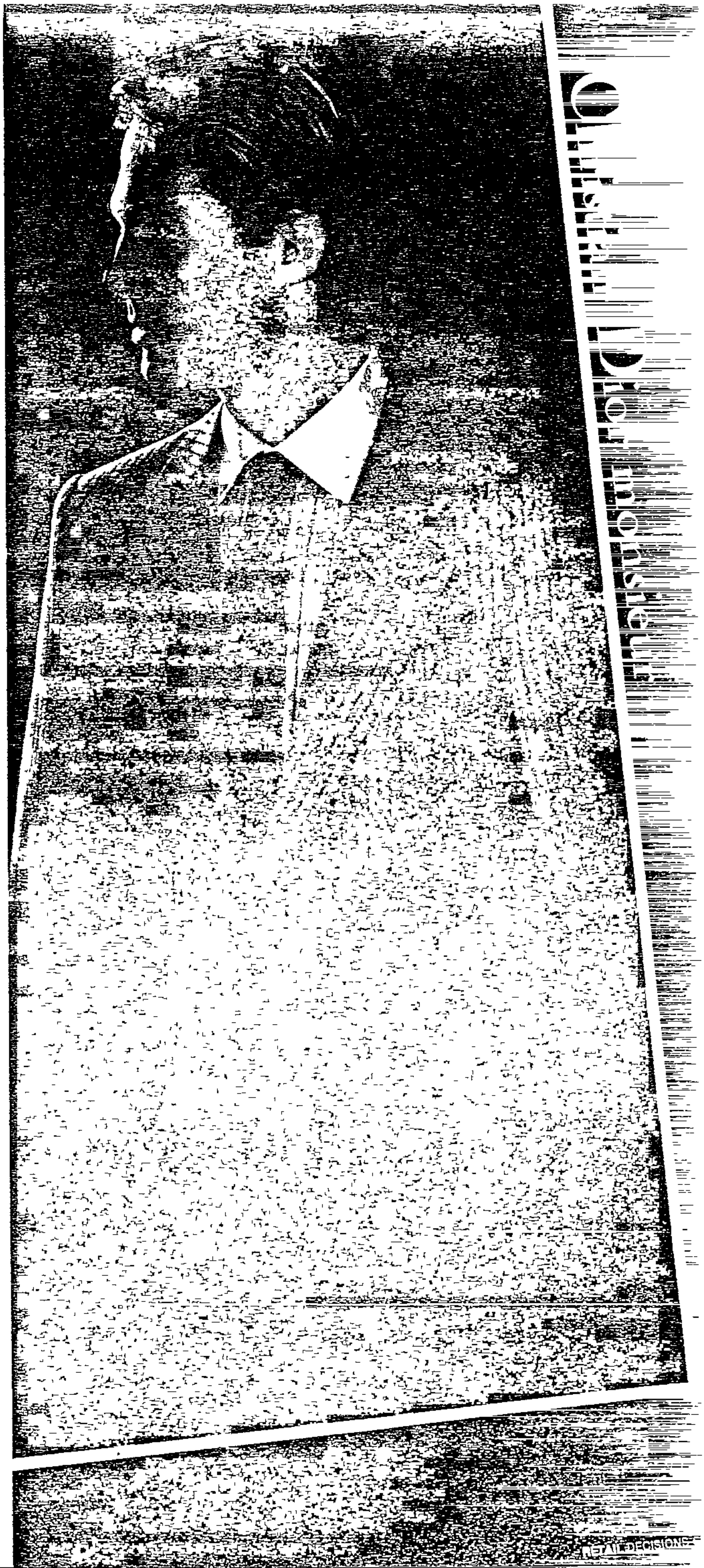
A final point he makes is worth recording. SA is not the natural outlet for much of the region's traffic. Thus, in the name of economic development, it should not stand in the way of success of other transport initiatives

URBANISATION Rive's Natal role

300

Finding solutions to Natal's under-housed and rapidly urbanising black population probably presents former Postmaster General Louis Rive, who now heads the Natal/KwaZulu Planning Council, with his toughest task yet

Urbanisation in the greater Durban area



Financial Mail
October 19 1984

THE BUSHES & TRANSPORT

209





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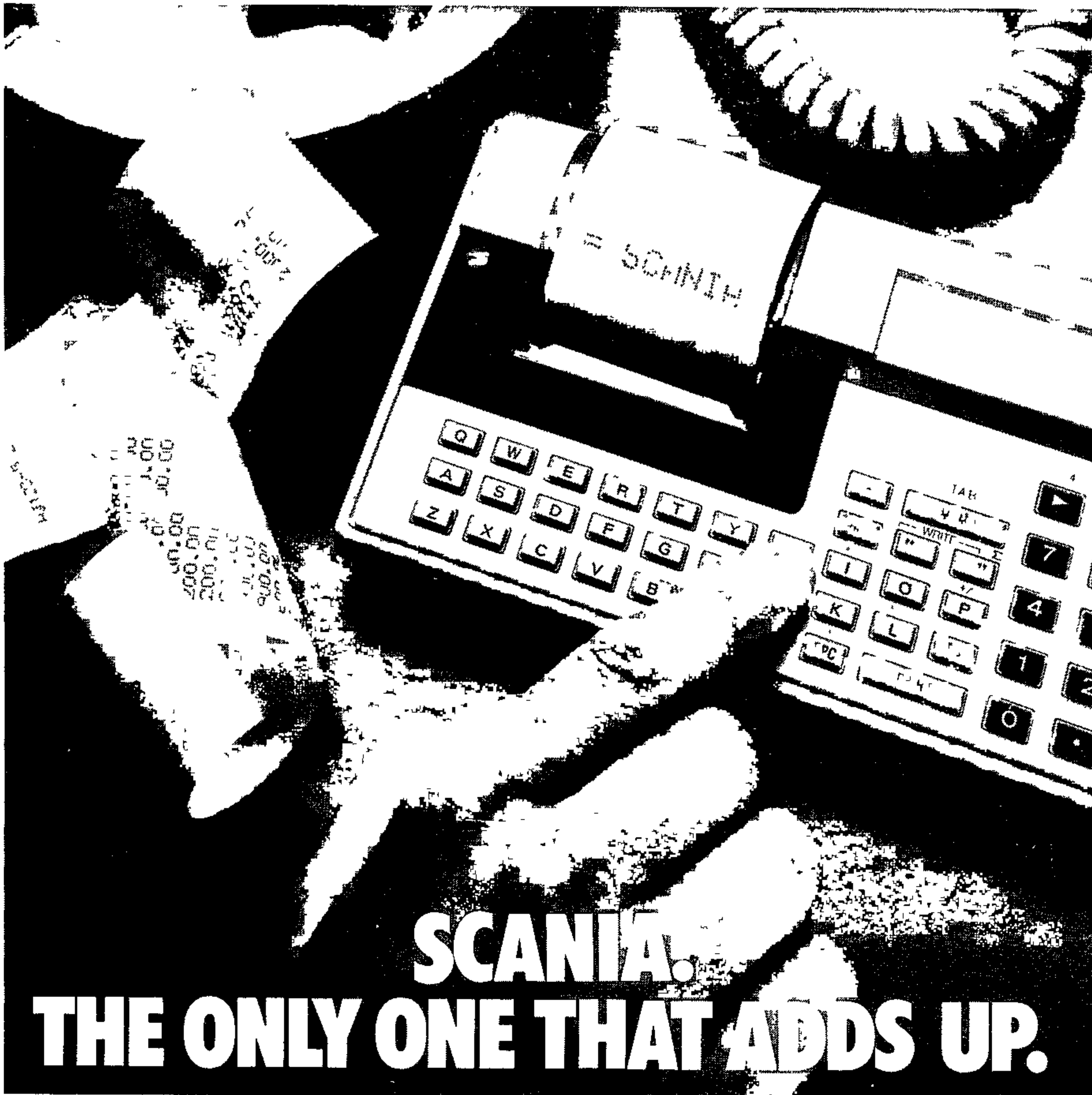
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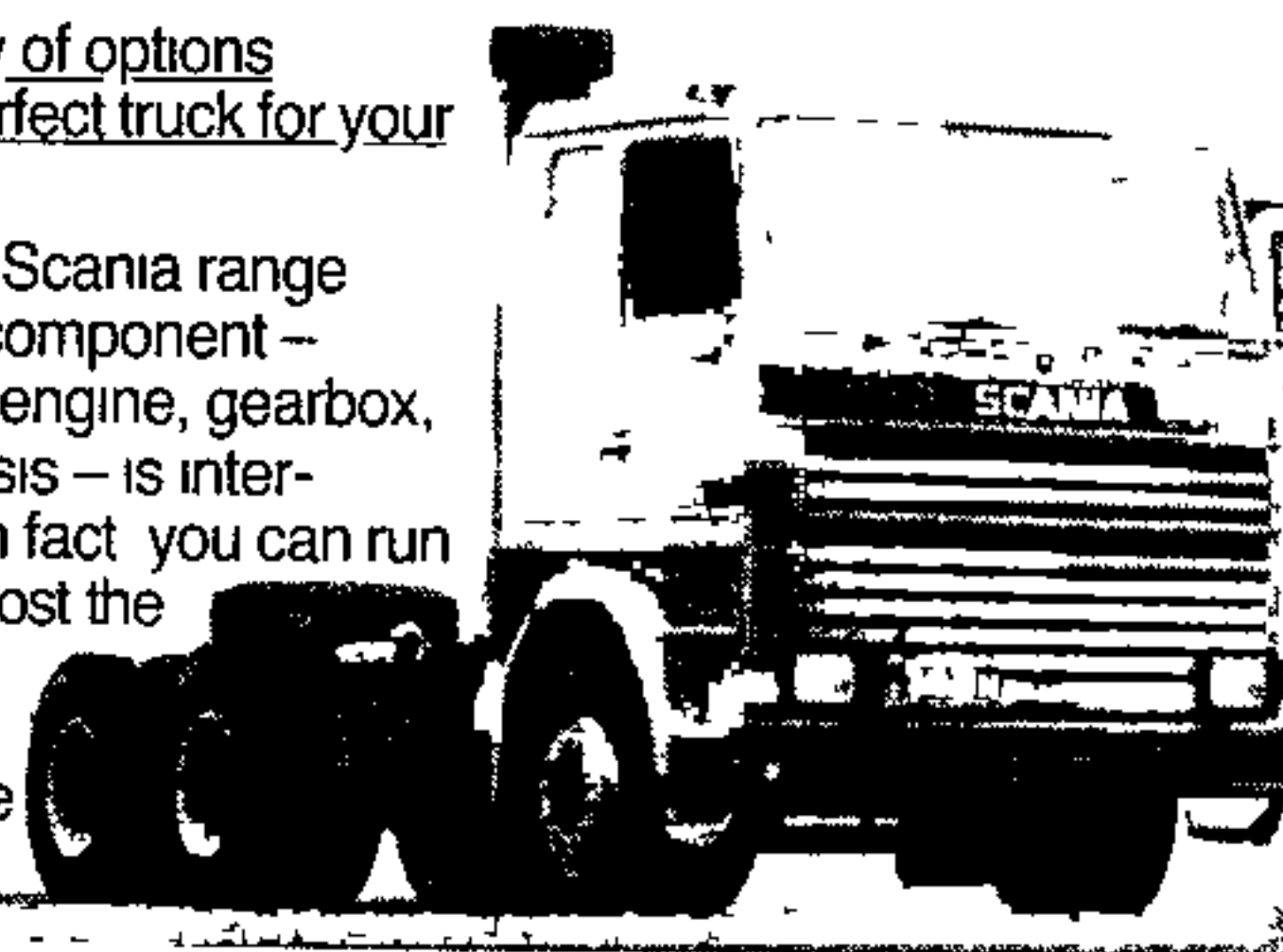
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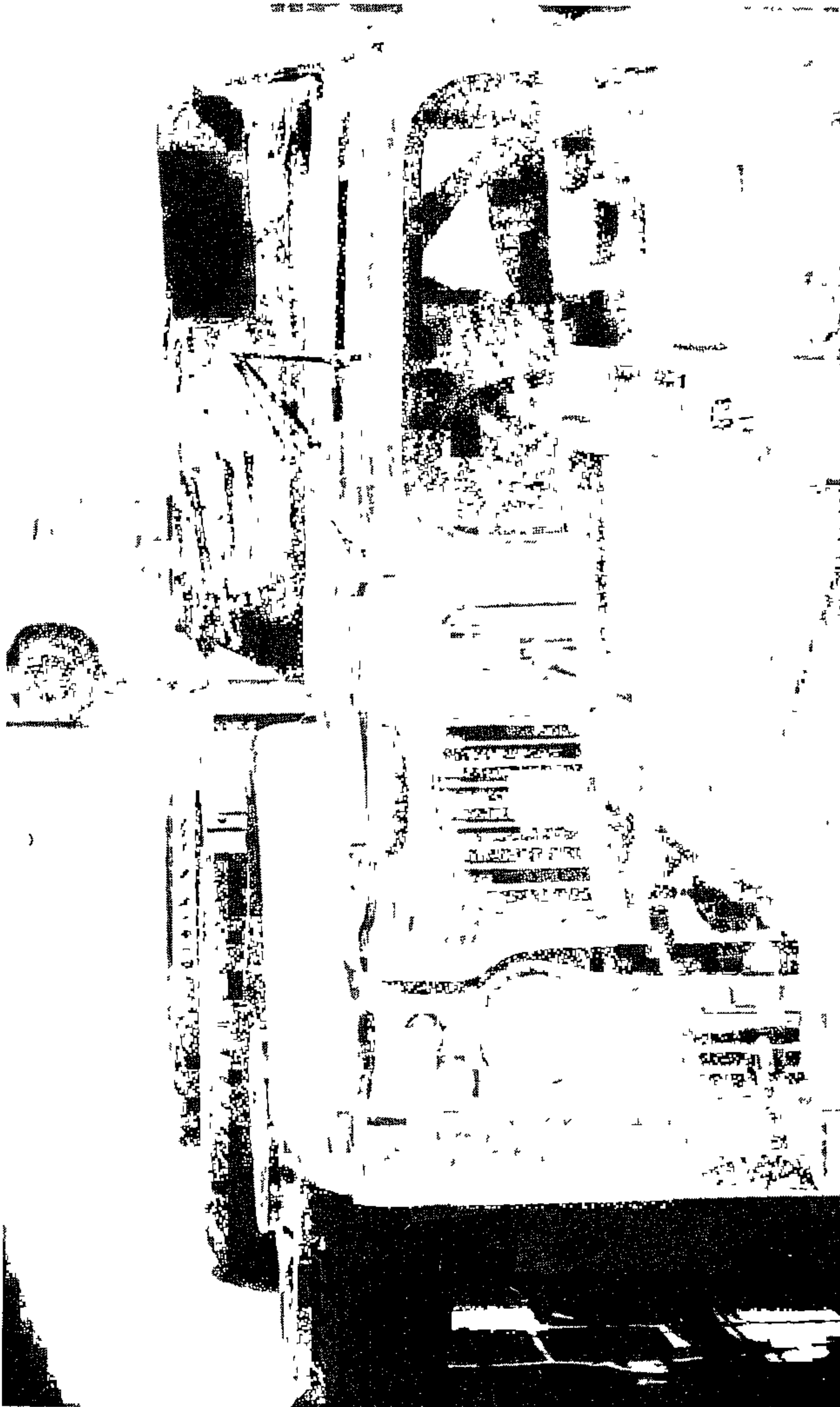
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Finding a way

The SA transport sector still has its problems. But finally the parties concerned are getting together to work out solutions



Reform has not come quickly enough to support any claim that there has been a real improvement in the SA transport sector. But the winds of change are blowing.

The basic problem remains the conflict between vested private interests and the State. But attitudes are changing, and efforts are being made to sort out the crazy patchwork created by transport legislation, the long distances involved and small — and for the most part, poor — population.

Policy is being examined and, hopefully, some of the problem areas will soon be addressed.

First move must come from the National Transport Policy Study, a body of experts created by the National Transport Commission. The group's priority right now is to get the confused transport picture into focus. Thereafter, it has been charged with coming up with suggestions on how all modes can operate together smoothly and logically.

It is the most ambitious move towards rationalisation ever undertaken in SA. Indeed, it goes beyond anything attempted along similar lines by many other countries.

There is a new-found willingness for influential people and bodies in the private sector to understand what Sats' problems are, and to help solve them. The negotiating table is being used more frequently.

And Sats, for the first time since it was founded, has partly lifted the veil of secrecy on its operations.

It has made statistics and figures available to the private sector which, in the past, only senior Sats officials had the right to even look at.

But it won't divulge what its true costs are, which isn't endearing it to those in the private sector who genuinely want to help. But for the first time in its history, Sats is trying to avoid asking for more government protection. Instead, it is trying to come right by capturing new markets and regaining lost ground by employing free market methods.

There is a general awareness, even within government, that the transport industry's problems are mostly due to the need to protect the State's investment in Sats. And that Sats' problems are mostly politically inspired.

Sats didn't put Soweto where it is, yet it has to transport township workers to and from Johannesburg every working day — at a loss. It wasn't responsible for the drought, but it has to transport imported maize to inland destinations — also at a loss. And yet, at the end of the day, it is obliged by law to balance its books.



Container transport ... cheaper by the hundred

It does that by cross subsidising its loss areas from exorbitant profits (up to 330% of cost recovery) on carrying other goods. That practice is distorting the economy, hampering exports and fuelling inflation.

Road hauliers like that situation. It enables them to undercut Sats by a few rands and make much more than they could if they had to quote on a cost-plus basis.

But what would happen if the private sector got its way and Sats operated along the same lines as a profit-orientated company in the private sector? In that case it could be expected to cut prices to improve market share, offer "specials" and go only for profitable business.

Inevitably private hauliers would then complain that Sats was conveying goods at prices they could not match. The truth is that there is no way that one man in a truck, transporting even two containers to Durban, can do it as economically as Sats with its special trains that take 100 at a time behind one driver.

The proof should soon be forthcoming because Sats now seems determined to play the game the free market way. Railways is identifying cargoes it can handle better than any other mode, and going for them,

and Road Motor Services, already highly profitable, is seeking big distribution contracts — and already has some in the bag. Seems we'll soon know what the dog does when it finally manages to catch the car.

Other transport sectors also have their problems. Down at the coast, for example, things haven't changed much. To earn more for its cross-subsidisation commitment, Sats is charging wharfage on an *ad valorem* basis. This is hitting the coastal shipping service, increasing the price of exports and so making them less competitive in the world's markets. It is also boosting inflation by increasing the cost of imports.

Safmarine, like many other major shipping lines, is "broadening" its base, and is now into the leisure market in a big way. Its marriage with Rennies has certainly changed the leisure and transport scene in SA.

The South and South-East African Conference Lines still claim to be \$1 billion in the red because government allows independents to pick up cargo and undercut its tariffs.

Freight forwarding agents now have a different way of doing business which creams off part of shipping line revenue.

Most ports are under-used because of the recession, some badly so. And because ships are getting bigger, there are fewer of them, and this means that fewer young salts will join the mercantile marine in the hope of one day getting their own commands.

On the commercial vehicle front, the recession and government's stringent monetary policies (higher interest rates and shortened credit periods) are hitting hard.

A 10% drop in sales has been predicted as a result, but there is unusual activity in this sector as truck manufacturers prepare for the next upswing in the economy.

Some have learnt to live with the ADE programme, others still enjoy knocking it. The same goes for Astas and the whole local component programme.

Similarly, the air freight market isn't as orderly as the operators would like it to be. SAA claims to have solved the problem, but one-ton bakkies barrelling through the night crammed with cargo that used to go by air, are affecting the revenue of small internal airlines. Efficient courier services are doing the same to internal and external services.

So difficulties remain. But at least people are now willing to sit and talk them over.

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On the grid

The current study of SA's national transport services provides an opportunity to streamline the system, but it must start from the right point

The National Transport Policy Study (NTPS) is a brave attempt to restructure SA's transport sector in a way that will enable it to operate smoothly and productively.

In simple terms, it started off by trying to ascertain the current overall position in SA transport — the status quo. Its findings to date have been made public at seminars.

The next step, after testing the status quo findings to ensure that they are accurate, will be to suggest a new national transport policy.

Represented on the steering committee are the Department of Transport, the Division of Civil Aviation, Sats, the Department of Constitutional Development and Planning, the National Institute for Transport and Road Research of the CSIR, the Transport Consultative Committee, the SA Shipowners' Association, the SA Shippers' Council, the Civil Aviation Association, the SA Bus Owners' Association, the Passenger Transport Association and the Department of Finance. The chairman is Ray Smith, chief director, land transport, of the Department of Transport.

The NTPS was critical of government's role in transport in its report-back meeting in Johannesburg on July 4.

Its central finding hinged on "the extensive intervention by government in the transport market." The findings noted that government intervenes "directly and significantly in the operation of Sats to achieve its socio-economic goals, to subsidise commuters and to promote exports and regional development."

"This imposes a tremendous cost burden on Sats and necessitates the system of cross-subsidisation. It also intervenes by its extensive regulation of the private transport market to protect Sats' tariffs."

The NTPS also found that the high subsidisation of commuter traffic in urban areas made this form of travel more attractive to employers and employees than it would have been had there been no subsidies.

NTPS expects people to sound off. It expects its findings to be criticised, it expects disagreement and allegations that some of the information it has been fed is flawed.

It should not be disappointed. Public reaction has ranged from joyous acceptance

to guarded approval and outright rejection.

In questioning aspects of the report, for example, Mike Norris, chairman of the Public Carriers' Association (PCA), clearly falls into the "guarded approval" category. But, then, Jack Webster, executive director of the PCA and of the National Association of Private Transport Operators (NAPTO), who is also a member of the NTPS steering committee, approves of it wholeheartedly.

"It has great potential and should play a vital role in determining transport policy for the foreseeable future on a national level," says Norris. But he warns "It is important that it should not lose momentum, that it should remain objective and that it complete its deliberations speedily."

The report-back meetings, he says, "served to create further awareness of what is taking place."

"Unfortunately, too, they have highlighted the danger that maybe objectivity is being lost to protect the status quo and to defend Sats. Certainly the report-back on the financial aspects brought into question the credibility of the exercise."



PCA's Webster ... some talk rubbish, some talk sense

He believes the NTPS will serve its purpose only if private-sector organisations and interests "continue to participate and make their views known."

"In the final analysis there is nothing else. Changes in the legislation, in the Department of Transport (DoT) attitude to the private sector and free enterprise, in the roles of Sats, are all necessary, and the NTPS must be the catalyst for this change. It has the full backing of the Minister of Transport and of the PCA."

Webster says it is essential first to establish "the status quo" of transport in SA before making any changes that will affect it. "Some talk rubbish about transport, some talk sense, but there is no way of knowing what they are talking until we know the status quo," he says.

"The NTPS has canvassed opinions from many sources in the public and private sectors. Sats, for example, detailed areas where it was suffering losses and explained why, in its opinion, it was necessary to load high-tariff goods to cross-subsidise low-tariff, bulk goods on which it lost money."

He pointed out an unusual and unexpected fact: "Sats agreed to its evidence being included in the recently published report, but the private sector requested that what it told the NTPS be left out."

The NTPS dearly wants public comment on its reports and its findings, because it believes it cannot make any suggestions on how to improve transport in SA until it is certain that it, in fact, has a full and accurate picture of the transport situation.

Webster regards this attitude as a golden opportunity to establish a base from which the country's transport problems can be solved. "Never before has such an in-depth study been made on transport," he says. "This is an opportunity to correct errors in the information the NTPS was given, for it to be given other points of view to study and assess."

The report contains many opinions with which he disagrees, and "facts," he believes, need to be tested.

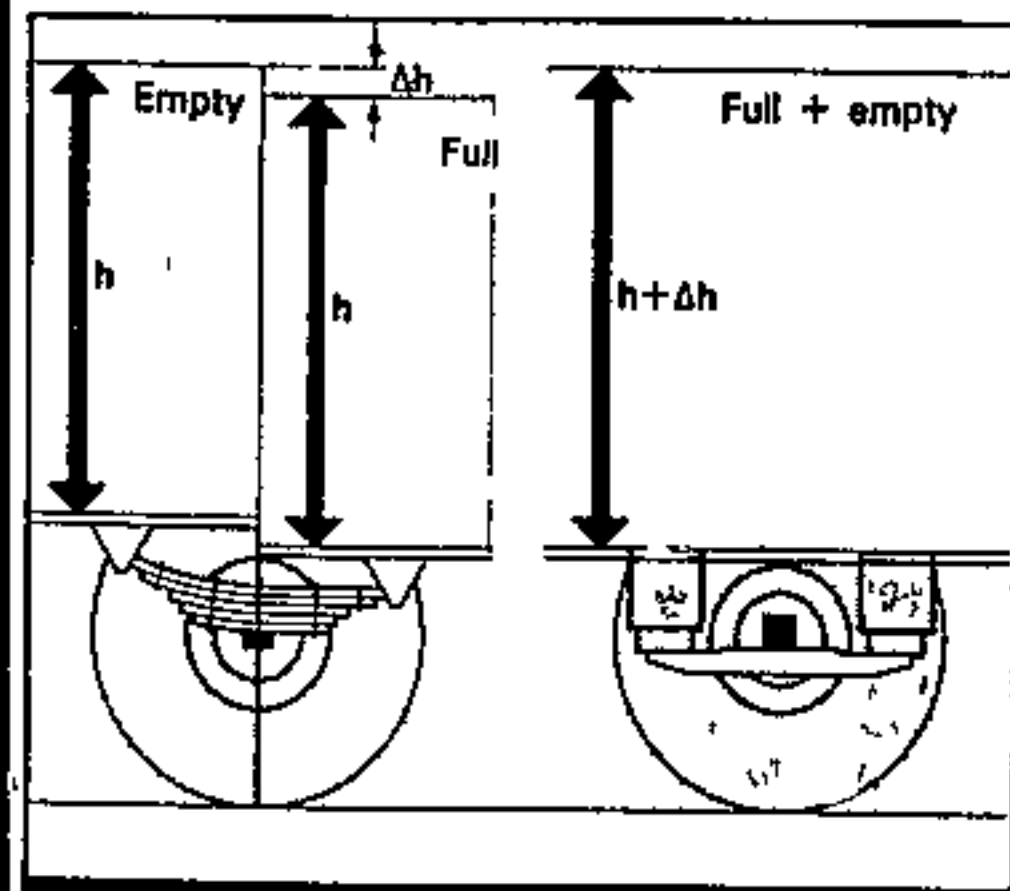
"We all want to see change, but must tread carefully and study the available data. If we don't agree with it or if it isn't accurate, we must say so. We (NTPS) won't, for example, know if the real trouble with Sats is the way it does its accounting unless, and until, someone comes to us and says so, and proves it."

"We would obviously like to have comment as soon as possible, but we do have until the end of 1985 to complete the report."

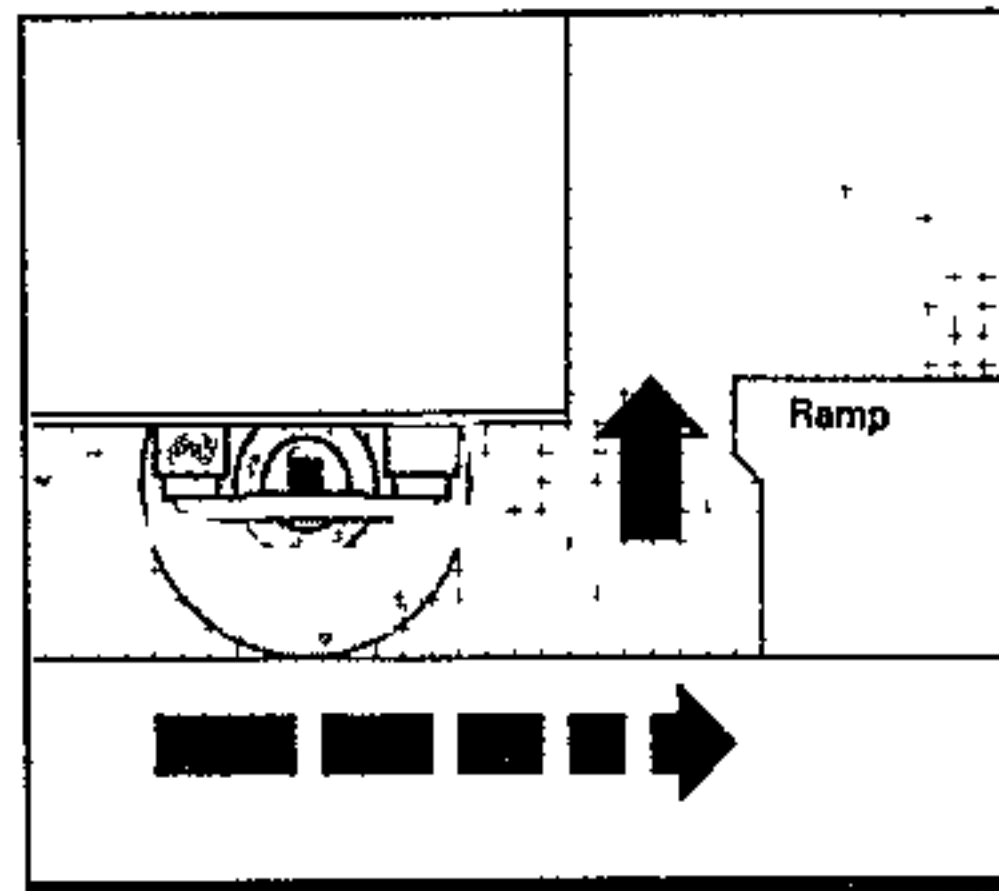
The way his thoughts run about transport in general can be illustrated by the type of

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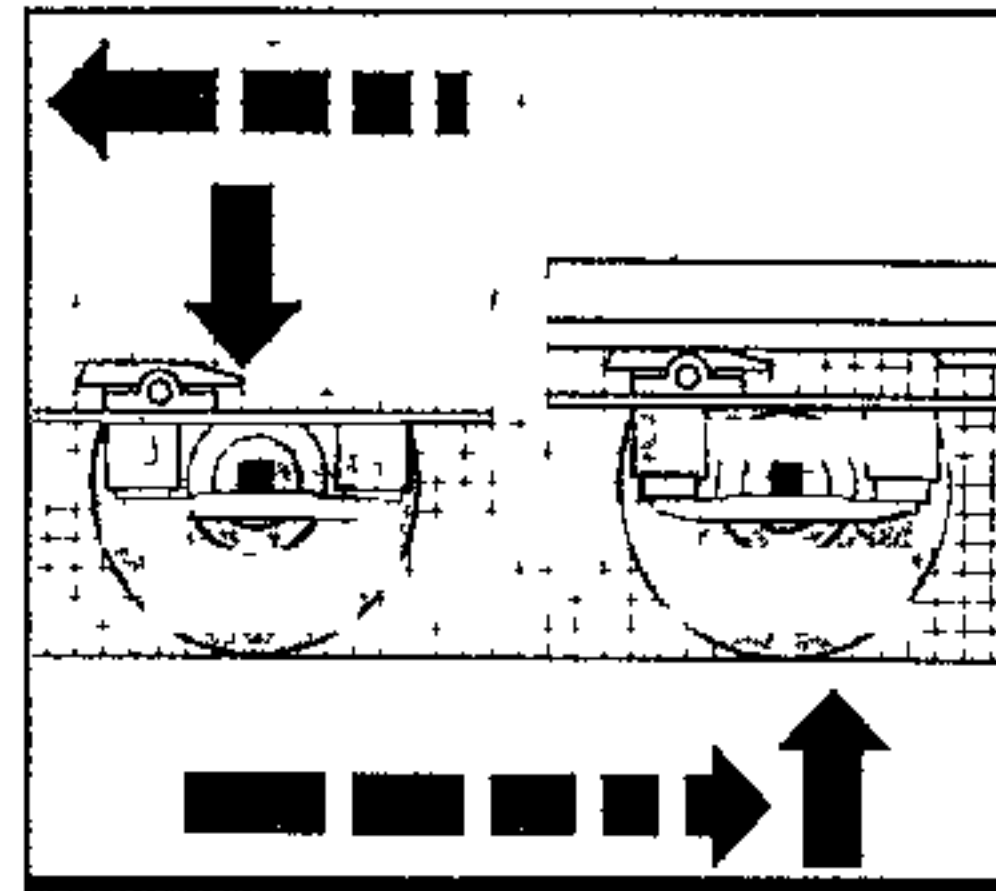
12 Advantages:



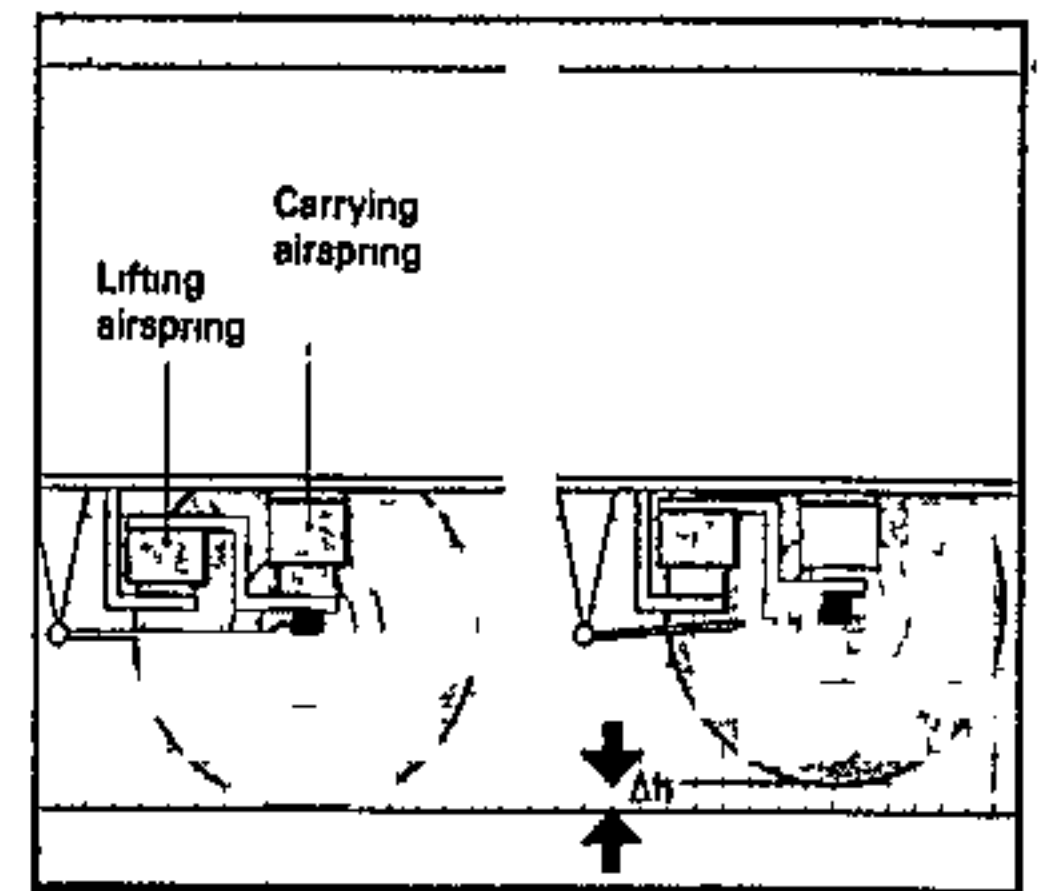
1. No static compression ensures better capacity through level loading



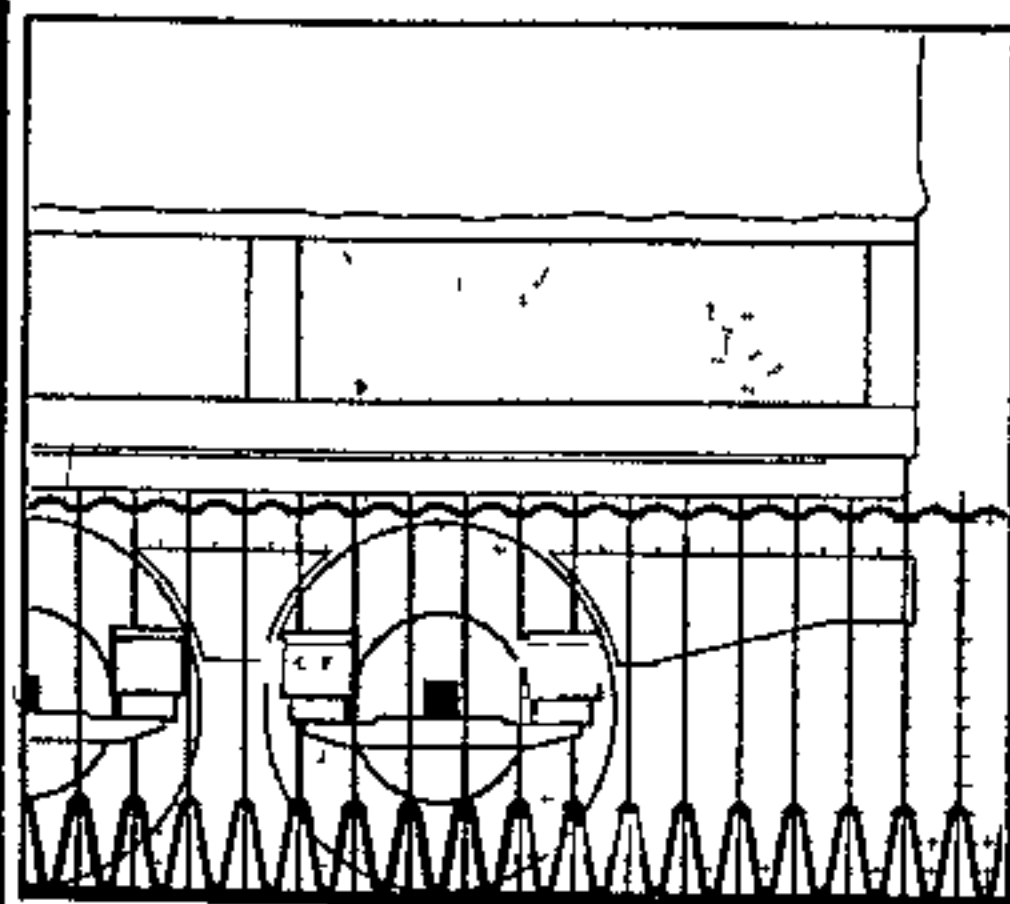
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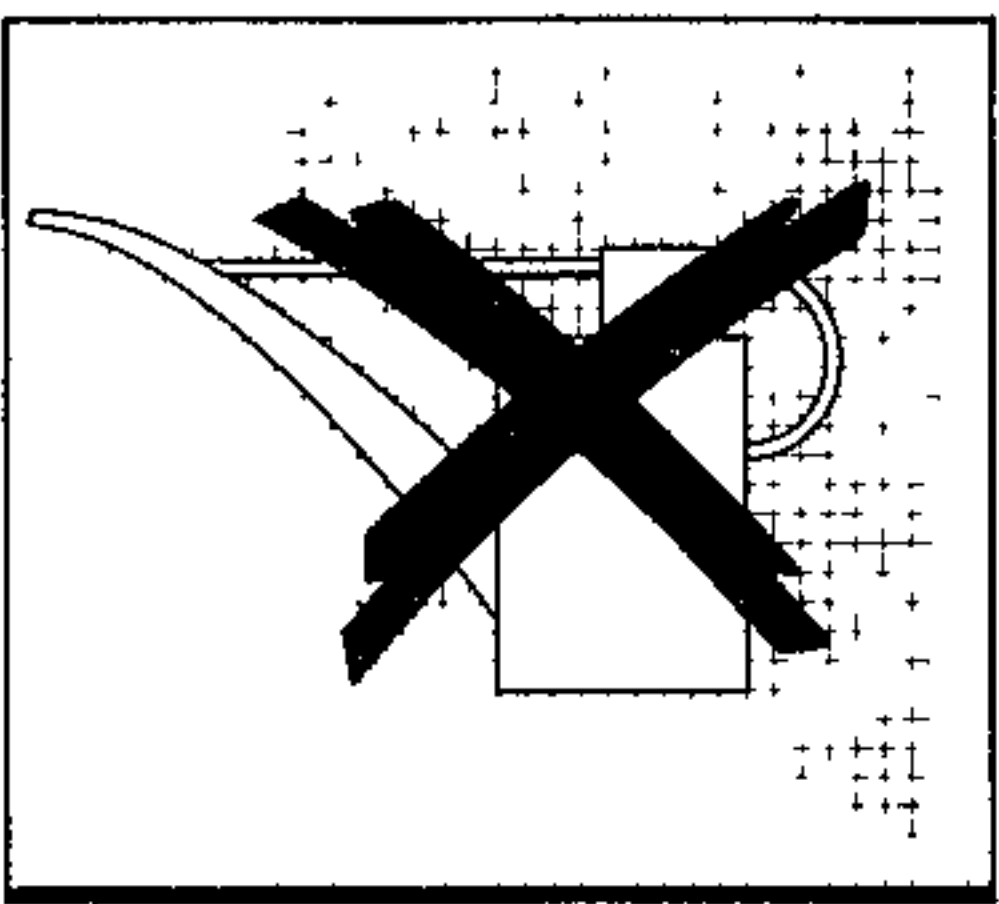
3. Trailer changing - quick and easy



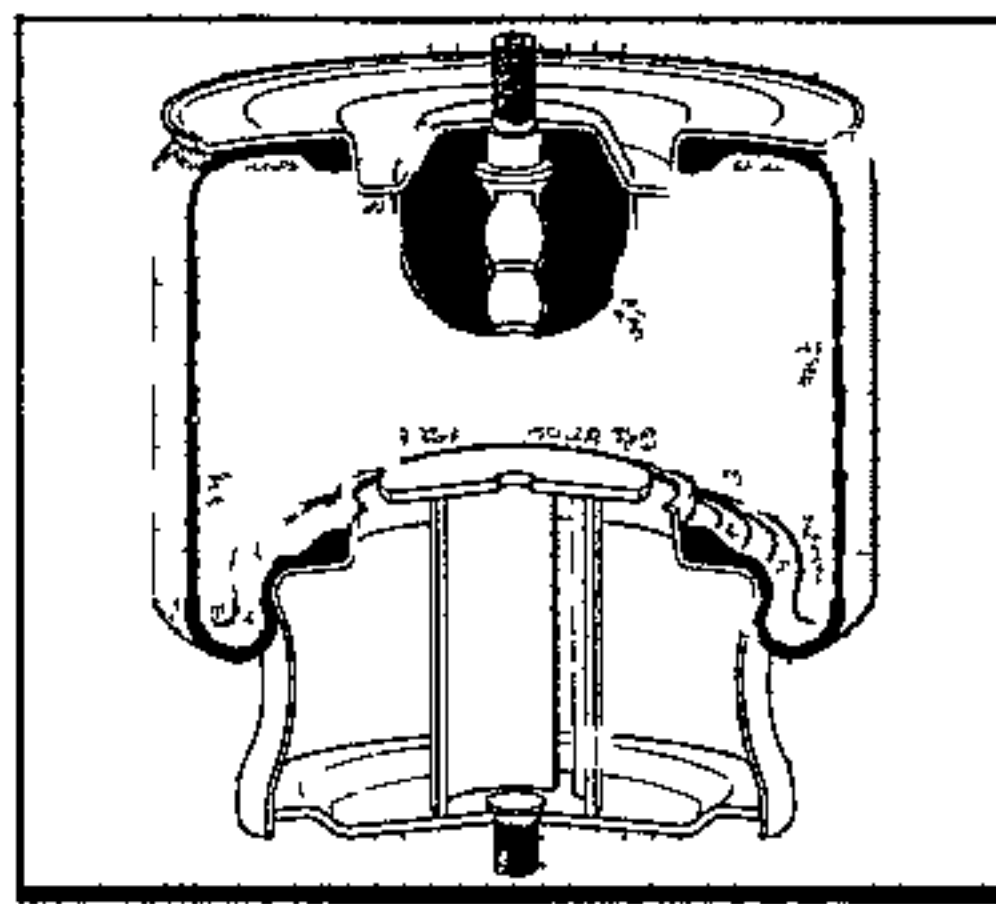
4. Lift axles - simple, safe and problem free



