

# PUBLIC SECTOR - TRANSPORT GENERAL

1986

JANUARY - APRIL

TYRE and RUBBER MANUFACTURING INDUSTRY - EASTERN PROVINCE

Parties Employer Organisation: The Port Elizabeth and Uitenhage Tyre and Rubber Manufacturers' Association

Trade Union: S.A. Yster-, Staal- en Verwantenwerkhede - Unie; National Automobile and Allied Workers' Union

Area Magisterial Districts of Port Elizabeth and Uitenhage

Footnotes

1. Overtime pay - If a worker does not work 2.5 hours overtime per day, or a total of ten hours for the week, then the overtime rate may be reduced to 1.33.

# Petrol

STAR 3/1/86



# price rise

# provokes

# Govt departmental squabble

269

By Sue Leeman and David Braun

Two Government departments are at loggerheads over the reasons for the surprise New Year petrol price increase and the confusion it has created.

The Department of Transport says that higher tariffs are not the reason for the increase. The Department of Mineral and Energy Affairs, which fixed the price, said the increase was caused by tariff hikes.

The Department of Mineral and Energy Affairs, which must approve all price increases, has said little during the debate, prompting criticism.

A spokesman confirmed today that there had been no official statement.

However, the department's Director of Energy Provision, Mr Lourens van den Bergh, defended the increase.

Firstly, he said, Sasol was not only producing petrol from coal, but also from crude oil at its Natref refinery. There was a component of crude brought from the coast to the Reef.

It was the department's policy to have one price as chaos would result from separate prices for petrol-from coal and that produced from crude oil.

Mr van den Bergh added that Sasol was an import-replacement industry (invoervangings bedryf) and if there was no price control on petrol Sasol would be able to increase its prices when the cost of petrol produced from crude oil rose.

## Undertaking

Thirdly, he said, Sasol had received the undertaking when it went private that the price of Sasol petrol would be the same as that produced from crude.

The Minister of Transport, Mr Hendrik Schoeman, has questioned the increase and denied that the January 1 rise in rail tariffs had made it necessary to raise the price by 2 cents a litre.

Increased rail costs, he said, should have necessitated a much smaller rise of around 0,5 cents.

Transvaal motorists were the victims of inconsistent Government subsidies and pricing policies, the Progressive Federal Party said today.

Mr Brian Goodall, the party's spokesman on energy affairs, said that the Transvaal consumer was expected to contribute to the vast profits of the Government-owned pipeline which pumped petrol from the coast. However, Transvaalers were not given any benefit for the vast quantity of Sasol petrol produced in their province.

# Table Bay to be used for exporting coal

Staff Reporter

TABLE Bay harbour has been given a needed boost with the announcement that it is to be used as to export 1,8-million tons of coal a year.

Cargo-handling facilities are 60 per cent under-used, mainly because of its geographic location, the poor Western Cape economy and the change in cargo-handling techniques, according to the South African Transport Services.

Speculating on the boost Cape Town and the harbour could receive from the development of offshore gas fields at Mossel Bay, Table Bay port manager Mr Kallie Haupt said the harbour's traffic had fallen drastically because many of its clients had moved their factories closer to the financial and economic centres of South Africa.

## POOR ECONOMY

The poor economy in general had also played a major part in the port falling into partial disuse.

The coal will be transported from the Transvaal to the harbour by rail and loaded straight from the trucks in to bulk-carriers and will not affect the Western Cape's economy or provide additional work or revenue.

Mr Haupt said Richards Bay and East London were being fully used while Port Elizabeth and Durban were "under pressure".

Yesterday Durban had 40 ships in port and 12 waiting outside.

Table Bay had two ships in port, of which one, the Stonepool, was being loaded with the first consignment of coal.

# Sats plans to cash in on its properties

BUS. DAY / 9/1/86 (269)

CASH-STRAPPED SA Transport Services (Sats) plans to sell off or lease thousands of hectares of property to the private sector.

And yesterday several of the country's leading property developers expressed considerable interest in Sats' plans

"A lot of innovative things can be done, say, on Johannesburg station and on wide concourses, which are for the most part largely empty," one said.

"It is not before time Sats has a lot of prime land that can be made better use of," another developer said

A Sats spokesman told *Business Day* a special property division had been set up to oversee the sale or lease of 32 000ha of property. The division was expected to be fully operational by the end of the month

He said the the decision was spurred by the promulgation of the State Property Rating Act, which comes into effect this year and requires the state for the first time to pay assessment rates on all its properties

"By leasing some of our properties we can at least recoup part of what we have

CHRIS CAIRNCROSS

to pay in terms of rates," he said

The new property division will fall under Sats' technical department and is to be headquartered in Johannesburg

Sub-committees are also being established in each main centre to handle and identify specific property developments peculiar to the region.

The idea of making better use of Sats' vast property holdings had been mooted for some time, the spokesman told *Business Day* Property to be placed on the market included some farms

Apart from unused land, Sats also has ambitious plans to lease out space in its stations, harbours and subways

Ideas go as far as the leasing out of "air space" alongside railway lines and on railway bridges

"We are also prepared to consider ideas for decking over certain sunken railway lines," the spokesman said

One of the main tasks of the new property development division would be to look at all potential uses for Sats land and buildings, he said.

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# Big crowd greets Winnie

BUS. DAY / 9/1/86 (269)

AFTER her first "legal" day in Johannesburg yesterday, Winnie Mandela was escorted from the Rand Supreme Court by a throng of enthusiastic, fist-clenching and ululating supporters.

TV cameramen and clicking photographers, who had waited all day to catch her image in their frames, were part of the dense crowd.

Mandela, looking stunning in a purple batik caftan and a mauve turban and

LINDA ENSOR

accompanied by friends and her family — including daughters Zeni and Zinzi — was present in court while her counsel, Sydney Kentridge SC, attacked the validity of her recently amended banning order

The overcrowded court gallery could

● To Page 2 →

thumbs

# Schoeman is sympathetic to pay pleas

By Zenaide Vendeiro,  
Transport Reporter

Railway workers had put forward a strong case for a significant salary increase in April, the Minister of Transport Affairs, Mr Hendrik Schoeman, said in Johannesburg yesterday after a meeting with the presidents of 10 railway unions.

A joint statement released after the meeting said the Minister understood the position of railway workers in that they had not had a salary increase in two years and because of the high inflation rate.

He undertook to meet the unions again before presenting his budget to Parliament on February 19.

The unions' umbrella body, the Federal Council of South African Transport Services' Trade Unions, has lodged a demand for a 25 percent across-the-board increase.

The council's chairman, Mr Jimmy Zurich, said last night: "The Minister did not try to argue us out of our case and was sympathetic.

"He accepts that we are battling. He made no promises, however — not even that there would be a general salary increase."

Mr Zurich said Mr Schoeman reiterated the poor financial position of the South African Transport Services, which was expected to record a loss of between R400 million and R450 million.

# Sats land-deal tenders by mid-year

FIRST tenders for the purchase and lease of 32 000ha of SA Transport Services (Sats) land, nationwide will be called for towards the middle of the year.

The move will raise millions of rand for the service and, in some cases, make available land in areas where it is in short supply. Sats owns what are considered to be some of the best located sites in the country.

Yesterday a representative of the Sats department which will be responsible for the sales drive revealed more details of the scheme.

He told *Business Day* that market-related rentals and sale prices would be sought on tender where possible, but he was unable to say what total he expected to achieve.

Developers and estate agents are already showing keen interest in the land. Sanlam, for example, is negotiating seriously with Sats for air space around the Johannesburg station.

This space, such as on pedestrian bridges over railway tracks, could be developed into office accommodation, says the institution's assistant GM (properties) Niel Krige.

Sanlam has also been approached by a private developer with a view to acquiring air space near the station for the establishment of shops to serve black commuters and Hillbrow residents.

However, Krige believes it's more

1835 DAY  
12/1/86  
269  
JANE STRACHAN

able to use the space for offices. In principle, Sanlam is interested in looking at a number of other properties on offer, but it is waiting for the formation of Sats' business-development department later this month before entering into further discussion.

A number of other estate agents and interested individuals have contacted Sats about the land.

The Sats representative gave *Business Day* an idea of the wide-ranging types of property which will be on offer.

In Johannesburg, apart from the air space on the east and west of the main station and land around other bridges, there is a small railway yard in the factory area of Loveday Street, a piece of high-rated low-revenue-producing land currently used for parking, and property available for development at the Village Main station.

A number of residential erven are available in Pretoria, where good land for housing development is scarce.

Commercially-zoned land opposite Durban's Umgeni Road station is paying rates which exceed the rentals, and it may be sold.

Cape Town land on offer is as varied as a 1 000m<sup>2</sup> traffic island in Mowbray, an old hostel site in Langa and a parking lot in Woodstock which has been identified for commercial development.

Mood of railway workers is 'ugly', says union chief

BUS DAY  
269  
13/11/86

# Public sector 'revolt' if govt fails with pay rises

GOVERNMENT will have a public sector revolt to contend with if it fails to meet the "reasonable" demands for pay adjustments submitted by central government, Post Office and Sats workers, according to senior State officials in Pretoria.

The costs of "reasonable" demands could add another R1bn to State, Post Office and railway expenditure in the 1986/87 financial year.

PFSP spokesmen have warned of likely increases in Post Office tariffs and a further rise in railway tariffs from April 1 to accommodate the expected pay rises and what they see as the inflated costs of administering services

However, according to Treasury sources in Pretoria no decision on pay rises has been taken yet, and none is likely until shortly before the Budget is tabled in March.

This was confirmed on Friday when the representatives of 230 000 Sats workers came away from pay discussions with Transport Minister Hendrik Schoeman empty-handed and without assurances.

Schoeman told the representatives of the 10 Sats trade unions that he sympathised with their plight and their struggle to maintain living standards with 16% to 17% inflation

However, he was unable to give them any undertakings at that stage.

He promised to meet the Sats union leaders again before he tabled his

GERALD REILLY

budget on February 19

Minister of Administration and Economic Advisory Services Ely Louw told *Business Day* last week that he was unable to say when a decision — one way or the other — would be taken on public sector pay rises

Nor could he comment on the restoration of service bonuses, which were cut by a third last year.