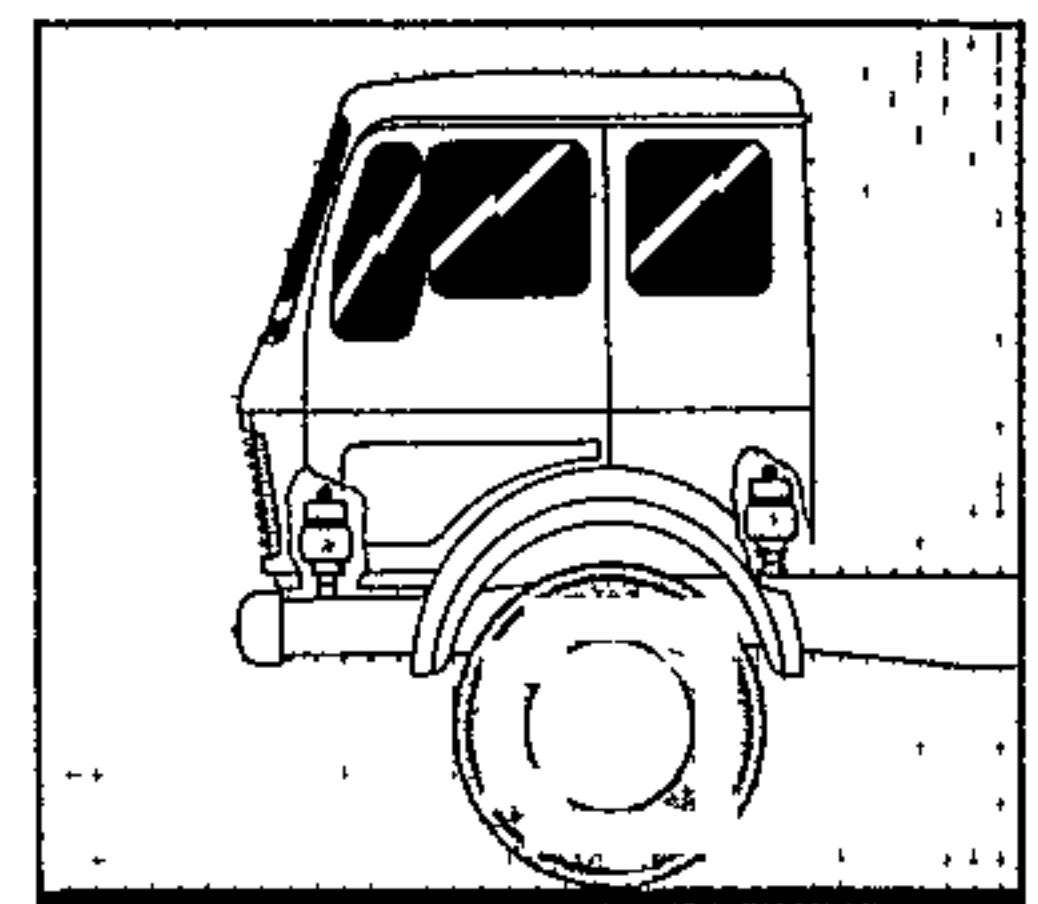
5. Vehicle and load protection



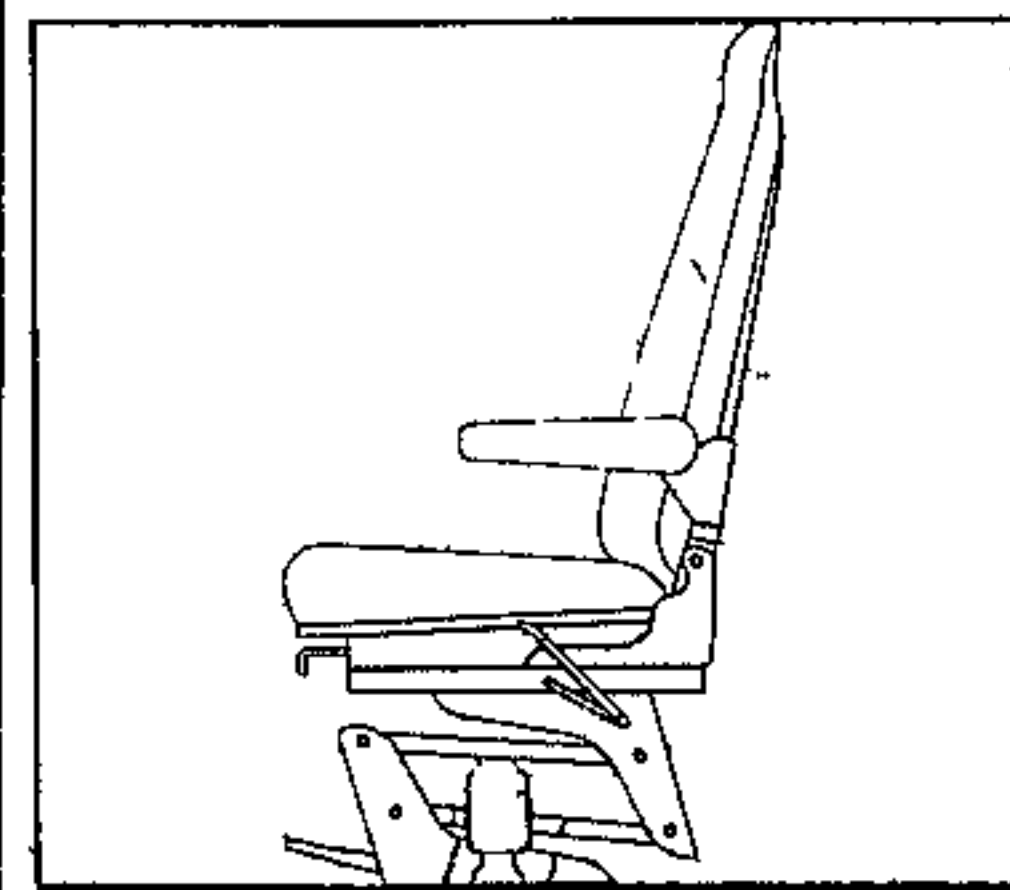
6. Maintenance free



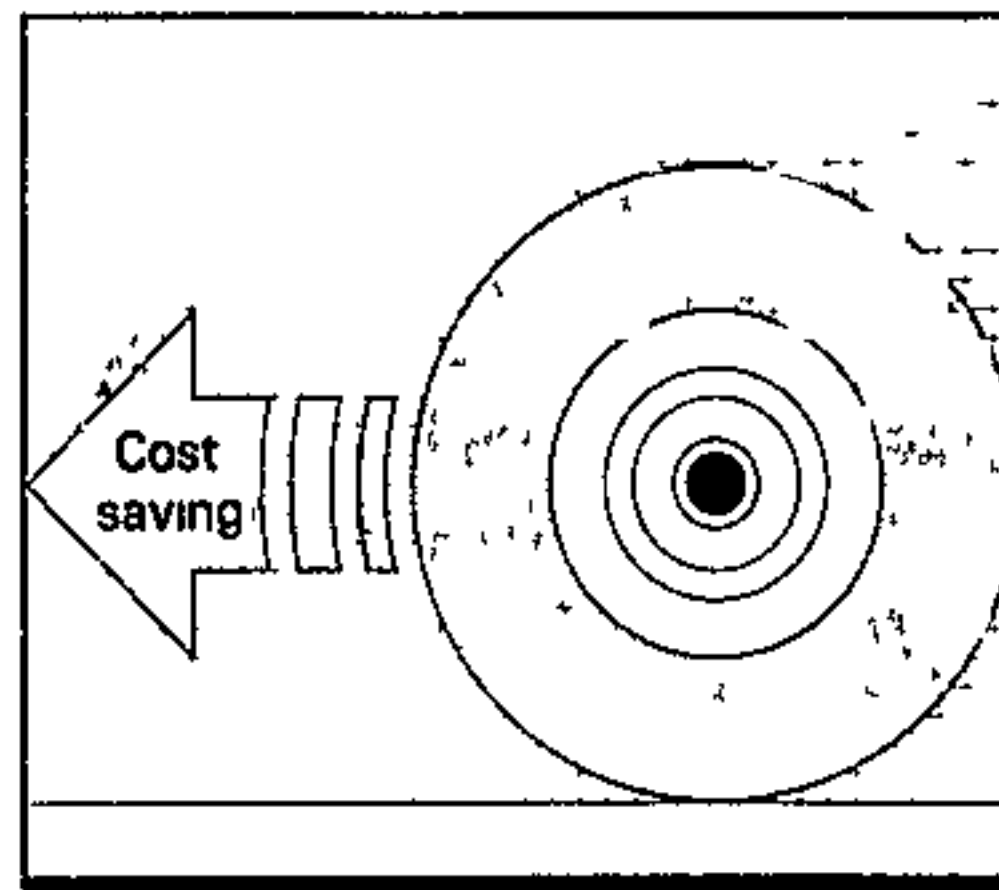
7. Rubber buffer for emergency conditions



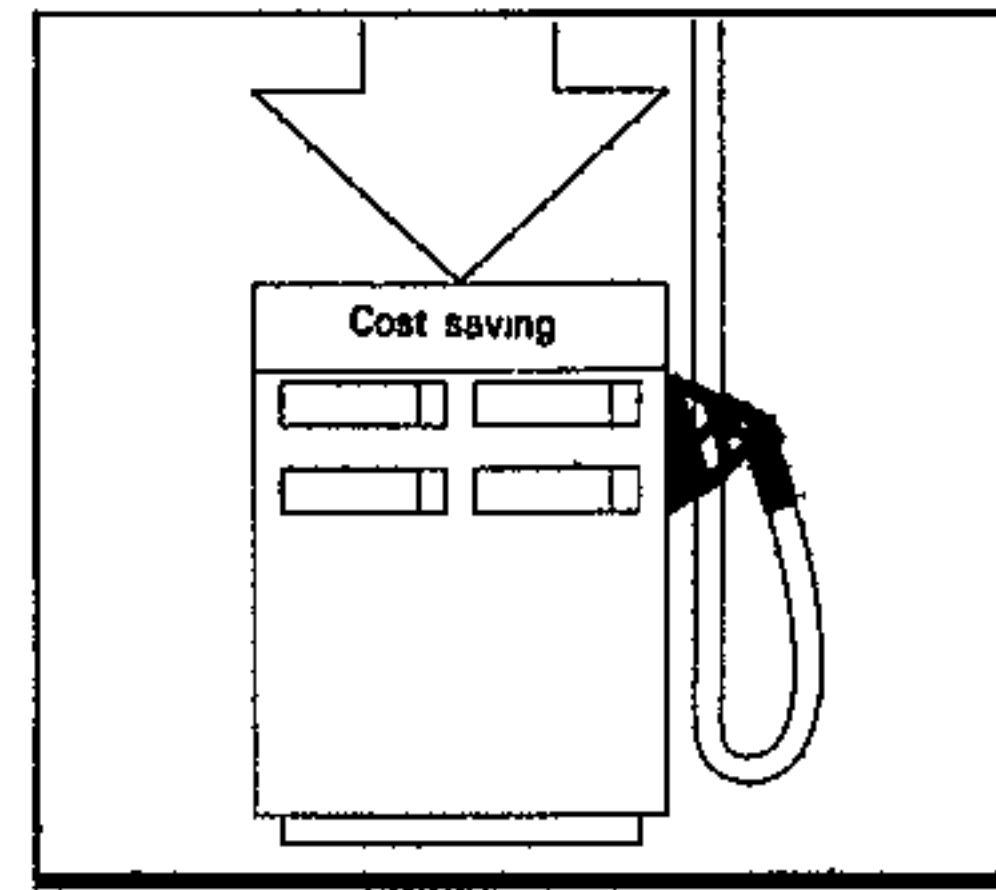
8. More driving comfort



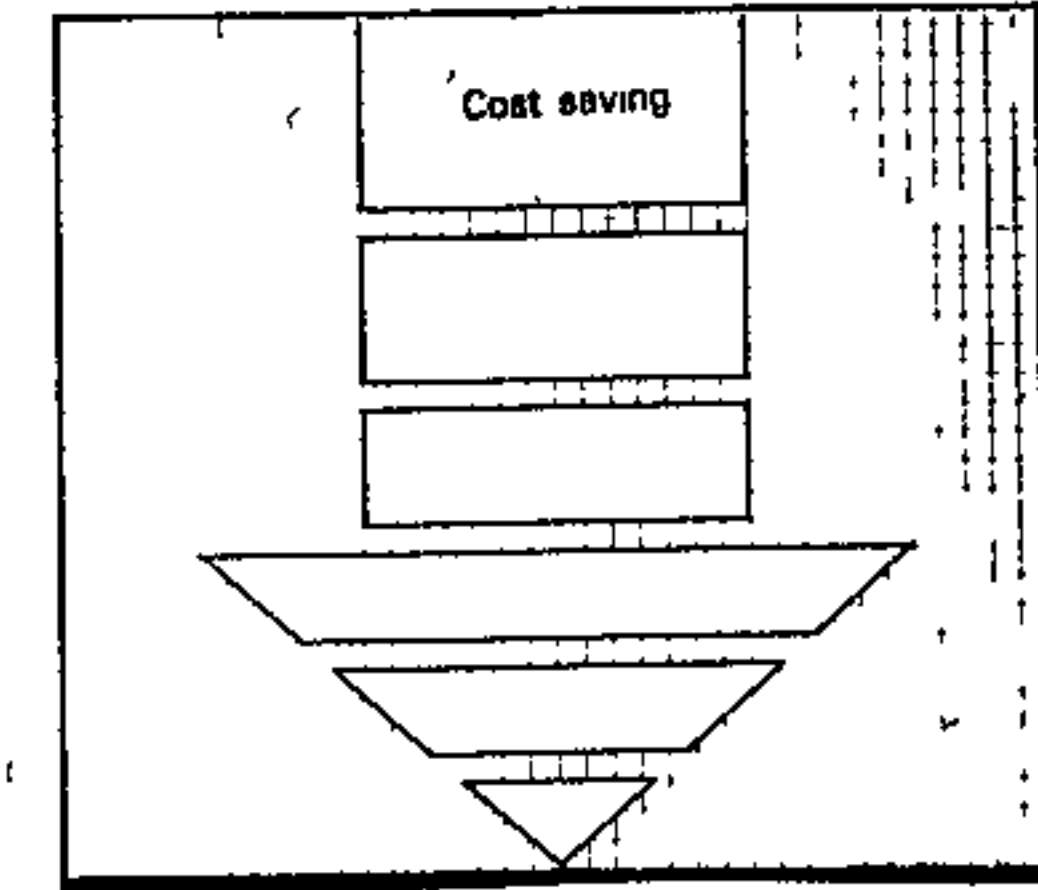
9. Less strain



10. Less wear and tear on tyres



11. Lower fuel consumption



12. Lower insurance premiums

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questions he would like answered: "Considering SAA has to fly round the bulge of Africa, why was it initially necessary to have one flight to Athens, to have it turn there while another flight went to Tel Aviv? Why could one flight not have served both capitals from the start?"

"A problem that bothers me is what line of business can a man hope to survive in if, as we were told, he buys a batch of 13 737s and writes them all off in one year. It was quite understandable that Sats showed a loss at the end of the year," he says.

"But that was a political decision, and

that's what SAA had to do. If it was wrong, we want someone to say so. We cannot expect civil servants to say it was wrong."

He would also like to hear if people think the road transport permit system is wrong, or whether the fault lies in the way it is administered.

Bumps ahead

Estimates of commercial vehicle sales this year have been cut three times, but there are hopes of a slight recovery next year

The commercial vehicle market is so volatile at present that few care to be positive about its future — or to make predictions without ifs and buts. But all agree the outlook is gloomy in the short term.

Even the National Association of Automobile Manufacturers of South Africa (Naamsa), which gets fed the predictions of manufacturers, has revised its predictions more than once in the last few months.

In June, based on the estimates of manufacturers in May and June, it predicted that 123 000 light commercials not exceeding 5 000 kg would be sold this year. In the medium commercial range it forecast sales of 6 200 commercial vehicles of between 5 001 kg and 7 500 kg, and, on the heavy side, it anticipated that 15 000 commercial vehicles and buses of more than 7 500 kg would be sold.

At that stage, Naamsa also believed that there would be growth next year, with sales of 131 000 light commercial vehicles, 6 900 medium commercial vehicles and 17 150 heavy vehicles expected.

As a result of the deteriorating business conditions in June and the increase in gst to 10% in July, Naamsa revised its estimates

downwards, predicting sales of 117 000 light commercial vehicles this year (and 120 000 next year), 6 000 (6 500) medium vehicles and 13 500 (14 000) heavy commercial vehicles and buses.

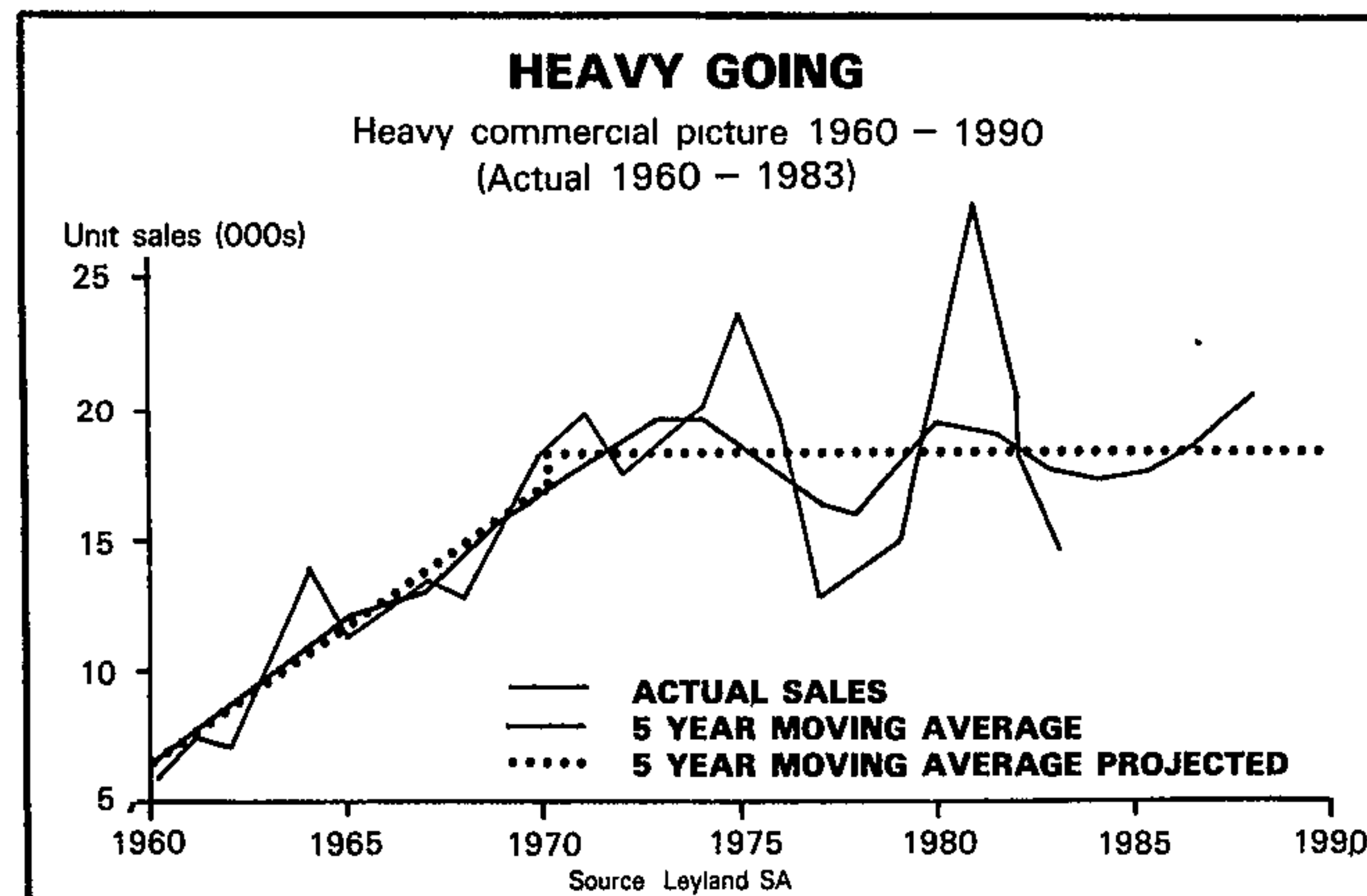
In its last quarterly report, it revises those figures down again, due to "the depressing influence of the monetary and fiscal measures," and forecasts that 118 000 light commercial vehicles will be sold this year and 115 000-120 000 next year; 6 000 mediums this year and 6 000-6 500 next year, and 13 500 heavies this year and 13 500-14 000 next year.

It summarises the forces working

against "the productive enterprise," as a record 25% prime overdraft rate, a 50% company tax, 10% gst and the withdrawal and phasing out of significant tax allowances.

In addition, the motor industry has to cope with a relatively high tax burden, the imposition of 1% and 2% *ad valorem* Customs and Excise duty imposed in the March Budget, increased hire-purchase financing rates and shorter repayment periods, the adverse effects of the depreciation of the rand against overseas currencies which has pushed up prices, and government spending cuts.

Naamsa president Colin Adcock is not as pessimistic as many. He takes comfort in the fact that, comparing July with the first five months of the year — he discounts June as an "artificial month due to the announced 3% increase in gst in July" — light commercial vehicle sales fell 12,9% against



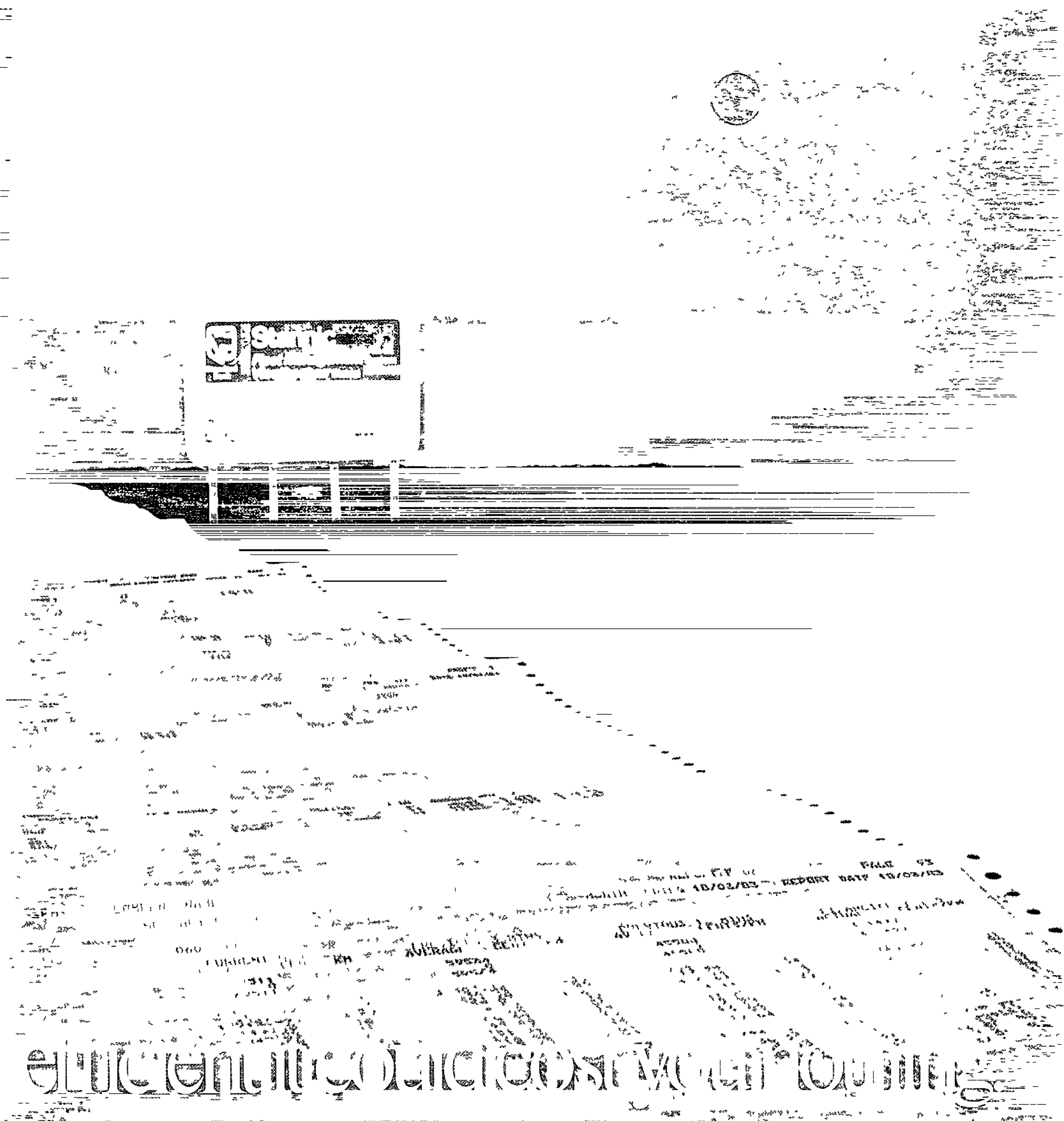


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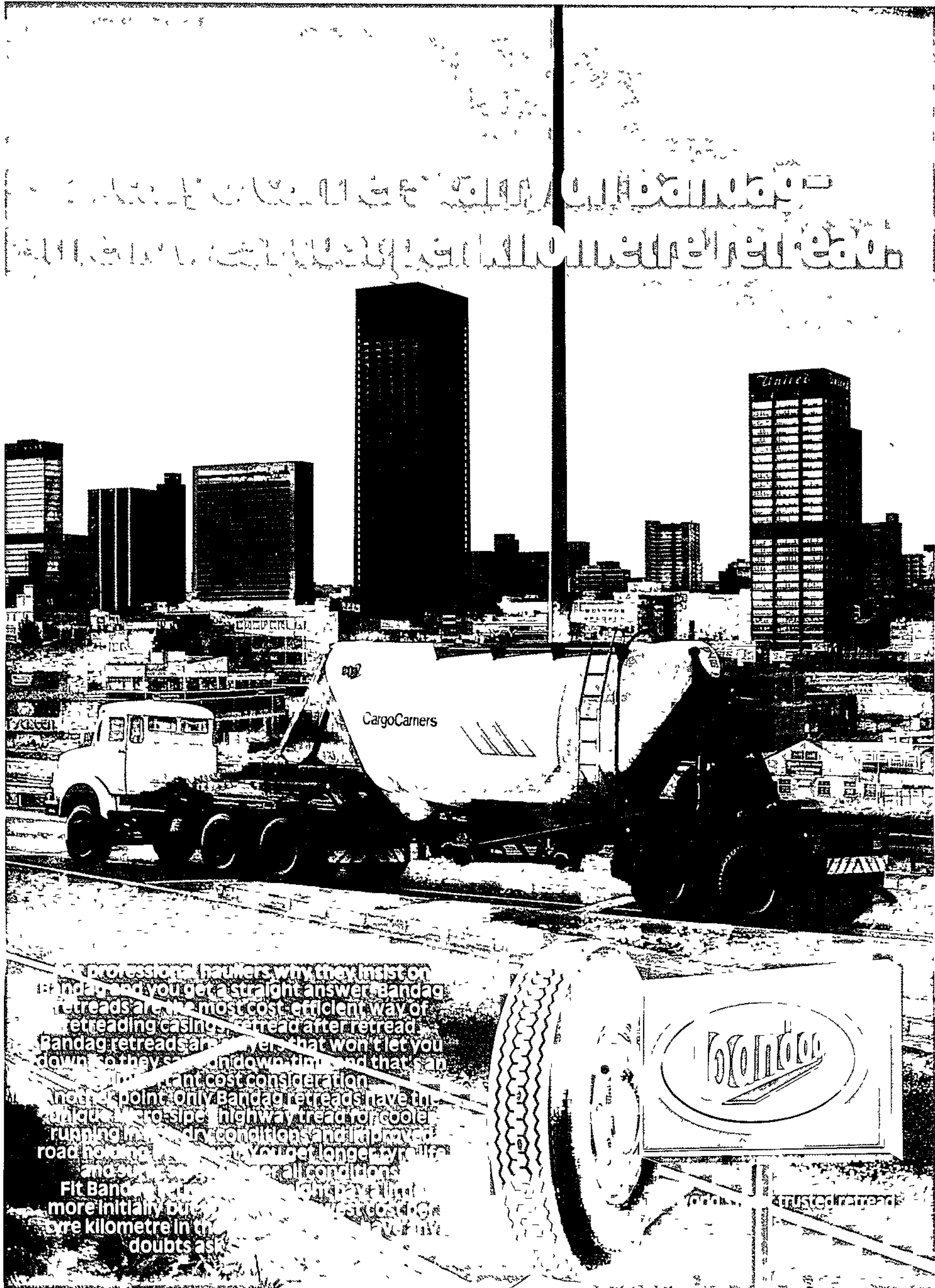


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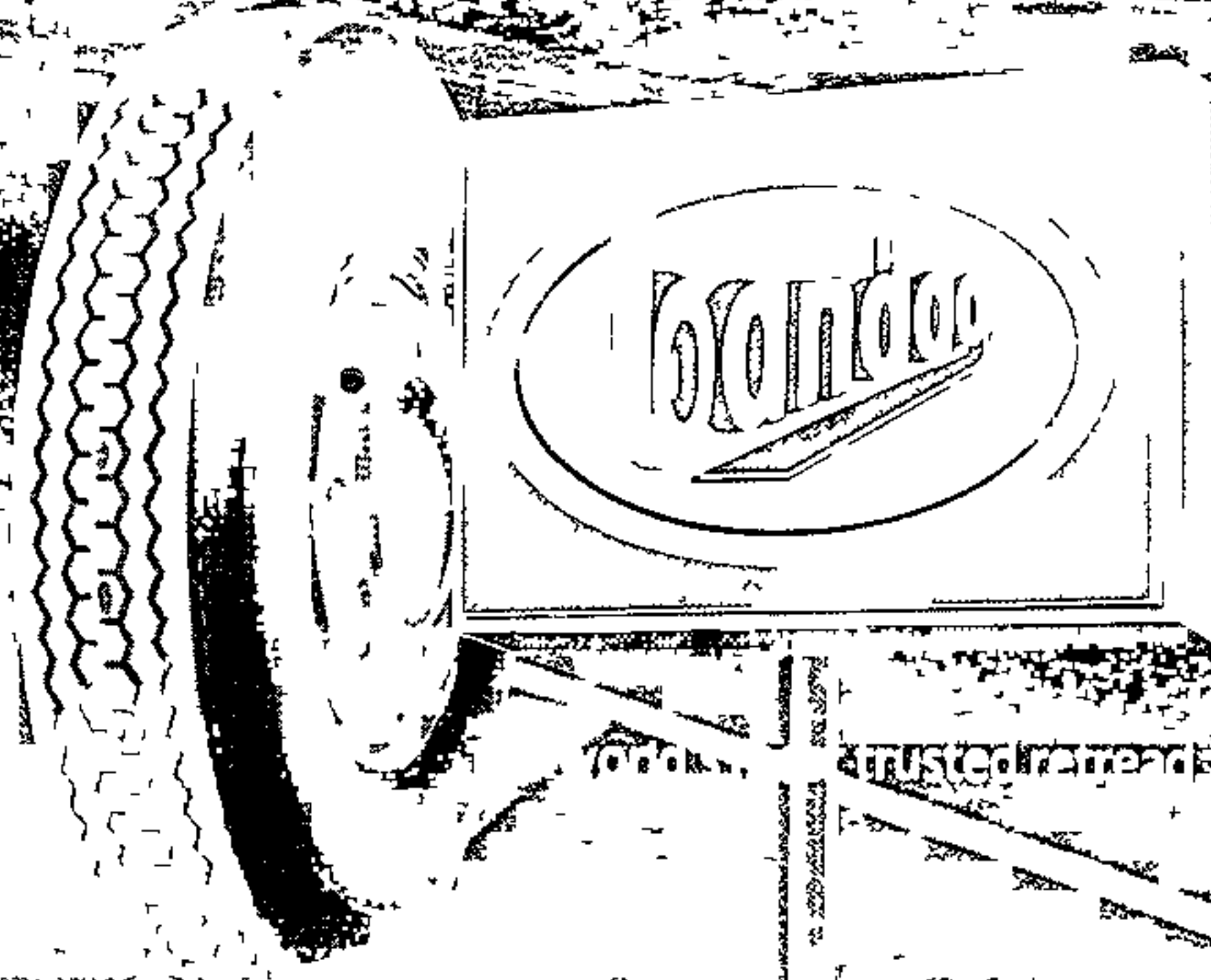
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a 20,6% drop-off in cars, a 1,1% drop in mediums and 3,5% in heavy vehicles.

"That shows that buyers of mediums and heavies did not go mad trying to save the 3% gst," he says "Light commercial vehicle sales did reflect some private buying which accounted for artificially high sales in June. I believe light vehicle sales will remain depressed, but not as depressed as car sales"

There is a general need to tighten belts,

Naamsa concedes, and it supports government efforts to get the economy back into growth mode.

It will be some time, he says, before the industry is back to selling nearly 25 000 trucks/year as it did in the last boom. The return of sales of that magnitude would depend on whether "the present medicine works and if our trading partners' booms continued".

The drought has, of course, aggravated

the situation but, if it breaks this year, farmers' buying could boost the market.

Looking ahead, the ever-optimistic Adcock expects "dramatic growth in the mini-bus area from the mid-Eighties, We can expect growth of 25%-30% then," he says. "I make that prediction because I see a great future in the black market. It is the carrot that keeps all of us here,"

"There will always be a replacement market for trucks," he says. "They can be

WINNERS AND LOSERS

Market share by manufacturer and segment

LIGHT COMMERCIALS

(Under 5 000 kgs)

Sales by manufacturer

Model
Toyota Hi-lux
Isuzu 1-ton
Nissan 1400
Ford 1-ton
VW Comb
Toyota Hi-Ace
Nissan 1-ton
Mitsubishi L300
Bantam (Ford)
Mazda 1-ton
Nissan E20
Toyota TUV
Suzuki 4x4 (Import)

Jan - June '84

Unit sales

Segment

1982

1983

Jan - June 1984

Segment	1982	1983	Jan - June 1984
Light passenger & p/us*	16,0	19,5	19,0
Medium commercial p/us	26,1	25,0	24,3
Deluxe p/us	10,9	11,3	11,4
Light passenger buses	10,2	11,4	12,6
Town delivery vans	1,3	1,6	1,9
Panel vans	5,8	5,6	6,4
Light trucks	6,4	4,8	3,3
Diesel p/us	12,3	10,7	9,7
15/16 seater buses	2,1	2,4	3,0
Medium buses	0,2	0,1	—
On road vehicles	8,6	7,7	8,4
Total	100,0	100,0	100,0

* Pick-ups

Sales by market segment

MEDIUM COMMERCIALS

(5 000 kg - 7 500 kg)

Manufacturer	May 1984		June 1984		Change in market share %	Jan-June 1983		Jan-June 1984		Change in market share %
	Units	%	Units	%		Units	%	Units	%	
Sigma (Amcar)	252	39,6	324	41,5	1,9	1576	85,6	1615	45,0	(40,6)
Toyota	157	24,7	210	26,9	2,2	—	—	797	22,2	22,2
Nissan	156	24,5	174	22,3	(2,2)	—	—	784	21,8	21,8
UCDD	64	10,1	68	8,7	(1,4)	225	12,2	359	10,0	(2,2)
Ford	7	1,1	4	0,5	(0,6)	28	1,5	33	0,9	(0,6)
Leyland	—	—	—	—	—	12	0,7	4	0,1	(0,6)
Total	636	100,0	780	100,0	—	1841	100,0	3592	100,0	—

HEAVY COMMERCIALS

(+7 500 kg)

Manufacturer	May 1984		June 1984		Change in market share %	Jan-June 1983		Jan-June 1984		Change in market share %
	Units	%	Units	%		Units	%	Units	%	
UCDD	251	22,2	370	22,8	0,6	1630	23,8	1827	25,0	1,2
Nissan	151	13,4	287	17,7	4,3	992	14,5	1045	14,3	(0,2)
Toyota	123	10,9	210	13,0	2,1	545	7,9	878	12,0	4,1
General Motors	138	12,2	201	12,4	0,2	961	14,0	952	13,0	(1,0)
Leyland	142	12,6	160	9,9	(2,7)	802	11,7	684	9,4	(2,3)
Ford	79	7,0	107	6,6	(0,4)	637	9,3	467	6,4	(2,9)
Sigma (Amcar)	87	7,7	81	5,0	(2,7)	204	3,0	465	6,4	3,4
Man	60	5,3	74	4,6	(0,7)	480	7,0	379	5,2	(1,8)
Mal Scania	27	2,4	42	2,6	0,2	116	1,7	189	2,6	0,9
Vetsak	23	2,0	31	1,9	(0,1)	120	1,8	98	1,3	(0,5)
Int Harv	23	2,0	22	1,5	(0,5)	195	2,8	151	2,1	(0,7)
Erf	18	1,6	20	1,2	(0,4)	110	1,6	116	1,6	—
Foden	6	0,5	8	0,5	—	28	0,4	30	0,4	—
Hestair	3	0,3	6	0,4	0,1	—	—	29	0,4	0,4
Others	—	—	—	—	—	42	0,7	1	—	(0,7)
Total	1131	100,0	1619	100,0	—	6862	100,0	7311	100,0	—

Source Toyota/Naamsa



made to last longer with proper maintenance, but sooner or later they have to be replaced.

"And there is always a new market for trucks developing as new people go into business on their own. Buying trucks isn't like buying cars. There's a lot of impulse buying of cars, but people buy trucks because they need them in their businesses."

Leyland product planning manager John Ness, who did much of the investigation to help the company expand its range logically, points out that between 1960 and 1970 the heavy commercial vehicle market grew at an average rate of 6.2%, with relatively minor annual fluctuations. But from 1974 to 1983, "sales went into oscillation," with violent swings largely caused by the oil crisis

In 1975, the industry sold 23 191 heavy commercial vehicles, but in 1977 only 12 498 were sold, he says.

Trucks have been getting bigger and more powerful since 1977. The average payload/ton capability of trucks has been growing at an average annual rate of 1.54% since then, and the average "power infusion" (arrived at by dividing the total power developed by the engines in all the trucks made every year since 1977 by the number of trucks built) has shown growth of 1.92% a year.

Ness believes the market is now "volume static." Indications are that sales will be limited to about 18 300 units a year. "The growth will be in productivity and payload capabilities which one can expect to in-

crease by about 3.5% a year."

He identifies "the probable depressants in market growth" as longer replacement cycles and extended use of existing units, increased recycling and rehabilitation of used machines.

This could lead to negative growth in the market in the long term and this, in turn, could foster the development of a large industry devoted to rebuilding trucks and truck engines. "All of this could be made worse by the fact that the industry is putting better, more desirable trucks into the market place," he says.

Brand Pretorius, marketing director of Toyota, has also done a great deal of research on the light commercial vehicle market. He says 65% of all light commercials sold are pick-ups or bakkies.

The half-ton segment, for example, consists of the Nissan 1400, Ford Bantam, Golf pickup, Toyota TUV, but not panel vans. The medium commercial sector includes 1 t petrol vehicles only with a low level of specification. They are the utility vehicles, the workhorses.

"When we talk of deluxe, we mean between three quarter-ton and one ton vehicles with luxury appointments and more powerful engines. The market leader is the Ford 1 t with a 3-litre engine."

"Light passenger buses are eight-10 seat combis. Town delivery vehicles are small panel vans, like the Corolla panel van, and larger 1 t panel vans like the Hi-Ace and Nissan E20."

"The 2 t truck section consists of vehicles like the Isuzu ILG, the market leader, and Toyota Dyna. The 1 t diesel range is a class of its own, and off-road vehicles are all four-wheel drive."

Market share of light passenger vehicles moved from 16% in 1982 to 19.5% in 1983 and stayed at 19% in the first half of this year (see table). This market, Pretorius says, was stimulated by the introduction of the Escort Bantam pick-up and Toyota TUV and VW Golf.

The light passenger bus segment is growing rapidly — but only partly because of the black taxi market. Private white motorists are buying them increasingly as second and third vehicles for the family. The industry is catering for this trend, and consequently models are becoming more sophisticated and more comfortable.

"Many buyers immediately fit them with Ford 3-litre or Toyota turbo-charged engines and use them to tow caravans," says Pretorius. "The simple bus then becomes a R20 000 vehicle."

"VW and ourselves have changed the historical concept of the minibus, which was that it was cumbersome and difficult to park, particularly for women."

Pretorius adds that almost half the light truck sector was cancelled because of the

BALANCING IT OUT

The truck rental market is poised on a knife edge. It might have to learn to live with the recent fall-off in business, or it could take off.

As history has shown, the industrial and retail sectors become reluctant to commit themselves to new vehicle purchases at a time of financial uncertainty and the benefits of hiring become more apparent.

Says Noel de Villiers, chairman of the Vehicle Renters' Association (SAVRAS): "It's a logical reaction, but it's still too soon to say which way the cat will jump."

The industry turned over about R60m — 20% better than expected — in the year to July. De Villiers attributes this to the fact that the sector had adjusted to the recession and was being more efficiently managed than in the past. No hire companies went insolvent and fewer unused trucks were left standing in yards.

De Villiers predicts that, even with satisfactory usage, it will be difficult for the truck rental industry to show adequate profits in current conditions. "An interest rate of 25% is very bad news for an industry which is capital intensive and has to maintain and replace trucks. And, since May, the price of commercial vehicles has gone up by about 12%, which is as much as anyone expects in a year."

"However, the concept of using hired vehicles is becoming more popular and it is becoming more economic to lease as volumes increase."

Colin Adcock, chairman of Naamsa, also points to the growing popularity of the truck hire system. He says it appeals particularly to those who have difficulty operating a proper fleet management system.

Some big firms, like their overseas counterparts, are going in for fixed maintenance leasing (FML) because the cost of their transport then becomes a fixed item in the budgets.

Marcus Goldring, a director of Nationwide Truck Hire, one of the biggest privately-owned hire companies, says that since the introduction of the tougher monetary measures, his company's vehicle usage has fallen by about 8% and sales by about 25%.

There has been a marked increase in casual daily hire and a decrease in long-term hire.

"People simply aren't spending, and since the new fiscal measures were announced they are trying even harder to remain liquid," he says. "Maybe rain will boost morale, but we cannot see any significant improvement until well into 1985."

Perkins Truck Hire group rental director Les Lewis agrees that business is quiet. Although FML was still going well, he says usage has dropped about 60%, and there is a significant fall-off in the number of forward bookings and big contracts.

He does not share De Villiers's semi-optimism. He believes that "several unsound companies will tumble, which will be good for the industry. It will flush out the rats and mice who have been damaging the industry's name. Many have large fleets, all bought on credit at premium prices, and now they're paying premium interest rates. When they need money they sell some off, but that cannot go on indefinitely."

His reading of the market is that there will be an improvement at Christmas, it will then quieten off and pick up again in about April or May.



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ADE programme Models moved out of that range into the newly-created medium segment

"Our Dyna diesel used to fall into the light truck category, but when we started using ADE engines, we uprated its specifications and it now falls into the medium category," he explains "It happened to Sigma, now Amcar, as well The Mazda 2,5 t diesel is now the Mazda E3000 and it is also in the 4,5 t segment

The market for diesel pick-ups, sold mostly to farmers, has been hit by the drought, but there's steady growth in the 15/16-seat bus range Most are sold to fleets to be used for staff transport, and other buyers are welfare institutions and schools

"We also sell them to the black market as taxis," says Pretorius "They cannot legally be used as taxis in the Republic, but they are legal in neighbouring territories The operators buy them here, register them and licence them in a neighbouring state, and then use them here on a pirate basis"

The off-road vehicle segment suffered a setback in 1983, but it is recovering strongly now The basic reason for the surge was the introduction of the small Suzuki 4x4 which created its own new market It also siphoned some business away from the small car sector and from the used car trade

"People are buying the Suzuki 4x4, which has jumped to the top of the chart, not pri-

marily for its utility features but for its novelty and emotional appeal Families are using it as a second car, and youngsters see them as an adventurous extension of their image"

He believes the major growth will be in minibus sales, which are already significant "When the economy starts moving again the medium commercial segment will pick up strongly The 1 t bakkie is the workhorse of the construction and industrial sectors, and their sales also reflect the economic cycle

"We are looking at the economy picking up in mid-1985 and we base our prediction on a variety of macro-economic factors and hope"

Pretorius says he sees no startling changes in the distribution and share of the commercial vehicle market, apart from shifts in the minibus and 4x4 markets

"Overall, this is an extremely rational market Customers for most of our vehicles buy them for an essential need, except for about 40% of the 4x4 market which is recreational"

In the last four years, since Government broadened the local content programme, the price of light pick-ups has escalated and it is no longer economical to buy one in preference to a small car That switch has both purified the market — and knocked it

On sales of combis to black taxi operators, Pretorius says the Mitsubishi combi is

making progress But the sector hasn't shown a real growth trend in the last three years, although the numbers are increasing

"Of all Toyota light commercial vehicles sold in 1983, 9,2% went to blacks In 1978 they bought 6,8% of the total In the record 1981 year, they bought 5,9% In 1978 they bought 1 200 Toyotas and in 1983 they bought 3 200 "In 1983 blacks bought 14,8% of our buses We sold 16% of our 16 seaters and about 12% of 12 seaters to them Currently those percentages are a lot lower, particularly for the 10 seat model, so we have changed our marketing strategy and are aiming those vehicles at the private white market"

He sees the black taxi segment making a possible comeback next year, because he cannot see the Welgemoed Commission recommendations being accepted in full Welgemoed is a keen advocate of regulation and control Some modifications and changes have already been tabled in Parliament "We believe some control is necessary, but not to the extent proposed by the Welgemoed Commission," he says

"For the last year blacks have battled to obtain licences Many went ahead and simply operated as pirates But finance is a major problem if a black man cannot get a licence to operate a taxi Any relaxation by local authorities will quickly stimulate that market"

Who gets poll position?

Manufacturers are gearing up for economic revival in the fiercely competitive heavy truck market

The heavy truck market — all vehicles over 7 500 kg — may be down, but manufacturers are already fighting to be in the best position when the market comes right

Determined to be well placed to capitalise on the first sign of an upturn, most have either introduced new models, are about to launch new products or, at the very least, upgrading existing ranges

Nearly all major manufacturers are moving into weight categories they have not traditionally served

Leyland South Africa (LSA), for example, has traditionally offered vehicles needed by about 30% of the market Now it is moving into a position where it will be able to cover about 80% of model requirements

Mercedes-Benz of South Africa (MBSA), meanwhile, is moving into the extra-heavy-weight division, and the runners-up hope to

increase their own market share by lopping off part of leader MBSA's share But it's a volatile market, complicated by the fact that sales to the military are not disclosed

With the exception of MBSA, which has been at the top of the heap for quite a while, there is considerable jockeying for position and changes in position lower down the scale

In July, the first post-10% gst month, MBSA which has been experiencing supply difficulties since January, sold 238 units, or 21,7% of the 1 094 vehicles sold in the 7 501 kg-plus range Magnus Truck Corporation, with 210 units, was not far behind and Toyota, with its 176 units, was within striking distance Then followed GM with 132 units and LSA with 100

In August, when 1 141 heavies were sold, MBSA's sales moved up to 284, or 24,8% of

the market Magnus sold 191 units (16,7%), GM sold 147 (12,8%), Leyland moved 124 (10,8%), and Toyota sold 112 units (9,8%)

Most manufacturers claim they developed their new models to cater for areas of the market that weren't adequately covered, but many new models have specifications that are similar to MBSA's truck specifications MBSA wouldn't have occupied top spot if its products did not find favour in the market, so they are obviously worth copying to a degree

Manufacturers are also looking at top market trucks fitted with ADE's new range of V-engines Many have already bought prototypes to take advantage of the two years Government is allowing them to develop their V-engined trucks before granting ADE protection for that range

Magnus MD Don Fyfe says the company is the biggest heavy truck manufacturer if its military business is taken into account, but it is only now making its debut in the 7 500 kg-10 000 kg category

It has traditionally operated in the above-10 t category, but even there it is



**“I drive 800km every week
and I only put petrol
on Mondays.”**

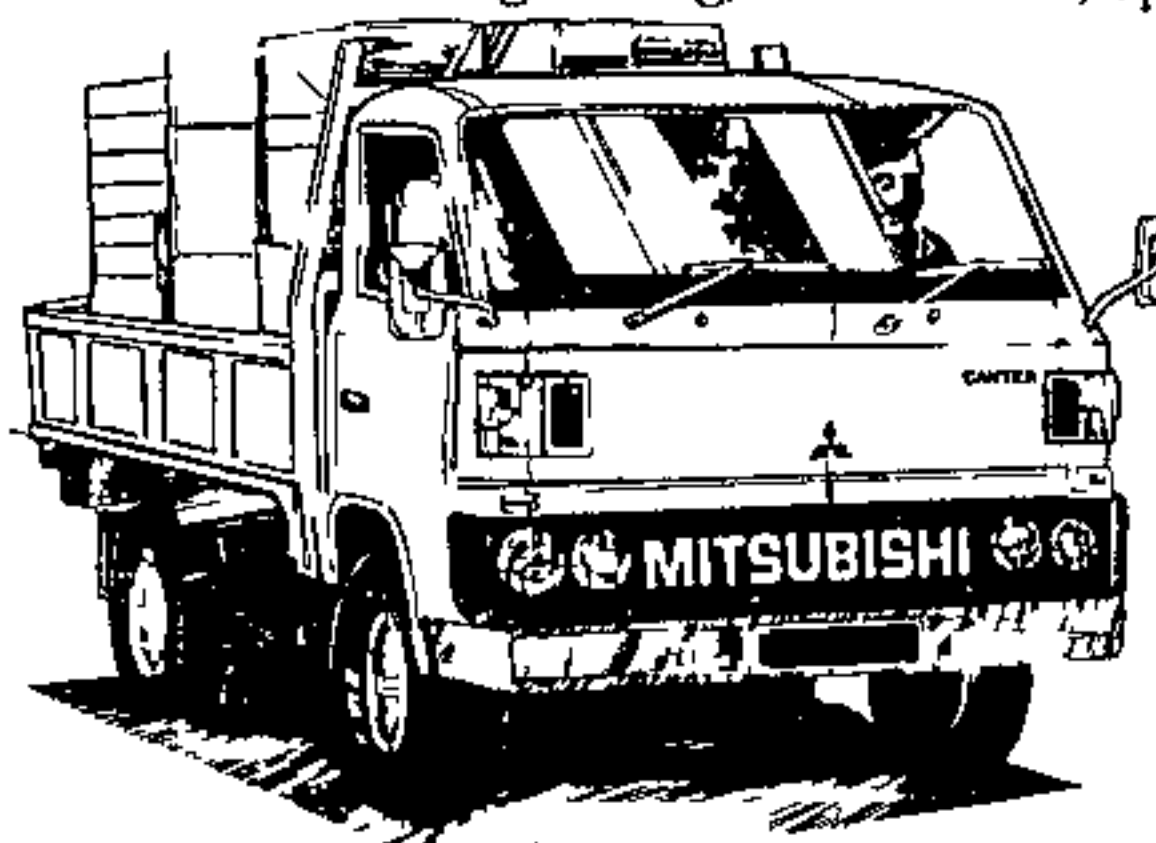
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I transport metal displays They are
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Leyland SA ... back in the race

bringing in new products. He specifically mentions 10 t-12 t freight and tipper models powered by ADE's 352T motor, which Magnis has not used before in its Nissan Diesel range. Magnis introduced the CW45 and Samag range in late 1982, and the whole Nissan range will have gone through a two-year change by next year.

Fyfe feels that because of the ADE programme and the Astas venture, Mercedes-Benz vehicles have lost their exclusivity. It is a fact of life that engines and gearboxes designed by Daimler-Benz are being made in SA.

"Because manufacturers have a limited range of engines from which to choose, it is more by default than by design that they are coming out with similar products. And, if the back-up and after-sales service are good, it must impact on MBSA.

"We are all going into the V-motor range. Manufacturers who aren't in that area will find they will miss out on much of the business in the future."

LSA, which once sold more trucks than any other SA manufacturer, is making a determined effort to regain lost market share with its new generation Landmaster, Roadmaster and Roadtrain vehicles.

It has called in the assistance of South African universities' research departments and its own R100m corporate technical centre in Britain. Product planning manager John Ness has collected information on the local market and analysed it zealously to decide which trucks to build and the design features they need. So successful have his efforts proved that the parent company

built 386 vehicles to a SA design for a British GPO contract.

"We increased power in some of our units. We found we were vulnerable on axles ratings, attended to that, and we increased brake capacities by 32%," he says.

"In the haulage market we needed higher speeds. We attended to grade ability, which is most important in the higher altitudes of the Transvaal where most trucks are sold.

"It's easy to go overboard and end up with a Rolls-Royce product which is superb, but is so expensive that it isn't marketable. We try to provide trucks that are viable, cost-effective, durable and economic.

"When Leyland was market leader it never had products exceeding 60% of mass groupings. Towards the end of our new development we'll be offering products in 80% of mass groupings."

Ness says LSA has moved into the 4x2 heavy premium market with its 1614 and 1617 trucks and into the lighter-haul area with its 1621. It also has a model in the medium-mass 6x4 municipal market.

Toyota has been introducing new trucks to the market since about February last year. In April it introduced its Hino Super Dolphin range which has two basic models and six derivatives with the option of a 240 hp normally aspirated engine or a 280 hp turbo-charged version. It is now looking at fitting ADE V-8s into its products, says Des Gush, director, truck and bus.

Adolf Moosbauer, MBSA's general manager, commercial vehicle marketing and

sales, may smile slightly when he says "It isn't possible to become market leader without the truck but, depending on the weight category, purchase price is only about 15% of what will be spent on a truck during its life."

"Fuel, maintenance and repairs will account for the balance. The element that leads to substantial buying and standardisation on a product is what happens after a sale has been concluded. That's how MBSA got to where it is. We were never short of competition, and I know of no other market of this size with as many makes of truck."

MBSA breaks the above-5 000 kg market down into 13 categories and has a complete range to cover it, with variants where they are required. "If we didn't have that range," says Moosbauer, "we couldn't act as consultants. And we're getting stronger in that area."

MBSA introduced some new models quite recently, but apparently has no immediate plans to launch others. The exceptions are the 2368 which has just been launched, and the super-heavy 3850, two of which were imported for Sats. From the beginning of 1985 they will be built in SA with a considerable local content.

The 3850 is a truck-tractor heavy-hauler that can be used to haul semi-trailers, but most will be used to haul up to 220 t on conventional trailer combinations.

An important reason why MBSA went into this end of the market is that its 3850s are largely made from standard Mercedes-Benz components. That gives it a price advantage over many competitors whose vehicles at that end of the market are hand-crafted.

Rainer Jahn, a technical member of MBSA's management board, does not agree with the contention that Mercedes-Benz trucks are losing exclusivity because their power trains are now available to all manufacturers.

He says "It has been possible for nearly 40 years to put together a truck with components such as engines, gearboxes and brakes bought from independent manufacturers. But it takes us a decade to create a functioning, truly economic truck, and it is the money spent on r & d for M-B trucks that has made them market leaders."

He concedes that no other manufacturer in SA can build a matched, source-designed, homogeneous truck from locally-made components. ADE builds Daimler-Benz-designed engines, and Astas builds Daimler-Benz and ZF-designed gearboxes, both of which have been designed into M-B trucks at source.

MBSA is not alone in the area, but its next development is to make its trucks more fuel-efficient, to reduce the amount of fuel needed to carry a ton a kilometre. The



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answer is to increase the amount of power per ton

"Ten years back we were pulling 40 t-50 t with 240 hp. That was the maximum," says Moosbauer. "Then, to reduce fuel-consumption and reduce turnaround time, it went up

to 280 hp, then to 320 hp

"As an example, a 240 hp engine will consume 80 litres to haul a 40 t load 100 km, but a 330 hp engine will use only 50 litres. Consumption will be down to 43 litres if the power is increased to 380 hp

"In Germany, where the maximum allowed on roads is 38 t, operators now use 380 hp engines in their trucks — in other words, 10 hp/t. In SA, where loads up to 50 t are allowed, we should be using 500 hp engines in our heavy trucks."

Protective instincts

Truck manufacturers still complain that protection of Atlantis Diesel Engines and Astas is pushing up costs. But criticism of quality is fading

There's a big difference between the fortunes of SA's two big manufacturers of major components for trucks, Atlantis Diesel Engines (ADE) in the Cape and east Rand gearbox-maker, Astas

ADE will show a modest profit this year, two years after starting-up, according to MD Hartut Beckurts. But Astas, confesses Jan van Niekerk, general manager, marketing, "is in a cost-over-revenue loss situation of about R1,6m"

There is another difference. ADE's protection appears to be working, whereas that afforded to Astas, a privately-owned company in the Gencor stable, is not

For both, however, the original criticism of the quality of their products is becoming more muted. Indeed, quality from both is now receiving some praise. But the allega-

tion remains that the two companies have been largely to blame for the increases in truck prices over the last few years

ADE's Beckurts refutes this categorically. He says today's truck is a different animal to the models of a few years ago. They are usually fitted with larger, more powerful engines, double braking systems, luxury cabs and many other improvements. That, he says, is what has pushed up prices

He claims a Daimler-Benz engine imported from Germany lands here at about 20% less than the ADE equivalent. But he concedes that the cost of some ADE engines escalate because of the "extras that have to be hung on to fit them into trucks made by others"

But Beckurts is in the comparatively enviable position of being able to claim that

he has achieved a 80%-90% penetration of the truck engine market. The ADE plant that makes Daimler-Benz-designed engines is working double shifts and producing 20 000 of the 25 000 engines a year it was designed to produce

But the plant installed to make Perkins engines is making only 6 500 of the 25 000 a year it was intended to produce. Perkins engines were meant mainly for the agricultural sector which has been hit by drought. There was also a massive buying of tractors (about 28 000 units) before ADE came on stream. Beckurts is convinced many of them are still on blocks

Astas makes gearboxes designed by Daimler-Benz and ZF of Germany. At the moment it is well below its break-even point of 11 000-13 000 gearboxes a year, depending on the mix. It produced 8 000 boxes last year and about 5 600 the year before

On an all-model basis, including models to be phased out between now and the end of 1985, market penetration is 45%. But Astas has a 70% market penetration of models that are not due to be phased out in the next five to eight years

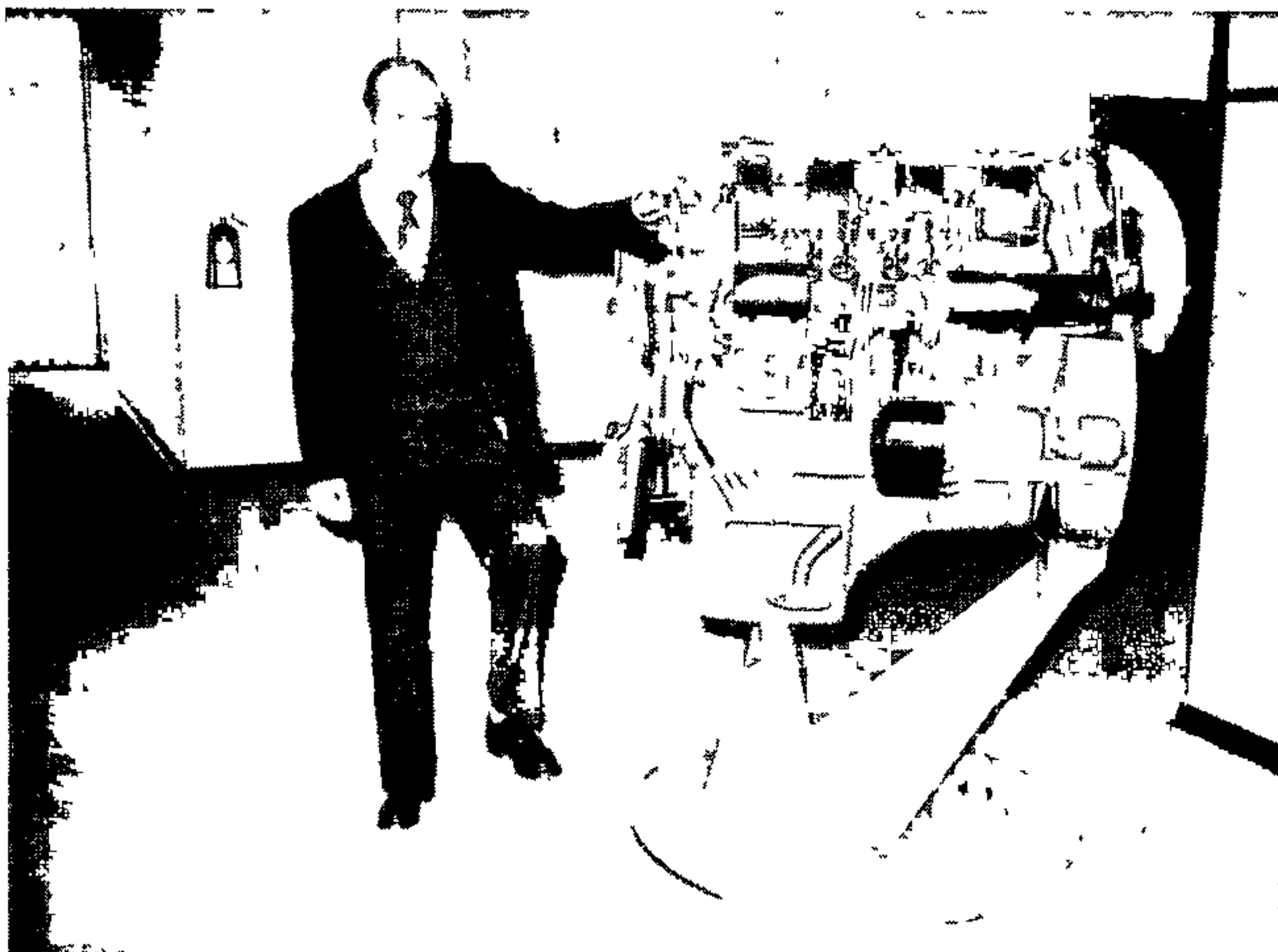
Gencor controls Astas through Sandock Austral, a holding company in which it has 70% of the equity. ZF of Germany has the rest. Gencor and ZF, not unreasonably, now want a return on their investment of R72m so far (and will total 120m when the axle facility, now being organised, comes on stream)

Van Niekerk says Astas's main problem is "the so-called protection we are given. It is still cheaper for many manufacturers to import their boxes rather than use ours". The import protection duty is a fixed R700 a box, less 62c/kg, which effectively gives Astas R550 protection on its heavier boxes and R714 on its smaller box

Another problem is the low values source companies put on certain components of vehicles. They may decide, for example, that as gearboxes are such a small percentage of the vehicle's price, they prefer to pay the extra duty and import

"Our market penetration shows that our heavier boxes are competitive, but not our lighter boxes," Van Niekerk says. "We have applied for increased protection. The signs are we may get it"

His interpretation of the aims of local



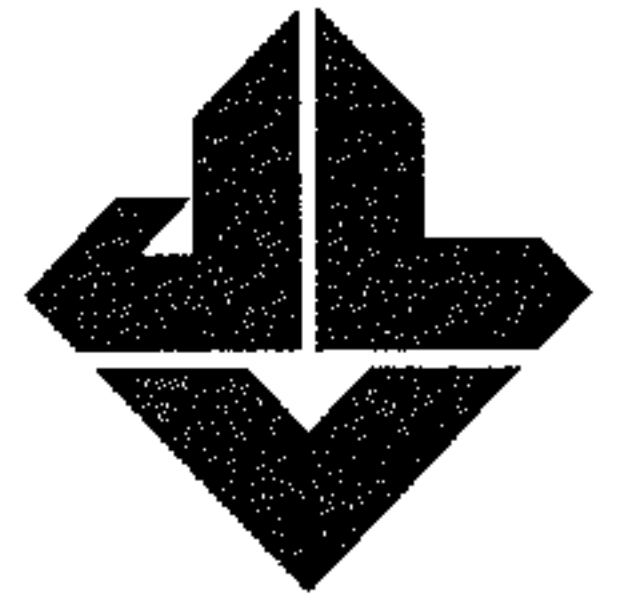
ADE's Beckurts and friend ... fading criticism

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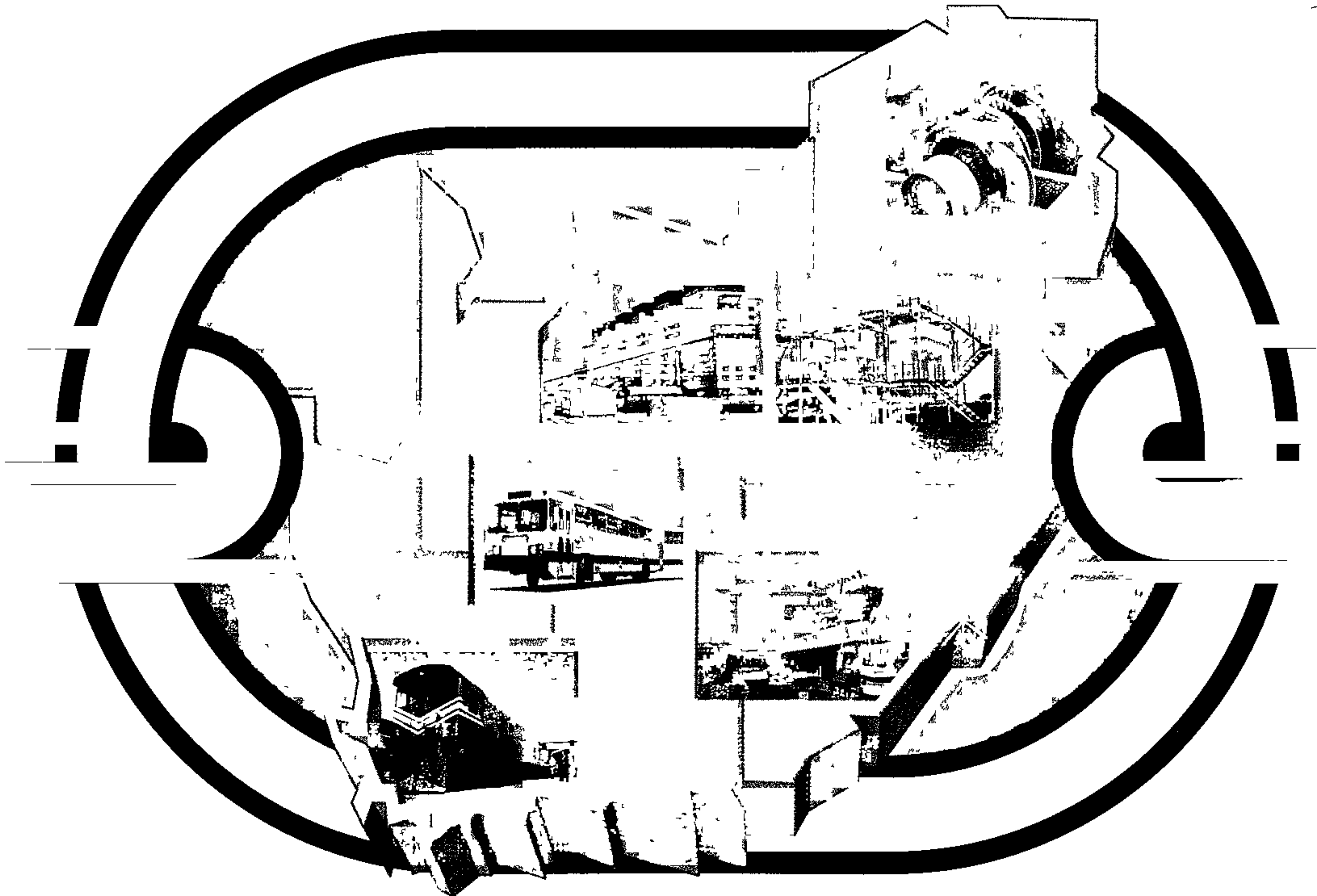
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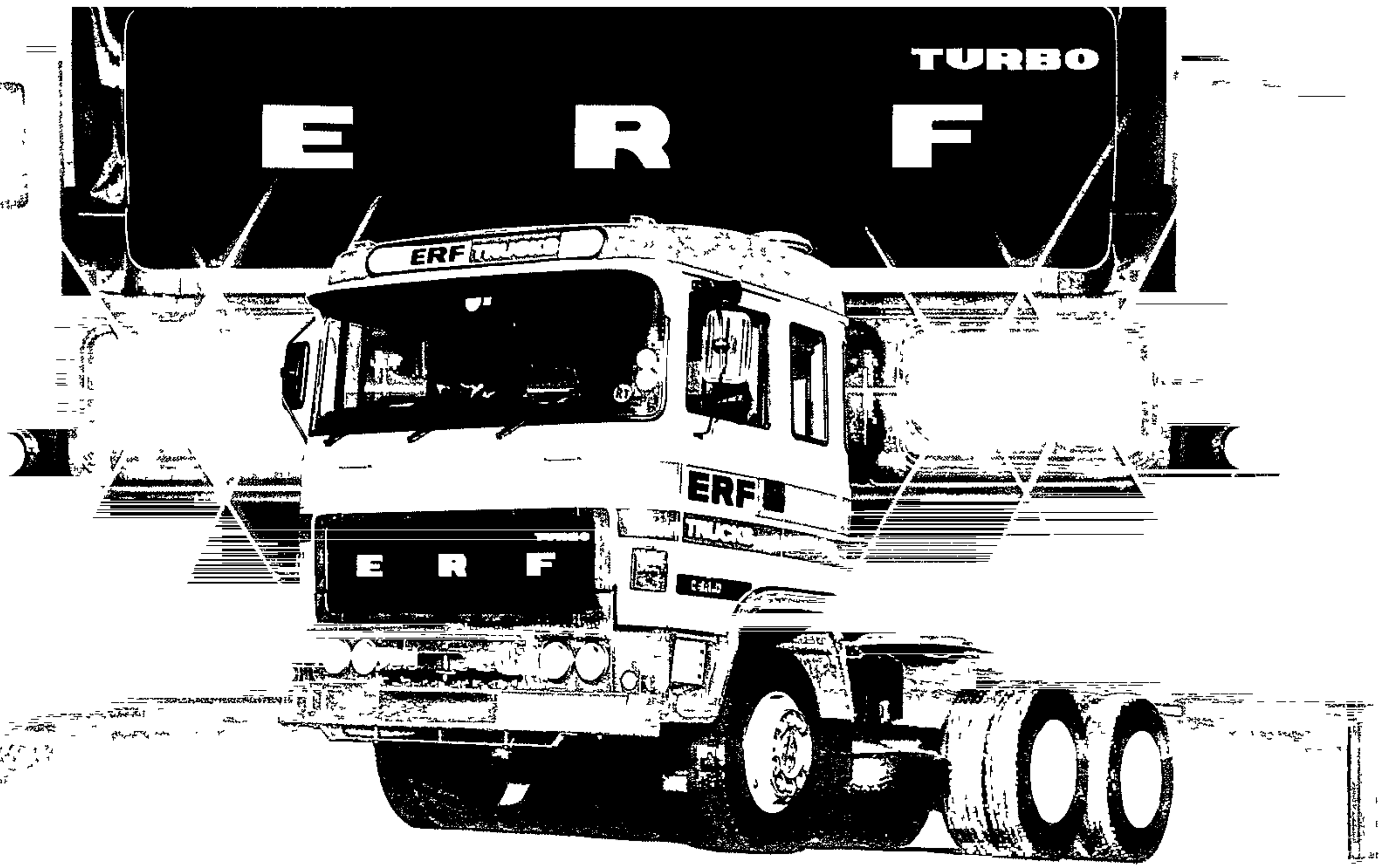
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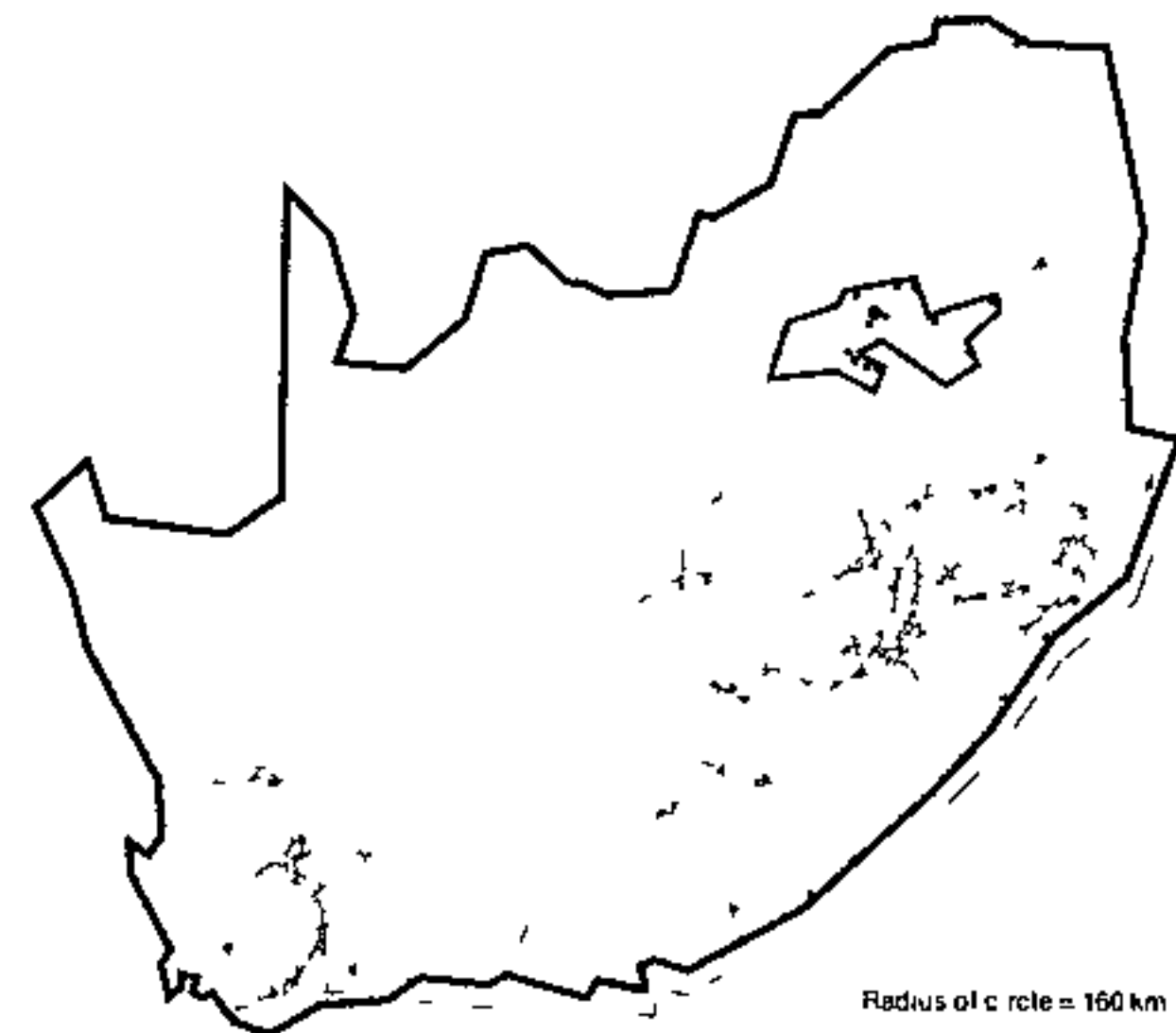
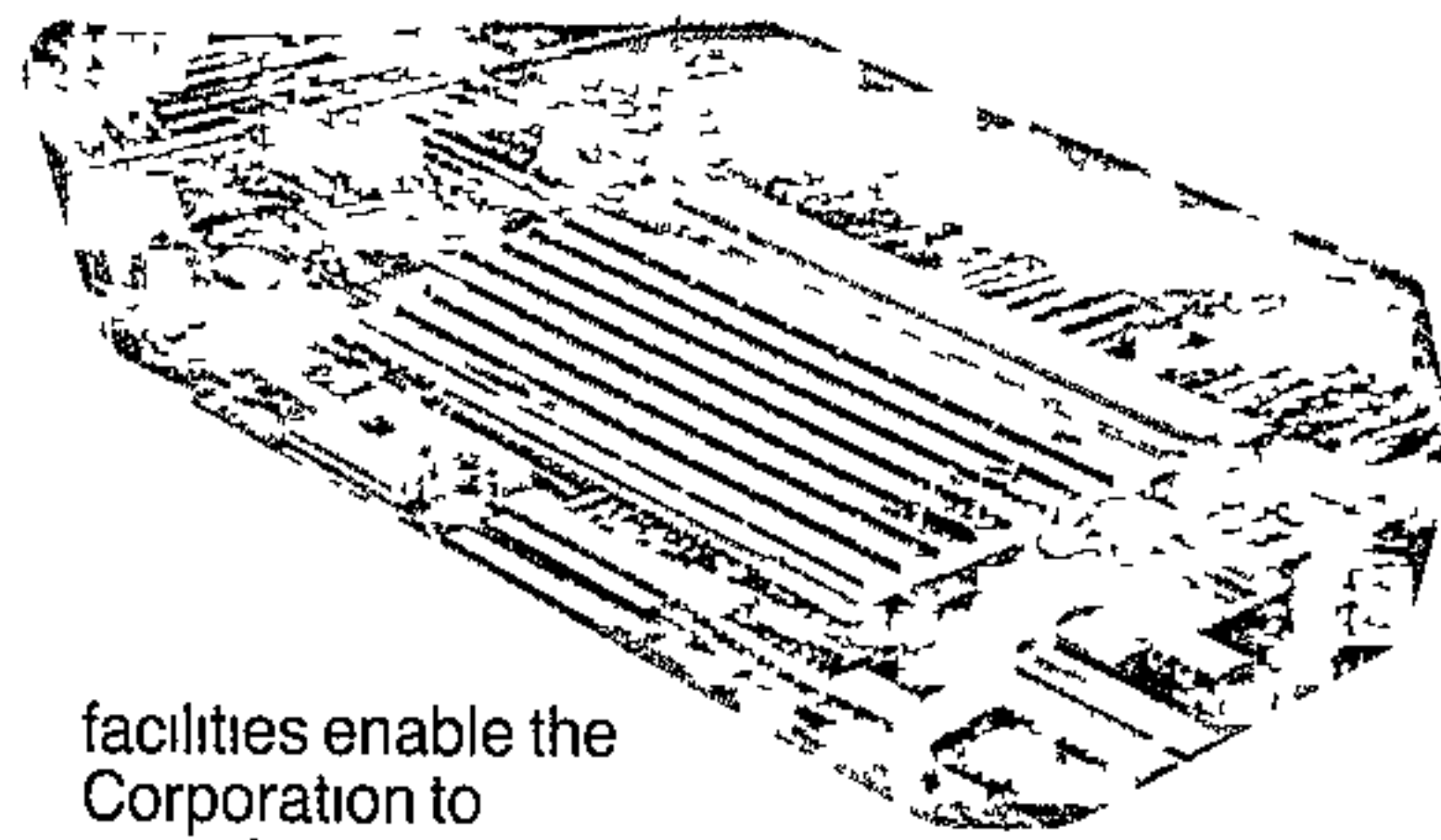
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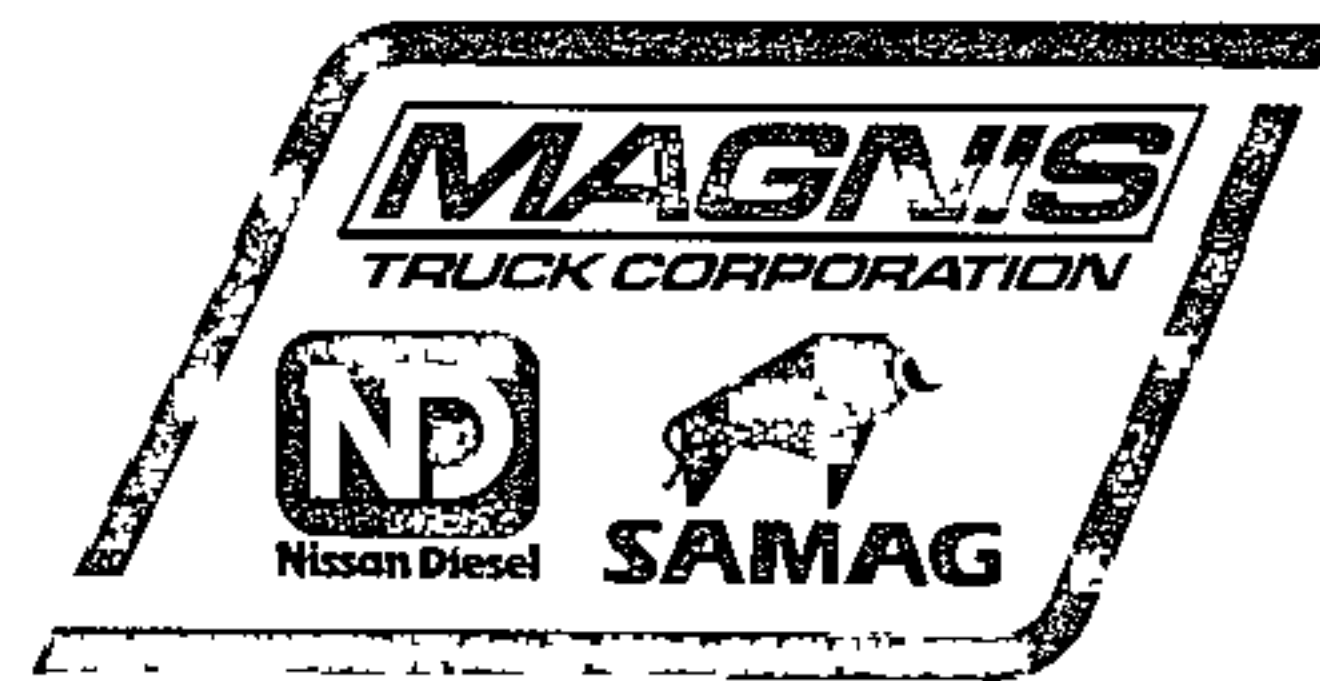
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content is that it is designed to create local technology rather than encourage only a facility. There are many in the industry who challenge that

John Ness, Leyland SA's product planning manager, for example, says that "with the local content programme, we are tending to nourish unviable operations. Local content programmes should be cost-efficient and non-inflationary"

He disagrees with Beckurts's claim that an ADE-DB engine, comparing like with like, costs 20% more than a German import.

But Beckurts sticks to his guns "ADE engines have a penalty on them of between 57% and 114% in certain cases," he avers "In the case of the Perkins-designed engines we use, it is 50%-57%. Comparing our in-house TL12 engine and the ADE 407T engine, there's a penalty of over 100%

"The impact of using a prescribed engine and gearbox can push up the fuel cost by 15%"

In Ness's view "The Astas programme was not well researched. It involves a high degree of speculative investment"

He would like to see an alternative gearbox manufacturer to stimulate competition. "We are, in fact, paying a premium of R700 on each box," he complains

Inevitably there have been heated exchange between Ness and Astas. But happily it isn't all bitterness. Opinions are changing. Des Gush, Toyota's truck and bus



Astas' Van Niekerk ... local content for local technology

director, recalls that ADE engines were sent to Hino in Japan to be engineered into the new Super Dolphin range. Hino, one of the world's leading big truck makers, was high-

ly impressed

Toyota also uses Astas gearboxes and finds them technically good. So does Mercedes-Benz, among others

Brake on the economy?