After the discussions with Schoeman, Federal Council of Sats Trade Unions president Jimmy Zurich said the CPI since the last increases were

granted two years ago

Zurich said the mood of railway workers was "ugly"

Not only had they not been given pay rises for two years, but overtime had been cut to the bone and incentive bonus earnings reduced

"It all adds up to a drastic plunge in living standards for railway workers, and we told this to the Minister yesterday"

The unions appreciated Sats financial plight — its losses could exceed R400m for the 1985/86 financial year — but at the same time compensation had to be paid for the inflation-eroded purchasing power of earnings, Zurich said

## 'Police beat me' says boy



Abishai Ngqeza

Staff Reporter

A 16-YEAR-OLD Ciskeian boy selling ice-cream on a suburban train to earn money for his schooling has alleged he was assaulted by a railway policeman at Maitland station on Wednesday

In a sworn statement yesterday, Abishai Zamuxolo Ngqeza, a Std 7 pupil from Keiskammahoek, said he and another youth had no licence to sell the ice-cream

As the train approached Mowbray sta-

tion they were apprehended by two men wearing gun holsters

"We were taken to an office on the station where we were assaulted by these two men. There was another man present in the office whom I will be able to recognize I was hit with fists and kicked"

According to a Somerset Hospital medical certificate, Abishai was treated for a minor fracture of the skull, a rupture in his left ear, bruising and a major injury to his left eye

A Railways Police spokesman, Colonel P W Wolvaard, said that once a complaint had been laid by either the boy or his mother, the matter would be investigated "at once"



Security  
STAR 14/1/86  
man jailed  
for theft 269

Arthur H Phister (21), a security officer for South African Transport Services, was sentenced to three years' imprisonment in the Johannesburg Magistrate's Court yesterday for stealing at Langlaagte Station.

His co-accused, Tinus JP Venter (18), of Pypies Avenue, Jan Hofmeyer, Johannesburg, was fined R1 000 or one year's jail on three counts of theft and housebreaking.

Venter was sentenced to a further two years, suspended for three years.

Phister, of Louw Geldenhuys Hostel, Langlaagte, and Venter both pleaded guilty.

In mitigation of sentence Phister, who has a previous conviction for housebreaking, said he was married. Venter said his wife was pregnant.

Mr. JS van Wyk was on the Bench and Miss P Vorster prosecuted.

### Karate death: man appears

Mr James Daniel Martinoni (26) yesterday pleaded not guilty before a Johannesburg magistrate to murdering an unidentified man by punching, kicking and hitting him with karate sticks.

The case is a sequel to the death of a 44-year-old man at Kings Court, King George Street, Johannesburg, on October 14.

Mr. Martinoni, of Hakdoring Street, Pretoria, chose to say nothing in his defence at this stage.

The hearing was adjourned to February 17 pending a decision from the attorney-general.

(269) (269) 14/11/86 BUS DAY.  
Passenger transport figures dive

**PUBLIC** and private-sector passenger-transport operations continue to see business decline, according to Central Statistical Services. Figures show municipal transport departments suffering most, with Sats' road section also in the doldrums.

Municipal services saw a 13.9% drop in passenger numbers from August to October last year.

Sats' road section, shows numbers down 11.2% on August-October 1984 and 5.6% on the 1985 quarter. The railways also lost passengers.

Private operations fared best, with the 251 594 passengers they carried in the three months to the end of October being 5.2% down on the comparative 1984 quarter.

Too little cash in kitty and . . .

# Inflation will erode buying power of R450m roads fund

BUS DAY  
16/1/86  
269

THE Department of Transport is preparing its 1986/87 road-building and maintenance programme, but there is too little cash in the National Road Fund (NRF), says director of planning Ed Petzer.

NRF income increased twice last year. The increased fuel levy gained it 5c/l in January and a further 2c/l was added in July.

"With these, we were able to budget for about R420m for the present programme, and we will have spent about that by the end of our year in March," Petzer says.

"We shall be budgeting on about R450m for 1986/87. This is an increased income of just over 7%. But allowing for the inflation rate, we actually lose in purchasing power."

John Hodgson, chairman and CE of Group Five and D&H, is disturbed at this continuing loss in road-building and maintenance funds.

"With the best will in the world and despite the highest level of competence, nothing can be done for our roads with-

ALAN PEAT

out adequate finance. And the funding has been steadily eroded in recent years," he says.

"Expressed in 1975 terms, funds declined by 18% for 1984, as against 1979. At no time in between were the 1979 figures exceeded or even matched. In 1983, for example, the figure fell by 25%."

The situation is partly remedied by the proposed introduction of private toll roads. The planned programme is estimated to cost about R2bn which, Petzer says "takes some of the weight off the shoulders of the NRF".

Hodgson, whose Group Five is a member of one of the two private toll road consortiums, agrees.

"If the private sector is to own and operate sections of the national road system, and provide the full financial requirements, this will be incremental to all the work financed by government.

"As a result, government funding will go much further, being committed to overhauling the backlog."

EASTERN CAPE

# Farewell to Fords

The guillotine has finally fallen on Ford's Struandale assembly plant in Port Elizabeth. On Thursday Samcor executives faced 950 workers at the plant to tell them that they will be out of work in the second half of this year.

With industry losses of R1 billion last year and dismal prospects for at least the next 18 months, further major rationalisation was inevitable. Samcor's announcement of the closure of the Struandale plant, which assembles MMI's Rustler and Ford's Sierra and Bantam, is the most logical move after Ford's trek north to join Samcor.

Struandale's assembly operations will now move to Pretoria's modern Silverton works. The closure date has not been decided, but it is slated for the second half of this year.

This leaves only Ford's engine plant — also at Struandale — still in the eastern Cape, after the final closure of the Neave plant — which assembled the Escort and Granada — late last year. The Neave closure cost 1 700 jobs.

When the Ford/Amcar merger was originally announced there were plans to keep Struandale operational. But late last year it seemed it would become yet another victim of the industry's agony.

The deeper-than-expected recession made more urgent Samcor's need to consolidate its assembly lines into a lower-cost production base in the PWV. Scattered assembly lines, of course, would also make nonsense of Samcor's heavy investment in factory automation.

The decision to close Struandale was made late last year, but, the *FM* understands, the announcement was delayed while last-ditch efforts were made to save it.

Certainly, investment pressures from

Samcor shareholder Anglo American and Ford will ease once the move to Silverton has been completed.

PE was anxious about the Ford/Amcar merger from the start. The area has lost more than 5 000 motor industry jobs since 1982 and there's always the threat of further retrenchments from assemblers and component manufacturers as margins are squeezed harder.

Samcor MD Spencer Sterling takes strong exception to talk of a strategic withdrawal from PE. "Blaming Samcor for its historical base in Pretoria is nonsense," he says.

And he stresses that the recently modernised Struandale engine assembly plant will not be affected by the move. But it could still be threatened by cost pressures. "If it becomes no longer cost-effective to assemble engines in the eastern Cape then we'll be forced to look to importing them and making up the 66% local content level with more local bodywork and ancillary equipment."

Sterling's adapt-or-die blueprint for SA's motor industry has not been popular with other manufacturers. Many see him running for high ground by calling for wide-ranging reforms to cover Samcor's own shortcomings.

But temporary plant closures, layoffs, white-collar retrenchments (90 at the end of last year) and production schedule cutbacks to lower stocks, have done little to ease the industry's misery.

Sterling reckons SA's motor industry will be at a watershed until at least mid-1987. "This year's motor market will be more competitive than ever," he says, "and we are looking to new models as our major sales drawcard."

This will include an all-new Mazda 323

and a facelift for the 626. Ford's Sierra will also be revamped this year and MMI and Ford dealers will get a new range of light commercials.

Ford's Escort comes to the end of its product cycle in mid-1986 and will be replaced by the Laser. Sterling hopes Ford's new line-up will finally scotch rumours about the company pulling out of SA.

Samcor still has a long way to go before it is out of the woods.

But it is clearly acting with a determination which other motor manufacturers would do well to note. ■

## RAIL CONSTRUCTION

### Who pays?

Sats has taken a policy decision not to use its own cash to build new railway lines or extend existing routes. Inevitably, the move has placed urgently-needed new links in jeopardy.

Sats plans to seek the necessary capital from other sources. The new regional service councils (RSCs), the first of which could be operational by mid-year, other local authorities and the private sector are possibilities.

But the chances of the RSCs being in any position to bankroll new suburban railway lines, especially in the early days, are remote. Thus, with private sector interest unlikely, it means that central funding in one form or another will have to be found for such new capital projects.

But this, of course, would make a mockery of Pretoria's aim to devolve financing power to local authorities by forming RSCs in the first place.

Financially, the move makes much sense for Sats whose railways arm is slated to lose around R1 billion in the current financial year. These losses are the main drag on Sats' overall performance.

The new policy is bad news for industries which rely heavily on railway contracts because work will be delayed until alternative finance is found.

One of the first victims is the R350m plan to nearly double existing lines on a 15 km stretch east and west of Johannesburg station, between George Goch and Langlaagte (*FM* August 9).

"Work on the line will begin only when finance is found," affirms Sats' chief director (Passenger Services) Hendrik Hamersma.

On paper, at least, the extra lines should be operating by 1990 when, Sats estimates, traffic along the line will have increased



Samcor's Sterling ... revising the options

from the current 60 000 commuters an hour to 135 000 at peak periods, mostly from Soweto.

Hamersma, for one, holds that the local RSC will be unable to stump up R350m for the extension. He reckons the line will take three to five years to complete, "so there's a sense of urgency to get the project started."

Now Sats is urging government for bridging finance to pay for the project and cover operating losses until the money can be recouped from the RSC.

As matters stand, the government-appointed Metropolitan Transport Advisory Board has a major say in deciding whether to bankroll the George Goch/Langlaagte expansion.

Sats maintains that a precedent has already been set for central funding with the R312m Khayelitsha extension, due for completion by December 1987.

Another consideration is the future shape of the RSCs. The George Goch/Langlaagte project, for example, could straddle more than one council. ■

## WINE INDUSTRY

### Not so rosé

There's trouble in the Cape vineyards which threatens to deliver a body blow to the beleaguered wine and spirits industry.