The permit system is coming increasingly under fire for its anomalies and inequalities, but there is hope it will be changed

The much-criticised road transportation permit system will probably remain untouched until either the National Transport Policy Study (NTPS) finds a more workable solution or until it is superseded by O-licences (operators' licences)

That doesn't make them more palatable or prevent people such as Mike Norris, chairman of the Public Carriers' Association, sounding off and condemning "the so-called permit system" and labelling it "no longer workable and contrary to the economic interest of our country"

He says it needs to be scrapped, but admits this is unlikely before the NTPS has submitted its findings

"It is an unfortunate fact that some of the regulations are patently unreasonable. This has tended to undermine the credibil-

ity of the authorities and the system as a whole."

He cites a provision that allows a private operator (one who conveys his own goods) to carry goods 80 km without a permit, but limits a public haulier (one who carries others' goods for gain) to 40 km "This is," he says, "ridiculous"

Norris holds that there would be no illegal operators who deprive legitimate operators of business and are the bane of the authorities' lives, if there was not demand for them from commerce and industry.

He makes it clear, however, that neither he nor the PCA "condones any illegal operation, be it overloading, abuse of permits, or anything else" He agrees that transgressors should be prosecuted, because they are breaking the law. But he

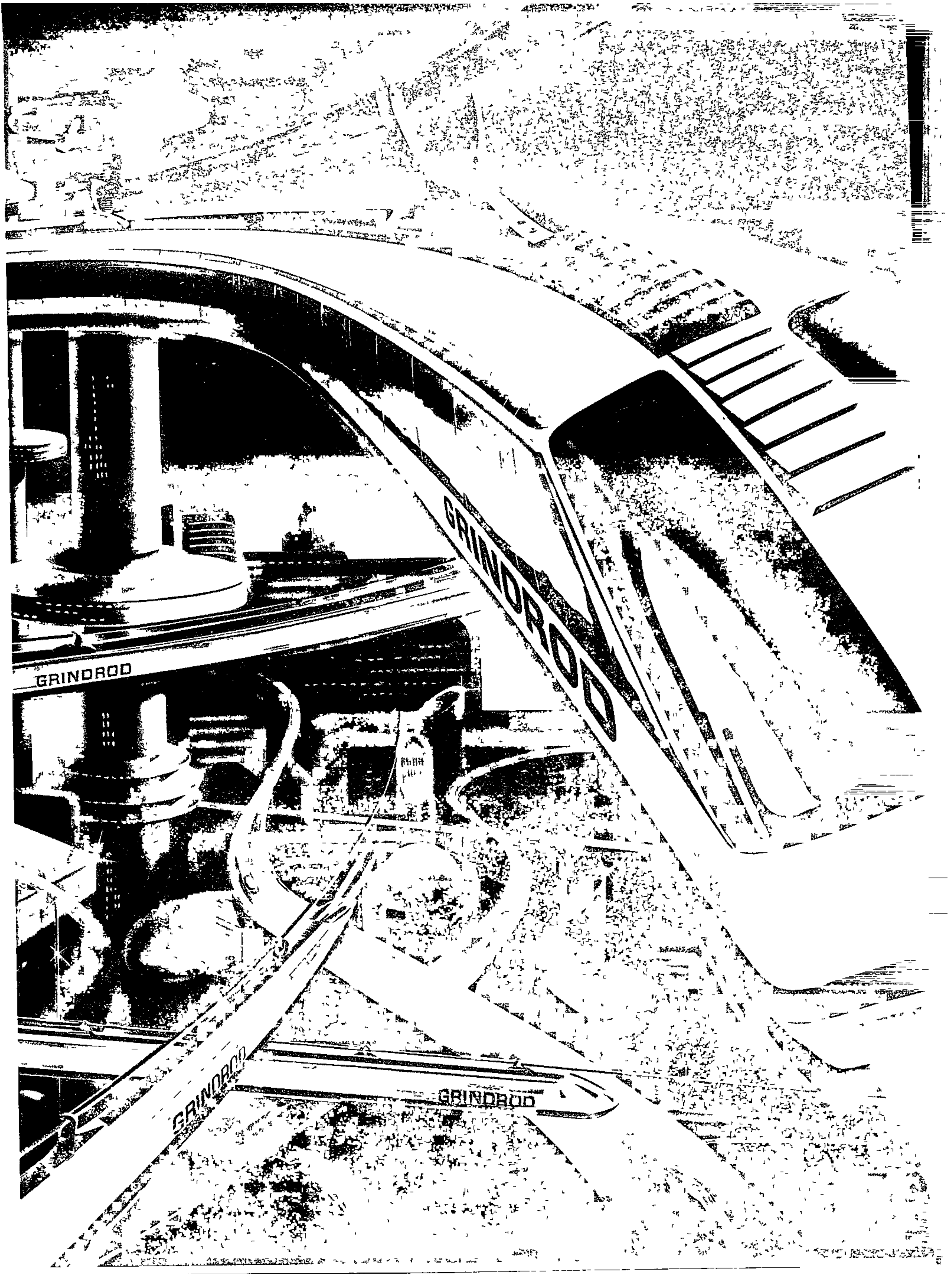
adds that only the courts are competent to "decide if any particular action is legal or illegal. It is totally wrong for the Department of Transport, Sats or anyone else outside the legal system, particularly those with vested interests, to try to usurp this function"

The answer to the problem does not lie "in more draconian legislation which cannot be effectively enforced, but in a complete review of policy, as is being done by the NTPS"

The NTPS, which found that 15%-20% of the transport market is regulated, has also criticised the need for permits, and those who grant them. Fiscal 1982 saw the issue of 35 132 public permits, 5 586 private and 79 553 temporary. The figures for fiscal 1983 were 43 488, 7 016 and 62 921

The NTPS points out that temporary or 14-day permits may be issued by a Road Transportation Board, but adds caustically that 15 boards issued them with minimum co-operation

"It is significant that 66% of those issued in 1982 were temporary permits. This fi-





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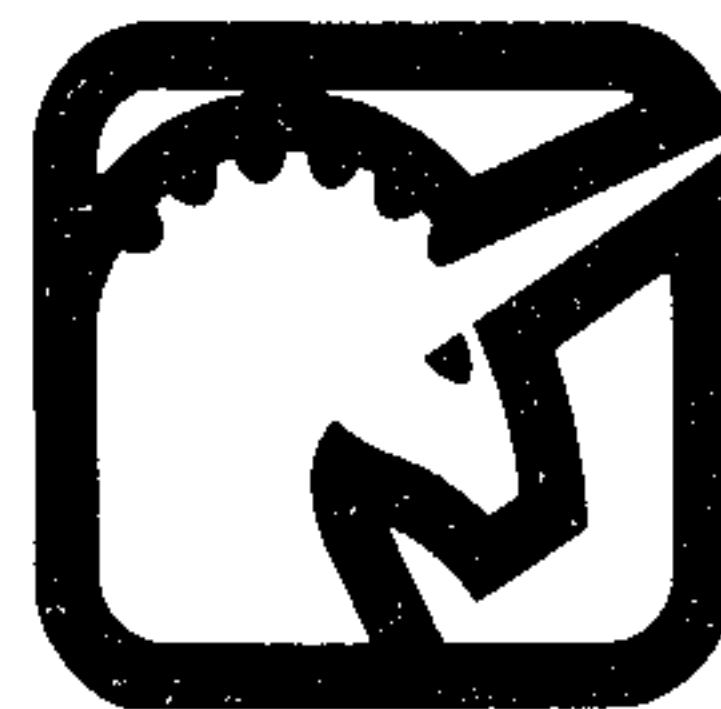
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RAILROADING

Appeals against LRTB decisions (1981-82)

Local Board	Number lodged	Upheld	Varied	Dis-missed	Sent back	With-drawn	Lapsed	Pending*
Johannesburg	216	56	39	94	16	8	6	76
Pretoria	159	42	22	39	18	29	6	56
Durban	103	26	10	54	8	15	3	25
Pietermaritzburg	46	23	7	32	1	3	0	10
Cape Town	65	19	5	30	3	8	2	10
Port Elizabeth	18	6	1	6	0	4	0	5
Bloemfontein	16	3	0	3	0	1	0	14
Potchefstroom	86	15	5	12	0	6	6	53
Kimberley	23	1	3	1	0	1	0	2
Windhoek	20	2	2	3	1	3	0	10
TOTAL	752	193	94	274	47	78	23	280

* Includes appeals pending from 1980-81
Source: Department of Transport

gure decreased to 55% in 1983. Temporary permits are intended to cater for very urgent and/or unforeseen circumstances. Given the rate of applications and/or predominance of temporary permits, the impression is gained that these provisions are interpreted liberally by the local Road Transportation Boards (LRTBs)."

It found that Sats objected to the granting of about 30% of permits and was successful in about 95% of those objections. It compiled the accompanying table to illus-

trate "the substantial administrative burden of the permit system."

Jack Webster, an acknowledged expert on the permit system and a member of the NTPS steering committee, has decided views on it. He says it has become a cross between a comic opera and a benevolent fund for the legal profession.

"From 1930 to the end of 1977, if anyone wished to apply for a permit, he appointed a consultant who prepared all the necessary documents and presented them to the

relevant Road Transportation Board. Only rarely did the Railways object to the granting of a permit."

"If applicants were dissatisfied with the board's decisions, they could appeal to the National Transport Commission. In 99% of all cases, its decisions were accepted as final."

"That system was identical with the system we have today. The law hasn't changed. The circumstances have. Applications are no longer put to the board by consultants. Attorneys have to be employed and they invariably propose that advocates be briefed, knowing that the other side, be it the Railways or a public carrier opposing the application, will have the same back-up support."

"We know it is totally irrelevant what the board decides to do. If it grants the permit, the side opposing it will appeal to the National Transport Commission — that day. If the applicant doesn't get it, he will appeal to the NTC."

"After a few weeks, the NTC will sit and decide, but that, too, will be totally irrelevant, because whoever loses, is going to the Supreme Court, and if the matter is really important, it will end in the Appellate Division in Bloemfontein."

The NTPS was told that a simple case,

MY PAL, THE PERMIT

Alan Cowell, immediate past vice-chairman of Assocom's transport committee, holds that the road transport permit system creates monopolistic situations. And a businessman respected for his knowledge of the transport industry concurs.

"Three to four years ago," he says, "road hauliers were squealing about permits and regulations. But now they have shut up because they realise they have been living on the pig's back and enjoying a level of profit they wouldn't have had if they not been protected by permits and been able to base their tariffs on the high Sats rate."

"If the regulations were all quashed tomorrow and the Railways started operating on a cost-related tariff, it wouldn't hit the Railways, it would hit road transporters. Everyone's pro-permits because they provide a virtual monopoly."

Cowell quotes a hypothetical example: "Take the guy who has been given a permit to transport cement to Newcastle because the Railways could not guarantee a steady supply to the construction industry there. He can offer to supply five truckloads a day, every day of the year, but he will make them pay much

more for transport than the Sats rate. There is only one reason why he can behave like that — he has the permit, he has the monopoly."

The permit system does not affect as many transport operators as is commonly believed. Only 20% of transport is controlled by permits and 80% of road transport isn't regulated at all. The issue, therefore, is only the 20% that goes outside the exempted areas.

The general view, however, is that anyone who supplies a transport service is entitled to a measure of protection. Without it, no substantial investment in trucks would be considered safe because, as transport men like to point out, it's a capital-intensive business."

Statistics, or the lack of them, are another problem. Cowell, with support from the PCA's Jack Webster, says it is difficult to take meaningful decisions and make meaningful assessments in certain areas because of a lack of figures. As a result, there's a lot of foggy thinking, and permits could be one of the results.

Deon Blignaut, Cape Town-based chief executive of Trencor's transport division, is critical of the way the permit system can be manipulated.

"It happens quite frequently nowadays that someone gets a permit to transport, say, shaft-sinking equipment. The purpose of the permit and the goods it covers are quite clear, but the permit-holder wants an all-classes permit, so he takes counsel's opinion."

"The argument advanced is that anything that can be remotely construed as being needed to sink a shaft is covered by the permit. They base their argument on the fact that the definition of the word equipment in the Oxford Dictionary includes the word "requirements" and in another dictionary, the word "goods," which means all classes of goods."

"All classes of goods are now being transported under permits originally issued for the transportation of, for example, office furniture and road building equipment. The legal profession has become rich from giving these interpretations of the alternative meanings attached to permits conditions."

He says he knows of "scores" of transport operators who give their drivers photostat copies of their counsels' opinions to keep in their cubby holes. And they are duly produced when trucks are stopped for inspection.

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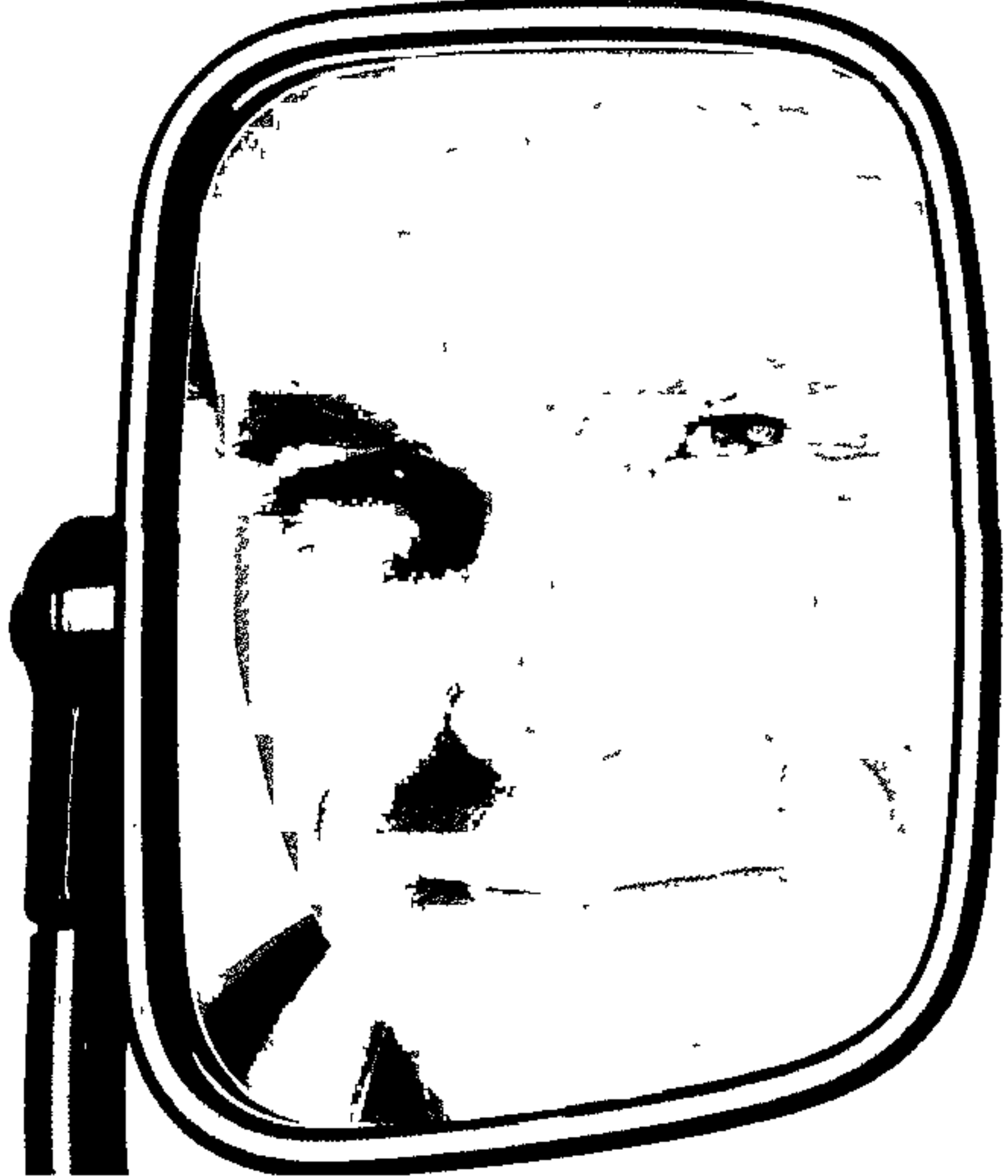
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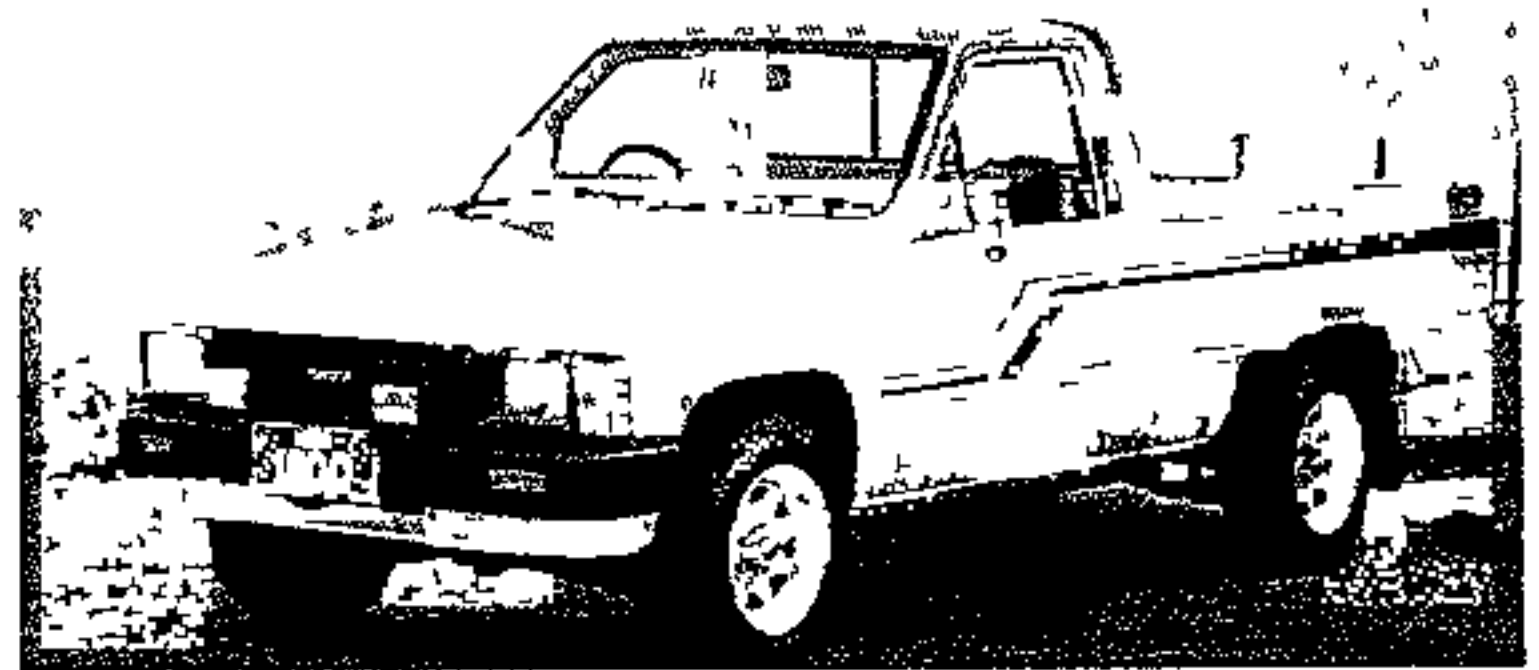
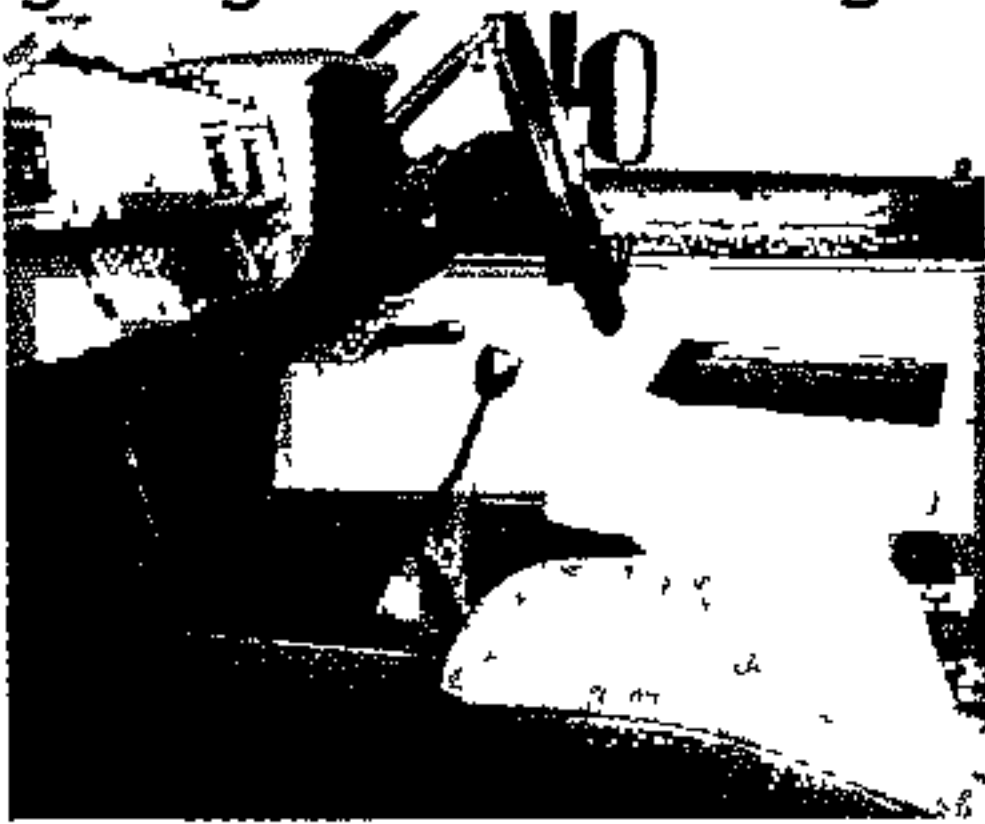
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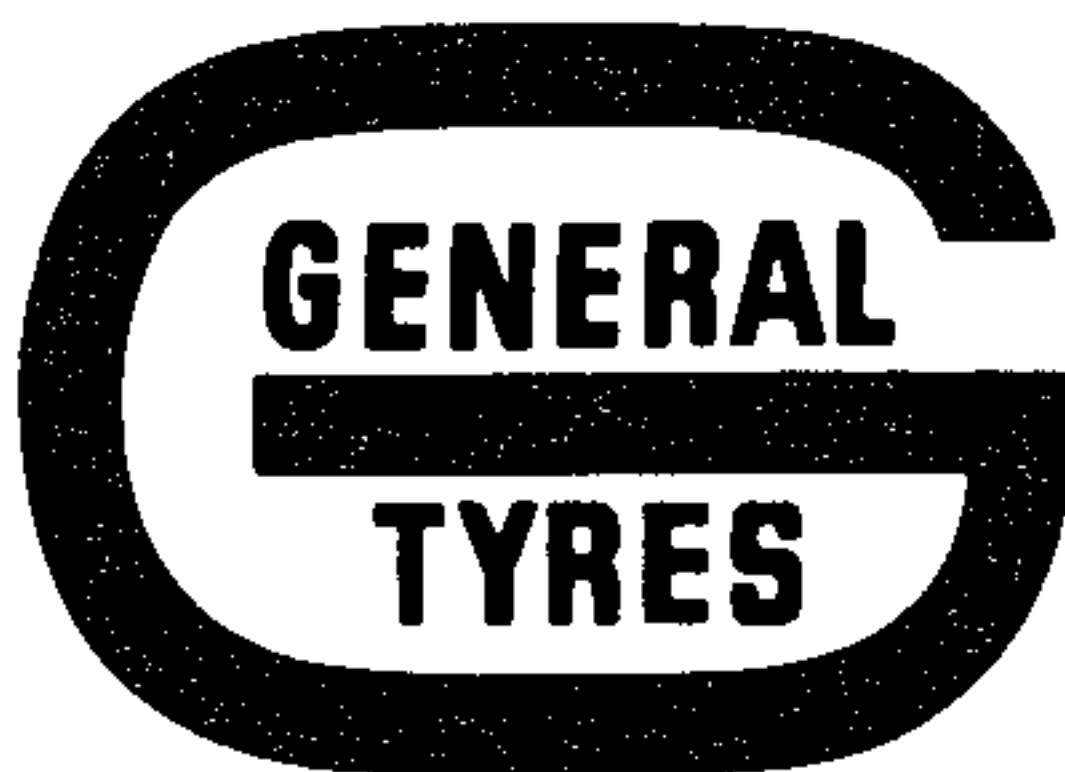


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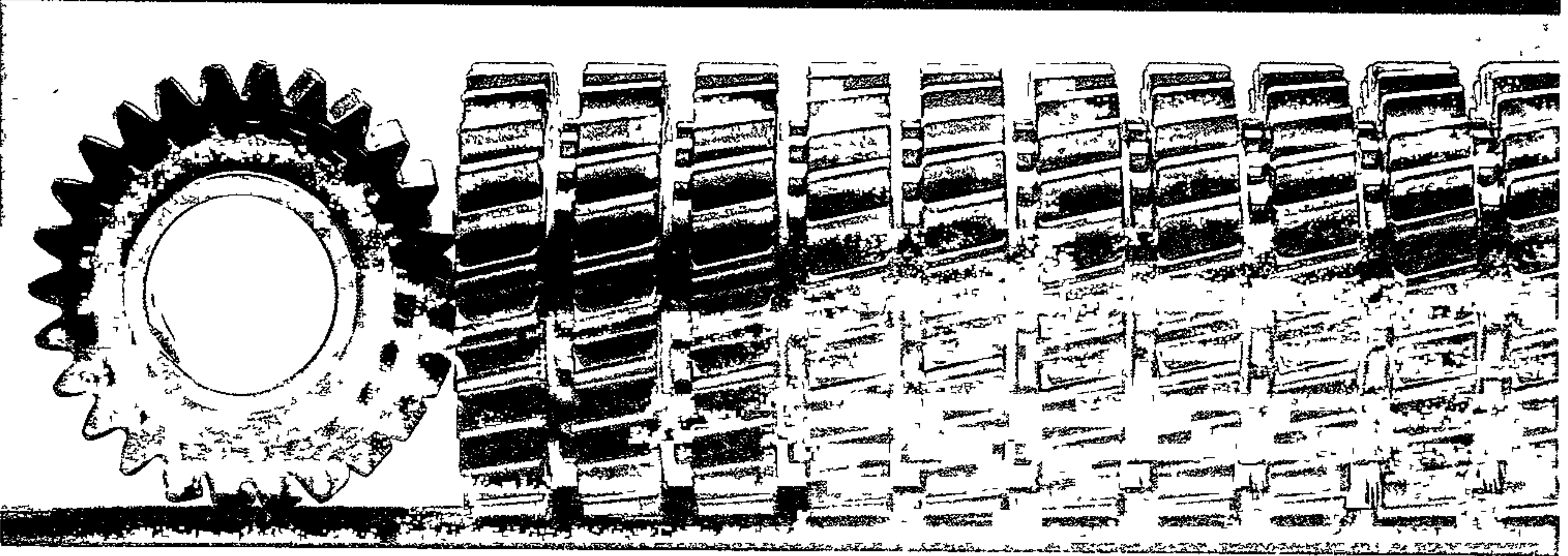
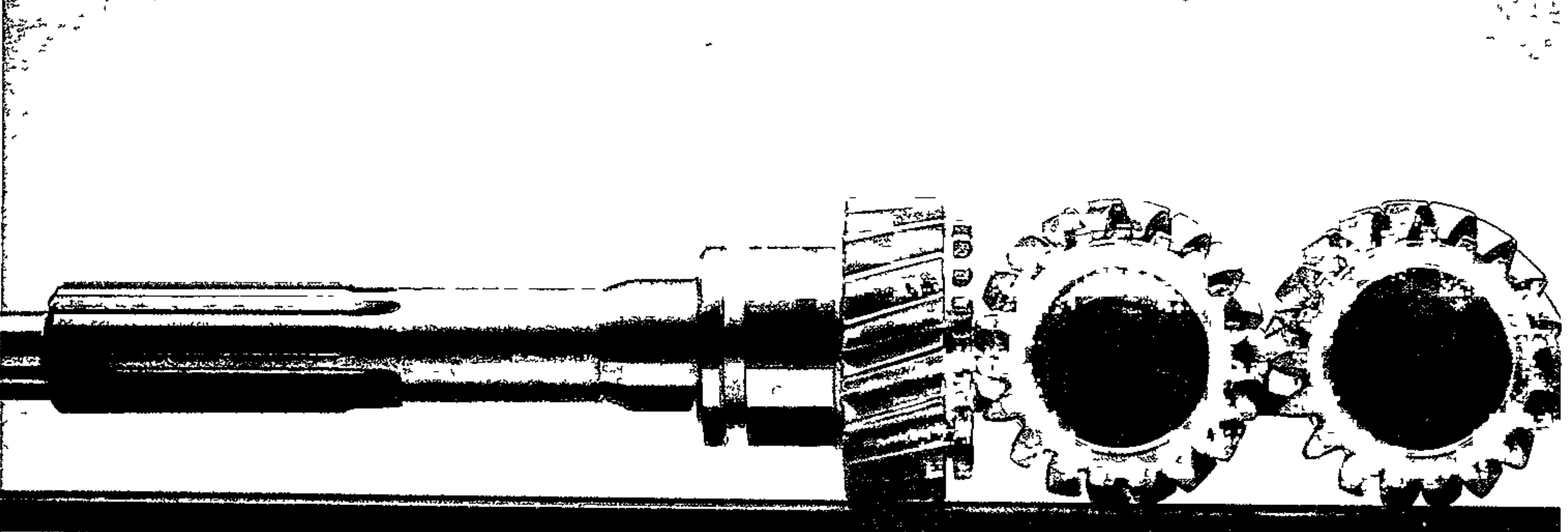
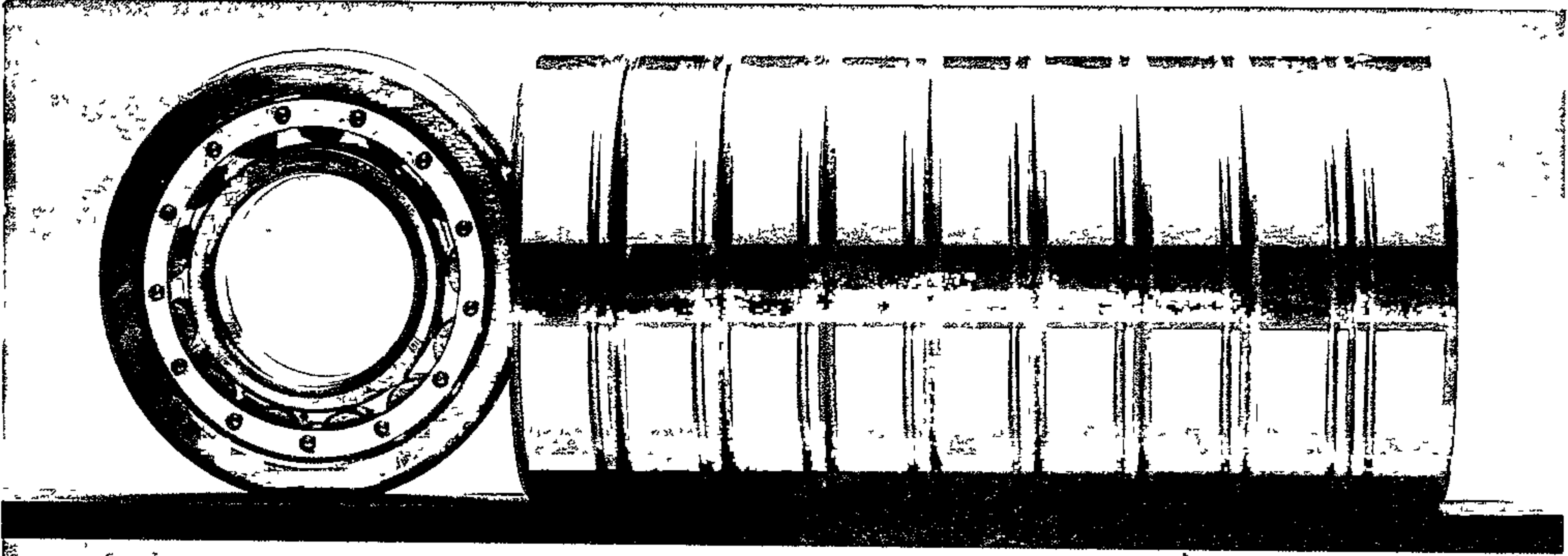
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such as an application for additional authority, can cost R360. If only an attorney is used, legal fees of about R2 000 must be added. Where an advocate is briefed, the legal fees usually amount to R20 000, plus the R360. And, in cases that go to appeal, all the fees are repeated, excluding R110 for the permit.

Although he is a member of the NTPS's steering committee, Webster points out that some findings will have to be tested. This will happen in project 1 of phase 2.

He asks "How can anyone be sure that the commonly accepted belief that only 20% of road traffic is regulated is correct? Who knows if the rest of the traffic is in the exempted areas, the 80 km radius, the 40 km radius, or covered by the exempted

goods list and any of the 29 exemptions contained in the Act? We have no statistics, so how do we know that's right?

"The report talks about the percentage of goods transported by the Railways and by public carriers.

"The estimate is based on an outdated model created in 1971 that took no cognisance of the distance the goods are conveyed. It talks only of tons moved, not t/km. So 10 t between Germiston and Johannesburg is 10 t, and 10 t between Sishen and Saldanha is also 10 t."

He feels inter-modal competition, which is directly affected by the permit system and which would occupy a lot of the NTPS's time, needs to be more carefully defined and understood.

It isn't simply a question of road versus rail, says Webster. It includes air and sea transport as well and their competition. It also includes a study of what freight could best be conveyed by each mode.

"Speaking generally, and agreeing there are exceptions where, for example, a factory may need a relatively small amount of a particular type of coal, I ask why it is necessary for one truck driver to bring 25 t of coal from Witbank to Johannesburg when one train driver can bring thousands of tons?"

"On the other hand (referring to courier services), why should 265 passengers on a flight to Durban be delayed by the loading freight that should have been on the overnight road express?"

New road ahead

A new system envisaged for the control of SA's road transportation puts the emphasis on quality and safety

SA's transport buffs are working towards a stage where operators' licences — 0 licences — may replace the much-abused permit system as the major regulatory instrument for private road transportation.

The difference, as explained some time ago by a Department of Transport official, is basically that the present system involves quantitative control while the 0 licence system will be based on quality. This will ensure, as far as possible, that only legally-loaded, properly-maintained vehicles driven by competent drivers use the roads.

Road transport will still be controlled, and safety will be a pre-requisite. The new licences will be part of a comprehensive road transport management system. The concept was explained at a congress of the National Association of Private Transport Operators (Napto) recently by Adriaan Ecksteen, the Director-General Transport and chairman of the National Transport Commission.

Ecksteen's description of the new road transport management system is quite a mouthful. "The integrated collection, co-ordination, storing and presentation of data from all transactions involving commercial vehicles which take place between operators, vehicles and drivers on the one hand, and the regulatory authorities on the other."

In his paper Ecksteen explained that "the objects of this management system are to afford control standards for management,

drivers and safety; to provide working information to the local road transportation boards, to monitor transport efficiency with respect to commodities and permits, to improve statistical reporting to the Department of Transport, to improve strategic decision-making for all parties, to aid law-enforcement, to improve departmental efficiency with regard to data input, reporting and decision-making, and to improve inter-departmental efficiency among the provinces and the Central Road Traffic Bureau at the Department."

To achieve those aims a number of registers or data bases, "which will form the elements of the system," will have to be established.

He details them "The first of these registers will be for operators. Compulsory possession of an 0 licence will be introduced for all operators of commercial vehicles, both private or public.

"A companion register of E, or exempt, licences holders, will also be created to cater for such bodies as municipalities, boards and farmers who may be exempt from 0 licences, but who are still liable for registration in order to afford a complete date base.

"To qualify for an 0 licence, an undertaking will have to prove that it complies with criteria which could include the following: That it employs a competent person, a holder of a Certificate of Professional Competence (CPC), it has adequate parking facilities, it has made adequate arrange-

ment for maintaining its vehicles and it has sufficient finance not to prejudice the safety of the operation."

The second register, he says, "will list those people who have proved by examination that they are professionally competent to apply for a certificate of professional competence. All details of such certificates will be registered and cross-referenced to the 0 licence for which the CPC-holder is responsible. The CPC will belong to the person it is awarded to and will be revoked only in the case of criminal action.

"The third important register is the road transportation permit register which will list all permits issued, refused, suspended and lapsed, with cross reference to operator and vehicle files. Permits will be issued for specific periods for specific vehicles and for specific commodities, all of which will have to be specified by the applicant.

"A fourth register will list all commercial vehicles owned and/or operated by undertakings in the 0 or E licence registers. It will cover all vehicles over 3 500 kg gvm, all mini-buses and all commercial motor cars (taxis). Application for all alterations and additions to the registered fleet will be processed by local boards."

He says the fifth register is necessarily one of professional drivers. "At this stage it is envisaged that a professional driver's permit will be introduced for all professional drivers of commercial vehicles, in place of the existing public service permit.

"Personal details of all professional drivers employed by 0 and E licence holders will be registered. Drivers will be required to carry their professional permit and official logbook at all times when in charge of a vehicle.

"Training is a key, as is sound management."



Overload

Sats has to charge more for some services to make up for losses it is compelled to bear on others

Cross subsidisation must be accepted as a way of life. Even with assistance from Treasury, it is the only way Sats can comply with its statutory requirement to balance its books and provide the many loss-producing socio-economic services with which it is legally lumbered.

No businessman, a member of the

National Transport Policy Study group (NTPS) points out, would care to change places with Sats' GM Dr Bart Grové, who has to start his latest financial year with a deficit of about R1 000m."

Government (see *Finding a way*) expects Sats to carry, among other goods, minerals, coal, agricultural products and

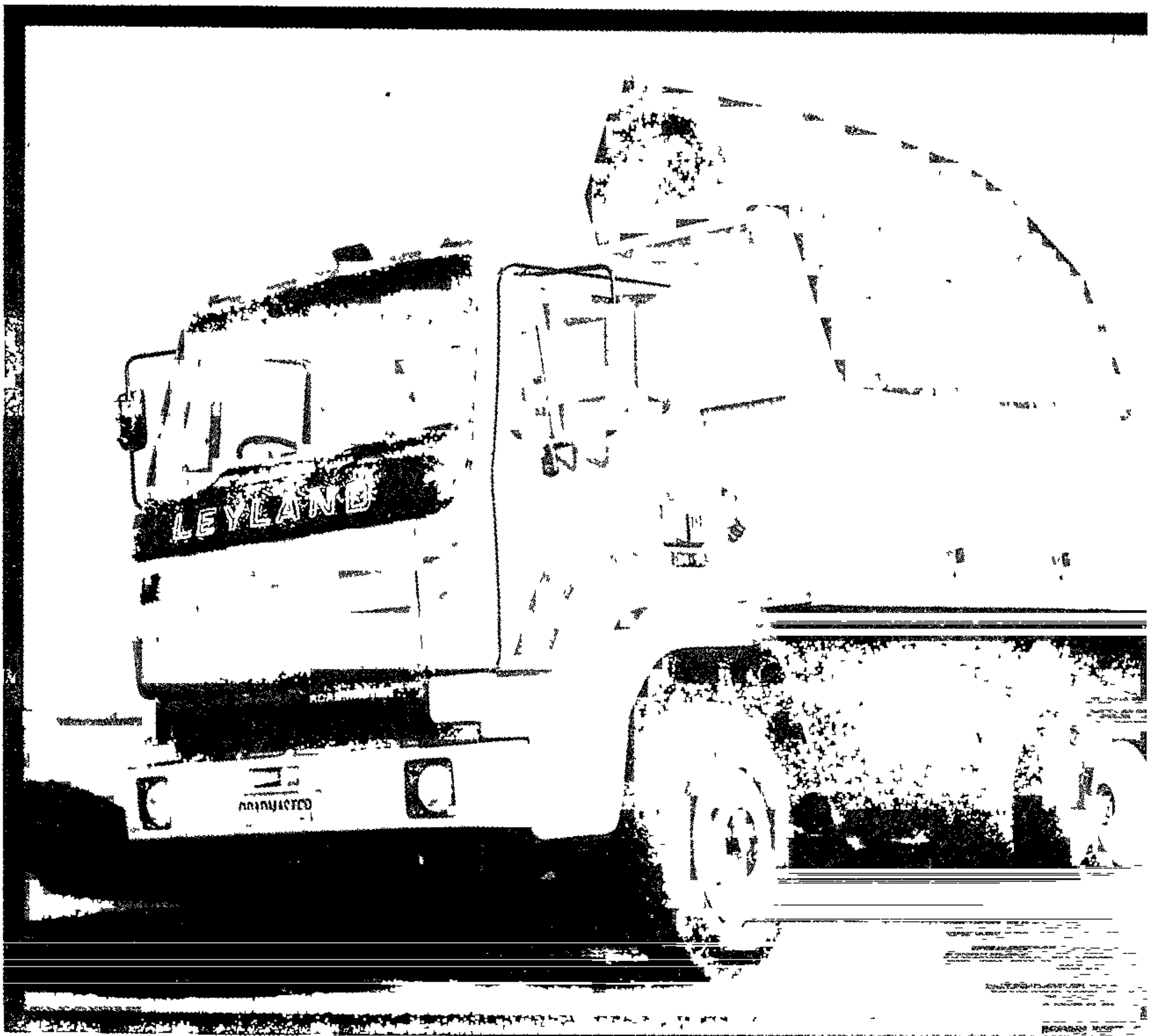
passenger traffic at a loss.

It must also pay to try to make government policy work. For example, provision of rail services to South West Africa last year (fiscal 1984) showed a R90m loss. This year it is expected to be higher at R95m.

The need to fly round the bulge of Africa is the direct result of political differences with black Africa. Sats does not quantify the extra cost, but bearing in mind that fuel makes up 36% of its operating costs, it must have made a major contribution to SAA's R98m loss in fiscal '83, a hefty increase on the R57,8m in fiscal '82.

It appears that the debt structuring

ROADMAS





arrangement is not helping. Although Sats will not discuss the position, it seems it is precluded from repaying all but a few minor Treasury loans. Interest alone, it is said, is costing Sats up to R1m a day.

A rough rule of thumb, according to Hendrik Hamersma, chief director, passenger services, is that Sats, government, by way of its subsidy on passenger losses (see table), and the fares collected from passengers each pay about a third of the cost of conveying people. In 1982-83, the contribution from each was: passenger fares, 37%; State subsidy, 32,3%, and cross-subsidiation, 30,7%.

As the table also shows, losses on conveying passengers increased further in fiscal '83. At the same time there was a drop of nearly 31m in the total number of passen-

gers conveyed — from nearly 753m in fiscal 1982 to 722m in fiscal 1983.