Costs are soaring as the great chardonnay scandal (*Business* November 29) tears at the industry's reputation, and, although consumption has not yet slumped as badly as many feared, price rises further down the pipeline seem certain to hit demand.

Hence the concern over this week's KWV announcement of a 13,6% increase in the recommended minimum price for good wine and for distilling wine. Both are effective from January 1. Agriculture Minister Greyling Wentzel must still approve the rise, but this is widely regarded as a formality. What happens after that is not.

The KWV estimates the 1986 crop to be up 2,4% on last year at about 8,4 Ml, mainly due to new vineyards coming into production. Only two of the seven wine districts, Paarl and Stellenbosch, posted declines. And these were small.

Traditional reasoning that the populace always drinks more to cope with the woes of recession has been thoroughly debunked this time around.

Industry figures for the year to the end of November show a 10% decline in sales volume of white spirits (although vodka was up 4%). Brandy was down 4%, while most wine categories were more or less static. Exceptions, of course, were the flavoured wine sector, where sales went from nil to 181 Ml during the year, and sparkling wines which showed a 5% improvement.

But that is history. Now soaring production and packaging costs are threatening the very existence of the SA wine farmer, maintains KWV chairman Pietman Hugo.

For example, he says in the past year they were granted a 9,9% increase in the price of good wine but costs rose more sharply — chemicals by 26,5%, mechanisation by 17%, electricity by 23% and irrigation by 38%. Glass is due to rise by 15% next month, cartons are going up 16%, sleeves 12%, screw tops 15%, and the external cartons of box wines will soar 25%, according to the Cape Wine and Spirits Institute.

Hugo complains that the KWV policy of modest price increases, made possible by farmers absorbing part of production cost increases, has been largely nullified by suppliers of inputs. He claims they have been passing on their full price increases. On the packaging front he cites a 95% jump in the price of corks last year, a similar increase for lead capsules and an average 14,7% annual escalation in glass bottles since 1983.

#### Shrinking share

Some of the blame must be pinned on the collapsed rand, but not all. Hugo says the exchange rate was not always the only, or even the main, cause of the cost push which has left farmers with only 23,2c out of the consumer's rand. The cost of the bottle alone is 20,8c in the rand.

Says Hugo: "The wine farmer believes he is not selling wine to consumers any more, but rather bottles, corks, and labels. Alternative packaging materials and methods must be found."

He warns that the KWV now intends to closely monitor and investigate supplier price increases.

Industry sources believe this means labour costs will be coming under scrutiny since tough demands can be expected soon from the Cosatu-affiliated Sweet, Food and Allied Workers Union.

## VINE PROBE

Chairman Chris Klopper and his State-appointed commission (*Business* November 29 1985) are entering the second week of their inquiry into the integrity of Cape wines.

Evidence so far is that wine exported as superior chardonnay was reportedly made from auxerrois vines which are not approved for cultivation in SA because of poor quality. Top winemakers, such as Bergkelder's chief cellarmaster, Julius Laszlo, have submitted that vines have been illegally brought into the country.

This development, said Jacob Deist, director of the Oenological and Viticultural Research Institute at Nietvoorbij, Stellenbosch, had led to mistaken classification, jeopardising the reputation of South African wines overseas.

Klopper, who has promised a speedy decision, hopes to conclude the hearings in Stellenbosch next week after testimony from the KWV and other parties.

Sceptics, however, doubt that it will be easy to find adequate alternatives to present packaging methods which are already inducing images of wine in milk cartons. ■

## THE FORDOM AFFAIR

### Questions galore

As the focus of the Barclays Bank investigations into the dealings of David Fink and Arthur Milner moved to France this week, it became clear that the total amount moved out of the country is well over the R6m that Barclays stands to lose.

The SA Reserve Bank is investigating possible exchange control violations and a number of other creditors, as yet unnamed, have emerged, says Barclays senior GM Johan Meiring.

While the bank's total debt exposure is R10,6m, only R6m is at risk, he says. Amounts owed to other trade creditors, financial institutions and individual lenders, have not been ascertained.

Bank investigators unravelling the affairs of Fink's Fordom Factoring and Milner's Valiant Textiles believe the operation was planned at least two years ago when a Liechtenstein company, Zial AG, was set up, apparently with Fink and Milner as shareholders.

Both companies were provisionally liquidated in the Rand Supreme Court late on Tuesday, and the two principals' estates were sequestered last week after an urgent application by Barclays, which has a 23% stake in Fordom.

The two men and Fink's family left SA on December 16, having reportedly bought, but not paid for, six round-the-world air tickets. Fink has been traced to Paris, where he recently bought a flat, but the search is still on for Milner. A Barclays official is already on the spot.

Barclays officials believe they have found at least some of the missing funds overseas, but they're not saying where.

The case involves a complex over-and-under invoicing system, where allegedly inflated prices were paid for goods bought overseas. The money is said to have been moved to Liechtenstein through other front companies controlled by Zial.

Bank officials are having a tough time unravelling the mess. Many of Fordom Factoring's records were allegedly shredded by Fink before he left and the missing totals may turn out to be higher than estimated.

"An incredible amount of effort is going into establishing where the money went and how much is involved," says Meiring. He says the most important aim is to recover the money.

"As soon as we can say with reasonable grounds that a fraud took place we will probably lay charges."

The investigation has shocked bank officials and Fink's business associates.

It isn't as if he was badly paid, says a

# Shifts are dangerously long, say railwaymen

18/1/86. 269 Mercury

Mercury Reporter

DISSATISFACTION is rife among railways staff who claim they are working dangerously long shifts as a result of a cut-back in 7 000 jobs in the Durban area

Many have said they are 'extremely unhappy' at the long shifts, and virtual seven-day week they have to put in, and claim the money being used to pay overtime costs could just as well be used to pay the salaries of the 7 000 posts that were frozen

And those in a 'hands on' working situation say they cannot cope physically with the demands being made

Their night shift runs from Monday until Sunday morning. By Monday morning they are back on duty doing a week-long day shift.

'We're not even getting

a day off in between shifts, and it's starting to tell physically,' said one worker who asked not to be named

But according to Mr Alan Lubbe, public relations officer for the South African Transport Services, those employees doing overtime now have always done so

And, he said, statistics have shown that productivity has increased by about 13 percent even with the reduction in posts

'Those working the long shifts are our key personnel such as drivers, assistant drivers, conductors and guards. They choose to work longer hours because it increases their income,' he said

But he emphasised that drivers — who normally work an approximate 12-hour shift — have to keep a log of the time worked, and that it is stringently checked and enforced

Reacting to allegations that staff in the Centralised Traffic Control (CTC) department — which monitors train traffic within the province — sometimes work extremely long shifts, Mr Lubbe admitted that this is sometimes the case

'If a person is ill, someone sometimes has to work an 18-hour long shift. But they do so under supervision, and the equipment does have built-in safety measures'

He added that the normal shift worked by CTC staff is eight hours

# 8 500 vehicles daily expected to use toll road

Mercury Reporter

THE Department of Transport estimates that 8 500 motorists, half the daily traffic using the N3, will opt for the Mariannhill toll road which opens early in March

And special projects engineer, Mr P Mainwaring, said he believed a large number of long distance heavy hauliers would use the toll road in preference to Field's Hill

Mr Mainwaring said in spite of having to pay 60 c per axle in the case of heavy vehicles, the total saving by using the toll road would be in the region of double the cost.

'It's also much safer, less frustrating and less stressful, and 2,9 km shorter,' said Mr Mainwaring

## Earthworks

Safety features include a 5 percent gradient as against a 6,5 percent gradient on the old road, a three-lane highway, a toll plaza that has only a 1 percent gradient thus facilitating easy stopping and starting, and an arrester bed on the upper or west side

The road is also extremely safe in terms of camber which will require little steering activity by the driver

The total cost of the project, which required the largest amount of earthworks ever undertaken in South Africa and the building of the R10 000 000, 60 m-high Umhlatuzana viaduct, is R107 million

This includes the stretch between Paradise Valley and Mariannhill,

already in use

The toll road is expected to gross R2 100 000 in its first year with an operating cost of R1 600 000 for the first three years. However, because of a shortfall in building the 19 km-long road a capital loan of R36 million will have to be repaid

The plaza facility built at a cost of R6 750 000, has 10 toll booths, the two middle of which are express lanes for motorists with the correct amount of money

There is also a debit card system where two types of cards, for heavy and light vehicles, will be available

# Japanese provide example for Sats

BUS DAY 21/1/86 (269)

SOUTH AFRICAN Transport Services (Sats) can learn from Japanese National Railways (JNR) privatisation plans, says transportation engineer and council member of the Free Market Foundation Terry Markman.

"One of the first lessons that probably should be taken to heart is the sheer speed at which the Japanese authorities decided to move after making the initial decision to privatise," he says.

"The committee that had considered means to rehabilitate the ailing JNR presented their final report on July 26 last year. They recommended that the rail system be split into six separate passenger service com-

pames from April 1, 1987

"Initially, these would be semi-governmental bodies. But privatisation should follow at the earliest possible date," they stressed.

There are certain similarities between the two operations. JNR and Sats both operate without overall cost-efficiency.

A large number of lines in both countries were "built against all economic commonsense."

This is particularly true of the rural networks, set up for reasons

ALAN PEAT

which are now outdated or which could only be described as socio-political.

Sats, for example, is bleeding its profitable operations to cross-subsidise a large number of permanent loss-makers, Markman says.

He says the way the Japanese prune down these *ajiki rokaru sen* (red-ink local lines) could give a few tips to the Sats' one-man privatisation commission Dr Wim de Villiers.

Another problem faced by both systems is swollen workforces.

Despite the Japanese having pruned their original workforce by half, and Sats having managed an estimated 15% cut-back in recent months, both operations are accused of overstaffing.

One of the new private operations in Japan is already showing increased productivity.

The international publication *Mass Transit* says "One of the new semi-private lines, the Sankuru

Railway in northern Honshu, made a profit of 26-million yen last year on its 107,6km of track.

"The line employs only 97 people, half from JNR ranks, for an average of 0.9 workers per kilometre, compared with four per kilometre for the JNR for similar lines."

JNR's break-up and privatisation is not yet complete, but the government has already privatised its nationalised telecommunications and tobacco industries.

"The way they deal with JNR could provide invaluable information to our local Sats management on how they might act to solve similar problems," said Markman.