On the surface, this was due to a drop in the number of *intercity* passengers, because the number of *commuters* carried increased over the same period — from 682,2m to 682,7m. But the figures are misleading because it is accepted that, in reality, there was a drop in the number of commuters as well — a result of the weaker economy. The figures, in fact, do not account for a rezoning of the intercity and commuter areas which took place in the interim. It is anticipated that, by 1990, Sats' annual loss on conveying passengers will be about R2 billion, without taking compensation into account or in changes in the system which may be introduced before then.

According to estimates, cost recovery

from first-class mainline (intercity) travellers will be 35,9% in the current financial year. It will cost Sats R128m to carry them, but revenue from fares will be only about R46m. An even worse picture emerges from the second-class mainline passenger operation. Cost recovery from fares will be 31,5%, or R62m of the R197m cost. Third class recovery through fares is expected to be a good deal better — 61,7%, or R171m of R277m.

Overall, Sats expects to cover 46,3% of the cost of running mainline passenger traffic this year, leaving a deficit before subsidy or cross-subsidisation of R323m. Anticipated revenue is R279m, anticipated cost, R602m. Overall cost recovery for 1983-84 and 1984-85, including compensation, is estimated at 89% and 77%.

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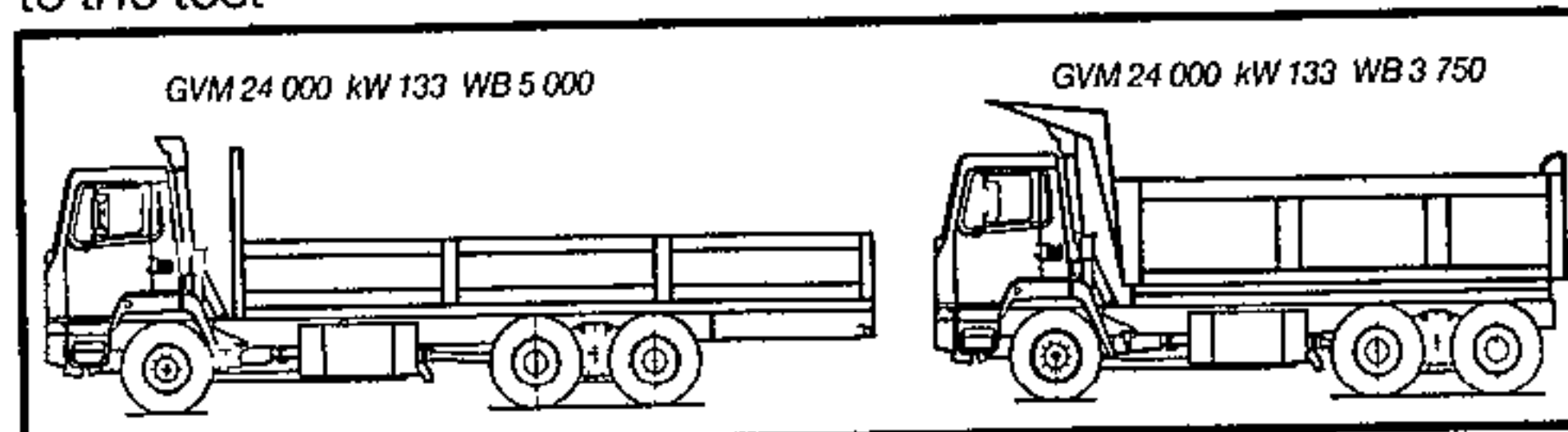
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SEEING RED

How Sats loses out on passengers

Year	Loss on suburban commuter traffic	Loss on inter-city traffic	Total Rms	Govt subsidy	Net SATS loss†
1977-78	193	127	320	43	277
1978-79	218	144	362	55	307
1979-80	241	160	401	172	229
1980-81	301	189	490	243	247
1981-82	393	205	598	287	311
1982-83	449	257	706	340	366
1983-84	472	278	750	605	146
1984-85	—	—	888*	—	—

* Anticipated

† Recovery mainly by cross-subsidies

Source Sats

respectively

Paradoxically, increases in fares for first and second-class intercity travellers and for first-class commuter travellers have kept pace with the CPI since 1970. This suggests that the main problem in the first and second class service has been mounting costs. Conversely, costs of operating third-class intercity and commuter passengers, by far the bulk of train travellers, have been well below the CPI (see graph). In real terms passenger losses have remained almost constant since 1977.

The graph appears to support the view of an Assocom man that "had courageous action been taken in 1973 (at the beginning of the fuel crisis) and had all third-class fares been increased by 6% then, it would have been possible to keep those fares in line with inflation and Sats would not have been in the trouble it is in today.

"Sats' big loss on passenger services comes from conveying third-class commuters to and from work. Their fares can't be brought up to where they should be to cover today's costs. Those people simply don't earn enough to pay much more to get to

and from work. It would probably mean trebling fares which is unacceptable."

No-one in Sats is saying how much was milked from high-rated traffic in its last financial year (1984) or fiscal 1983 to cross subsidise loss areas. And it is difficult to work it out. The annual report for the 1984 fiscal year is not yet available, although the report was tabled in Parliament when the Minister of Transport Affairs delivered his budget speech.

Cleverly-drawn graphs in the 1982-1983 annual report, the latest one available, do not reveal much. They show that the contribution of high-rate traffic (covered by tariffs 1 to 10) to revenue has been declining steadily since fiscal 1975, when high-rated freight contributed a shade more than 50%, until fiscal 1983, when it contributed roughly 35%.

In the same period, the revenue contribution of low-rated traffic, all traffic below tariff 11, increased from about 48% to 65%.

A similar graph shows that in fiscal 1983, about 88% of Sats rail traffic was low-rated and the balance high-rated. It also showed that fiscal 1975 was a good year for Sats

because 20% of traffic that year was high-rated.

The only facts about cross-subsidisation Sats has made public is the now out-of-date information it gave to the National Transport Policy Study. This showed that, in fiscal 1982 (its financial year ends on March 31), Sats had to find R1 024m to cross subsidise its loss-producing socio-economic services.

It lost R598m on the transport of passengers but reduced this to R311m with the aid of a R287m Treasury subsidy. It lost R118m on its air passengers and R598m on goods conveyed at up to 30% below cost.

Sats found the R1 024m, which amounted to about 7% of the revenue of the exchequer account of central government that year, from profits on pipelines (R163m), harbours (R140m), goods conveyed at above cost (R624m) and a "balancing item" of R79m.

In fiscal 1980, analysis showed that 60% of all goods carried did not cover costs, 24% did not cover 85% of cost, 13% was conveyed at only 65% of cost. On the plus side, 20% of goods was conveyed at more than 120% of cost — reaching as high as 330%.

Many schemes to relieve Sats of the need to cross subsidise have been suggested. It is believed that, apart from Sats itself, some other government departments are also working on the problem.

Many in Sats would like to be rid of the uneconomic operations and be allowed to stick to the profit-making services on a free market cost-related basis. But as things stand this is not feasible.

Suggestions from the private sector nearly all hinge on increases in taxation of one form or another, including an extra few cents levy on fuel, increased gst, an employer tax, a levy on property in municipal areas and even hikes in personal tax.

Sats revs up

The State-owned road haulier gives warning to private operators that it's out for a bigger share of the market

The sparkling performance of Sats Road Transport (RT) in the last three years gives an indication of what could happen if Sats is ever given its head and allowed to operate purely on a cost-related tariff basis.

It could turn the tables on its competitors. Public carriers could find they are losing market share as Sats adopts the same

free market methods they developed to chase up business.

It has already turned a R5,1m loss in fiscal 1982 into a R4,2m profit in fiscal 1983 — a turnaround of close to R10m. It also achieved a 22% increase in revenue, from R131,4m to R160,5m.

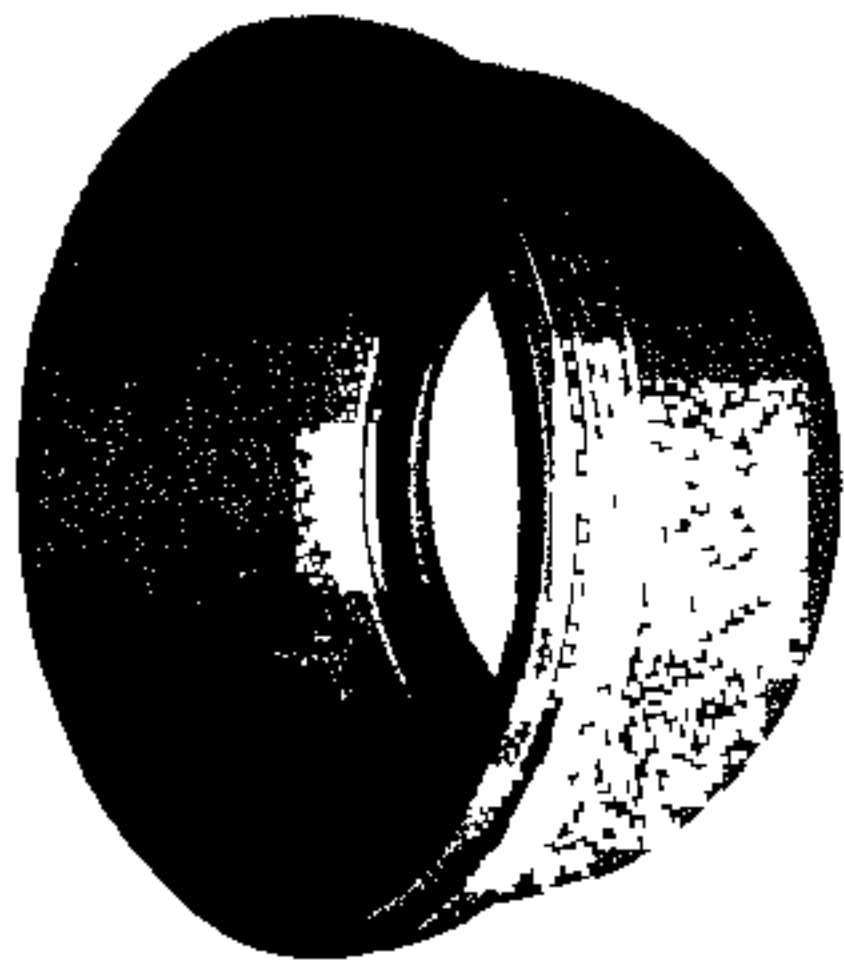
Hans Groenewald, RT's director, goods

services, is not prepared to put his cards on the table until the annual report for fiscal 1984 has been published, even though it has been tabled and passed in Parliament. But he says the profits for 1984 were even bigger and hints that profits for the first quarter of the current financial year, April to June, are "satisfactory".

He attributes the turnaround to what boils down to a virtual scrapping of the tariff book as far as full loads are concerned — an eagerness to negotiate competitive rates, and even more competitive rates for large continuing contracts. In other words, doing what the private hauliers do.

RT is developing a completely new mar-

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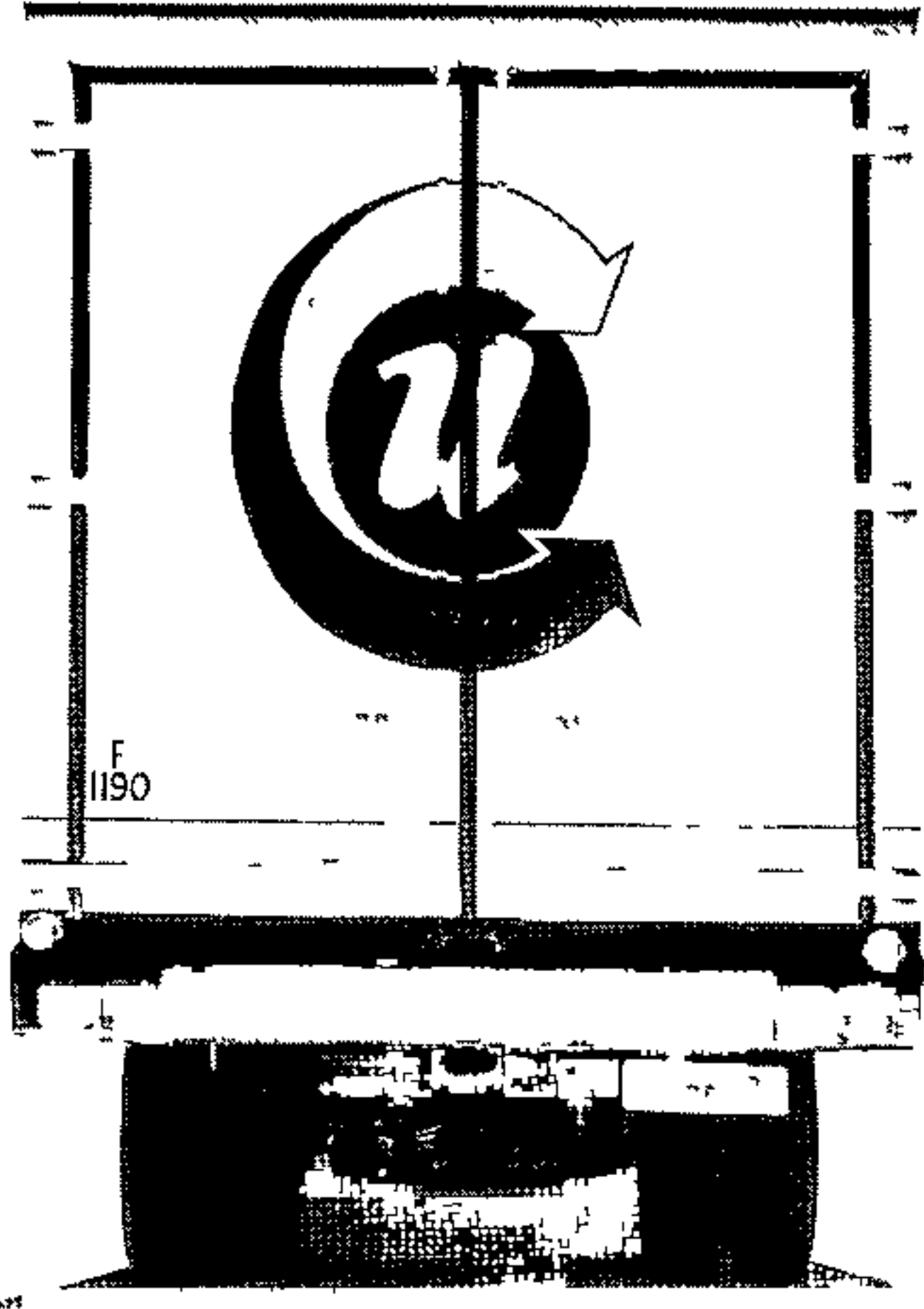
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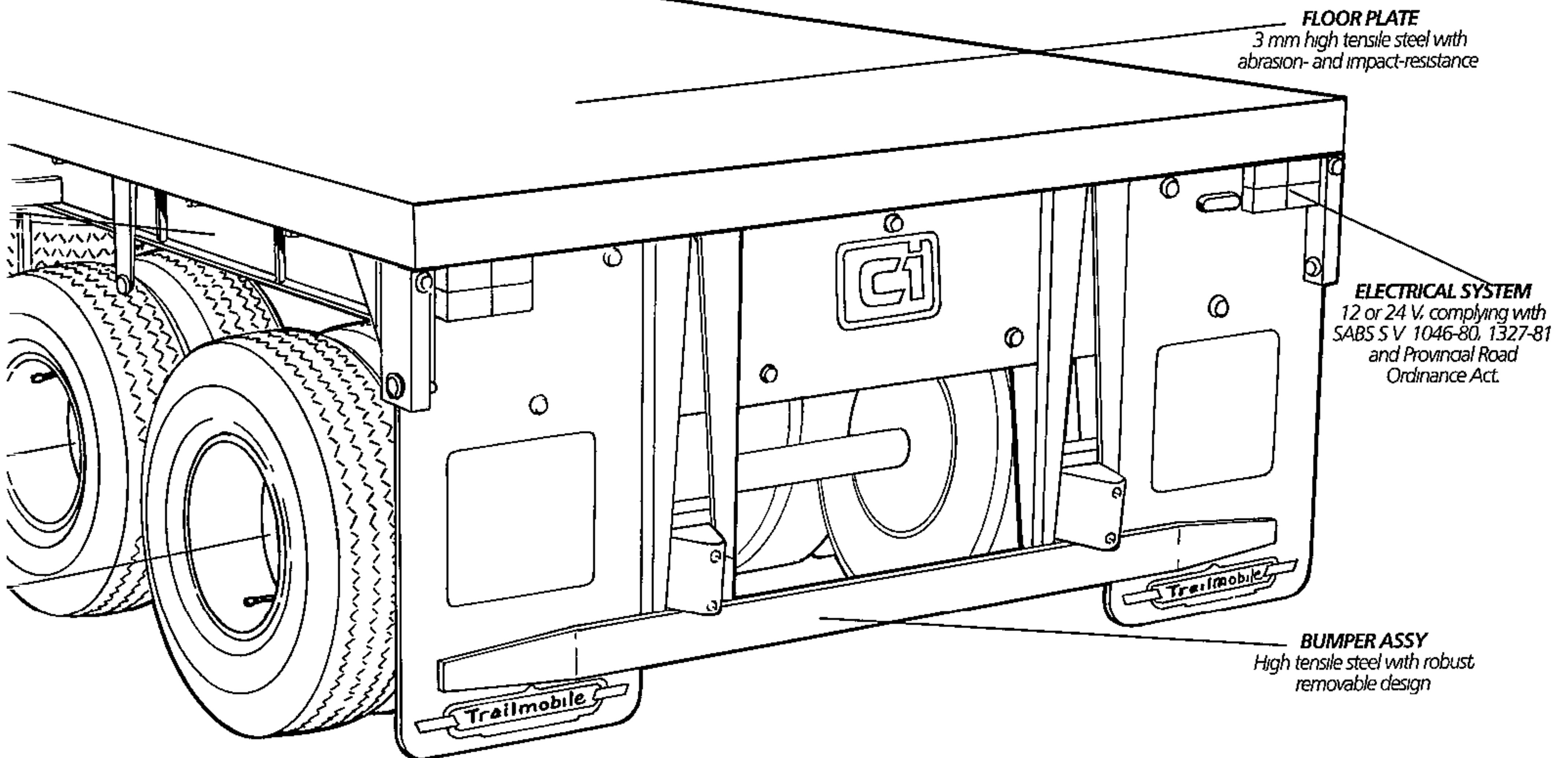
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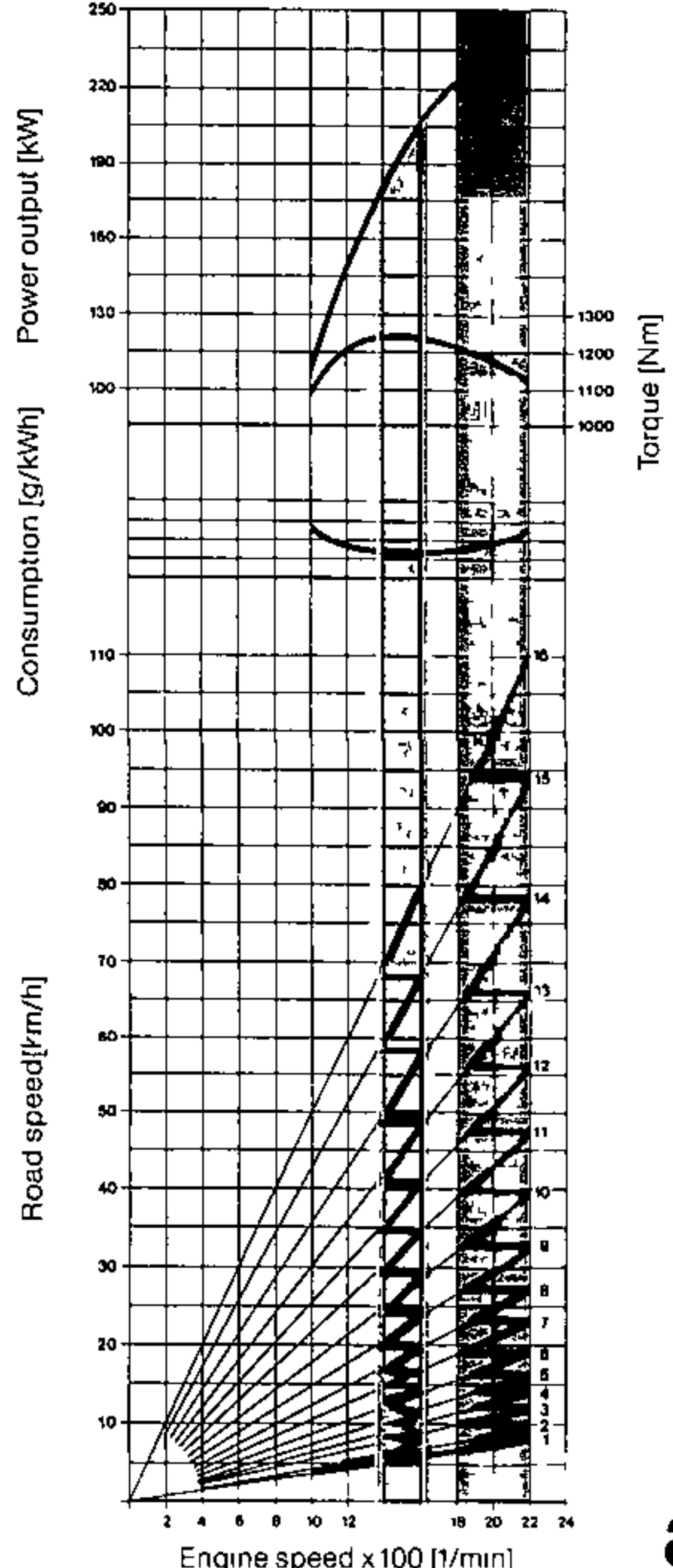
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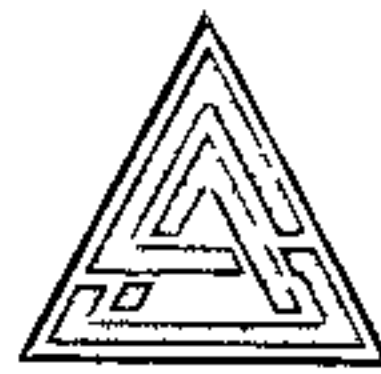
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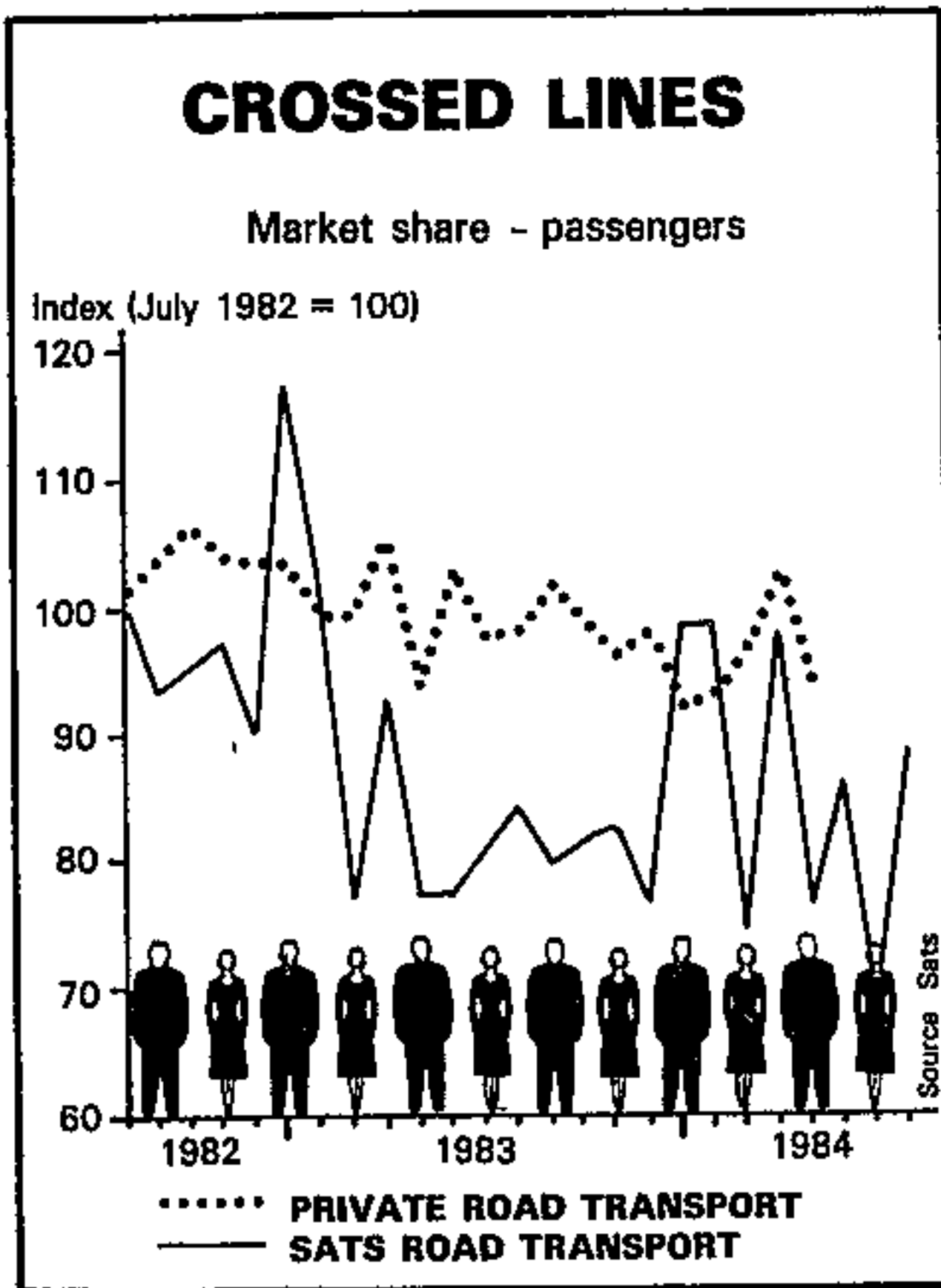
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keting strategy based on an exhaustive market research programme it conducted "to assess the entire market and identify areas where we could get in and compete"

The first contract it won in competition with private hauliers was for the distribution of perishables for a large supermarket chain. According to Groenewald, "It started with one vehicle. Now we distribute countrywide for them and we run a fleet of 22 t payload refrigerated vehicles dedicated to that contract."

"We load vegetables in Cape Town and have them in Johannesburg in 24 hours. Twelve hours later they're in Durban in other vehicles. We operate another run from Messina for the Limpopo valley farmers"

Groenewald was pleased when the Deciduous Fruit Board won an NPI award for productivity recently "They said it was because of the good transport arrangements. That was us. We carried nearly 13 000 loads



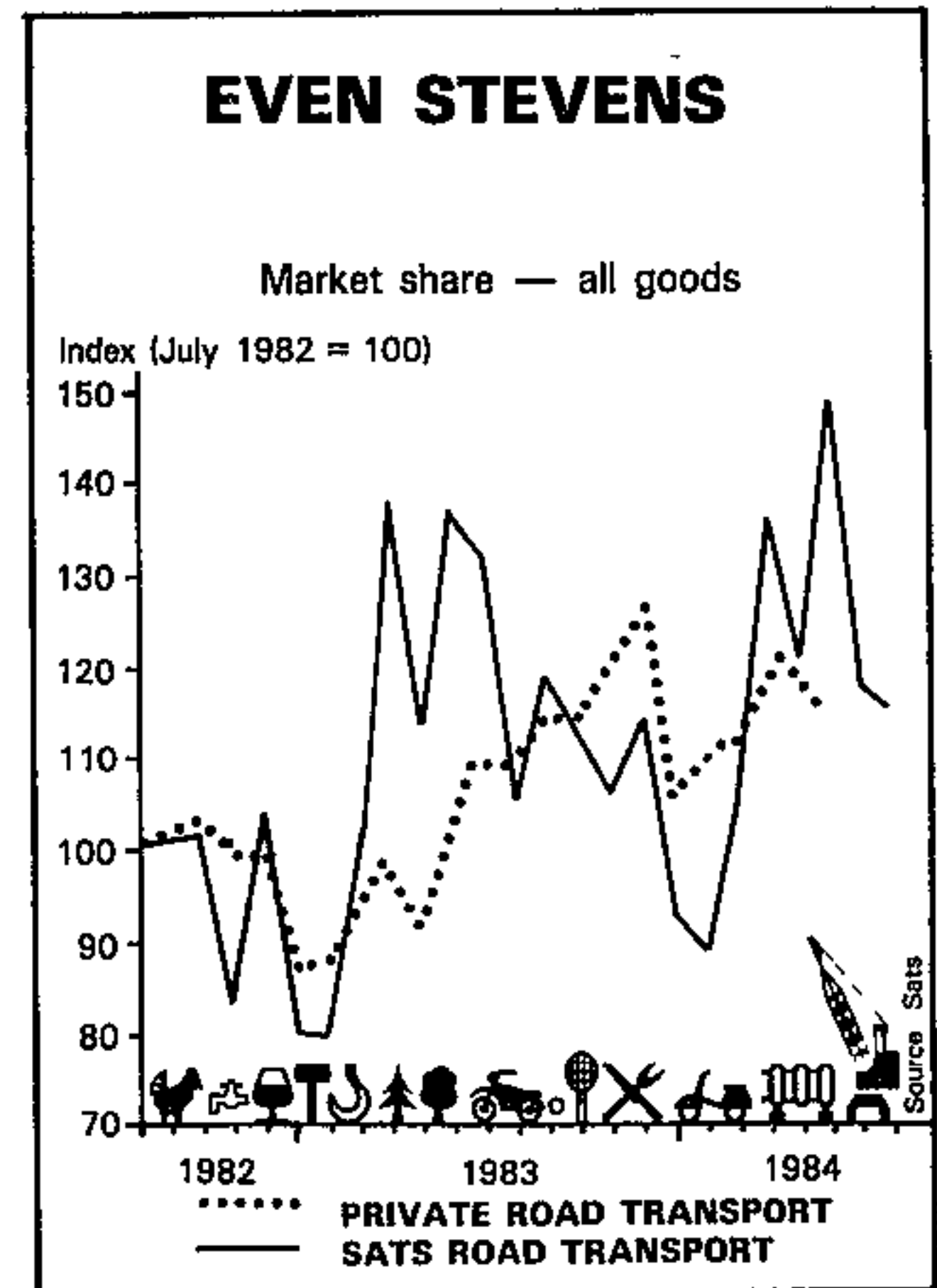
RT's Groenewald ... only just starting

for the DFB in six months.

"We also have a large share of the market for refrigerated and insulated traffic, with long-term contracts for certain customers. And we're only just starting."

RT has about 1,5% of the road transportation market. That isn't very much, but, as the graph shows, it is gaining ground in the goods sector

The increase in the transportation of goods — it conveyed just over 4 Mt in its last financial year — has been achieved despite the fact that the bottom has virtually dropped out of the market for certain specialised loads



Groenewald says RT's 900 passenger buses carry about 19m passengers a year, mostly at weekends, to the homelands and independent states. The fleet is being upgraded by the introduction of a new generation of vehicles which provide more comfort and luxury fittings

RT operates several services at a loss. Natal is proving to be a heavy loss area because of the services it has to run from there to the Transkei "and the terrible condition of those roads" It is also losing out heavily on its Namibian services.

RT also loses out when its services are regarded as an extension of a service provided by the Railways, especially in the rural areas.

In the abnormal load market competition is intensifying in payload sector up to 90 t

The lucrative market above 140 t dried up when construction of Sasol II and III

'RUN 'EM OFF THE ROAD'

Not surprisingly, the chairman of the Public Carriers' Association (PCA), Mike Norris, believes there should be no Sats Road Transport (RT). He says it should not be allowed to compete with private hauliers who can supply the same services.

He explains his thinking: "It has to be recognised that it makes no sense for Sats to compete in road haulage against the private sector. There is no place for this operation in a free enterprise system, and it is a waste of the nation's resources."

"The old argument that the private sector cannot or will not provide all the

services required by the community is no longer valid. We can provide whatever is needed, but it will be at a realistic cost."

For Norris, the major problem, "apart from economic issues which are likely to have a significant impact on the transport industry in the short term," will be to convince government of the need to accept and adopt free enterprise philosophies. It will have to "face the realities of the rail versus road controversy," he says, adding that there has been a swing from rail to road transport all over the world.

The trend is already visible in SA

where "it is inevitable that road transport will play an ever-increasing role in most areas."

He concedes that rail transport has an important, specialised part to play in conveying bulk commodities over long distances. But he feels that the sooner the concept is accepted that Sats should give way to private road transport in other areas, the better it will be for the SA economy as a whole.

"I am confident that, in the long run, common sense and economic values will prevail — private road transport will be able to play the vital role for which it was set up."



was completed. However, Groenewald believes this is only a temporary phenomenon and RT is gearing up for its revival.

In addition to the widely-publicised multi-wheeled Ultra trailer built by Nicholas of France which RT has been using to transport its biggest loads, it is to take over and operate a much bigger trailer from Escom — one built by Italy's Commetti that can carry loads of up to 400 t.

It has also bought two Mercedes-Benz and two MAN 6x6 truck-tractors "to give better opposition in the 120 t payload area," says Groenewald.

"The IH Pacifics we have been using are so big that they are regarded as abnormal loads themselves, and we have to obtain permits whenever we send them on the road, even without loads."

"That's annoying, but we won't have that problem with the MANs and the Mercedes-Benz."

Groenewald concedes that RT has a slight advantage over its private sector competitors as far as fuel is concerned, but only for the conveyance of goods.

He claims it isn't a major advantage. Since 1978, Sats has been paying the same levies the private sector pays on fuel, plus

gst.

The disadvantage is that private hauliers get their fuel delivered to their depots. RT's fuel is delivered at the coast and it has to pay to distribute it to wherever it is needed. "It costs us 5c a litre to get it into our vehicles' tanks," he says, thinking back ruefully to the pre-1978 days.

RT does not insure with the private sector, nor does it pay licence fees for any of its vehicles. But it does pay R2m a year to the provinces, which is distributed among them according to a formula based on the distance its vehicles travel on the roads of each

Staying on the rails

Sats is dedicated to meeting private competition on its own terms and it appears to be succeeding — almost too well

The whole transport sector has been shaken up by Sats' stated intention to seek new business the private sector way — by talking the businessman's language, determining his requirements and trying to tailor existing services to meet them.

The new approach is founded on solid

market research and a great deal of self-criticism — and it appears to be succeeding.

The desire to become competitive is one of the main reasons for Sats' chary attitude to revealing its true costs, says marketing director André Heydenrych.

Many in the private sector have criticised Railways for not revealing figures and for its policy of cross-subsidisation. But, by way of explanation, Heydenrych asks "Would any company in the private sector tell us what its costs are? The Treasury does not have the money to compensate us for our socio-economic services, so we have to earn as much of it as we can. Sats' costs are classified. We don't want our competitors to know what they are."

Sats' biggest concern is the market share it lost to road hauliers (see graph). Most of this is the high-rated traffic it needs to cross-subsidise low-rated, loss-producing freight.

It conducted a comprehensive market survey to determine its strengths and weaknesses in 118 categories to work out a strategy to regain lost ground. The results showed that it had no problems getting coal, mineral ores and bulk agricultural products because it provided the only mode that could transport them economically, particularly for export.

The survey also showed that, although Sats lacked competition for those commodities, it could not manipulate the haulage prices because of a narrow upper limit on what the market could bear.

If the freight cost pushed up the price of coal, for example, it could outprice the

product overseas. That would kill SA's coal exports and Sats would lose out.

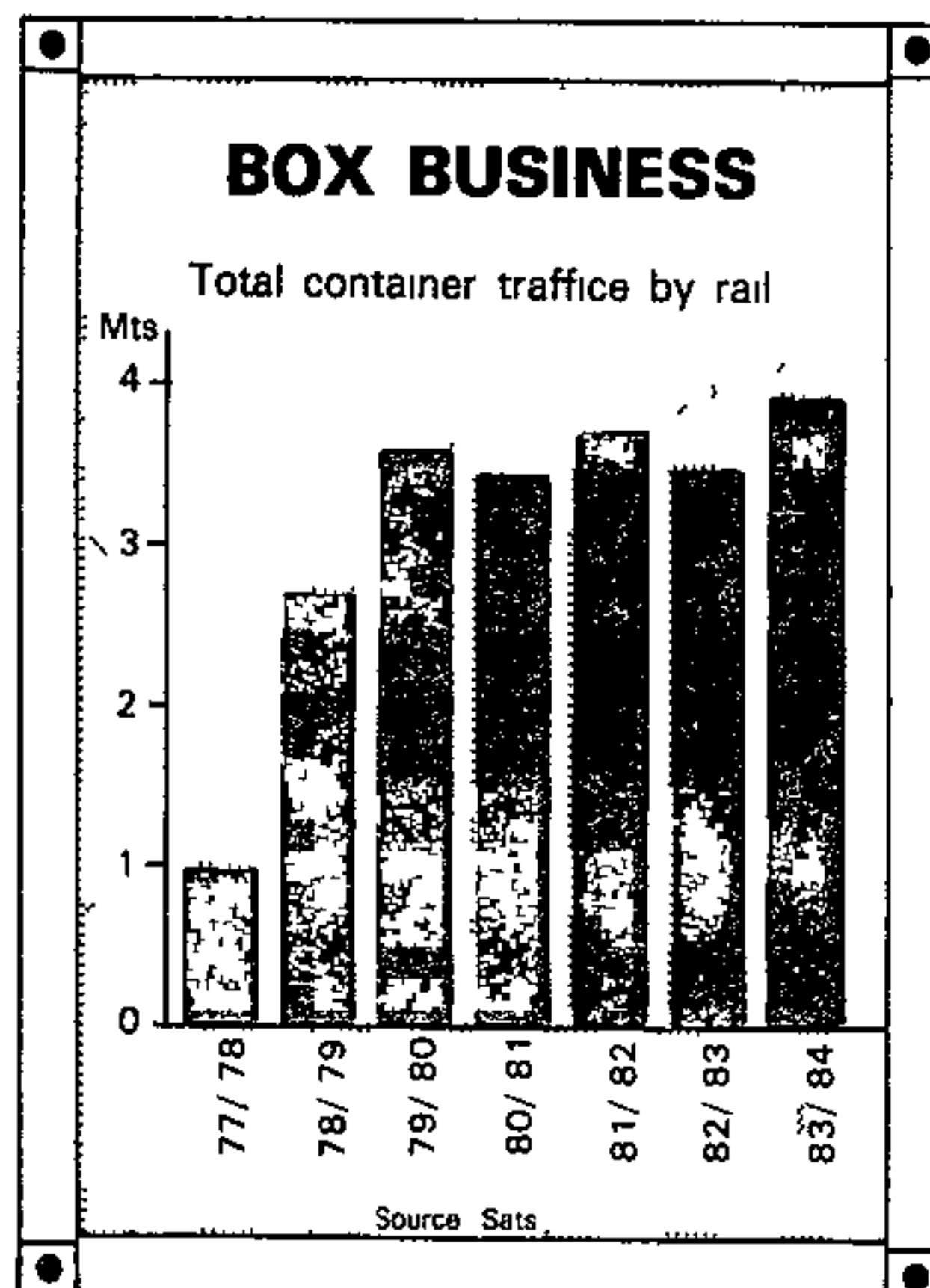
Several areas where Sats was losing the conveyance of manufactured commodities to road transport were shown up. For example sugar, beer, wine, spirits and paper. There had been neither gain nor loss in its share of chemicals and steel. It lost market share largely because of price, and high interest rates also influenced the choice of transport mode.

Companies needed to reduce inventories to stay liquid, and they needed replacement goods more quickly. The preference swung to road transport, which has traditionally provided an efficient, fast, door-to-door service.

These and other factors led to a sharp drop in Sats' market share (see graph) since 1980, when it split the transport market about 50-50 with private road hauliers. It carried only 13 Mt last year against the



Sats' Hamersma ... free enterprise marketer





CERTIFICATE IN ROAD TRANSPORTATION



The Certificate in Road Transportation courses are offered by the Rand Afrikaans University on behalf of the Department of Transport. This year is the fifth year in which the Department of Transport, the Rand Afrikaans University (Department of Transport Economics), The Public Carriers Association (PCA), and the Southern African Bus Operators Association (SABOA) are involved in joint transport management training. This training is made possible by two courses in road transportation namely, the Certificate in Road Transportation and the Advanced Certificate in Road Transportation.

The purpose of the courses is to upgrade the standard of training and knowledge within the industry, which leads to greater professionalism and, with the aim of installing an operators licencing system, to issue a Certificate of Competency to each person who successfully completes the courses.

The subjects offered covers the wide spectrum of the day-to-day activities within a transport concern, for instance, Road Transport Legislation, Vehicle Selection, Vehicle Maintenance, Cost Accounting and Budgeting, Human Relations, Economics of Transport; Training in Transport; Road Safety, as well as two subjects which specialise in passenger transport and freight transport management. During 1984, 1 120 students throughout Southern Africa enrolled in both courses which are offered on a decentralised basis in the main centres of South Africa. This method of presentation makes it a practical possibility for students to attend these courses at low costs.

The lecturers involved in the presentation of the various subjects are known and recognised experts who succeed excellently in coupling their theoretical knowledge with the practical day-to-day activities of a transport concern.