# City rail revamp to halt until funds received

By Zenaide Vendeiro, Transport Reporter

The South African Transport Services (SATS) is to halt work on the R350 million overhaul of part of the Johannesburg rail system until it receives finance for the project from outside bodies

This decision is in line with SATS's policy of not providing uneconomic passenger services unless it has the capital, according to Mr Roelof du Plooy, senior planning engineer

SATS is looking to the Treasury, the Department of Transport and bodies such as the Johannesburg City Council and the Regional Services Council to pay for the massive improvements to the railway line east and west of Johannesburg station.

The overhaul is aimed at increasing capacity to accommodate the 135 000 commuters expected in

peak hours in the year 2000. The present level is 60 000 passengers in peak hours, mostly from Soweto.

"We are talking about a 7 km stretch, which will make it the most expensive line in South Africa," said Mr du Plooy

Two projects which are going ahead are the R21 million line to the new Crown Mines showgrounds and the R315 million line to Khayelitsha

The Treasury will provide funds for the 3,6 km Crown Mines line, which links the showgrounds with the railway between Crown and New Canada stations, rolling stock and funds to cover operating losses

Work on the line is expected to begin later this year and will take between 15 and 18 months to complete

STAR 21/1/86

269

CAF Times  
25/1/86 (269)

# Company drops SAA meals contract

Own Correspondent

JOHANNESBURG —  
The international pressure to disinvest in South Africa has now struck South African Airways.

An American-based company, Marriott Corporation, has announced in New York it intends shedding its contract to supply meals aboard SAA aircraft.

The company is withdrawing because of pressure from a New York university which has a large catering contract with the company and which threatened to withdraw the contract unless Marriott gave up its South African business.

An SAA spokesman said the contract would run until the end of this year and tenders would be put out to find new caterers.

"It is not a crisis situation."

SAA first took Marriott's on contract in 1980 when it decided it would be more viable to have an outside contractor rather than providing meals itself.

"There will still be food on aircraft no matter what the situation is," the spokesman said.

In New York the Marriott Corporation said it planned to get rid of its airline catering operation in South Africa for business and economic reasons related to the unsettled political situation.

The Washington-based food service and lodging company disclosed its plans in a letter to the president of the State University of New York at Binghamton, where the administration planned a referendum to decide whether to renew a Marriott food-service contract in light of the corporation's South African operation.

Mr R A Rankin, a vice-president of corporate relations for Marriott, said the company had notified the university's president, Mr Clifford Clark, it would withdraw its two Johannesburg flight kitchens within about a year.

# SATS finds no irregularities in handling of famine relief

By Kym Hamilton, Pretoria Bureau

South African Transport Services paid out R2 600 to the World Food Programme (WFP) during 1985 in compensation for bags of the American-made famine food powder which went missing during transit, a spokesman said

He said the money was paid to the WFP and not the shipping agents, Gundelfinger and Sons, as was previously understood. All the claims related to bags which were destined for Lesotho, but for various reasons were left behind in SATS trucks and were later impounded at Kazerne and other railway depots

Some of the bags of Corn Soya Milk (CSM) were sold on public auction by the SATS to defray expenses

However, the auction was stopped by the Minister of Transport, Mr Hendrik Schoeman, this month (after a Press report about famine relief food being sold) and only 240 of the 22 kg bags were sold to the public

The spokesman said representatives of the WFP had been in touch with the SATS and were satisfied with the arrangements

## No irregularities found

An investigation by the Railways Police had also failed to uncover any irregularities

Earlier reports said 400 tons of the food powder had failed to reach Botswana. However, the Zimbabwe Railways was responsible for transport to Botswana and SATS was not responsible for any missing freight in that instance, the spokesman said

SATS transported about 65 000 tons of CSM during 1985 and 22 tons of that was impounded when it failed to reach its destinations. The food powder was shipped from the United States to Durban where some of it was loaded by SATS and others by Gundelfinger and Sons at the shipping agents' sidings

Gundelfinger and Sons said arrivals in Botswana from a recent shipment continued into February. The receiving destination first lacked certain cargo transit particulars and it was possible that would account for initial reports that there was a shortage of 400 tons



Two baby squirrel monkey family in Fish Hoek adopted the two babies look

## Krugerrand ban not yet official

LONDON — Mrs Thatcher's proposed ban on the import of Krugerrands appears to have failed so far

Customs officials at Birmingham international airport tried to impound a consignment of the coins last Friday — to find that no official import ban has yet been made.

An unspecified number of the coins in an unaccompanied case was awaiting collection by their owner when customs officers began proceedings to impound the coins

The Department of Trade and Industry said its officials were still studying rules governing free trade and import controls to decide on the best way to ban the import of Krugerrands

Increases unlikely to be implemented immediately

# MPs opposed to pay rise proposals

Widespread anger and fears of a rail strike have been raised by proposed massive pay increases for the Cabinet and parliamentarians.

In Bloemfontein last night, a meeting of about 500 railway workers demanded an immediate meeting with the State President, Mr P W Botha.

Mr Carel Lezar, executive officer of the Artisan Staff Association of the Free State, said members were prepared to test the law which outlaws strikes among railway workers. More protest meetings by railwaymen are planned for tonight in Johannesburg and Welkom.

It is believed that there is growing grassroots support for a strike among railway workers who felt insulted by the 10 percent increase they received.

This has been aggravated by the proposals tabled in Parliament yesterday for increases of 55 to 106 percent for Cabinet Ministers, members of Parliament and members of the President's Council.

The increased salary scales for parliamentarians were proposed by the commission of inquiry headed by former Deputy State President Mr Alwyn Schiebusch. The commission appointed professional personnel consultants to assess and quantify the various posts.

A final decision still has to be taken and the report is now in the hands of President Botha.

From Parliament it is reported that the proposed increases will almost certainly not be implemented immediately, to judge from the mood of politicians today.

Two parties have already officially rejected the recommended increases.

But the New Republic Party supports the proposals and says they should be implemented as soon as possible "as we sincerely believe that the remuneration is commensurate with what is expected of a parliamentarian in the new system".

Conservative Party leader Dr Andries Treurnicht said the CP could not accept the increases at such a time.

"It is out of the question that MPs can now accept salary increases as recommended. In view of the current economic climate, parliamentarians should not receive any more than others in government employment," he said.

The Herstigte Nasionale Party rejected with contempt the notion of any increases.

Mr Louis Stofberg (HNP, Saaburg) said it was disgusting and callous of the Government even to consider tabling such recommendations.

Nationalist MPs agreed today that the proposed increases were too high in the present economic climate although several were keen to take the new R10 000-a-year secretarial and constituency allowance.

Progressive Federal Party leader Mr Colin Eghin said that he had asked several senior MPs to examine the salary proposals with a view to reporting back to the caucus for a decision.

But, privately, PFP members said that the report had gone too far, particularly with regard to the huge increases for Ministers and the State President.

## Feelings high

But feelings over the recommendations are running high, with consumer bodies and some staff associations joining railwaymen in the outcry.

Railway workers want another 15 percent rise.

Mr Jimmy Zurich, head of the Federation of Artisan Staff Associations, said that railway workers were feeling insulted and he could not condemn the proposed increases strongly enough.

"The announcement was badly timed and added fuel to the fire which was already burning. I have my hands full trying to put it out," he said.

The situation was explosive and only the Minister of Transport, Mr Hendrik Schoeman, was in a position to defuse it, he

## By Political Staff and Staff Reporters

Mr Malcolm Domingo, head of the coloured Public Servants League, said he hoped parliamentarians would reconsider the 10 percent increase granted to public servants last week to "clear their own consciences".

The Press officer for one of South Africa's biggest trade unions, the National Union of Mineworkers, Mr Marcel Golding, said today that the proposed increases were typical of a government which was not ruling by the consent of the majority.

Although workers would feel outraged, they would not be surprised.

"Rulers always see to themselves first and not the majority," Mr Golding said.

Condemnation of the proposed increases has come from Mrs Jean Tatham, vice-president of the Housewives League. She described them as "insensitive" and "beyond belief".

The president of the Public Servants Association, which represents white civil servants, Dr Colin Cameron, today said there was no problem with the principle behind the proposed increases.

"We have always supported occupational differentiation and, if an objective assessment found these levels of remuneration appropriate, then we would have no problem in principle and would see no reason for delaying implementation so as to keep abreast of trends," said Dr Cameron.

But, added Dr Cameron, these same criteria of maintaining parity between private and public sector salaries must be applied throughout the public service.

Volkscas's chief economist, Dr At Engelbrecht, said it was still not clear if the increases would be implemented or not.

But, in general, care must be taken to keep a proper eye on increasing wages and salaries as this could spread to other sectors and defeat the inflation battle.

The 129 000-strong South African Nursing Association today said the profession was stunned to learn of the proposed salary increases.

"The health of the community in this country is obviously not a priority," said a statement by the association.

Limp rand and drought blamed

BUS DAY 28/1/86 (269)

# Sats runs off track with R277m loss

SA TRANSPORT SERVICES' losses during the first nine months — April to December — of the current financial year soared to R277,146m.

Sats sources said that with the low-revenue month of January still to be taken into account, the loss for the whole of the financial year could be close to Transport Minister Hendrik Schoeman's estimate of R400m.

Main reasons for the April-December loss included a steep fall-off in high-rated import traffic, because of the depressed rand, and decreased grain exports, because of drought.

Unrest, and particularly the way in which it was presented in the overseas media, was a major reason for the decline in SAA revenue.

Also, many South Africans cancelled overseas trips because of the low value of the rand — and the consequent high costs of holidays abroad.

The recession also had a depressing impact on freight and passenger services.

GERALD REILLY

The 15% increase in freight tariffs from the beginning of January is not expected to alleviate Sats' financial plight significantly this year.

The fear now is that Schoeman might again have to raise tariffs in his budget on February 19, especially if he has to find the funds for pay rises for the 230 000 Sats workers.

For the nine months, railway revenue was down R147,648m on the budget estimate of R4,12bn, while the harbours deficit was down R14,275m on estimated revenue of R718,173m.

Airways revenue loss was R77,059m on a budgeted expectation of R1,123bn.

Estimated expenditure on the railways overran the budgeted figure of R4,56bn by R36,555m, and harbours spent R17,628m more than budgeted.