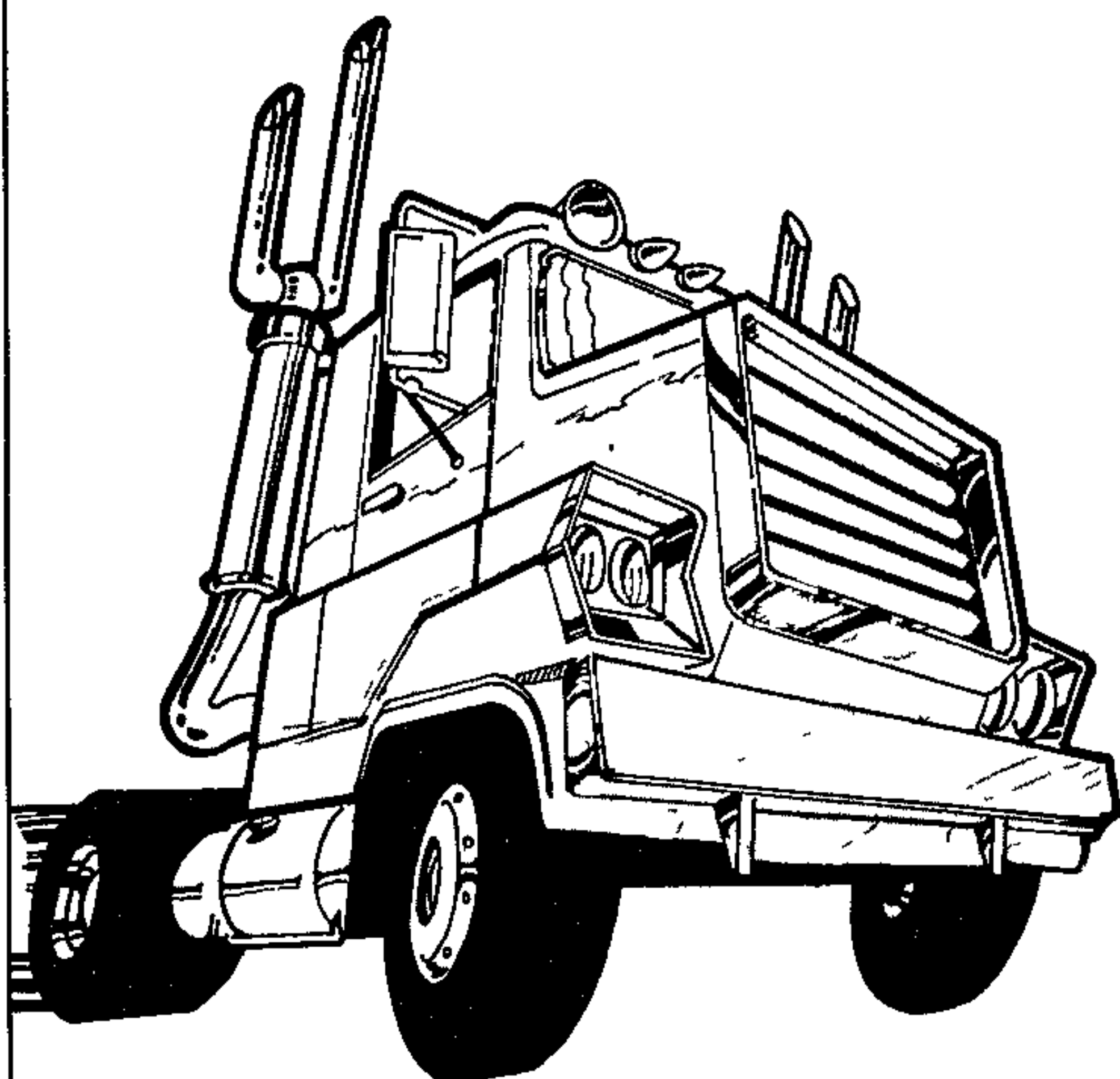
The course is completely multi-racial, with no entry qualification requirements and the medium is mainly English. Except for one or two subjects, all documents are available in both official languages.

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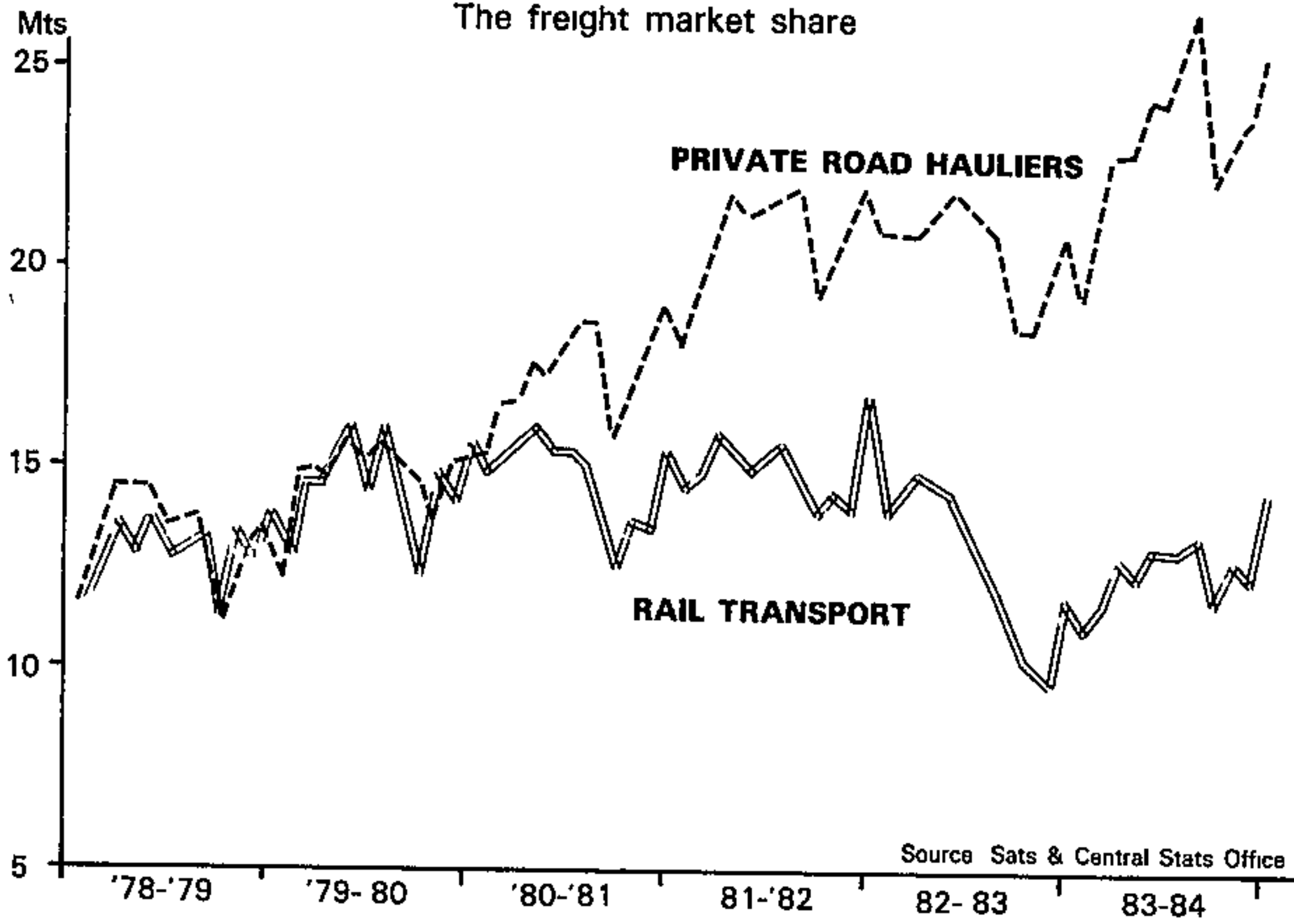
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MILES AHEAD

The freight market share



road hauliers' 23 Mt

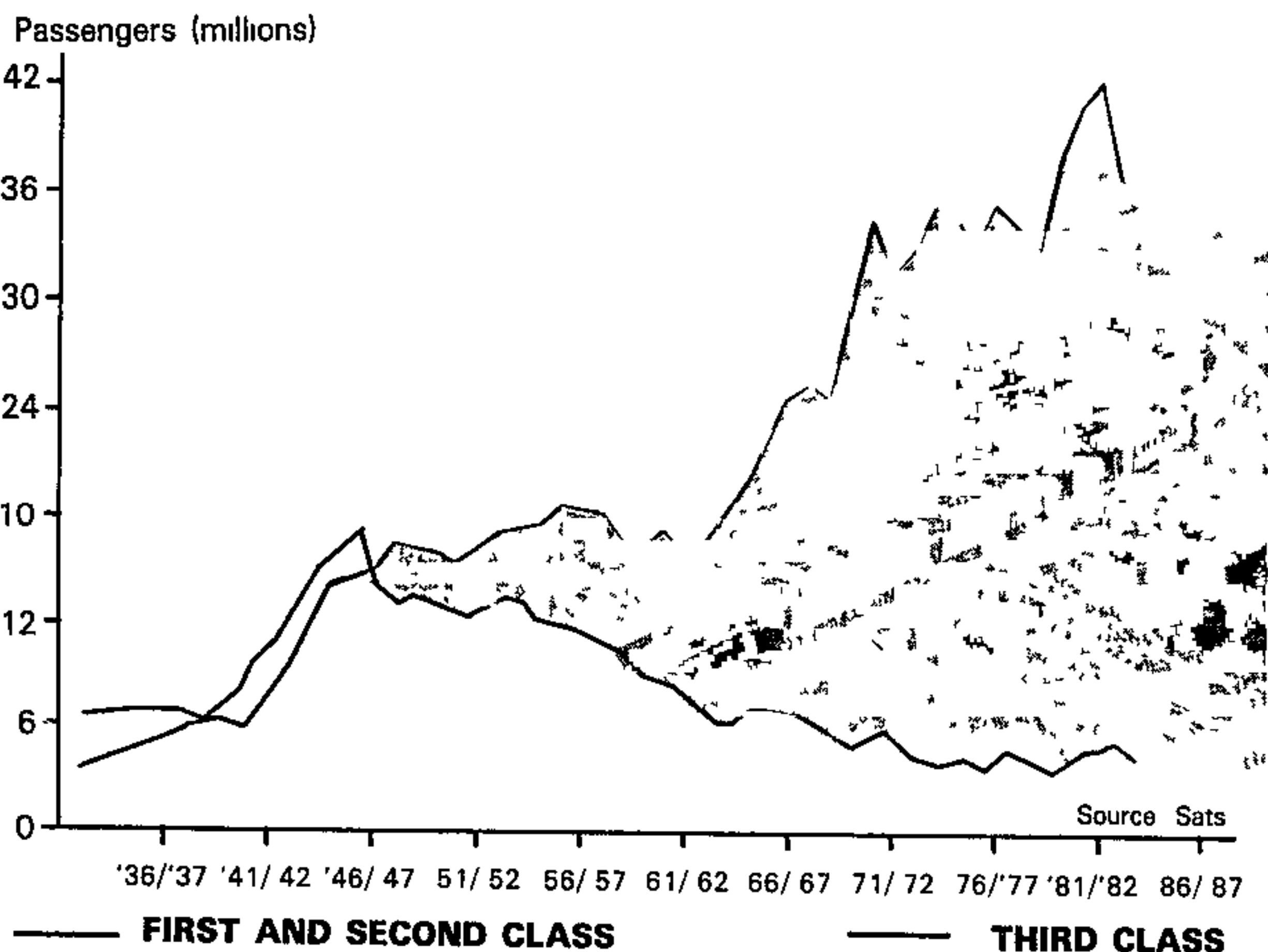
Sats decided to fight fire with fire, to offer an improved service and to "generate new, competitive traffic rates"

The rates are set by Parliament. But a

decade ago, Parliament allowed Sats to reduce charges on the conveyance of bulk commodities to merely cover costs. The idea was to enable Sats to either generate new traffic or compete with transport

ALL CHANGE

50-year rail passenger profile



modes that were eroding its market share. Two years ago, a similar concession was granted for smaller goods

"We are now looking at all commodities individually. We are preparing to adapt our strategy to cope with market needs. It could be a better price, or a better price and/or better service. We are prepared to negotiate and generate new competitive rates," Heydenrych says. "But we want guarantees of minimum tonnages. That's where we base our rates."

This approach has already resulted in an increase in the number of containers and the amount of steel Sats conveys, which increased from a little more than 1 Mt in fiscal 1982 to more than 3 Mt in 1984.

Sats is now negotiating for other commodities. Depending on the size of the contract, it is prepared to come pretty close to cost, "but," warns Heydenrych, "we must make enough to be able to transport the traffic we are obliged to convey at less than cost."

"If we were to convey containers at cost, or even slightly above, we would wipe out most competition — but we wouldn't derive any benefit either."

The Sats think-tank realised price was not the only obstacle to competing with the private sector. Its service had to be improved, and this resulted in:

- The introduction of fast freight services between major centres. An example is the overnight service between Johannesburg and Durban and between Johannesburg and Cape Town, which takes slightly longer ("in on Monday afternoon, delivered on Wednesday morning"),

- The introduction of an overnight container service to major towns within a 250 km radius of Johannesburg,

- The shortening of transit times of several important goods train services by 12-24 hours, and

- The commissioning of a Monday to Thursday and Saturday a goods train express passenger schedule between Johannesburg and Durban. This runs in the "slot" of the Drakensberg Express, which runs down on Friday nights and up on Sunday.

Sats has no problems with trainloads. They can go from source to destination by the shortest route, but it still experiences problems with getting single trucks to their destinations without undue delay in marshalling yards. This has been speeded up considerably at its new computer-controlled Bapsfontein facility.

Heydenrych gives the assurance that British Rail's philosophy of "doing what we can do best" is being applied. "We're much better at moving containers than we are at handling smaller goods, because containers are controlled centrally by computer. It's easy to get them through the system," he says. "Now we're going for containers."

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Sats' Heydenrych . . . prepared to fight fire with fire

"The import side of containerisation has virtually reached saturation point. The growth area is inland. Since April 1, we have been quoting rates to move them inland, irrespective of their contents."

"We are succeeding. In the period April-June of this year, compared with the same period last year, containerised traffic increased by 46,9%, from 734 376 t to 1 078 740 t (see graph). The number of containers conveyed by rail shot up by 155%, from 93 933 to 239 596, and, 26% of all containerised traffic is made up of those we move inland, irrespective of contents."

He's now eyeing the lucrative white-goods traffic Sats lost to private hauliers many years ago. If manufacturers put them in containers, he reckons Sats can beat private hauliers' prices.

He concedes there is a danger that private hauliers will try to capture the market once Sats has pioneered it and built it up. And he admits that private hauliers can already compete profitably at Sats' rates, but adds: "We will counter that opposition by minimising the increases we take."

"On the Durban-Johannesburg route, we kept it down to 5%. Our export rate is close to cost and competitive. Private hauliers can undercut that rate only if they have loads in both directions. Reducing empty legs to a minimum is the secret of running a successful transport operation. Our empty running is 40%."

On the other hand, passenger services, which faces an enormous deficit (see graph), runs suburban trains with an average of 75% of the seats empty.

But if anyone in Sats is committed to doing things the free market way, it is passenger services director Hendrik Hamersma. He says 50% is the maximum occupancy that can be attained — and he is going for

it.

His aim is to alter the distribution pattern of passenger traffic and the percentages of passenger fares paid. His figures show that, in December last year, 52,5% of all passengers travelled by road on private-sector transport services, and paid 39,1% of total fares. Sats' Road Transport conveyed 1% of all passengers and pocketed 6,3% cash spent on fares, and SAA carried 0,1% and 23,4% of all fares.

The crumbs came from municipalities who carried 11,6% of passengers for a meagre 4,1% of fares, and Sats which conveyed 34,8% of passengers, of whom 32,9% were commuters who paid 10,4% of all fares, and 1,9% were inter-city passengers who paid 16,7% of all fares.

Instead of curtailing services to cut costs, he is expanding and improving them. The move, he claims, is attracting passengers back to rail.

He is chary about giving exact figures, but notes that there is a marked upswing in inter-city (mainline) passengers (see graph). Support from passengers prepared to pay first-class and second-class fares has bottomed and is now increasing again. And support from third-class passengers is also improving.

Since April, he has rescheduled suburban trains in the Witwatersrand area. They run at half-hourly intervals and more frequently in peak periods. Further, he is planning incentive schemes to attract more users to off-peak trains. They will be introduced when electronic ticket-issuing machines are commissioned, starting next month. They will be able to distinguish between peak and off-peak periods.

The machines and a pilot electronic control-gate system to be installed on the Simpan-Kwesine line will also be used to

establish costs in the metropolitan areas.

"The government must stand the losses and we must be able to tell them what they are. It all hinges on the electronic control gates and the ticket-issuing machines."

Hamersma was appalled, when he took over two years ago, to find "no new products (trains) had been introduced in 20 years and very little had been done to improve timetables. He introduced five new services, including the 160 km/h commuter train between Pretoria and Johannesburg, and he speeded up mainline services.

These are some examples: the Pretoria-Cape Town train had five hours 38 minutes knocked off its schedule on the up journey and five hours and 20 minutes cut on the down journey. All Transvaal-Natal trains take an hour less to get from Johannesburg to Durban, and it takes 55 minutes less to get from Bloemfontein to Johannesburg and five hours less to get from Cape Town to East London.

The average speed of name trains, such as the Trans-Natal and the Trans-Karoo, has been speeded up from 51,3 km/h in 1980 to 54,4 km/h, and for other trains from 44 km/h to 49 km/h.

Timekeeping is being taken seriously as a measure of performance. Any train more than a minute late is considered "late."

Including the Cape and Pretoria, where capital works delay trains, about 90% of all commuter trains were on time in 1982 and 1983. Last year, more than 95% were on time, and more than 96% of trains on the Witwatersrand now run to schedule.

A great believer in the full use of assets, Hamersma reduced the number of spare coaches available and increased the number destined for the breaker's yard. Now 96% of all the coaches are used daily in peak periods.

He admits he's cutting the slice a trifle thin and could end up in trouble if there's a fast turn-up in the economy, but he believes the savings he is making are worth while in current circumstances. A motor coach costs R1m and an ordinary coach R350 000.

In any event, he's a keen supporter of extended working hours and flexitime.

A problem he has to live with is that, unlike bus operators who can change their fleets relatively quickly, he is saddled with having to operate with old technology. His rolling stock must last for 40 years, but is virtually out of date the day after it is bought.

Even the new generation trial commuter trains imported from Germany and Japan, which came into service recently, may soon be out of date. Perhaps they are already.

Another problem is that the railways cannot follow population shift, except at vast expense. If it had that flexibility and it could be done economically, he says, "we would run a line to Sandton tomorrow."



Preparing for take-off

Airlines have to fight to regain a share of the freight traffic lost to bakkie and courier services — but tonnages are rising

The 1977 decision to legalise the transportation of cargo by road in 1 t bakkies was something of a body blow for small internal airlines. And they still haven't recovered, says Deon Blignaut, chairman of the Airline Association of SA.

Initially, the concession also affected SAA along with the emergence of courier services, Blignaut recalls. But SAA has since come to grips with both problems and, according to Steve van der Walt, national sales manager, cargo, it is now carrying more freight than ever.

Blignaut's view is that the 1 t bakkie problem arose from a genuine mistake — another case of badly-worded legislation.

The law was intended to allow business to use 1 t bakkies to transport goods for its own use without having to apply for permits.

But it was worded in a way "that enabled people to circumvent the Act and run overnight services from Cape Town and Johannesburg to places like Namaqualand."

Inevitably, small airlines lost a lot of freight business because, until then, their service provided the only means for people in the country and far from main centres to get urgent goods, like machinery and motor vehicle spares.

After 1977 the bakkie operators could offer a cheaper overnight service than the

small airlines. And, because Durban was an eight-hour drive from Johannesburg at that time, they attracted cargo that had traditionally gone by SAA.

"For years both SAA and my association tried to stop it. SAA even tried to persuade the Department of Transport to change the Act and cancel that concession, but nothing happened," says Blignaut. "There was too much pressure from commerce and industry to keep the 1 t operation in business because it was supplying such a good service."

Couriers were the next problem. They, too, provided an excellent service. They collected parcels in the major centres and distributed them at their destinations, but "they caused hassles. They would arrive with their huge bags to be weighed in just before the departure of a flight and that caused numerous delays."

"For years SAA tried to stop them. The Airline Association also tried. At that



Airline Association's Blignaut ... small airlines lose out to bakkies



stage, we pointed out, they were flying their own aircraft to schedule to fixed destinations, which is something only airlines may do. In terms of the Air Services Act there are specific requirements that have to be met before a scheduled service can be operated."

Blignaut recalls that SAA asked Government to help but, because couriers were providing a valuable service, there was a clamour from commerce and industry not to interfere with them. They thus continued in business.

SAA solved both problems by using time-honoured free enterprise systems. Van der Walt says it solved the bakkie problem by introducing an express parcel service which guaranteed that goods handed in 30 minutes before the departure of an aircraft could be collected 30 minutes after arrival.

A "hub and spoke" system was devised to simplify overnight cargo. Cargo from Johannesburg, Durban, East London/Port Elizabeth and Cape Town is flown by Kingair aircraft to Bloemfontein, where it is sorted and flown to its destination that night, ready to be collected at the start of business the next day.

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Exports		
SA — Europe/UK	20 103	20 574
SA — New York	1 076	2 090
SA — Rio	59	53
SA — Australia	238	485
SA — Hong Kong	53	81

"This has taken off to such a degree that I am convinced it is where future growth lies," Van der Walt says.

In any event, it was successful enough for SAA to be able to negotiate with some of the bigger sky couriers and freight agents and to persuade them to stop their own flights and use SAA's express service.

In 1980, SAA carried 33 820 t of freight on its domestic flights. In its last financial year, which ended on March 31, it carried 49 558 t. Its domestic express business increased by 53% between 1983 and 1984,

from 495 t to 760 t.

Importing and exporting by air is also slowly beginning to take off (see table). But there SAA does not have the pie to itself. It has about 36% of the traffic between Europe and SA and 35% of the freight from SA to Europe.

Colin Mills, cargo manager for British Airways (BA), the biggest foreign carrier operating in SA, says it is a market that has become more price-than service-conscious.

Shippers are now asking their agents to shop around and, although there is agreement about tariffs between airlines, some still give discounts.

The drought has hit SA's exports to Europe. They were mainly perishables but, because SA could not supply, "those goods were found in Israel at a quality and a price the buyers were looking for. General cargo, even with the weak rand, is not doing too well."

Mills says BA's share of the air-freight market in SA is worth about R5m a year, sufficient for it to become more autonomous. The line now has one flight a week to London from Cape Town and another, also once a week, from Durban.

When the ship comes in

SA's ports are in good shape, but a study is in hand to find new means to finance inevitable improvement costs

There is hope that the much-criticised ad valorem system of charging wharfage at SA ports will be scrapped.

Sats' John Irving, assistant general manager, harbours, would like to move in the direction of charging wharfage and other harbour services on a more cost-related tariff structure.

He is aware of the strong opposition to the present wharfage system in the private sector. A member of the Assocom Transport Committee and of the NTPS, for example, blames it for fuelling inflation. Alan Cowell, immediate past vice-chairman of Assocom's transport committee, claims it is outpricing SA's exports. Generally, the view is that the system is creating problems for the coastal shipping industry and is one of the reasons why it is losing out to other transport modes. Indeed, coastal cargo decreased by 37,63%, or 1 654 280 t, in fiscal 1983, from 4,4m t to 2,74m t in fiscal 1982.

He is also aware that the wharfage system also has its critics in government itself. But Sats is acting. Irving has sent a

team overseas to study tariff application abroad, and recommendations are already under consideration. But there is unlikely to be a dramatic changeover.

The process is more likely to be gradual because of the reliance Stats places on the large profits generated by that system of charging wharfage to cross-subsidise its loss areas.

Although SA's marine rates are generally lower than most other countries', it is the only country that bases its wharfage charges on the value of cargo. Wharfage is applied in other countries on a tonnage and classification basis.

Sats does not divulge what it gathers from wharfage. It was part of the R224,9m profit which harbours showed in fiscal 1983. But what part?

It was virtually impossible to work it out before from the facts supplied in Sats' annual reports. But in fiscal 1983, it was disguised even better because Harbours took over more of what was rightfully its operation from Railways. That partly explained the enormous jump in profits from R139,8m

the year before, but gave no clue to what was earned from wharfage.

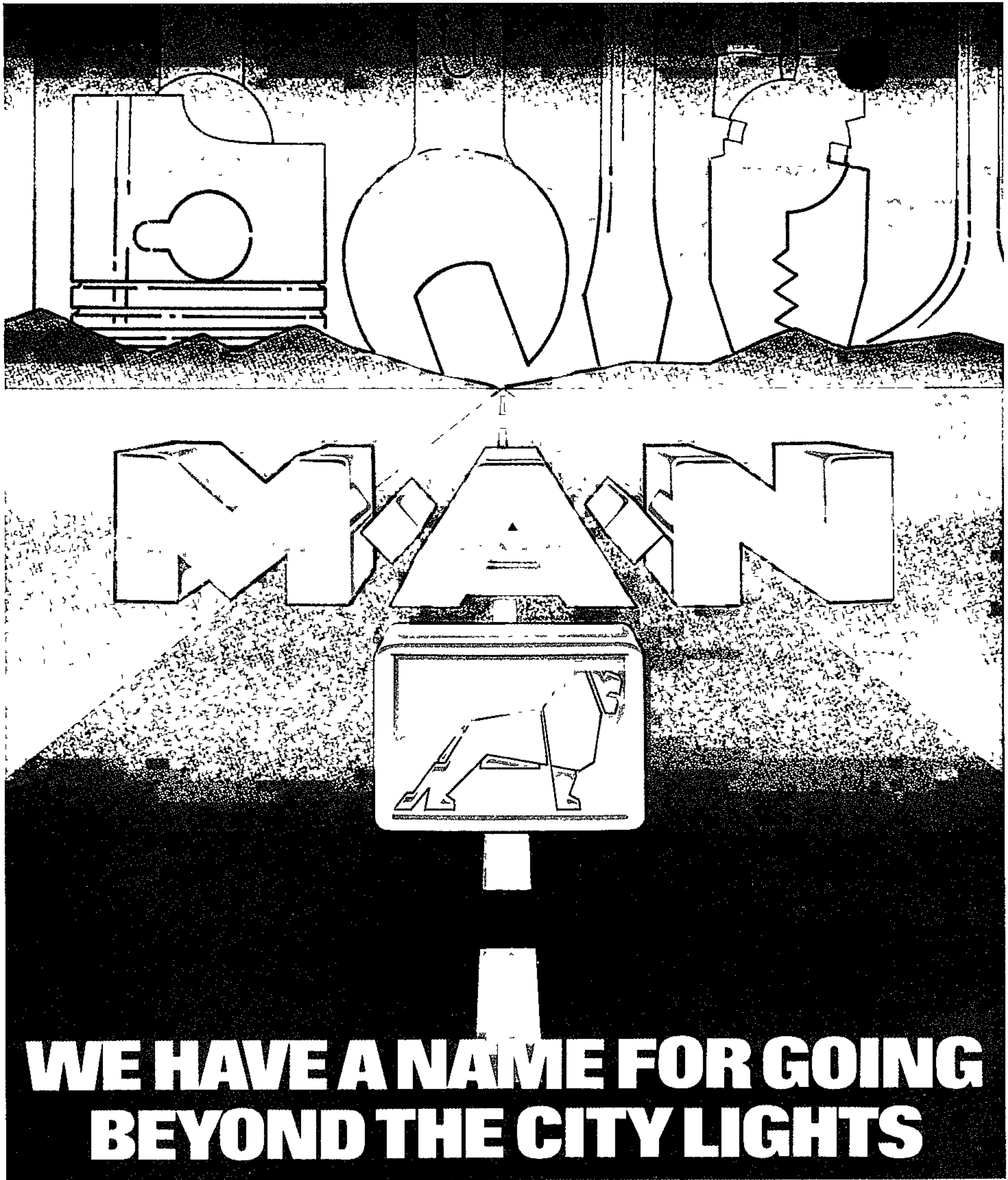
A rather curious system was used until 1983. It was presumed harbours' functions and finance ended on the seaward side of railway lines in harbours. That meant that all profits generated within harbour areas on the landward side of those lines went to Railways, even though most of the work was done by the harbour authorities.

"Before then we didn't really know what we earned. It was mostly guesswork," Irving says. He claims improved productivity in harbours has also been contributing to profit in addition to wharfage.

There was a 10,8% improvement in "the number of tons per man unit" at all ports between fiscal 1983-84. It moved from 204,7 to 226,9 for all SA ports. Excluding the bulk-handling ports of Saldanha and Richards Bay, there was a 3,3% increase, from 152,7 t per man unit to 157,8 t in spite of 7,7% drop in total tonnage handled, from 31 590 159t in fiscal 1983 to 29 162 726t in 1984.

The total tonnage handled at all SA harbours, including bulk cargoes, rose from 73,7m t in fiscal 1983 to 77,2m t the following year.

The number of tons per gross crane hour (see graph) also increased at large harbours between 1982 and 1984. East London moved up from about 21 t to about 22,7 t



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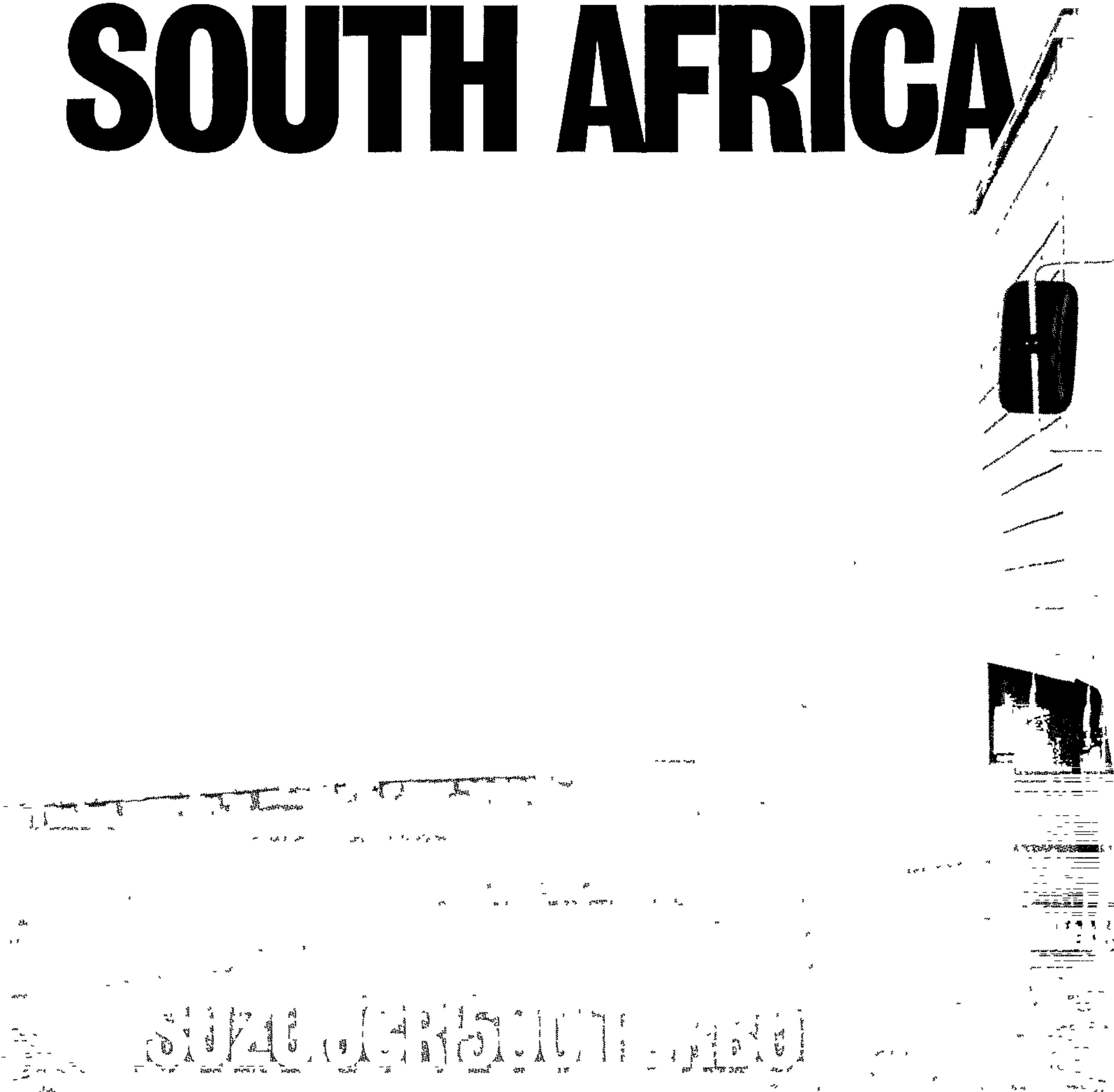
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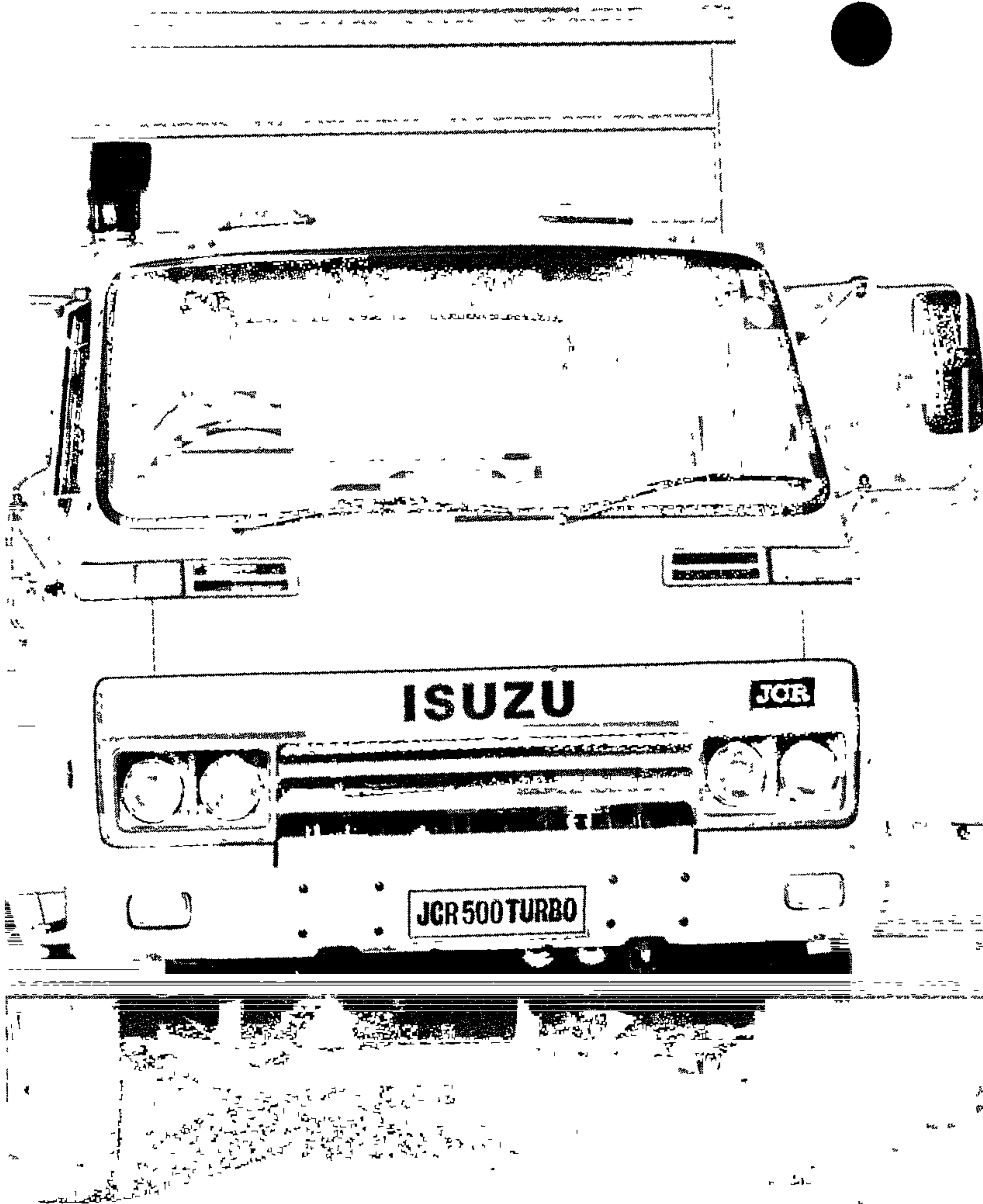
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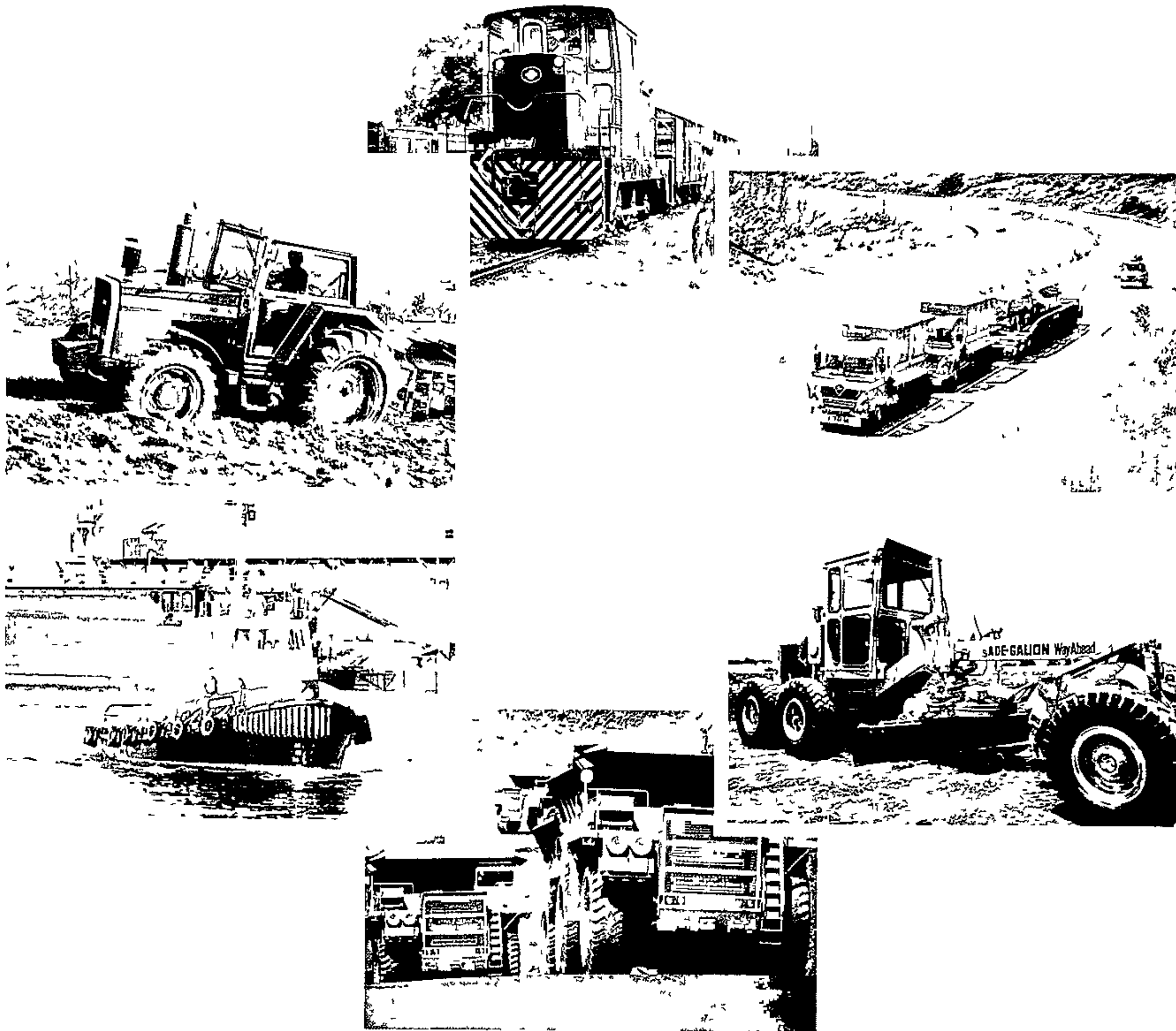
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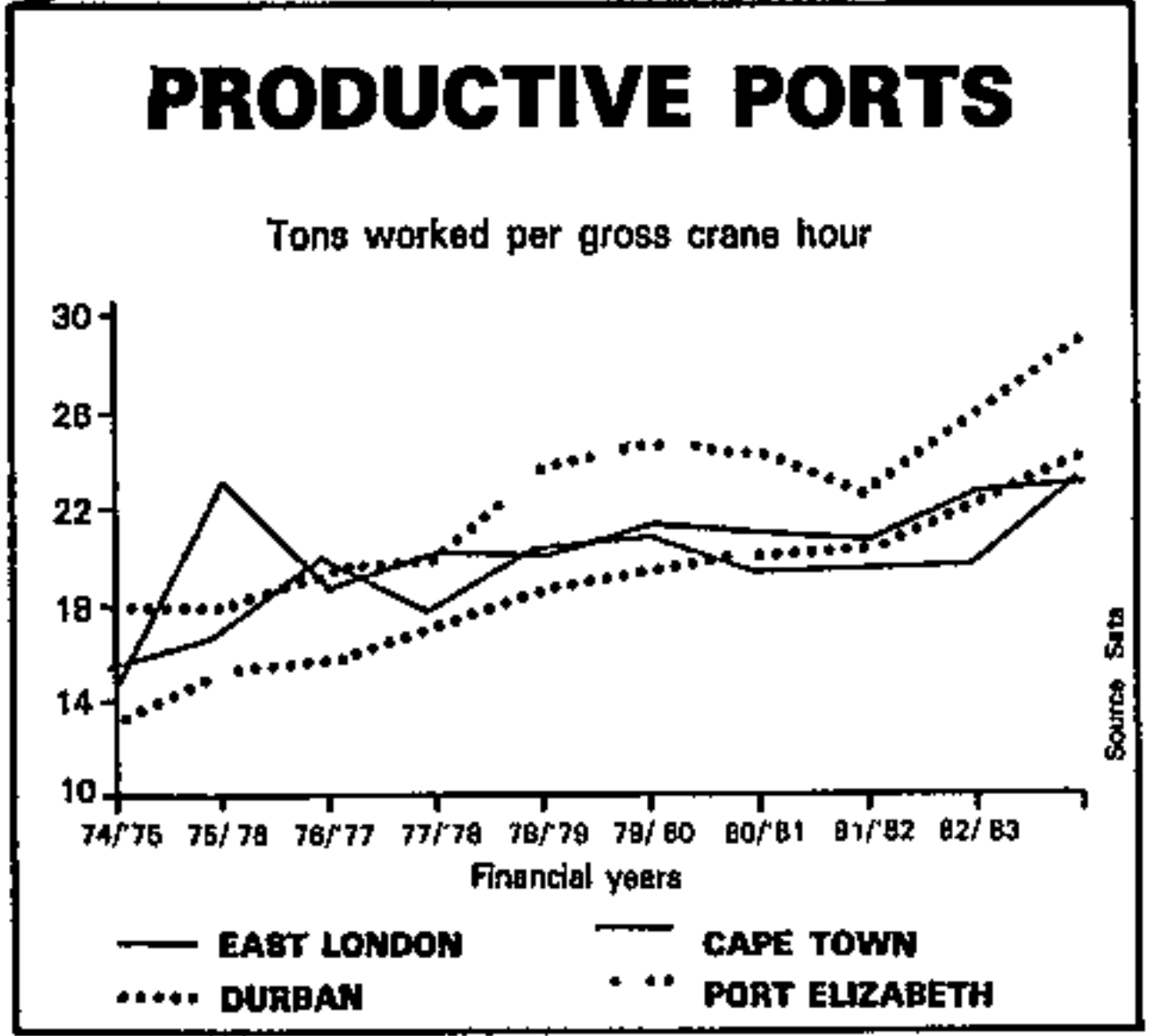
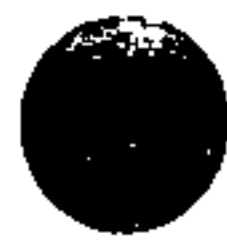
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Harbours' Irving ... would like to scrap ad valorem wharfage

between 1982-83, and then showed only a small increase in 1983-84. East London, however, remained more productive than Cape Town, which nevertheless put in a spurt in fiscal 1984 to move from about 19,4 t to 22,5 t.