However, SAA managed to spend R1,744m less than the estimate of R106,585m.

30/1/86 LETTERS BU >  
DAY

## Wrong line

Dear Sir,

WITH REFERENCE to the article (*Business Day*, January 28, "How Pretoria has added to Maputo's train of troubles"), it is obvious that the writer is not *au fait* with the present situation regarding the relationship between SA Transport Services (Sats) and the Mozambique Railways and Harbour Authorities (DNPCF).

Subsequent to the Nkomati Accord, Sats has rendered assistance to the value of R5,5m to repair and upgrade rail and harbour facilities of the DNPCF. Discussions between the management of Sats and the DNPCF are held almost on a month-to-month basis, either in SA or Maputo, where, amongst others, all matters concerning the transport of goods from the northern territories through SA harbours or the harbour of Maputo, as well as the rates aspects, are discussed.

It is important to note that the DNPCF is unable to handle the cargo destined for Maputo. On January 23, 1986, a total of 67 600 tons of cargo was destined for Maputo harbour, of which 2 400 tons were at Beit Bridge and the balance in transit on Sats lines.

There was also a total of 27 200 tons of cargo at Komatipoort, awaiting clearing by the DNPCF, as well as another nine loads, which had to be uncoupled along the line to Komatipoort. The DNPCF, however, could only clear 7 200 tons of cargo on January 22, which means that it will take them about 10 days to clear the traffic at and en route to Komatipoort.

With the marshalling yard at Komatipoort presently completely blocked with cargo awaiting clearance, the DNPCF unilaterally imposed an embargo on the number of trucks of export coal to be cleared from Komatipoort. Furthermore, a request has been received that the already complete trainloads at Komatipoort be remarshalled to suit DNPCF's priority requirements.

In regard to the allegation that high-rated traffic from the northern territories is deliberately being diverted from Maputo by way of contract rates, it must be pointed out that when contract rates for traffic over SA railway lines to SA ports are quoted, a quotation to the port of Maputo is automatically furnished. It is entirely up to the clients to decide through which port they desire to export their commodities.

On occasion exporters, as well as export agents, from Zimbabwe and SA had personal discussions with the management of the DNPCF regarding the feasibility of exporting their commodities through that harbour. Assistance to the DNPCF marketing personnel was also afforded by Sats so as to market the harbour of Maputo for SA exporters.

As recently as October 31, 1985, a meeting was held in Johannesburg, under the chairmanship of a member of Sats' management, between the transport committee of the Johannesburg Chamber of Commerce and the management of the DNPCF.

Furthermore, a member of Sats' management took the opportunity to invite the Zimbabwe Tobacco Traders Association for a discussion with the DNPCF on November 18, 1985, which took place in Maputo.

Sats goes to great lengths to persuade SA exporters to export via Maputo. The typical objection is that, due to the security problems in Mozambique, the rail transport from Komatipoort to Maputo is extremely unreliable and that the standard of service in Maputo harbour itself is equally ineffective.

In view of the foregoing, it is obvious that the allegation that Sats is a destabilising factor in Southern Africa is devoid of any truth.

DR BART GROVE, General Manager  
South African Transport Services, Cape Town

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# 39 die in Natal train pile-up

By GEORGE MAHABEER

RESCUE workers battled yesterday to remove the dead and injured from the twisted wreckage of one of South Africa's worst rail disasters

Thirty-nine people were crushed to death and at least 70 were injured when two trains collided on Friday night

Among those who died was the driver of one of the trains, Mr A J Smit of Durban

The guard of the other train, who has not been identified, was admitted to Addington Hospital in a serious condition

The disaster happened on the line between Durban and Duffs Road when a train en route to the giant KwaMashu township rammed into the



## Rail coaches point skyward after the collision

rear of a stationary train

Both the trains, packed with commuters, had left Durban at about 5.30pm

Mr Willy Mitchell, regional manager of South African Transport Services, said a team of senior officers was conducting an investigation into the accident

He said the two trains were following one another from Durban

"At this stage I am not in a position to say what caused the accident. I have to wait for the findings of the inquiry," he said

A KwaMashu resident, Mr Terrence Gumede, said he

arrived on the scene shortly after it occurred and saw a number of bodies

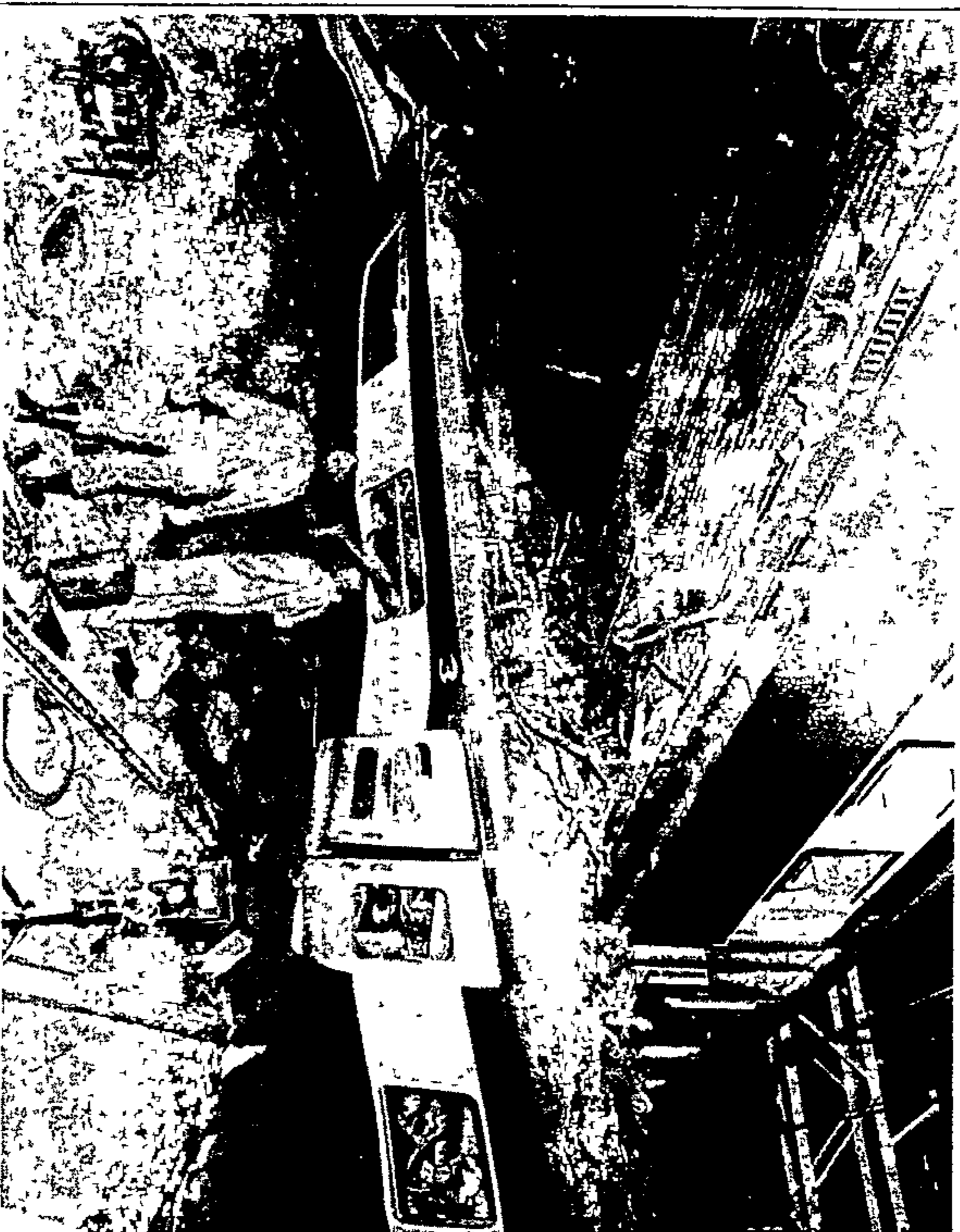
"There was a lot of screaming and crying. There were passengers walking around in a dazed and shocked state

"A number of people were trapped in one of the coaches, which had mounted another

"When I left the scene about three hours later there were still a lot of people trapped inside the mangled wreckage"

Eight disaster trucks, two mortuary vans and all available ambulances from Durban were called to the crash site

Injured passengers were ferried to the King Edward VIII Hospital throughout the night



The scene of the train disaster near Durban in which 39 people lost their lives on Friday

## Inquiry into rail smash in which 39 died

CAF 7/24 3/2/86  
269

DURBAN — A top-level investigation has been launched into the cause of the country's second-worst rail disaster, which claimed 39 lives near here on Friday.

A train driver and 38 commuters were killed and 70 people were injured, many seriously, when a fully-loaded passenger train ploughed into the back of a stationary passenger train at Durr's Road on the main line from Kwa Mashu to Durban.

The collision took place less than a kilometre from the spot where a train derailed in October 1983, killing 91 people.

There is no indication of how the accident happened but a board of inquiry, under the chairmanship of Mr Japie Radebe, South African Transport Services assistant general manager (operations), will today begin their probe.

Several of the injured were visited yesterday by the Minister of Transport Affairs, Mr Hendrick Schoeman, and top SABS officials.

The driver of the moving train, Mr Andries Smith, 40, a father of five children who lived on The Bluff in Durban, was killed. A train guard, Mr Gert Nel, received multiple injuries and was admitted to Addington Hospital where his condition was described as "quite serious but stable".

"I saw the train coming at us and before I had time to realize what was happening it hit us. That is all I remember," Mr Nel said yesterday from hospital where he was visited by Mr Schoeman.

Mr Nel had been in the last coach of the stationary train, which bore the full brunt of the smash. By late Saturday the names of the dead and injured, most of whom were in the driving and second coaches of the moving train and in the last coach of the stationary train, had not been released.

The crash occurred at 5.45pm and soon afterwards a huge rescue operation swung into action. Jaws-of-life could not be used to free trapped passengers because one coach was precariously balanced high on top of another. Falling light and hilly terrain also hampered the rescue operation. — Sapa and Own Correspondent



SA freight  
firms block  
our cargo

HARARE — SA-controlled freight forwarding firms are thwarting the southern African region's efforts to reduce dependence on SA's transport system by obstructing the movement of cargo through other ports, a Southern African Co-ordination Conference (SADCC) survey claims

The communications and transport report claims that monopolising forwarding agents force freight through SA by refusing insurance cover if it is routed through SADCC ports

"They handle most of the containers in Southern Africa and complicate their use to shippers in SADCC states if they want to export through Mozambique."

The activities of these firms, which operate in seven of the nine SADCC countries, helped to reinforce the region's increased dependence on SA transport systems "primarily because the groups which own routes are being sabotaged by SA and its proxies"

The size of the SA railway system, compared with the SADCC's rail links, at first glance implied SA was likely to dominate "every kind of co-operative or competitive relationship related to railways in Southern Africa" — Sapa

# Man alleges 5-day assault by rail police

Own Correspondent

CAPE TOWN — A 20-year-old man claimed yesterday he was beaten and shocked during five days of interrogation about the theft of money at Jubilee Halt station near Swellendam

Mr Ben Sleyers, an illiterate labourer on a farm near Bonnievale, brought an urgent application against the Minister of Transport and three others from his bed in Somerset Hospital

He sought an order for his immediate release and to restrain members of the railway police from "assaulting, threatening, harassing or unlawfully detaining" him.

Mr Sleyers was hospitalised on Sunday with "extensive injuries"

In terms of an agreement reached between the parties in the Supreme Court, Cape Town, the district commissioner of the railway police and the post commander at Table Bay Harbour station, will ensure Mr Sleyers is not assaulted by railway policemen

## CAMOUFLAGE UNIFORM

In an affidavit Mr Sleyers said that on January 20 he was walking to Jubilee Halt railway station to catch the 6 am train to Swellendam

Two "white men" in camouflage uniforms ordered him to stop. They told him they were members of the South African Railway Police and they were looking for the men who stole money from Jubilee station

One man hit him in the stomach with binoculars and the other slapped him on the head. He was taken to a farmhouse and then to a river on the farm and asked where the money was

"I told them I did not know as I did not steal it," he said. The men then beat him with their fists. A Mr Henk van Zyl put a plastic bag over his head and pushed his head repeatedly into the water, he stated in the affidavit

Back at the farmhouse eight men, who said they were detectives, took him to a barn and stripped him naked. His hands were bound in front and he was suspended by a rope from the side of a farm wagon

The men took turns to beat him with their fists and a sjambok. One man assaulted him with a spade and he was given shocks with a "shock machine"

He said he was kept in a police van overnight, and was taken to Swellendam police station and later to Somerset Hospital

Dr Robert Goldman, who was on duty at the hospital, said Mr Sleyers had extensive injuries, including multiple lacerations over his entire body

52: 5:7  
4/1/84  
267

## Sats unions want 25% pay rises

GERALD REILLY

THE Federal Council of South African Transport Services trade unions are to meet Transport Minister Hendrik Schoeman on February 15 — four days before he tables his budget in Parliament — to press demands for 25% rises for Sats' 230 000 workers.

Federal council chairman Jimmy Zurich told *Business Day* yesterday the financial plight of Sats was realised "but the plight of railway workers must also be taken into account".

Schoeman's budget is expected to reflect a deficit of about R350m.

Zurich believes that to compensate for this, and provide funds for increases, will mean a further round of selective tariff increases from the start of the new financial year.

Meanwhile informed government sources claim the Cabinet is certain to have decided on moderate salary increases of between 8% and 12% for 1-million public sector workers.

It is pointed out that even a 10% pay hike would add more than R1bn to the Sats, Post Office and Finance Minister Barend du Plessis' budgets.

About R700m of it would go to central government and provincial workers and SADF, police and prisons personnel.

The Public Servants Association has asked for "double digit" increases from April.

The Post Office Staff Association has also asked for increases to compensate fully for the rise in the consumer price index since public sector increases were last granted in January 1984.

Cape Town's  
4/2/86

269

# 'Torture' claim: SARP release man

By ANDREW DONALDSON

THE South African Railway police yesterday agreed to release from custody a Swellendam factory employee after he brought an urgent application to the Supreme Court in which he claimed he had been repeatedly assaulted and tortured for five days

The incident arose following investigations into the theft of money from a station in January.

Mr Benjamin Sleyers, 20, of Droë River Farm, Bonnievale, who filed his affidavit from Somerset Hospital where he is being treated for "extensive injuries", sought an order releasing him from SARP custody and restraining them from assaulting, threatening or intimidating him

He claimed that, following his apprehension on January 20, the farm manager on the farm where he lived had assisted the railway police in their interrogations — which included electric shock treatment and being chased by a police van across farmlands until he collapsed from exhaustion.

The Minister of Transport Affairs, the Regional Commissioner of the SARP, the Post Commander of the SARP, Table Bay Harbour station, and Mr Henk van Zyl, the Droë River Farm manager, were named as respondents in the action

In terms of an agreement which was made an order by Mr Justice de Kock, Mr Sleyers withdrew his application against the Minister

The SARP also undertook to release Mr Sleyers, to see that he was not unlawfully arrested, threatened or beaten again and the SARP men involved in the investigation concerning Mr Sleyers would be withdrawn from the case. Mr Van Zyl also undertook not to intimidate, assault or threaten him

In turn, Mr Sleyers undertook not to disclose the terms of the order and the contents of the application to any newspaper or magazine.

He said he was assaulted by two SARP men while walking to Jubilee Halt station

## 'Escape from being beaten'

He was taken back to the farm where he said he was beaten until Tuesday afternoon. He was then kept locked in a van on the farm until Thursday, when three SARP detectives from Cape Town questioned him.

He "confessed" to them that he would show them where the money was "to escape from being beaten". When he could not show them where the money was, he was again assaulted

On Friday, he was taken to the Table Bay railway police station

On Sunday, January 26th, after falling ill and complaining of blood in his urine and that he had been ill, he was taken to Somerset Hospital

He was supported by affidavits from Mr Matthew Walton and Mr Clinton Light, of the Legal Resources Centre, and Dr Robert Jon Goldman, the surgical registrar at Somerset Hospital.

None of the respondents had replied to Mr Sleyers' allegations.

Mr E L King, SC, assisted by Mr J Shortt-Smith, and instructed by Mr Walton, appeared for Mr Sleyers. Mr P Riedman, of the Deputy State-Attorney's Office, appeared for the Minister, the Regional Commissioner and the Post Commander of the SARP. Mr J A le Roux appeared for Mr Van Zyl

5/21/86  
SATS to axe  
SAPK more jobs 269

The South African Transport Services will phase out another 24 500 jobs in an effort to reduce its staff complement to 200 000.

According to the SATS no employees will be retrenched, but personnel numbers will be reduced through non-replacement of people who retire, resign or leave for medical reasons. New recruits will be employed only in key categories where shortages have been identified.

The decision to reduce staff levels to 200 000 was taken in 1982 when the SATS adopted a personnel policy in line with its economic activities.

Since then the SATS has axed 50 000 jobs.

CHE TIPS  
7/2/86

~~266~~

269

~~267~~

## ANC fear prompts bus guards

PRETORIA. — This city's council has put armed guards on some of its buses as a preparation for ANC attacks on soft targets

The mayor, Dr Pieter Kruger, said it was still an experiment, "but rather safe than sorry"

A council spokesman described the move as a trial. He said it was to protect council property, and not specifically to protect schoolchildren.

Mrs M C Opperman, an organizer of a petition for the protection of schools, said that armed guards were not enough.

She said schools should also be properly fenced, have alarm systems linked to police stations and have controlled and guarded entrances — Sapa

# Reasons for train crash not known

CITY P. 269  
9/2/86  
CP Correspondent

THERE'S still no word about how last Friday's train crash disaster was caused

It was the second worst train disaster in SA, and 39 people died in the nightmare collision - many of them mangled to death in the buckled coaches

The case is being investigated by the SA Transport Services assistant general manager Japie Radyn and officials will not comment on the probable explanations of the smash until he has completed his work

The nightmare ride began when thousands of commuters, many of them with their month or week end salaries and shopping, caught the train from Durban to KwaMashu. On the way a moving train crashed into the back of a stationary train

## The victims

Some of the names of the dead release this week are: Zodwa Mnguni 20, Zibonele Shezizi, themba Jeffrey Nxele, 25, Eric Christopher Nzuza, 23, Jabulani Sithembiso Ndlovu 25, Herbert Thabani Dube, 25, thamsanqa Petros Mthiyane, 20 Lucky Ncube, 19, Israel Thandayiphi Buthelezi, Thabani Bernard Ntuli, 23, Sithembiso Amend Ngcobo, 25, Singongile Mthembu, 19, Bangumzi Elphas Ngcobo, Mandelenkosi Artwel Nzimande, 19, Nicholas Nkosmathu Mqadi, 28, Musawenkosi Jeffrey Khayisani, 21, Phindie Joyce Ndawonde, 18, Jabulani Oscar Bhulose, 20, Jabulani Eric Ngwane, 30, Bethuel Maqelem Ndlovu, 26, Mhlawulu David Dlamni, 34, Goodness Shibaza Mncube, 20, Joshua Mashimni, 28, Thokoza Pius Khuzwayo, Sihlangu Hermot Nhlumay, 34, Vusi Hezekia Ndlovu, 28, Mduzi Siphwe Maphalala, 22, Fuyakuye Wilson Khanyile, 26.

Some passengers were thrown out, others were trapped in the wreckage and rescue workers battled all night and through most of Saturday to free the dead and living from the train.

Meanwhile SIBUSISO MNGADI reports that claims were rife among those who were involved in last Friday's train crash that they watched helpless as several of the dead and injured were mugged by thugs who took advantage of the disaster

An injured man told City Press he shouted in vain while cornered by pickpockets who pretended to be helping the injured. In actual fact they were removing purses, jewelry and in some cases, clothing

twela, Kikine

# Praise for COP

CITY P. 9/2/86  
CP Correspondent

DURBAN'S deputy security police chief was buried with full military honours this week.

Colonel Robert Weiman died last week from burn wounds he suffered in the double bomb blast at a Jacobs electricity sub-station in January.

He was critically injured when a second limpet mine detonated as he was investigating an earlier blast. The second explosion started a fire and his clothes were burnt off his body.