Port Elizabeth proved to be the star performer, moving from 22 t in 1982 to 28 t in 1984. Durban continued its virtual straight-line improvement, moving 22 t per gross hour to 24,36 t in the two years.

In spite of generally declining cargo volumes, there was also an improvement in the number of tons worked per ships' working hour in the country's general cargo berths. The relative figures were 72,7 t in fiscal 1983 and 77,1 t in 1984. In March this year 1 640 777 t of general cargo was handled against 1 932 783 in March 1983.

With the exception of Richards Bay, ports have spare capacity. Thus there is no frenzy to upgrade them to cope with the next upswing. Most were upgraded and re-

equipped quite recently anyway.

However, at Richards Bay, dredging, reclamation of land and the construction of walls for quays 704, 705 and 706 is under way and is due to be completed in December 1986 at a cost of R51,26m.

Another R60m is being spent on increasing the capacity of the multi-purpose bulk-handling appliance and the provision of an additional 32 storage bins with a capacity of 106 000m³. That project is due for completion in March 1986. A contract for a pneumatic ship unloader to handle alumina was awarded this year. It will cost R4,2m and should be commissioned in February.

Comparatively little needs to be done for the Durban Harbour. By March 1985, R4,75m will have been spent on improving

the rail entrance to enable longer trains to be handled in the harbour area, and Berth No 8 is being reconstructed at a cost of R5,3m and should be ready in May.

Table Bay Harbour is virtually a modern harbour. The fish market quay in the Victoria Basin is being reconstructed at a cost of R298 000.

More is being spent on nearby Saldanha Bay where a harbour with adequate berthing and facilities for harbour craft is being built for R8,5m. It is due for completion in December next year.

A R2,4m repair jetty is being built in the Walvis Bay Harbour. It is due for completion in May. And R10,2m worth of reconstruction work on berths 1, 2 and 3 should be completed this month.

Hitting the deck

Independent ship operators are giving Conference members a hard time on rates. Importers and exporters are delighted, but Conference feels it has been let down by government

SA could lose its regular shipping link to Europe if the members of the South and South-East African Conference Lines (Saecs) do not get a better return on their investment.

That's the sabre-rattling side of the story. The other side is that Saecs members are showing a modest profit. And that's a major achievement considering the current

slump in shipping worldwide, and the consequent glut of ships that can be hired at bargain basement rates.

Saec's members obviously have a case. They invested \$1,5 billion in ships and equipment to bring containerisation to SA and provide a regular, reliable service to Europe. Understandably they want to see an acceptable return on that investment

They say they aren't getting it. They also say Saecs is not getting the support it deserves. The consequence, as Neil Sempill, Saecs's chairman and representative for southern Africa, puts it, is that "when the existing vessels come to the end of their economic life, I doubt whether they will be replaced. That will leave South Africa without a regular shipping service to Europe."

Conference has not been favoured by the turn of events. It is having to contend with many problems and forces. For example, the independent operators, whose service is not as fast or as regular, are winning cargo from Conference by offering lower rates, which Saecs has to match.

Then there's government. It signed the controversial Ocean Freight Agreement (OFA) with Saecs, but will not give it either



the protection from the independents which it wants, or guarantee a minimum amount of cargo. And that, many in Saecs feel, is what the OFA is all about.

Commerce and industry has been a powerful counter lobby. It has forced government's hand to some extent by claiming that if Saecs is given any protection or guarantees on minimum cargoes, Conference members would be able to charge what they like and virtually hold the country to ransom.

Then there is Sats and containerisation. Saecs believes Sats is overcharging for the service and that this is not fostering the container concept.

Finally, there is the new way freight forwarders work. They no longer do business as they did. They no longer regard themselves as simply agents and no longer merely charge a commission for their services. They have become traders (see

No Holds Barred)

Sempill says that because of its large investment, Saecs believes it has a stake in SA's trade. The benefits it offers are stability of rates and regular services.

"But we must make a return on our investment," he argues. "We're here to stay, in contrast to the lines that operate outside the Conference system. They usually use charter vessels. Their commitment to those vessels is for a voyage a year. If things get difficult they drop out because they have no financial commitment."

He concedes, however, that some non-Conference operators own their own vessels. But these ships, he says, were picked up cheaply because of the oversupply. "I do not think they provide the stability of a recognised conference," he says. And with the national carrier (Safmarine) having 40% of trade, it is very important that Conference should be supported."

Sempill adds that Saecs members have 85% of the southbound cargo, excluding bulk cargo, and about 90% of the container traffic northwards.

But he describes northbound traffic as "a grey area." It is difficult to quantify traffic being moved in that direction because independents use multi-purpose vessels. They sail southwards with containers and often return with bulk coal or manganese.

He agrees that an 85% share of the market is adequate. But, he says, because outsiders have been able to chisel away at the rates across the board, their activities constantly pose a threat. "We have had to be competitive and hold our rates down. In real terms, I think rates are lower now than when the service started."

"The independents undercut our rates by 20%-30% and they charter extra ships if they find they are getting cargo. For every ton we negotiate, we have to look over our

NO HOLDS BARRED

Concern is growing among shipping men that clearing agents are in the process of taking control of SA shipping in much the same way as they have in Europe. Indeed, on the continent they have a name of their own — the Non-Vessel-Ownning Common Carriers (NVOCC). There are signs, also, that the current concern could well turn into a major row.

Clearing agents no longer merely book space, clear cargoes and ensure that they get to their destinations. Now they buy space for their own accounts and resell to clients at a profit.

They negotiate prices as any trader would to get that space. They play conference lines off against non-conference operators and usually get good deals.

Clearly in a free economy it is their right to do so. And no-one is denying that their clients often score by paying less than they would have done if they had negotiated the space themselves. Yet some understandably resent this development.

But not Alan Cowell, chief executive of the SA Association of Freight Forwarders, and immediate past vice-chairman of Assocom's transport committee. He sees the other side.

"Having negotiated rates as low as possible, the forwarder will take a profit of maybe \$100 a box. Is this justified? I say that, within reason, it is if he has done the negotiating and acquired the rate which the exporter does not have the means to do.

"The freight forwarder offers to negotiate freight rates and plays off the non-

conference operator against the conference operator. He is offering a service and simply trading in space. Nothing unethical about that."

A colleague, however, puts a counter argument. "If he's an agent he should be paid a fee. What is happening is that the benefit the agents get by knocking the conference down, certainly does not finish up in the pocket of the trade. It finishes up in the agent's pocket. They're screwing the shipping lines into the ground and creaming off the difference."

"Clearing agents have taken control of shipping and one wonders if what the lines have lost benefited shippers more than agents."

But Cowell sees the development as merely another market mechanism. It started, he points out, with the groupage concept. This involves filling containers with a number of "less than container loads" (LCLs).

"That's perfectly ethical. The operator buys containers wholesale and sells the space retail," he says. "It's just one stage further to say 'we'll negotiate a rate for you, but we'll take a mark-up'. If the exporter or importer isn't interested in such a deal, he's free to say no. But the next forwarder can come into his office and take a lower mark-up, and the first forwarder has lost his business. It's simply market competition."

"They are selling their knowledge of a specific market. There are brokers that do the same thing for road transport and it raises no eyebrows. Why should it raise eyebrows when people do it for sea freight?"

"If, for example, I take \$100 a box, that is my fee. I won't charge for clearing. If I get 35 boxes that way I have made myself \$3,500. I have done exactly what anyone does when he sells penknives in a shop."

Overseas most forwarding agents now call themselves NVOCCs and offer rates. "Effectively they are brokers," Cowell says. The counter to that, says his colleague, is that they should then drop the misleading word "agent" from their titles. "An agent who is employed purely as an agent," he asserts, "must disclose his disbursements and charge a fee."

But, in fact, Cowell points out, many are doing just that and now simply call themselves freight forwarders.

Neil Sempill, chairman and representative in southern Africa of the South and South-East African Conference Lines (Saecs), says forwarding agents are powerful in Europe, particularly in Germany, where they control a great deal of cargo.

Whether this is the reason why so many lines are making losses, Sempill doesn't say. He does say, however, that "what they add to their costs is what they screw out of the shipping lines."

"It has been suggested, and not by shipping lines, that Customs should make it compulsory that freight charged by lines should be shown on all documents."

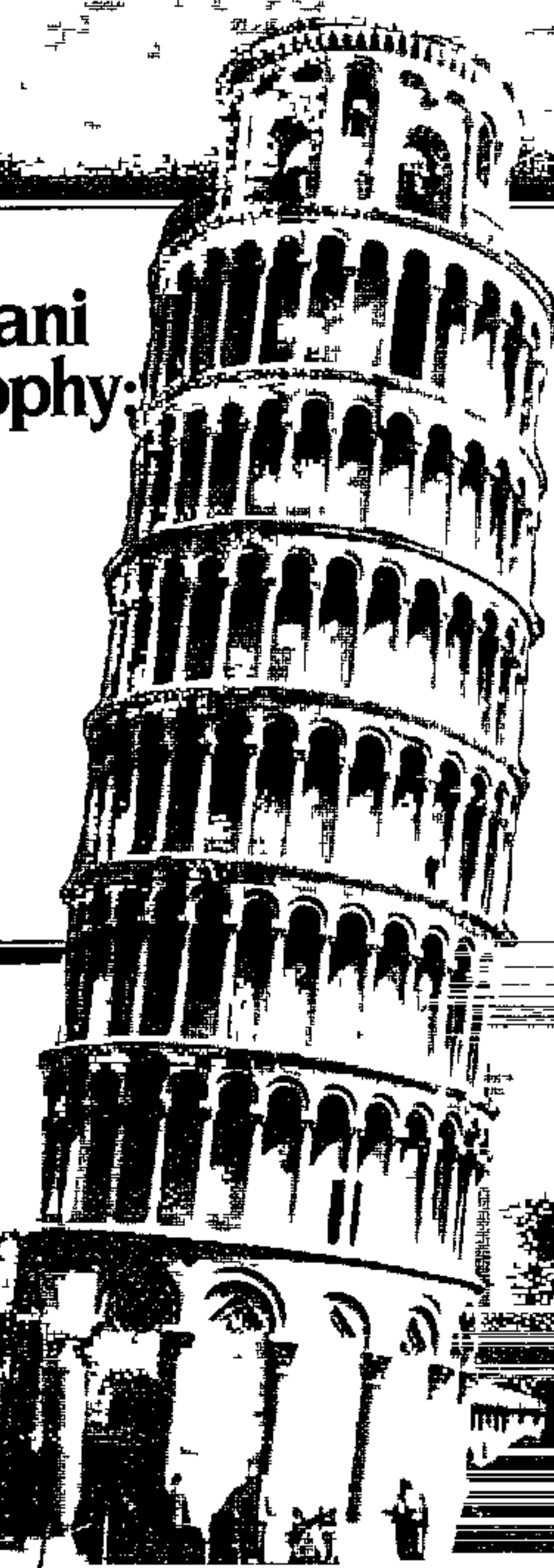
But it seems the lines will have to learn to live with the situation. Says Sempill, "I doubt whether there's anything we can do to counter the practice."

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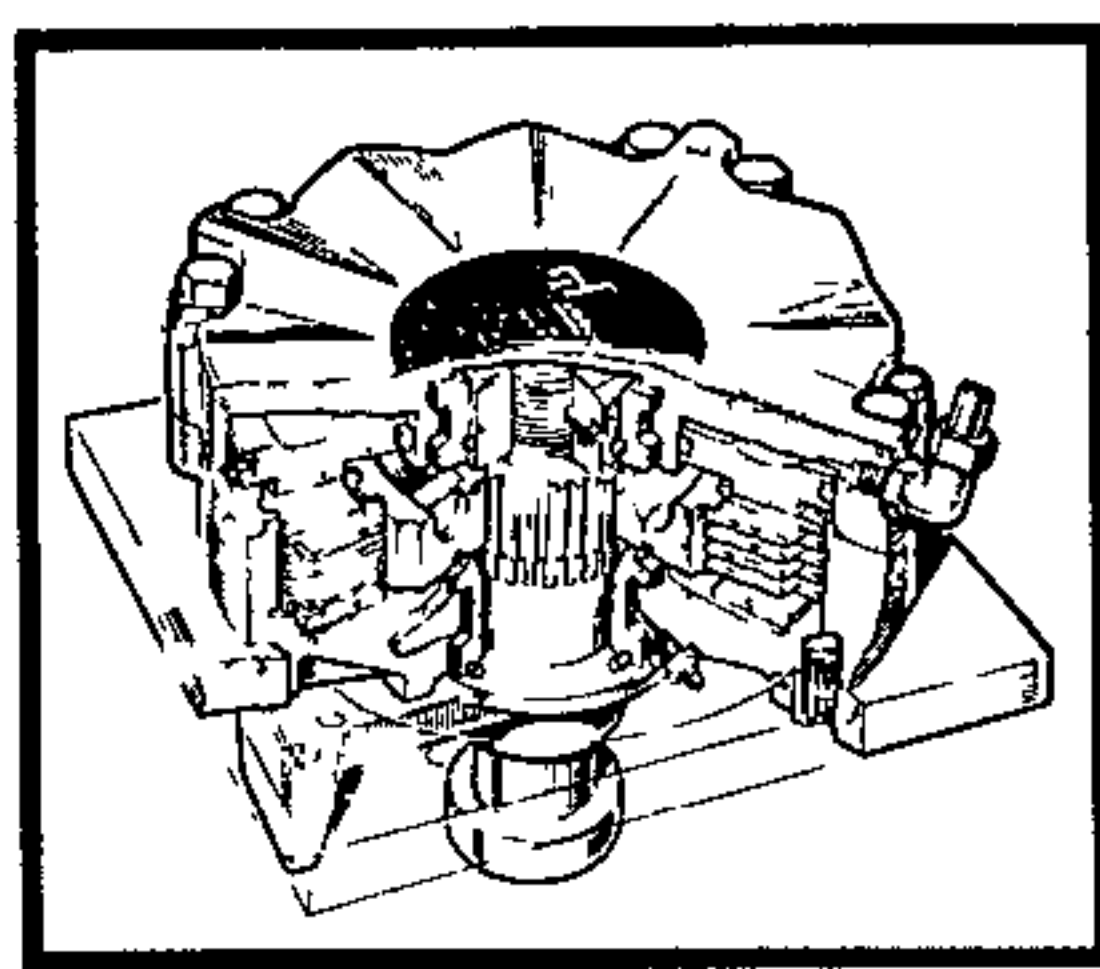
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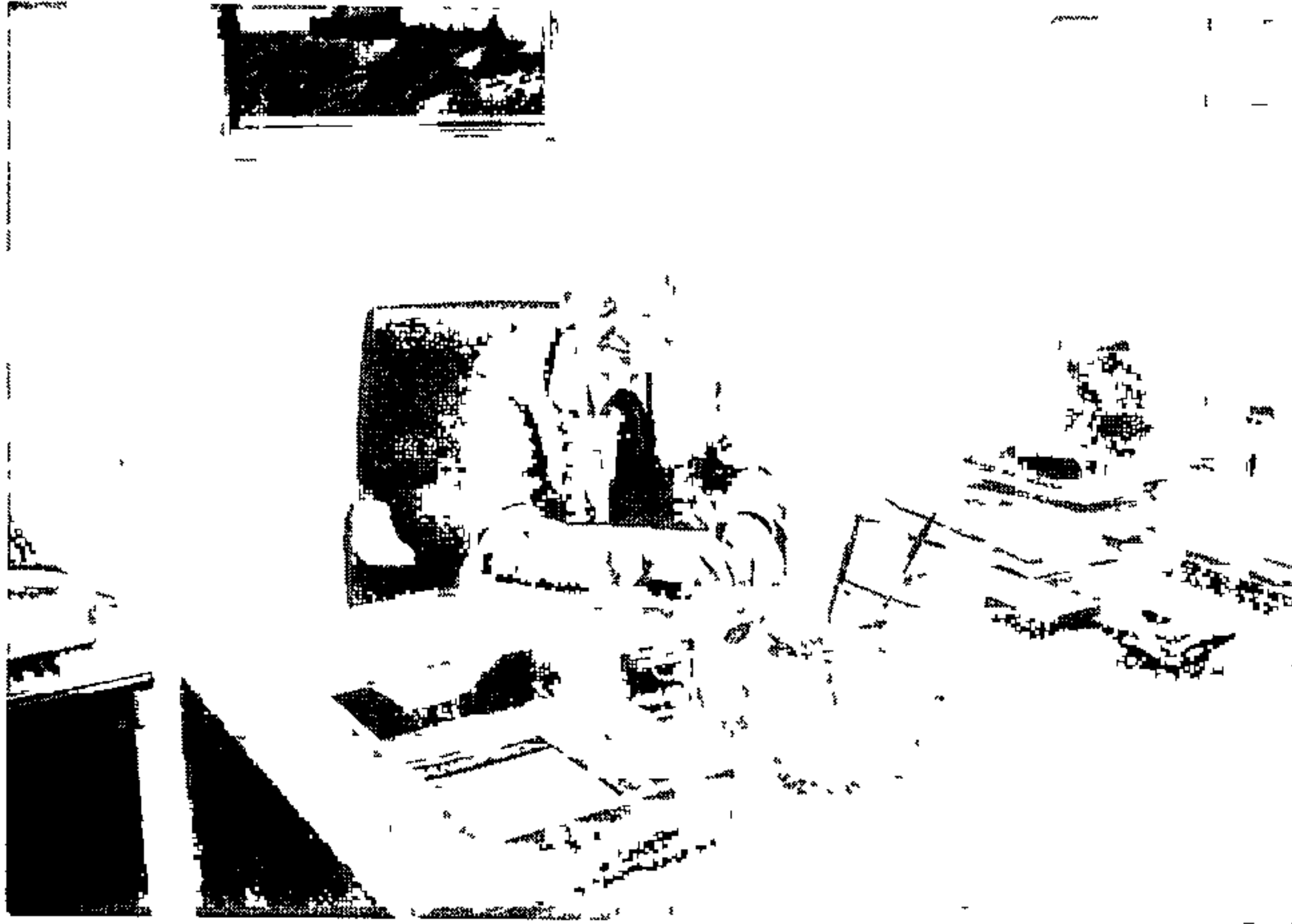
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Communiqué



Saecs' Sempill ... will the lines reinvest?

shoulders to see what they are doing. We score because of the regularity of our service and because we cater for the totality of trade."

So, by how much would conference increase its rates if independents were out of the picture or restricted to, say 10% of available cargo?

"One cannot put a figure on it," says Sempill. "We would obviously have to increase the southbound rate quite considerably, because it covers high-paying, high-rated, high-technology goods which can certainly carry higher rates."

"Southbound rates have always been higher than northbound rates. It is true to say that they have subsidised northbound rates. It's a case of cross subsidisation. Absolutely."

If, by the stroke of a pen the independents could be eliminated, Saecs' first priority would be to recoup the 20%-30% by which it has been forced to cut its rates.

But he stresses this would not be done overnight, because it would mean increasing present tariffs by 25%-43%. That would obviously have a shock wave effect. "We would then get back to the proper levels by discounting."

He quotes "the tremendous damage Polish Ocean Lines did to the South African wool trade" to underscore his contention that low tariffs are not advisable. That line plied the Australia-Europe route and offered cut-rate tariffs. It carried a large percentage of Australia's mammoth wool clip.

European wool buyers became so used to allowing very little for the shipping of wool from Australia that they reduced their allowance to ship wool from SA to Europe

That meant a drastic reduction in what they were prepared to pay for SA wool.

Saecs has considered negotiating rates with the independents, Sempill says, but it has not because "if we come to terms with them, some other independent will come along and cut us both up."

The idea of Conference member and independent coming to terms on rates is not without precedent. On the Far East trade Evergreen, a Taiwanese line, is now regarded as "a tolerated outsider" by the Far East Conference (from Europe) because it agreed to charge the same rates and limit its cargo.

Sempill claims that northbound export rates are now at rock bottom. To get cargo, Conference has to match the independents' low rates. But this, he says, is not the spirit of OFA. "In terms of this agreement between the Conference and government, the lines are supposed to make a 12.5% return, which also takes inflation into account."

"Since the service started in 1972, our deficit in terms of that agreement is about \$1 000m, or, between 35% and 40% of the freight rate."

"The OFA allows us to write off the ships in 15 years and the containers in seven and a half years, but 20 years and 10 years may be more realistic."

"I do not think the lines will be particularly interested in reinvesting when the present fleet comes to the end of its life."

Asked whether Saecs members are actually losing money, Sempill says "On a straight line depreciation of those assets, we are probably making 2% on the capital invested in the trade. Two percent takes normal depreciation into account. It makes no provision for replacing the fleet at infla-

tionary levels."

He agrees, however, that even 2% is something to be thankful for in view of the state of world shipping. But it "doesn't encourage anyone to go into shipping."

Government, he adds, must be "getting very concerned" over what Saecs members will do when they have to renew their ships. "It must have noticed that shipping lines all over the world are diversifying to spread their risk."

Marmion Marsh, chairman of Safmarine, an important Saecs member, is no supporter of the theory that funds must be set aside to replace ships or vehicles when they come to the end of their working lives.

"Today's people must pay for today's vehicles. That applies very much to shipping as well. More so because when you do have to replace you can get soft loans from the exporting country."

"All the company doing the buying has to find is 30% of the capital cost. I don't believe any shipping company should try to allocate funds for replacement or depreciation. It isn't really possible with inflation and the tariffs that are applicable."

"A skilled accountant can show anything you want him to. The basic test is what is the cash flow situation? That's what one has to look at in transport."

A businessman who serves on several important transport committees, describes the OFA as "an historical document; an agreement between government and the Conference lines, and is connected with perishable products, mainly fruit."

"The whole problem is that Conference is about R1 billion short on its investment but has to keep its rates down because government has not legislated against competition competition."

"About seven years ago, it tried to help Saecs when it warned that those who did not ship by Conference would not get permits. And it threatened a levy to bring non-Conference rates up to those of the Conference."

He says businessmen fought that move and forced government to abandon it. This saved SA shippers about R1 billion on their European trade.

"That money would have been most welcome to Saecs," he says. "It is interesting to note there are conferences on the Australian, American and Far Eastern routes, but there aren't any Ocean Freight Agreements covering them."

"Saecs' case is that it supplies a regular service and has invested a lot of money. But so have those who operate conferences between SA and other parts of the world."

Businessmen, he says, didn't want anything resembling a monopolistic situation to develop. "Our argument is that although non-conference lines haven't increased their share of the traffic, simply because

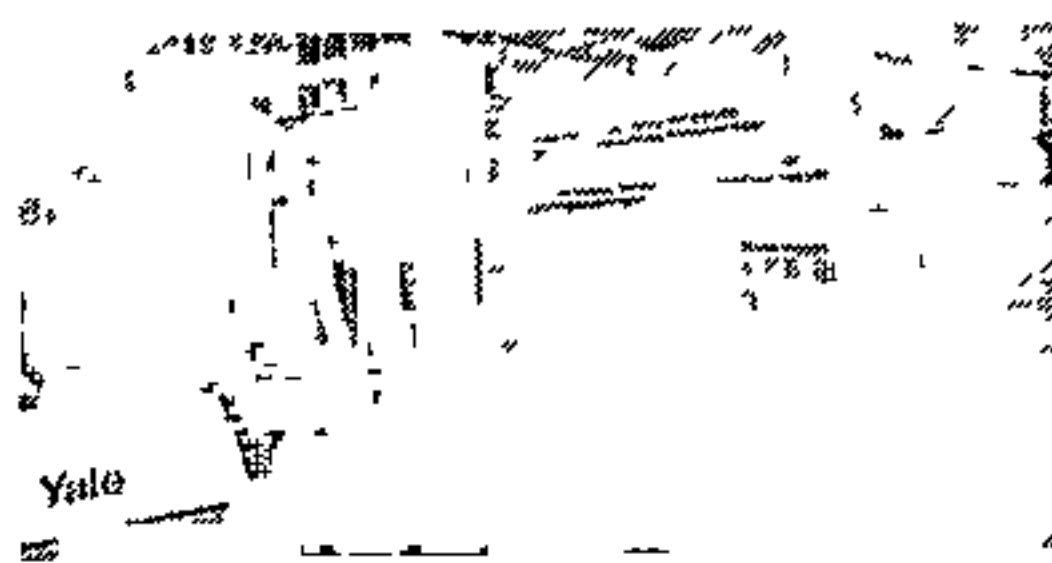


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they have been there, Conference has had to meet competition and keep its rates down."

He also argues that, had government agreed to allow non-Conference lines only 10% of cargo to and from SA ports, the rest would have been a captured market for Saecs "and the country would have been

ripped off

"Conference has now had to keep rates low enough to stop us from having six or seven operators on the European trade"

There is obviously another point of view Marsh notes that since containerisation started, "14 operators have come and gone because they cut too much And we were

left with the mess

"Many people encourage the independents, the rate cutters, because they believe that if they were to disappear from the scene, Conference would put its rates up But there hasn't been an increase in freight rates in real terms in years The increases we've taken haven't matched inflation"

Trimming the sails

Despite the economic squeeze, Safmarine remains in profit. But competition for cargo and a surfeit of tonnage worldwide makes it a tough market for the national carrier at the moment

Safmarine is doing what comes naturally to a national shipping line. Already it carries 40% of SA's export/import trade — and it's still growing. But owing to the state of foreign trade, growth has reached a temporary plateau, concedes chairman Marmion Marsh

Currently it is in profit. Indeed, as Marsh points out, it has never shown a net loss — an enviable record which not many shipping lines in the West can match.

It would have liked a large slice of the contract to ship SA's recent maize imports, but so far it has not had much luck Says Marsh philosophically "We haven't made a great deal of progress in carrying any of that maize."

He estimates, however, that Safmarine, which operates regular services between SA, Europe, the Far East and America, does have 8%-10% of the local bulk trade, like coal and mineral ore exports And it has about 50% of the liner business (general cargo not carried in bulk vessels). "It is difficult to be precise, because there are cargoes that can, on occasion, be classified as liner cargo and as bulk cargo on other occasions. Paper pulp and rice are examples

"On a regional basis, I believe we carry

about 38% of all trade to and from SA ports This takes into account cargo from our neighbouring countries as well as others that ship through our ports for whom we are obviously not the national line But we are the logical carrier"

Safmarine gets no government subsidies and has to compete for its cargoes in the same way as any other shipping line It gets no special deals or protection But, like other transporters, it has to put up with a certain amount of government interference In its case, although deepsea transport is deregulated, government has a say in the way it fixes its tariffs

While it may not have any SA competition worth mentioning, it does have to fight foreigners for business

"Our competition comes from outsiders and, at present, it is very difficult to compete with them," says Marsh "They can charter ships for very much less than we can run ours There is such a surplus of shipping, due to the new generation of ships and the state of international trade, that charter rates at present are very much below the true cost of ownership — as little as half

"Some rates are below operating cost

That makes it easy for outsiders to cut our rates They don't even have to be in shipping All they (usually foreigners) need do is start a charter operation, call themselves a shipping line, and appoint SA agents"

He gives those competitors due credit for toughness Indeed, they have been tough enough to have forced Safmarine to drop its rates by up to 30% to compete

"In normal times we can compete with anyone, but not in times of stress when there's dumping of capacity internationally," he says

There's little or no talk of replacement in Safmarine at present "It would be a brave act to build a ship today For example, there's no way you could build a vessel now and start carrying coal profitably, because there's no relationship between the cost of carriage, taking all factors into account, and market rates

"This may change if world trade surges upwards and the cost of shipping becomes more expensive But at the moment it isn't possible The big problem in the SA merchant marine is not ability, nor even financial ability We have both of those It's this tremendous international lay-up situation which is depressing rates We are, nevertheless, looking at another type of ship We'll divulge more about that when the time is ripe"

Safmarine is capitalising on the availability of cheap shipping and is playing the bulk market itself It has 27 ships on charter, and the idea is to build up business this way and eventually "knock out" the chartered vessels and replace them with local ships

Marsh says his line also does "a bit of third-flagging — that is, carrying goods between two countries for which we aren't the national carrier. For example, we carry between Japan and the Middle East We also ship fruit from Morocco to other countries in the Middle East and Canada

"Sometimes we have to do it to avoid ballast legs. We triangulate with two loaded legs rather than sail back and forth with one loaded leg and one in ballast It means two legs out of three are revenue earners and only one, usually the one to position the vessel for its next cargo, is in ballast"

ROUGH PASSAGE

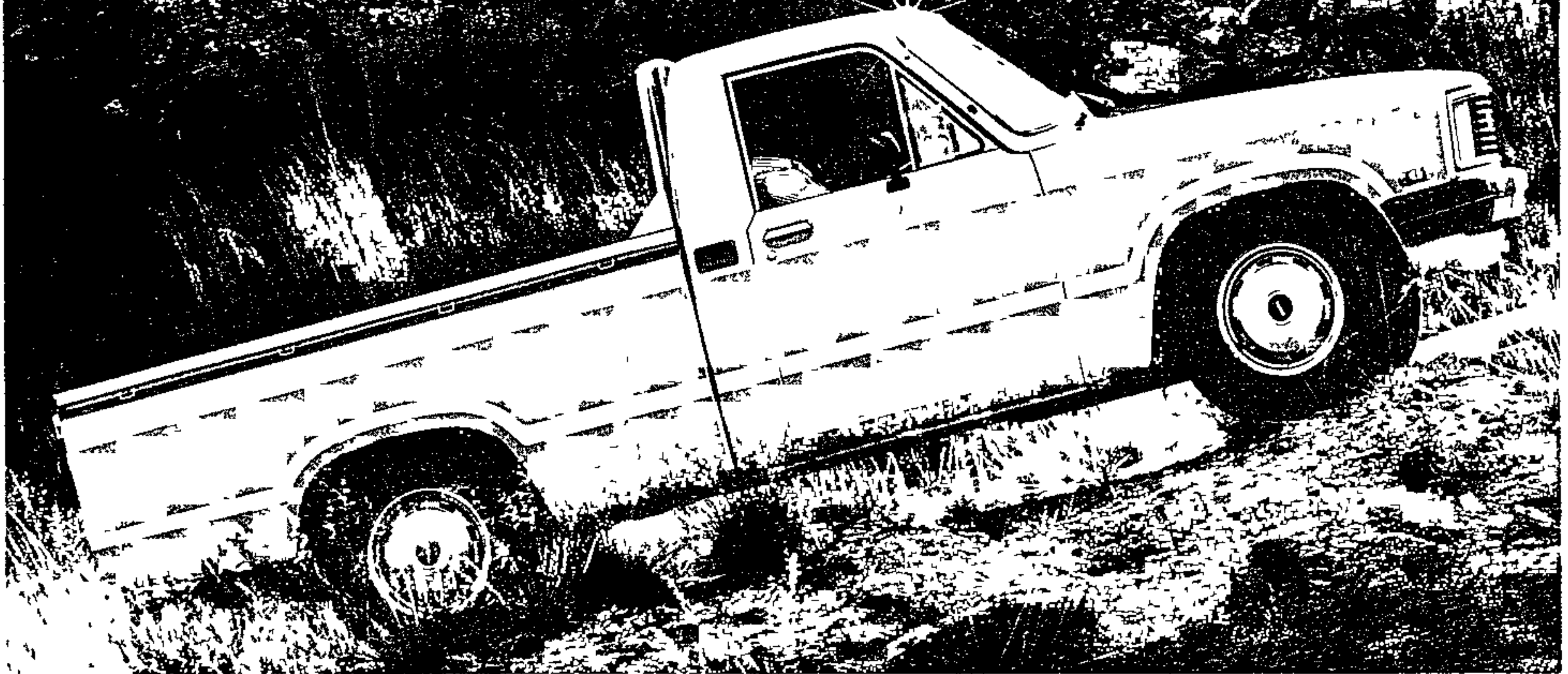
SAFMARINE'S SIX-YEAR PERFORMANCE

	Capital employed	Trading profit Rms	Net income after tax	Total tonnage	Bulk tonnage 000ts	General cargo
1978	411,9	49,6	18,5	4 169	1 674	2 495
1979	565,1	81,9	20,8	4 918	2 254	2 664
1980	546,6	113,7	35,3	6 208	3 135	3 073
1981	504,1	127,4	48,9	7 001	3 117	3 884
1982	570,2	138,5	46,5	8 942	5 135	3 807
1983	555,5	86,5	24 0	7 145	4 101	3 044

Source: Safmarine

THE NEW MAZDA B1600

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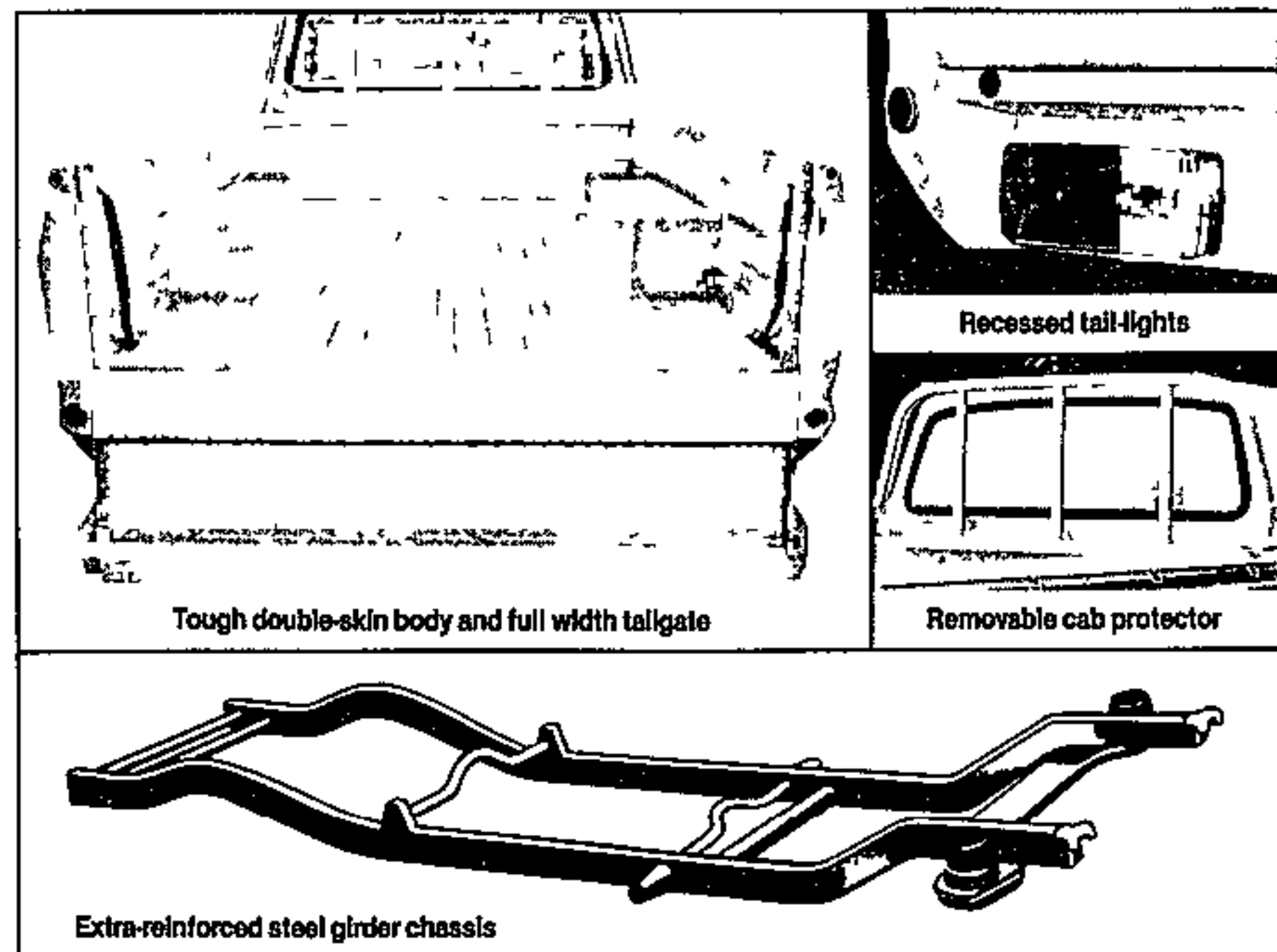


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Make	MAZDA B 1600 SWB	COMPETITIVE BAKKIE A	COMPETITIVE BAKKIE B	COMPETITIVE BAKKIE C
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Power (kW)	57 @ 5 000 r/min	50 @ 5 200 r/min	54 @ 5 200 r/min	50 @ 5 200 r/min
Torque (N m)	120	114	110	116
Load-deck (length)	1 930 mm	1 795 mm	1 855 mm	1 844 mm
Load-deck (width)	1 440 mm	1 430 mm	1 410 mm	1 368 mm
Seatback-to-Wheel	465 mm	420 mm	420 mm	430 mm
Seat squab-to-Pedal	560 mm	420 mm	495 mm	495 mm



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Mazda B1600 1-TONNER



B1600 SWB

B1600 LWB

B2000 LWB

B2000 HI-LINE LWB

NEW B2200 DIESEL SWB

NEW B2200 DIESEL LWB



The only bright spot Marsh identifies is the fact that it is mainly the old, inefficient ships that are laid up. Many won't come back, not even at a low capital cost, because they are fuel-inefficient — a factor which has taken on greater importance since the oil crisis of the early Seventies.

The availability of so much surplus shipping is one reason why Safmarine does not have a great deal of spare capacity, measured in terms of excess deadweight tonnage. Should there be a sudden turn-up in trade, it will be able to increase its capacity by 20% by simply operating the existing ships on faster, tighter schedules. They are at present operating at their most economical — rather than most rapid — speeds.

Policy is to get rid of vessels before they reach the end of their economic life. Safmarine has only four or five as much as 16 years old. The rest of the fleet is modern. Six new ships were added over the last two years. And there would have been more had it not been for current economic conditions. Apart from the *Astor* pleasure-cruise ship, Safmarine "brought in three handy-sized bulkers of about 36 000 t to 40 000 t capacity each and two very modern reefers."

Marsh is looking forward to Safmarine's ships calling regularly at Maputo. They do call there occasionally now, but because the harbour needs to be dredged and there is a danger of its large vessels landing up on sandbanks, it relies on Unicorn to bring cargo out on its lighter-draught coasters and trans-ship it onto its vessels.

"There are problems with that harbour. But it is a fact that it will be fixed and we will get cargo through, mainly from the Transvaal. It will be used to cement the Nkomati Accord. No way will it be allowed to break down again."

He is expecting keen competition from the Red merchant marine for SA cargo when it starts flowing through Maputo again. Russia will probably not take part in that race, but East German and Polish ships almost certainly will.

"Whether they get away with substantial amounts of cargo from Maputo, once it starts functioning properly, depends on what shippers want," he says. "When industry is under pressure, it may go for low rates, and that is what Eastern shipping lines trade on."

"I don't know what would happen to cargo if anything went wrong. Maybe extra insurance will be required. But, judging from the little I do know there's nothing wrong with the way they operate their service."

"Polish Ocean Lines used to call here (Cape Town), but we managed to recapture that cargo."

Speaking of the size of Safmarine in terms of ships, Marsh says it is no longer possible to measure the size of a shipping

KEEPING AFLOAT

Cargo carried by sea between SA's ports in the first half of this year improved marginally against the same period last year, according to Mike Groves, chief executive of Durban-based Unicorn Lines.

Overseas cargo to the Indian Ocean islands, Latin America, Israel, Sri Lanka and African states "held up well, considering the depressed state of international trade."

Groves advances several reasons for the increase in coastal cargo. The most important, he says, are that containerisation has helped cut costs and speed up deliveries, and that "sea transportation is the most economic form of transportation on a t/km basis, in spite of having to bear the statutory costs imposed on shippers."

These costs are the *ad valorem* wharfage charges imposed by Sats. He says "Some relief was given and Sats indicated it was taking another look at the problem."

The relief came when Sats agreed to a maximum value of R1 075/t for coaster cargo.

Unicorn operates a profitable service to and from Walvis Bay. Sats, on the other hand, has a serious "empty leg" problem in its service to the port.

The line carries back fishmeal or general cargo to tranship onto deepsea vessels at other South African ports.

line by the number of ships or the deadweight tonnage of its fleet.

Ships today may not have a big deadweight, but do have enormous cubic capacity. A ship with a third of the deadweight of an old-fashioned conventional ship can carry much more cargo. Then there's the question of productivity.

"In the old days when we brought in a 12 000-tonner, it took two weeks to discharge its cargo. Today we can clean out a 50 000 t container ship in a few hours. But we allow her to stay in port for a day for maintenance and because schedules have to be kept."

Marsh maintains that each new-generation container ship is the equivalent of eight conventional ships.

"They are four times as large and they complete their voyages in half the time. Multiply that by the five, and we have brought in 40 over the last few years. If anyone wants to split hairs and say each new ship is the equivalent of six, we knocked out at least 30 conventional ships."

This development is causing concern at Safmarine. "Because newer methods mean

fewer ships, going to sea as a career has become less attractive," he notes. "From being a career in which many young people could go to sea and work their way up to eventually becoming masters of their own ships, now only a fortunate few can look forward to their own commands."

"This concerns us. The number of jobs at sea has been reduced dramatically. With containerisation, we created a whole new structure ashore. For example, we started Saftainer to do inter-modal work, to do the connections. But that doesn't help the young man who wants to go to sea and become master of his own ship."

Safmarine's crews are mainly South African, but there are several Germans on the payroll. They stayed with the line when SA Lines, a company Safmarine took over, absorbed a number of German ships a decade ago.

But training continues. Marsh accepts that "Safmarine has to train people for others to entice away." Many who were trained by the line joined Sats Harbour Services. Industry has attracted a fair percentage of the engineers it trained, and many decided they wanted to come ashore for family reasons after being trained. "We train 'em, they take 'em. But we're still training 'em."

There were two major reasons for Safmarine diversifying into the leisure industry.

Its acquisition of the *Astor* and its tie-up with Southern Sun and Rennie's created another avenue into the leisure industry and strengthened its grip on the transport and shipping industries.

"Shipping is such a volatile business, particularly bulk shipping, that it made sense to diversify to get a sounder base."