The Jacobs blasts were the first in a series of "doubtful bombs" - labelled "booby traps" by cops - to hit Durban.

# E TVI councillor accused of killing youth

CITY P. 9/2/86  
By SELLO SERIPE

A KWAZENELE councillor has been blamed for shooting two kids in the past three weeks - one of whom has died.

The councillor - whose name is being withheld - allegedly fatally wounded the first youth, Dumisane Zwane, on January 25.

This week, at Zwane's funeral, the councillor allegedly shot a second youth, Sibanyoni Boyama, 18, critically wounding him.

According to lawyer Phineas Mojapelo, the same councillor was responsible for both shootings.

Cops confirmed that a youth was wounded when the councillor opened fire on a group of youths alleged-

# Teach on the beach

CITY P. 9/2/86  
CP Correspondent

edly attacked his house. The recent shootings in the Eastern Transvaal township follow protests over service charges and rent.

The protests started on January 16, when town manager A Pretse called a public meeting to discuss rent, electricity and other service charges.

The meeting ended in deadlock when residents walked out.

"This was followed by stone-throwing incidents and community leader Zebeth Ntshintshali and four other residents were detained," Mojapelo told CITY PRESS.

"The homes of councillors and policemen were stoned."

# Evicted 3 000 take Ciskei to Supreme Court

CITY P. 9/2/86

IN a case similar to the Ingwavuma row, 3 000 Kuni squatters are battling the Ciskei government in court over their forcible eviction last week.

Ciskei soldiers and cops removed them from an area where the Ciskei president is chief of the Kambashe tribal authority.

Yesterday the validity of the Ciskei government's action was tested in the Ciskei Supreme Court.

Squatters' lawyer Dudley van Heerden said his clients had asked the court to order that the Ciskei government immediately remove them at Kuni Village.

The squatters want an interdict restraining the homeland from evicting them.

Lawyer David Gordon - who successfully fought the Ingwavuma case in Natal - will fight for the return of the Kudi villagers to their original home.

The Ciskei government evicted the squatters on allegations that they threatened the lives of residents in the Kambashe tribal authority.

Some of the squatters are being resettled temporarily.

★ MDANTSANE Residents' Association treasurer Norman Sibewu was detained by Ciskei security cops this week.

MRA publicity secretary M Ndzungu said cops arrested Sibewu at his NUS house on Monday afternoon. Cops have not confirmed his detention. - Veritas News Agency.

# Armed guards on the buses?

CITY P. 9/2/86

PRETORIA mayor Dr Pieter Kruger has backed the presence of armed guards on Pretoria's municipal buses.

He pointed out that the armed guards had been placed on the buses on a trial basis. Several city councillors believe the step is in preparation for possible ANC onslaughts on

"soft targets"

Commenting on a report that the council was placing guards on some buses, Kruger admitted there was currently no need for this, because there was "no large-scale urban terrorism in South Africa."

"It's a pity that trials of this nature are deemed necessary, though," Kruger

said. "But we'd rather be safe than sorry. One should make arrangements in time, as far as possible, as loss of life of school children may be concerned."

He added that armed guards among school children and other passengers should be highly trained.

Herstigte Nasionale Party chief whip in the Pretoria

CITY P. 9/2/86  
City Council Joseph Chiole said it was clear the authorities expected ANC onslaughts on soft targets.

Unrest was spilling over to white areas as a result of the Government's unwillingness to take strong action against "black agitators", he said.

The HNP agreed that white commuters had to be

protected, but Chiole said the Government should never have allowed the situation to develop this far.

The placing of armed guards on municipal buses follows another local campaign to have schools protected against possible attacks. A petition was circulated in Pretoria recently urging security measures

★ REGULAR weekly air service is to be established between KwaZulu capital Ulundi and Durban.

Five return trips a week will be run by the National Airways Corporation and the KwaZulu Finance Corporation at a cost of R150 a return ticket.

Plane sailing to Ulundi ...



(1) to (3) For as far as the conduct of three of the members mentioned, with regard to their dealings with Renamo is concerned, their conduct has never been such that their loyalty towards their country or the SA Defence Force has been under suspicion and an investigation in this regard has not been necessary. They have in fact at all times acted most professionally in accordance with the international practice not to reveal the identity of members of the intelligence community, I am not prepared to divulge the names of the three SA Defence Force members whose names have been supplied. The fourth person is unknown to the SA Defence Force.

Renamo

\*13 Mr C W EGLIN asked the Minister of Defence

- (1) With reference to his reply to Question No 29, standing over, on 14 May 1985, (a) what is the (i) name and (ii) rank of (aa) the head and (bb) each of the members of the group conducting an investigation to ascertain whether any members or employees of the South African Defence Force are Renamo sympathisers, (b) what was the length of the investigation and (c) what total number of persons were investigated in that time;
- (2) whether the investigation is continuing, if not, why not;
- (3) whether any further Renamo sympathisers have been found since his reply to the above question, if so, (a) how many and (b) what action was taken as a result?

The MINISTER OF DEFENCE.

- (1) The investigation was conducted by the heads of the sections concerned, assisted by their responsible staff officers and subordinate commanders. Because of the sensitivity of the matter I do not consider it in the public interest to disclose the names of the officers who conducted the investigation, the manner in which it was

done, or the number of persons involved.

- (2) and (3) No. No further cases of persons in the employ of the SA Defence Force who displayed Renamo sentiments came to notice. There was, therefore, no need for the continuation of the investigation.

Fuel pipelines

\*14 Mr B B GOODALL asked the Minister of Transport Affairs. 11/2/86

- (1) With reference to his reply to Question No 6 on 11 June 1985, what are the qualifications of the persons transferred following their complaints concerning the South African Transport Services fuel pipelines;
- (2) whether the promotion opportunities of these persons have been affected by their complaints about the pipelines, if so, (a) why and (b) in what manner;
- (3) in what capacity was each of these persons employed as at the latest specified date for which information is available?

The MINISTER OF TRANSPORT AFFAIRS.

- (1) (i) Standard seven and NTS 3, (ii) Standard eight and NTS 3
- (2) No (a) and (b) Fall away
- (3) The servants concerned are at present employed as a technical supervisor and an artisan (special duties)

Fuel pipelines

\*15 Mr B B GOODALL asked the Minister of Transport Affairs

- (1) Whether there were any losses of fuel from the South African Transport Services fuel pipelines in 1985, if so, (a) how many litres of fuel were lost

during that period, (b) what were the causes of these losses, (c) on what dates did the losses occur and (d) what was the total estimated cost involved;

- (2) whether any damage was caused to adjacent or surrounding areas as a result of these losses; if so, (a) to what areas, (b) what was the (i) cause and (ii) nature of the damage and (c) what action was taken as a result on each occasion,
- (3) whether the South African Transport Services received any reports of (a) spillage, (b) leakage, (c) rupture, (d) sabotage and (e) any other specified damage to fuel pipelines during the above-mentioned period, if so, (i) on what dates and (ii) what was the nature of the damage in each case;
- (4) whether these reports were investigated, if not, why not, if so, (a) on what dates, (b) by whom, (c) what were the findings and (d) what action was taken as a result in each case?

The MINISTER OF TRANSPORT AFFAIRS.

- (1) Yes (a), (b), (c) and (d) Approximately 0,000175% of the volume of the product handled during 1985 was lost. The bulk leaked on 20 March 1985 as a result of corrosion of the feeder line caused by stray electrical current. The divulgence of any further information is prohibited in terms of the provisions of section 4A of the Petroleum Products Act, 1977 (Act 120 of 1977)
- (2), (3) and (4) Yes, the ground adjacent to the pipeline was affected as a result of the leakage. Suitable remedial action was taken to repair the damage, to mop up the spillage and to re-instate the affected area.

A report of an alleged surge in the pipeline was received from an oil company on 15 January 1985. Investigations, however, revealed that

Transport Services was not to blame for this incident. Reports of minor leaks and spillages were also received in the normal course of operation from Pipeline personnel. These incidents were immediately investigated by senior officials of Transport Services and the necessary remedial steps were taken. No incidents of ruptures or sabotage occurred.

Transkei: consolidation proposals

\*16 Mr R W HARDINGHAM asked the Minister of Constitutional Development and Planning

- (1) Whether the proposals for the consolidation of Transkei have been finalised; if not, (a) why not and (b) when is it anticipated that they will be finalised,
- (2) whether these proposals will be made public; if not, why not; if so, (a) when and (b) in what manner?

The DEPUTY MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

- (1) and (2) The Commission for Co-operation and Development has already put certain proposals before the Cabinet with regard to the consolidation of Transkei. These proposals have been approved in principle. It is anticipated that these proposals will shortly be made known via the usual procedure and in consultation with the organised agriculture.
- After the necessary evidence and inputs have been obtained, considered and evaluated and the necessary consultations have taken place, a further report will be submitted to the Government.
- The Government's eventual decision will be tabled in Parliament for a final decision.

India/Pakistan: immigration offices

\*17. Mr H D K VAN DER MERWE asked the Minister of Home Affairs, †

*Buls D.P. 11/21/86*  
**Police-merger probe  
is well advanced**

**ALAN PEAT** *(269)*

INVESTIGATIONS into amalgamation of South African Railways Police (SARP) and the SA Police (SAP) are well advanced, Transport Minister Hendrik Schoeman told *Business Day* yesterday.

He said the exact form of the amalgamated force had still to be decided.

"On completion of the investigation, a memorandum will be submitted to the ministers concerned. Should they be in agreement with the recommendations, the matter will be presented to the Cabinet for consideration and approval.

"After that the required legislation will be taken through Parliament."

While Schoeman offered no timetable for amalgamation, observers describe April 30 as "a significant date".

The SARP shares equal rights with the SAP under the Criminal Procedures Act, but is restricted in its area of operation by the SA Transport Services Act and the Road Transportation Act.

13/2/86 Bus Day  
**Sats tariffs under strain**

(269) GERALD REILLY

SOUTH AFRICAN Transport Services clients might have to brace themselves for further shock tariff increases in Transport Minister Hendrik Schoeman's budget on Wednesday.

PFP transport spokesman John Malcomess agrees that the only way Schoeman can balance his budget is to raise tariffs again.