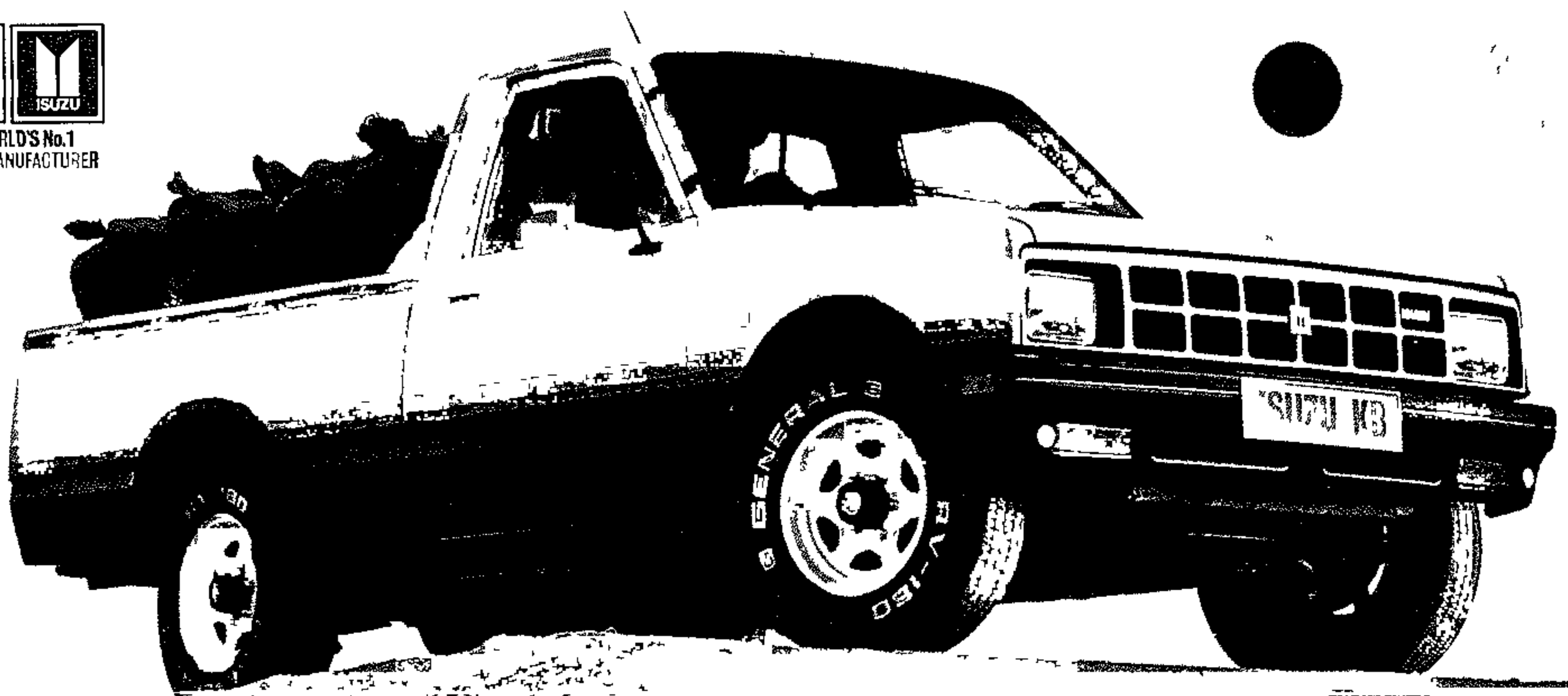
"We have a large cash flow because of our large investment in the past. Some of that is now coming back. We will still build ships, but will use some of that cash to diversify."

"The Rennie deal strengthens both companies. Rennie gets access to Safmarine's international connections. We have many valuable international connections and partnerships. We hope to get the major portion of all the cargo Rennie generates for forwarding."

Marsh says he's an optimist, but even so, he can't help seeing depressed conditions "for the next year or so."

And, in his view, South Africans generated their own problems by "living in Cloud Cuckooland. The fact that we have taken corrective action will speed up the process of regaining confidence. We have woken up to our situation and are doing something about it."

Among the positive signs are higher coal exports. And "if we get rain this year, and if the gold price doesn't collapse on us completely, we'll do a lot better."



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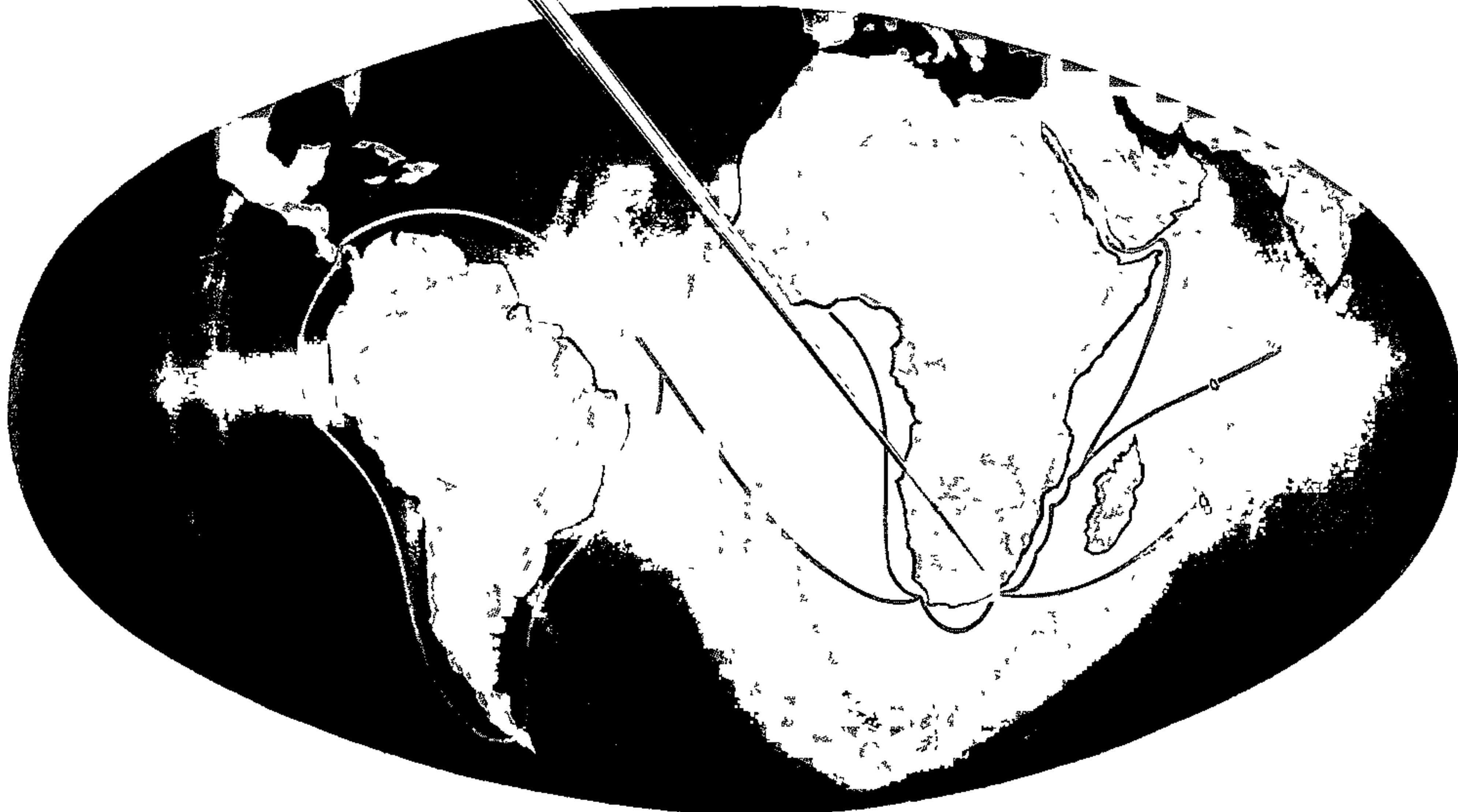
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By CLIFF FOSTER

MORE than 200 000 tons of fruit grown in the Eastern Cape and exported through Port Elizabeth could be switched to other ports unless agreement can be reached next week on cutting pre-cooling costs at Port Elizabeth harbour

The Deciduous Fruit Board and the Citrus Exchange, who share the expense, are concerned about the high cost of running the facility, and the DFB is considering withdrawing and shipping through its own cooling facility in Cape Town

If this happens the Citrus Exchange might not be able to carry the costs alone, and the pre-cooling facility in Port Elizabeth could close

Such a closure would call

PE may lose huge fruit export trade

20/10/84
E. Post (269)

into question the future of the famed Apple Express running on the narrow gauge line into the Langkloof.

It would also affect the jobs of 300 black and 40 white workers (in addition to maintenance personnel), Weekend Post learned, and represent a loss in quay fees, shipping charges, port dues and chandling ser-

vices

The DFB and the Citrus Exchange will meet SATS officials in Johannesburg on Thursday when they will stress the need for economies to stay competitive on world markets

The only real alternative to switching exports is to scrap the present Port Elizabeth facility and build afresh from scratch. Trying

to update it would jeopardise efficiency, and be costly

At the DFB offices in Cape Town, Mr Johan Kruger, the man with responsibility for shipping, told Weekend Post "I think in two weeks' time we will know what we are going to do. By that time we will have reviewed our options"

He said that if the DFB did withdraw from Port Elizabeth the fruit could be transported to Cape Town

Mr A J Venter, Assistant General Manager of the Citrus Exchange in Pretoria, said "We are looking at our shipping arrangements

"We withdrew from East London and concentrated our activity on Port Eliza-

● Turn to Page 2

P. 70.

(269) C.P. en
21/10/84

Woman sues cop for assault



Nothamsanqa Mtyeku. Suing a SATS cop

A FORMER Mdan-
tsane woman said her
attorneys have issued
a summons against a
South African Trans-
port Services cop for
R15 000 damages af-
ter she was allegedly
assaulted while trav-
elling in a East Lon-
don suburban train.

Miss Nothamsanqa
Mtyeku, who now lives
in Orlando West, dis-
closed this after she was
found not guilty in the
East London Magistrate's
Court of assaulting the
cop, Constable Thandu-
xolo William Damase, on
March 30 this year.

Miss Mtyeku was
found guilty of travell-
ing on a train from
Mdantsane to East Lon-
don without a ticket and
was fined R20 or 10

By BENITO
PHILLIPS

days
Constable Damase
said he was on duty in
private clothes on the
tram on which Miss
Mtyeku was a passenger.
The tram was so full that
he could not pass her
without asking her to
give way

When he did, he said,
she lashed out and hit

him, and also scratched
him in the face

Miss Mtyeku claimed
that while standing in the
moving train, Constable
Damase tramped on her
foot. She tapped him on
the shoulder and
demanded an apology.

Instead, he swore at
her and abused her, she
said. Constable Damase
then hit her and she re-
taliated. She said he also

drew his service revolver.

Magistrate André Nell
said the State had failed
to prove that Miss Mtye-
ku knew at the time that
Constable Damase was a
cop.

24/10/84
269
C. Times

SWA talks on taking over SA rail network

From TONY WEAVER

WINDHOEK — Final negotiations are taking place for the transfer of the South African Transport Services network in SWA/Namibia to the government of the territory

The Administrator General of SWA/Namibia, Dr Willie van Niekerk, said that the take-over would be done in stages. The first phase would begin on April 1, 1985.

Included in the take-over would be the entire rail network and all services attached to the network.

Dr Van Niekerk announced earlier this year that several major rail lines in SWA/Namibia would be closed in an attempt to reduce the R90-million debt the government has towards the SATS.

Businessmen in the north and south want the line to Luderitz, in particular, kept open and Dr Van Niekerk said this would be examined further.

Mr Sam Nujoma, president of Swapo, accused the South African government of wanting to close the Luderitz line in order to increase the dependence of an

independent Namibia on Walvis Bay. Walvis Bay is part of South Africa and is the territory's only in-use deep-water port.

Dr Van Niekerk hinted that plans could be afoot to transform Luderitz into a deep-sea port.

"The development of Luderitz harbour into a port able to handle larger types of ships like tankers, will, according to preliminary estimates, cost about R30 million," Dr Van Niekerk said.

"To develop Luderitz into a full deep-sea harbour could run to between R200 and R300 million.

"Any development of Luderitz harbour in order to make the rail link viable, also means that the line between us and Luderitz will have to be rebuilt to an acceptable standard which will cost a further R12 million."

The South African Minister of Transport, Mr Hendrik Schoeman, said in a letter to the Keetmanshoop municipality that he supported the principle of developing Luderitz into a deep-sea port.

D. Dispat 25/10/84

Ciskei court told of station shooting

MDANTSANE — The regional court here was told yesterday that no order had been given to police to shoot at a crowd at Egerton siding on August 4 last year

Major Fikile Zibi and Captain Lunga Mbi were giving evidence in the trial of 10 people charged with public violence

The accused were Mr William Matshikiza, Mr Vuyisile Njokweni, Mr Jackson Ndaba, Mr John Dolosi, Miss Windiwe Primrose Pepa, Mr Tiki James, Mr Dickson Mhlehli Mlanda, Miss Cynthia Ntombizandile Kolisi, Mr Pokolo Zenzile and Mr Sydwell Mnyamfu

The court was told that Mr Matshikiza, Miss Pepa and Mr Mlanda were not present in the court

The magistrate, Mr J A Dracatos, said he would await an explanation from their defence counsel before considering action

The seven remaining accused pleaded not guilty to the charge

The trial is a sequel to disturbances following the start of the bus boycott last year

Capt Mbi told the court that he was a member of a police contingent that went to Zone 9 to guard

against people who intimidated others boarding buses and against those who caused damage to the buses

He said he arrived on the scene about 4.30 am. He saw a group of about 12 people, which grew in numbers to become a mob

The group was singing, and Major Zibi had called on the crowd through a loudhailer to disperse, Capt Mbi said

At first the crowd dispersed but later regrouped and refused to disperse when ordered to do so

He said the police were armed with pistols

Capt Mbi said there were members of the Ciskei army present

The crowd advanced on the police and a shot was fired from the crowd, he said. The army and the police returned the fire

Maj Zibi told the court he was in charge of the group of policemen

He said he told the crowd to disperse because they were breaking curfew regulations

There were about 400 to 500 people in the mob which advanced on the police and he asked the lieutenant in charge of the army to make avail-

able four soldiers who would shoot on the ground to discourage the advancing mob

The soldiers fired the shots but the crowd continued to come forward and the police retreated

When the mob came closer, they pelted the police with stones, while shouting that the police were not shooting at them, he said

A sound of gunfire rang from the direction of the crowd. The police and soldiers retaliated by shooting at the mob, Maj Zibi said. He had not given the police or the soldiers any order to open fire but did not feel offended as their lives were in danger

He said he did not fire any shots. One policeman had fired one shot and another had fired two shots. The remaining 18 policemen did not fire

He shouted a ceasefire order when he saw that more people could be injured

There were no police injuries. Four people lay dead on the ground and three others died later in hospital, he said

When the police opened fire, the crowd ran in all directions

The case continues today — DDR

26/10/84
7 acquitted
of public
violence
Dr. Mafule
269

MDANTSANE — There was nothing in the evidence given by the state witnesses that implicated the accused with the charge of public violence, a regional court magistrate, Mr J A Dracatos said when he acquitted seven people here yesterday

The seven were Mr Vuyisile Njokweni, Mr Jackson Ndaba, Mr John Dolosi, Mr Tiki James, Miss Cynthia Ntombizandile Kolisi, Mr Pololo Zenzile and Mr Sydwell Mnyamfa

Three other accused who did not appear, had their charges withdrawn by the prosecution

They were Mr William Matshikiza, Miss Windiwe Primrose Pepa and Mr Dickson Mhleli Mlanda

The state had alleged that the seven were part of a group that had assembled near Egerton railway station with the intention to unlawfully disturb the peace on August 4 last year

Mr Dracatos said there were clear contradictions between Captain Mbi and Major Zibi

Captain Mbi said Major Zibi had ordered the police to fire warning shots in the air while Major Zibi said he ordered the soldiers to fire warning shots into the ground to discourage the crowd who were advancing on the police

Warrant Officer Manelisi Nkomana gave a different story to those given by Captain Mbi and Major Zibi. Captain Mbi gave the impression that he was present throughout the opera-

tion whereas W/O Nkomana said he had patrolled with him in his car

Captain Mbi and Major Zibi could not identify the accused in court, Mr Dracatos said

W/O Nkomana had not seen any of the accused committing any crime on that particular day. He did not arrest, he merely assisted in the arrest, Mr Dracatos said

At the charge office he noted down the names of the accused. The entries were made in the middle of his notebook and about 60 pages of the notebook were left blank before the entry was made. There was nothing entered in the book after the names of the accused had been taken down

Mr Dracatos said the court found it strange that such a thing could happen

The list of the people whom he said he had arrested contained only eight of those originally charged. The list excluded Miss Windiwe Primrose Pepa who was one of the people charged and whose charge had been withdrawn by the state

W/O Nkomana was unable to identify the accused in court, Mr Dracatos said

He said he found that there was nothing in the evidence led in court that implicated the accused in having committed the crime and he therefore found them not guilty and discharged them

Mr J A. Dracatos was on the bench, Mr J Kristafor appeared for the state and Mr P N Langa, instructed by B Ntonga appeared for the defence —
DDR

NO DOCKETS, NO INQUESTS

28/10/54 (769) (271) (275) (125) C. Press

THE INQUESTS of eight people shot dead during the Ciskei bus boycott on August 4 last year have not yet been held.

And it doesn't look like they are going to be held soon because all eight dockets have mysteriously disappeared.

Before the prosecutor can decide on a date for the inquests,

By **BENITO PHILLIPS**

the dockets have to be forwarded to the Ciskei Attorney-General's office for scrutiny before being passed back to the prosecutor.

Mdantsane's Senior Public Prosecutor Andile Maxham said he had not received the dockets, so he could not decide when to hold the inquests

Although Ciskei police spokesman

Avery Ngaki recently told City Press that the dockets had been processed, and were about to be sent to the public prosecutor, he can't throw any light on where they are now.

It is now highly unlikely that the inquests will be held this year as the courts are about to go into recess for the Christmas holiday period

Fifteen months have already lapsed since the fatal shootings. Nobody has yet been prosecuted

'Strike him off'

THE Cape of Good Hope Law Society wants Mdantsane attorney Joe Tutani struck off the roll.

In an application to the Bisho Supreme Court, the society alleged that he was guilty of theft or misappropriation of trust monies.

Mr Tutani has been given until November 16 to file affidavits in reply.

Decision on fate of the Apple ~~Express~~ Express being 269 3/11/84 awaited

By BESSIE BOUWER

PORT ELIZABETH'S Director of Publicity, Miss Cynthia van der Mescht, said yesterday she had done nothing to try to save the world-famous Apple Express because she was waiting for the SA Transport Services to make a decision.

The little passenger train could well be axed now that fruit from the Langkloof is to be brought to Port Elizabeth harbour by road, beginning next month.

Mr George Engelbrecht, the railways systems manager in the region, said this week no one had entered a plea to save the Apple Express.

Its future would be decided on the basis of cost involved in maintaining a line no longer needed for the Langkloof fruit — the bulk of the traffic.

The popular tourist train carries more than 7 000 trippers a season — an average of 177 a time, leaving only 15 seats empty each journey.

It makes the trip three times a week in the holiday season.

Asked if daily excursions would make it profitable, he said he did not think it would be viable to run trips every day.

Passengers are able to make use of a canteen on the train and braai facilities at Loerie.

Miss Van der Mescht said yesterday: "We are waiting for the railways to make a decision and nothing will be done before that."

"Only when they have taken a definite decision will we approach them."

She doubted whether the whole line would be closed — "because of the other products, in addition to the fruit".

She said the train was a very big tourist attraction and was in fact world-famous and if the service was discontinued "we will be very sorry about it".

Asked if the train was not popular enough to provide daily excursions, Miss Van der Mescht said that the number of tourists to Port Elizabeth did not warrant this service.

She said she did not know how many tourists used the train. The railways kept the figures.

Although extra excursions were made available during December and January, the service would not be viable on a daily basis.

The public relations officer for the Deciduous Fruit Board, Mr Fred Meintjies, said the decision to use road transport was taken because of the many advantages concerning cooling costs and ensuring the high quality of the products.

Road transport was expected to start next month for apricot and plum crops and was hoped to be well underway by the time the apple crops in March were being harvested, he added.

269 C-les

Ciskei bus boycott is still going strong

THE CISKEI bus boycott is still on — thousands of workers are still using trains and taxis.

Several workers this week reaffirmed their previous stand — they will continue the boycott, which started in July last year, until a full meeting decided to call it off

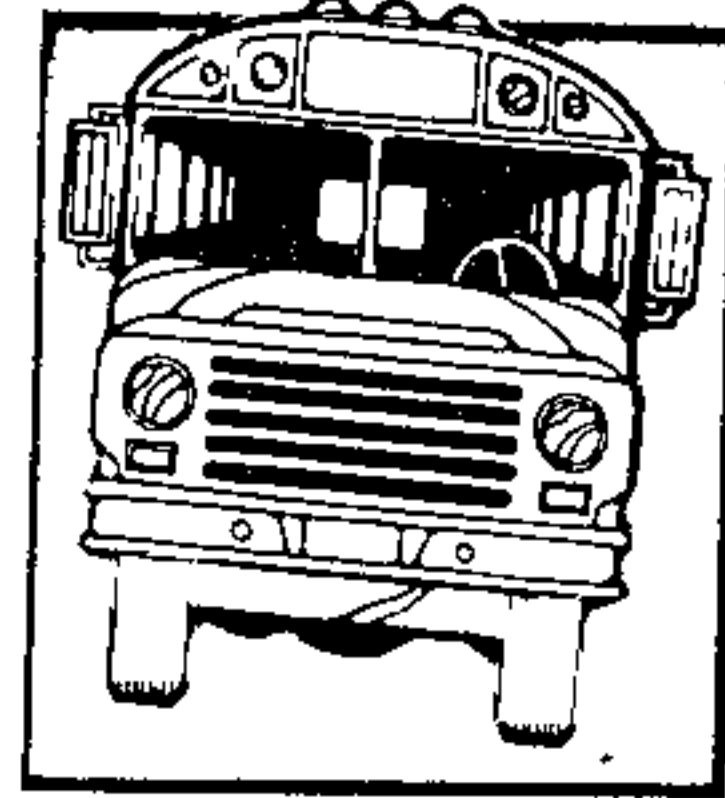
They are demanding that their leaders — who are facing charges in the Ciskei — should be pre-

By **BENITO PHILLIPS**

sent at such a meeting Those still awaiting trial under Ciskei's Terrorism Act for allegedly promoting the aims of a prohibited organisation, terrorism and subversion, are Committee of Ten chairman Mzwandile Mampunye, secretary Ne well Faku and committee members Shepherd Dumezweni and Philip Slo tle.

David Tyamzashe, a spokesman for the workers, told City Press that as far as the workers were concerned, the charges brought against their leaders by the Ciskei Security Police were trumped-up and an attempt to end the boycott

“Those men acted on our behalf, and in accordance with the instructions we gave them They never — at any stage — incited or instiga-



ted any boycott

“The Ciskei Police — with their army — could not stop us boycotting the buses, although many

lives were lost How do they hope to succeed by incriminating our leaders?” asked Mr Tyamzashe

“We won't board buses which have links with the Ciskeian Government How can we board them when we are still mourning our dead and when nobody has been brought to trial for shooting them?”

“All they wanted to do was board trains from Mdantsane”

Bus boycotters on rampage

(269) Stan 8/11/84
DURBAN — White motorists were turned back by police in the Nqethu area, near Hillcrest, today after bus boycotters last night burned a ticket office and stoned police vehicles and buses.

Nqethu residents have boycotted buses belonging to Interstate Bus Services since fares were increased two weeks ago.

On Sunday night mobs stoned buses on the Nqethu route and also damaged police vehicles being used as escorts.

Since Monday, police and Department of Transport inspectors have charged about 40 pirate taxis which have sprung up since the boycott, and on legal taxi operators who were overloaded.

A senior police officer said there was no need for panic, or to fear that the unrest would spread — Sapa.

Airline's suppliers pay for gala banquet at Jan Smuts

R650 000 bash for SAA's birthday

STAR
14/11/84
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Transport Reporter

South African Airways' year-long 50th anniversary celebrations will culminate in a lavish gala banquet this month that will cost more than half a million rands.

About 3 500 people have been invited to the black-tie occasion which will be held in the Hangar 8 complex at Jan Smuts Airport on Friday November 23.

Ministers

They include Cabinet Ministers, chief executives of SAA's pool partners, local and overseas leaders in business and representatives of aviation, travel and international media

Dr Anton Moolman, deputy general manager of South African Transport Services, yesterday said the banquet would cost about R650 000 but SAA would not pay a

ng, Airbus and Pratt & Whitney would foot the bill, he said

But a public relations officer said today SAA would probably have to pay the airfares of guests from overseas at a cost of thousands

Hotel accommodation would be covered by the sponsors

Officials were reluctant to release details of the evening's proceedings except to say that a pageant would be held. "We want it to be a surprise on the night," said one.

The catering will be done by Marriott Inflight Catering Marriott's managing director in South Africa, Mr Ed Marchand, said 17 chefs from South America, the United States, England, Portugal and Spain had been flown out to South Africa They would be assisted by 125 workers

Special equipment such as platters and rolling racks to transport equipment from the kitchen to the hangar has been im-

ELAND 1 800 kg	TURKEY 320 kg	OSTRICH 450 kg	SPRINGBOK 750 kg	BEEF FILET 150 kg	PORK 80 kg
VEGETABLES 400 kg	FRESH FRUIT 1 200 kg	PRAWNS 150 kg	ROAST BEEF 325 kg	KINGKLIP 450 kg	LAMB 120 kg
SAUCES 50 kg	SALAD 100 kg	PATE 175 kg	CHEESES 150 kg	ASSORTED WINES 400 Cases	WHISKY 15 Cases
12 000 Pieces TRUFFLES, PATE de FOIE GRAS, PRALINES AND CHOCOLATES	4 500 Portions ICE CREAM AND CAKE	6 000 BREAD ROLLS	10 Cases each, CANE, GIN, VODKA, ETC	10 Cases BRANDY, LIZ WARDER	

fish, vegetables, fruit and bread and almost 440 cases of wine and liquor have been bought

"There will be many overseas people so we are trying to give the

chand "We thought they would enjoy the game items"

Also on the menu are luxury items such as kingklip, prawns, truffles, pate de foie gras, pr-

has created 24 giant ice-carvings in the shapes of angelfish, swans, sea horses, swordfish and eagles for the occasion

Eight buffet lines will cater for between 400 and 500 people each but the

table will receive individual service

Working on the tables will be South African Defence Force, South African Transport Services and Marriott staff, all in

Memo 16/11/84

Serious competition looming for SAA

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SOUTH AFRICAN AIRWAYS has very good reason for launching an intensive public-relations campaign to become, in its own words, more 'passenger sensitive': it is facing what could become the most serious competition in its 50-year history.

The threat to SAA's international flights has begun with charter flights from Matsapha, in Swaziland, but it could be intensified if more airlines start making use of other airports beyond the South Africa's official borders

Huge sums of money — more than R250 million — have been invested in the construction of new airports in neighbouring states and two 'independent' homelands

Airports capable of handling passenger aircraft have been built at Gaborone, the capital of Botswana, and at Mmabatho, the capital of Bophuthatswana, while a new international airport is due for completion next year at Maseru, the capital of Lesotho

Start made

A start has been made on the controversial new airport near Bisho, the capital of Ciskei, and in neighbouring Transkei there has long been talk of an international airport, a desire that has drawn a number of speculators to the homeland over the years

Within the travel industry doubt has been expressed about whether international airlines, even if they are not members of the International Air Travel Association (Iata), will be prepared to use airports in the 'independent' homelands. 'As far as everyone in air travel is concerned you will still be flying to South Africa if you go to the homelands,' one travel agent said

Even if the new airports in the homelands are not used to bring cheaper flights to South African travellers those

in Botswana, Lesotho and Swaziland certainly could be used to challenge the dominance of SAA, and its Iata partners

And colossal sums are involved in the challenge Johannesburg businessman Bentley Beira is suing the Bophuthatswana Government for R399 million, claiming that a 15-year contract to establish an international airline and insurance company in the homeland was cancelled — R351 million for the loss of earnings on fares and freight

He had hoped to fly cut-rate charter flights to Europe and Mauritius Bolivian Airways, Swazi Air and International Freight Airways of Belgium were involved in the negotiations. Whether or not Mr Beira's claim succeeds in court, the sums of money involved indicate the seriousness of the pending battle

The flights operated by Maof from Matsapha to Israel are a case in point the fares are R849 return, about R400 cheaper than on the scheduled SAA or El Al flights

airport will be very limited

What the new Lesotho airport will, however, do is provide another base for charter and non-Iata airlines

There may also be pressure for national airlines to use it instead of Johannesburg for their southern African flights, particularly as there has already been anti-apartheid pressure for airlines to stop landing in South Africa

Alternatively, national airlines may be pres-

for people arriving in Mmabatho to be distributed throughout southern Africa It is also negotiating with 'a major US company' for the use of jet aircraft to ferry people to other parts of the subcontinent

Mr Cronje said charter operations had not been allowed into and out of South Africa 'We don't want to enter into competition with anyone but we are providing a supplementary service at an affordable price for the people who have not

Barry Streek Cape Town

sure to use Botswana's new R50 million international airport, which was opened early in October this year The airport, which has been named after the country's first president, Sir Seretse Khama, can handle planes up to the size of Boeing-747s and DC-10s

Whatever the doubts in the travel industry about the viability of international standard airports in the 'independent' homelands there is little doubt that the governments of Bophuthatswana and Ciskei believe their airports will be used

Bophuthatswana's Minister of Manpower and Co-ordination, Mr Rowan Cronje, said recently a number of international

been able to visit places they have heard or read about'

The construction of the new airport at Bulembu, in the Ciskei, some 20 minutes flying time away from the East London, is scheduled for completion in May 1986

The new airport will be capable of handling jets up to 747s, according to President Lennox Sebe It will include a pilot-training centre with workshops, lecture halls and dormitories

Although Bophuthatswana's airport cost R25 million, professional consultants were reported to have said that only a 'mickey mouse' airport could be built for R25 million and the fact that

P.T.O.

'Very good' service reported

A Cape Town travel agent who has switched nearly all his business to Maof described the new service as 'excellent'. Passengers can board a bus in Braamfontein, Johannesburg, are given lunch on the way to Swaziland and then supper at the Royal Swazi Spa. The agent said that according to all reports he had received the service on the Maof flights was 'very good'.

Maof also auctions a free ticket to be won by one of the passengers on each trip.

Whether there are gimmicks on the flights from neighbouring countries or not the hard fact for SAA and the other Iata carriers is that they are, for the first time, beginning to face serious competition.

The new international airport at Mazenod, 20 km south of Maseru, in Lesotho, could increase this competition when it comes into operation next year.

It is being built with aid totalling R96 million from 10 different international funding organisations, and it will be six times more costly than any other project in Lesotho, reflecting the importance attached to it by Chief Leabua Jonathan's government.

Theoretically, the new airport will break Lesotho's dependence on Jan Smuts, but in fact Lesotho does not produce any exports that cannot be freighted from the existing airport, nor does it have any larger planes of its own to make use of the new airport.

Lesotho will still have to use South African airspace and fuel will have to be delivered from South Africa, both of which could easily be blocked. In effect, the reduction of Lesotho's dependence on South Africa through the new

airlines had shown interest in including Mmabatho in their overseas routes.

He said this after negotiating landing rights on Madeira, the island off the north-west coast of Africa.

Mr Cronje said this major break-through would make Mmabatho a cheaper port of entry for tourists in southern Africa. 'What we are doing here is to bring people and tourism to southern Africa. This, in itself, is an asset to southern Africa.'

The Bophuthatswana Government has begun negotiations with South African Airways to negotiate a pool arrangement

an unknown Panama-registered company, C and M Construction, signed a contract for its construction, including a R900 000 deposit from the sale of President Sebe's executive jet and a R6 million low-interest loan from the company to the Ciskei Government have raised serious questions about the whole project.

However, in August six Ciskeians went to Luxembourg for air-traffic-controller training. And Ciskei's former public-relations officer, Mr Bill Livesey, said President Sebe had been approached several times by world carriers and tour operators about the development of an airport.

'We're watching it'

SOUTH AFRICAN AIRWAYS is watching the development of international airports in neighbouring states 'very closely', Mr Nic Vlok, the airline's Director of Domestic and Regional Services, said in an interview.

'We recognise that it is a competitive situation but we are used to working in a highly competitive situation,' he said.

'We don't anticipate any action to stop them. We can't do that.'

'I think at this point of time the competitive situation is such that they won't exert any untoward pressure. I don't think they will exert greater pressure than that which already exists.'

Some of the fares from charter flights may be lower but 'when you compare apples to apples there is not much in it'.

Mr Vlok said the distances involved and the level of service in using charter flights from neighbouring states were also at issue.

SAA was more concerned about the development and expansion of the market, both internationally and regionally, particularly by increasing air travel to neighbouring countries.

'We want to develop the

Barry Streek

markets that in fact sell and we are working with other countries to do this.'

Mr Vlok also said that if the airports in neighbouring countries merely became outlets for passing on passengers 'you have to ask what is in it for the country'.

'If people are just commuting, there is nothing in it. You can't get your money back in a reasonable period from landing fees.'

'You need tourism and the necessary infrastructure. It is a chicken-and-egg story. If you don't bring people and get the infrastructure right for tourism you can't recoup the benefits.'

'You have to be careful in not just looking solely at the charter issue, because then I don't think there is much in it for anyone, but if you develop tourism then you are on to something good for the country itself,' Mr Vlok said.

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20/11/80
Committee of 10
member still held

EAST LONDON — An Mdantsane Committee of 10 member, Miss Priscilla Maxongo, was still being held in detention under section 26 of the Ciskei Security Act, Colonel Avery Ngaki, the Ciskei police liaison officer, confirmed yesterday

Col Ngaki said Miss Maxongo had not yet been charged as her case was still being investigated

She was in good health, Col Ngaki added, but would not disclose where she was being kept.

Miss Maxongo was detained in July this year together with four other members of the Committee of Ten

The others were subsequently charged, appeared in court and were released on bail

The four other members were Mr Mzwandile Mampunye, Mr Newell Faku, Mr Phillip Slotile and Mr Norman Sibewu — DDR

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Fare rise implemented 6 days before approval

D. Disputak

EAST LONDON — The city council's action committee has approved a bus fare increase which came into operation six days ago

This was confirmed by the chairman of the committee, Mr Donald Card

On November 28, 1983, the council applied to the Local Road Transportation Board for an increase in fares subject to no single fare exceeding R1 in value

The board turned the application down but on resubmission, the following fares were approved.

Stage 1 fares went up from 25c to 30c, stage 2 from 30c to 35c, stage 3 from 35c to 40c, stage 4 from 40c to 45c, stage 5 from 45c to 50c and stage 6 from 55c to 60c.

Pensioners' fares went up from 20c to 25c and children under 12 from 25c to 30c

Because the fares had to be implemented on November 12, permission was obtained from Mr Card, the chairman of the finance portfolio, Mr Errol Spring, and the portfolio holder for transport, Mr Len Cooper.

The committee was asked last night to approve their decision

Mr Card said the transportation board had also approved two other

applications from the council

Council had been granted authority for its bus service to operate throughout South Africa from East London, and

Council had been granted authority to operate local services at times and over routes to suit the exigencies of the service

The committee was told that following various on-going studies of service times and routes, a new timetable would be implemented from December 3 — DDR.

Fewer passengers carried

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STAR

28/11/84

Transport Reporter

The number of passengers transported by private and municipal bus services and the South African Transport Services bus and train system has dropped sharply.

According to statistics released by the Central Statistical Services in Pretoria, rail has been hardest hit, with 14 198 less passengers transported between June and August than the preceding three months.

An SATS spokesman said though the drop could be attributed to the poor state of the economy, it constituted only a small percentage of the millions of passengers transported each year.

He said it was unfair to compare June, July and August to the preceding months because of holidays.

RDM

29/11/84

(269)

Changing the face of SA transport . . .

By DAVID FURLONGER
Industrial Editor

INVESTIGATIONS are continuing that could change the face of South African transport.

The National Transport Policy Study (NTPS) is now into Phase Two of its analysis of the future of the country's overall transport system — road, rail, air and sea.

The NTPS, made up of representatives from public and private sectors of transport, was commissioned by the National Transport Commission (NTC) to devise a transport blueprint for the rest of this century and the beginning of the 21st

Most of the findings from Phase One have already been published.

They have been, to a surprising extent, intensely critical of the NTC and of the Government's transport policies as a whole

The main complaint has related to the activities of SA Transport Services and its "protected" status under a Government that professes to believe in free enterprise and competition
That "protection" is made necessary by

the cross-subsidisation system that enables Sats to carry out its huge social obligations in the form of passenger transport and other loss-making activities.

To reduce those losses, potentially profit-making operations like the ports and air transport are milked of every available cent.

Extra charges, like the 1,5% *ad valorem* tax imposed on seaborne imports, are designed to earn even more revenue for the cross-subsidisation system.

According to recommendations in Phase One of the NTPS report, this system is unfair because Government safeguards to protect Sats' share of the overall transport market do not allow free competition and discourage investment in all sectors of the industry

Other NTPS complainants have related to pollution, transport licensing and unnecessary Government-imposed costs in the daily running of private transport companies

Such criticisms, and particularly the fact that they are openly published, have been widely welcomed in the transport industry
Operators say it suggests the Government and NTC are finally serious about putting transport's house in order

Government organisations are notoriously shy of public criticism — as witness recent Government reaction to adverse comments by the country's leading business and industrial organisations on labour unrest and intentions

For that reason alone, the airing of complaints about the transport industry marks a happy departure from tradition.

According to Mr Jack Webster, chief executive of the Public Carriers Association and a member of the NTPS Steering Committee

"They've always looked at the results of the problem and tried to cure that. But they've never tried to cure the cause"

He defends the NTC against accusations of inefficiency by saying it is limited in its scope by the Department of Transport

"It's not the fault of the people in the National Transport Commission because they've been given impossible jobs to do. There is inefficiency but it's not the NTC's inefficiency

"It's inefficiency that's been handed down"

Mr Webster says that although Phase One of the NTPS report raised important issues,

Phase Two will be of more importance overall.

"Phase One was important. But it is nowhere near in importance as Phase Two because from this, the scenarios and options will be decided"

Nine main areas have already been identified for discussion under Phase Two.

They are competition for freight between the various modes of transport, transport organisation, co-ordination of transport between South Africa, Transkei, Bophuthatwana, Venda and Ciskei, finance, passenger transport, both urban and rural, international air services, manpower, energy contingency planning, road transport information.

The last — road transport planning — relates to the likely creation of a national transport register

According to Mr Webster. "This will be a national register for driving licences, permits and the like.

"We hope this will create the opportunity for all moving offences to be put on to computer so we can check on the central register when we want to employ drivers or other staff. Something like this is long overdue."

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Transport rebate to be extended

JOHANNESBURG — The government has extended the transport rebate applicable to products of approved regional industries, to all modes of transport

The rebate previously applied only to the outward railage of products manufactured by approved industries established at regional development points, and to approved private road transportation costs on such products

The statement was issued by the Minister of Trade and Industry, Dr D de Vilhiers. The extended concessions became applicable on December 1, this year

It says that in consultation with the homeland states and other interested parties, it has decided to extend the transport rebate to sea-freight (including harbour charges), airfreight and new motor vehicles transported by automobile carriers or in convoy

The vice chairman of the Public Carriers Association, Mr Gert Grobler, said it was a move in the right direction. "This will benefit the industrialists in the

areas affected. By lowering the cost of production, it will help reduce the rate of inflation"

He added that he hoped the rebates would be calculated not on the present railway tariffs but on the costs incurred by other forms of transport

"The choice of transport must lie with the industrialist. He should not be questioned as to why he is not using railway transport. The industrialist must be able to choose the mode of transport most suitable for his particular product"

Auto Carriers' manag-

ing director, Mr David Taylor, said his company supported the move wholeheartedly. He said his company were not only motor transporters and used sea and rail transport where necessary

"A company must be able to use the most economical mode of transport available be it road, rail or sea

"I do not think the extended rebates will have a significant effect on costs. However, it should be of great significance to the motor manufacturers who decide to remain in the Eastern Cape" — DDC

City's transport causes discontent

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CASE title 12/12/84 337

Municipal Reporter

CAPETONIANS have voiced their general dissatisfaction with bus and train services in the Peninsula, in the mass opinion survey conducted by the City Council

Although public transport does not fall under City Council control, the service was included in the questionnaire and the results are to be submitted to City Tramways and South African Transport Services.

The most telling indications of discontent came from the comments at the end of the returned questionnaires rather than from the survey's "scale of satisfaction" section

Trains were repeatedly described as "ineffi-

cient, dirty, irritating and highly inadequate" by respondents throughout the municipal area, with subways, lack of security, high fares, overcrowding and the train route emerging as common areas of concern

Buses were described as "filthy, noisy and uncomfortable" and the drivers "rude and careless"

High fares, smoking on buses, delays, overcrowding, and the high step on to buses were singled out by many respondents

Buses caused most dissatisfaction in the wealthier areas, while the poor quality of the train service was a more frequent complaint from less affluent commuters



**Railway workers ... now
parity may be delayed**

SATS

Parity delayed?

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If Transport Minister Hendrik Schoeman turns down wage demands from the railway trade unions next year, in line with government's civil servants' wage freeze, it will be bad news for SA Transport Services (Sats). Sats's ambitious plan to equalise wages and conditions of employment for its 234 000-strong workforce will come to an abrupt halt.

Sats's plan is to reach parity in the terms of employment of all employees in five phases. The first phase, which involves spending R70m a year, came into effect at the beginning of this year. The wages of some categories of workers were raised to equal those of their white counterparts. Other workers also received increases, though not parity with whites, and the minimum and maximum notches for some categories were increased. Pension provisions were also increased.

Sats says additional planned improvements depend on two factors: the Minister granting a general salary increase and the availability of funds. Next year's wage negotiations start in February but at this stage there is uncertainty about whether

the wage freeze applies to the service.

A spokesman for the Minister says no final decision has been made. He also points out that Sats is not financed out of the State's budget.

This is a point railway unions have seized upon. A spokesman for the Federal Council of Sats's Staff Associations says the council does not regard Sats workers as civil servants. Sats, he says, is a business concern, and workers are not paid out of income tax like civil servants.

It has also been pointed out that Sats made a profit in the 1983-1984 financial year (the first for many years) and could do so again in the 1984-1985 financial year.

Abram Koekemoer of the multiracial SA Footplate Staff Association says "If the Minister does not grant an increase it will mean that railway workers will be unfairly deprived. Firstly, prices keep on increasing, and secondly, the parity programme will be delayed."