During the 1985/86 financial year tariffs were raised four times — in April by an average of 6,1%, in October by 0,5%, in November passenger fares were raised by 10%, and in January freight charges were put up by 15%, with an average for all services of 6,9%.

Malcomess said although Schoeman had slashed staff by 40 000 in the past two years, and was committed to a further cut of 20 000 in the months ahead, this would not bring about an expenditure saving even close to compensating for

● To Page 2 →

1  
**Sats may up tariffs again**

the huge accumulated deficit.

The recession, a steep fall in freight and passenger traffic and reduced tourism, are among major reason for the huge deficit.

The Minister himself has warned it could reach R400m.

"Not only has he to take this into account but he will also have to provide at least R200m for staff salary improvements

Commenting on the drastic staff cuts, Malcomess said: "The fact that he could reduce staff by 40 000, with another 20 000 to come, indicates the horrific extent of overstaffing."

13/2/86 Bus Day ← ● From Page 269  
Meanwhile, chairman of the Federal Council of Sats Trade Unions Jimmy Zurich told *Business Day* yesterday that further tariff hikes appeared unavoidable.

However, he was afraid that if they were imposed the drain of traffic away from the Railways to the private sector would speed up.

Zurich will head a council mission due to meet Schoeman in Cape Town on Saturday to demand assurances about salary increases.

3/2/86 BUS DAY 269

# Magnetic tickets attract headaches

THE move by the Railways into credit-card ticketing is causing a headache for private bus operators.

The magnetic memory tickets are designed for use on all forms of land transport. Bus operators are now faced with matching SA Transport Services' (Sats) system.

A national meeting to discuss the issue has been called by the SA Bus Operators Association (Sabo) for April.

ALAN PEAT

Executive director Gerrie Prinsloo says it will cost more than R15m for on-board ticket units alone.

Mike Otto, responsible for Sats' railways operation, says there are only two areas of necessary compatibility.

"Our installation demands no fixed format in the machines. The

ticket must be credit card-sized and must operate through a magnetic strip memory."

Private bus operators do not disagree with the increased speed and efficiency of the system.

"I think it would be foolish to expect the whole system to be adopted overnight and there is no guarantee that such high-tech systems will suit the third world element in our society," says one.

# Manufacture papers go on

ally lags at least a year behind other sectors of the economy. But some money around, especially if it creates employment."

269

## Airlines resolve to increase travel

THE Regional Airlines Association of Southern Africa has taken steps to increase international and inter-regional air travel.

The decision was taken at a recent general meeting at Mbabane, Swaziland.

Two sub-committees — one to look at fares and rates, the other to draw up an inventory of equipment and service resources — have been formed to carry out the resolution.


<sup>3/2/86</sup> BUS DAY  
The first will consist of a representative from the national carriers of the member countries — South Africa, Angola, Zambia, Malawi and Mozambique.

The other will consist of one representative from each of South African Airways, Safair, Royal Swazi National Airways and Magnum Airlines.

The sub-committees are expected to report back in April 1987.

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**FASTFREIGHT PX**  
THE PACKAGE DEAL



**SATS unions  
reject 10%  
pay rise offer**

Unions which represent about 230 000 SA Transport Services employees have rejected a 10 per cent salary increase offered by the Minister of Transport

The unions said the increase was an "insult" and fell far short of their members' needs

It is almost certain that the 10 percent will also be offered to other civil servants including Government and provincial employees, post-office workers, police, prisons and SA Defence Force staff

This year the SATS unions tabled a demand for a 25 percent increase after a two-year pay freeze

"This 25 percent would not even make good the inflation rate for the past 18 months," said Mr J R Benade, general secretary of the Union of Railways Personnel

He said the morale of the SATS staff was low, people were disgruntled and tired of battling to meet rising living costs

The Minister, Mr Hendrik Schoeman, who met the executive of the Federal Council on Saturday, told them a 30 percent cut in bonuses would be restored

# Transport 'going nowhere'

Blue Day 17/2/86 (269)

ALAN PEAT

TRANSPORT executives are worried about the slow progress being made towards deregulation of the transport industry.

Little is being done about the deregulation recommended by the Department of Transport's National Transport Policy Study (NTPS), they say.

The NTPS, a four-year investigation of the transport industry, is intended to form the base of future transport policies.

But, say transport executives, the issue of replacing the contentious commodity permit system for public freight haulage is being delayed.

"Transporters and commerce and industry in general will therefore continue to suffer from the inadequacies of the present system

and the unfair and disruptive competition from SA Transport Services," says Hultrans MD Mike Norris.

Trencor MD Deon Blignaut, who is chairman of the transporters' umbrella body, the Public Carriers Association, says "Economic deregulation would be a great help to our productivity."

Transporters believe government is waiting for the results of Wim de Villiers' one-man inquiry into privatisation of Sats

On this they quote Transport Director-General Adriaan Eksteen, who said the present system could not be removed before financial inequities in the freight haulage system were removed.

Of the major NTPS recommendations, only the formation of a predominantly private sector

Transport Advisory Council (TAC) looks poised to pass through Parliament this year.

Transport Affairs Minister Hendrik Schoeman says "Every effort is being made to legislate for the TAC during the current session of Parliament. Other recommendations, as well as the timing for the removal of the permit system, are still under consideration."

Schoeman adds that it is his intention to use the TAC "among other things" to advise on the implementation of the rest of the NTPS.

"It is also the intention to involve the proposed Transport Tribunal at a later stage," he says

# Rail and air fares go up on April 1

AGUS 17/2/82

269

By DAVID BRAUN, Political Staff

RAIL and air tariffs are to be increased by between 10 and 15 percent in Wednesday's Transport Services budget.

With operating losses for the financial year estimated at R400-million, it is believed it had no choice but to put up its fares

Sats has tried to keep the increases below the inflation rate of 18 percent by cutting costs

Suburban and mainline rail fares were increased by 10 percent on November 17 last year, and SAA increased its international fares by 15 percent on January 1

The Minister of Transport Affairs, Mr Hendrik Schoeman, will announce details of the latest increases during the annual Sats budget in Parliament on Wednesday

The new fares will be effective from April 1

They will apply to all rail passenger services, goods tariffs and SAA internal flights

Mr Schoeman may announce varying percentage increases for the different passenger rail classes, with first and second class commuters paying more than third class

The Blue Train service, still running at a substantial loss, is also likely to be increased by more than the overall average.

## Fuel bill

Sats is under enormous pressure to contain its costs, particularly as it has had to fork out substantially more for fuel because of the weak rand.

SAA has been particularly affected because of its large overseas fuel bill, and the airline has been obliged to rationalise many of its intercontinental and local services

The railways have also suspended some uneconomical train services, withdrawing 32 last month. This process is being continued.

Sats' 224 000 personnel — down from 269 000 in 1982 — are expected to receive a 10 percent pay increase



# Telex says SATS lost R100-m in December

The SA Transport Services lost nearly R100 million for the month of December alone, according to confidential telexes sent by SATS general manager, Dr Bart Grove, to the Minister of Transport, Mr Hendrik Schoeman.

The telexes, which were leaked to *The Star*, show that the operating losses for SATS during the period April 1985 to December topped R318,7 million.

Dr Grove has refused to confirm or deny the figures contained in the telexes stating that it was for the Minister to reveal the figures in his Budget speech in Parliament on Wednesday.

"The Minister is informed that the financial result for December 1985 showed a shortfall of R99,4 million compared with an estimated shortfall of R58,8 million, that means a weakening of the position by R40,6 million," the telex — dated January 20 — said.

"The period April to December 1985 shows a shortfall of R318,7 million compared with the estimated shortfall of R29,1 million, a weakening of the position by R289,6 million."

Opposition spokesman on transport Mr John Malcomess said the losses for December, if correct, were much higher than those recorded for November last year.

"In November SATS' stated losses totalled R78,6 million, largely due to the railways which lost R117 million in that month," said Mr Malcomess. Other SATS sectors, like harbours and pipelines made profits.

He noted that the declared losses of the SATS were not actual loss figures because of large allowances made for depreciation on equipment and amounts allocated for the replacement of capital equipment.

The cost of replacing equipment has soared due to inflation, the devaluation of the rand and escalating costs generally.

# Leaked telexes mention huge SATS losses

269  
E-Post  
17/12/86

JOHANNESBURG — The SA Transport Services (SATS) lost nearly R100 million for the month of December alone, according to confidential telexes sent by the SATS general manager, Dr Bart Grove, to the Minister of Transport, Mr Hendrik Schoeman

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He noted that the declared "losses" of the SATS were not actual loss

figures because of large allowances made for depreciation on equipment and amounts allocated for the replacement of capital equipment

"The cost of replacing equipment has soared due to inflation, the devaluation of the rand and escalating costs generally," he said

● The leaders of some 230 000 SATS workers passed a motion of no confidence in the Cabinet at the weekend, after a clash over pay increases

After a meeting with Mr Schoeman, the chairman of the Federal Council of SATS trade unions,

Mr Jimmy Zurich, said the executive's demand had been an increase of 25% Mr Schoeman had offered 10%

Mr Zurich said the offer was "an insult"

Mr Schoeman told the Federal Council that the 30% cut in service bonuses would be restored in the new financial year

It appears certain now that the Cabinet has decided on a flat pay rise for all public sector workers — Government and provincial staff, the Post Office, police, prisons and SADF personnel

vices to pupils of other population groups who attend private schools in terms of item 14 of Schedule 1 to the Constitution Act, 1983 (Act 110 of 1983) are being considered;

- (2) yes. In addition to the children of diplomatic missions, pupils are admitted to private schools on religious and humanitarian grounds. This admission is subject to the approval of the provincial authorities concerned, after they have also considered educational criteria such as language proficiency, and in some instances have consulted the schools about the extent thereof;

- (3) yes, see (2) above;
- (4) no, see (1) above;
- (5) no, see (2) above, and
- (6) no.

Mr R M BURROWS: Mr Speaker, arising out of the hon the Minister's reply, he will be aware that this question refers to the determination of bases for the admission of pupils to Government schools. He has referred to private schools. Do I take it that the same conditions apply to Government schools?

The MINISTER No

Transfer of schools/technical colleges

\*4 Mr R M BURROWS asked the Minister of Education and Culture:

- (1) Whether the Department intends transferring to the provincial education departments all schools and technical colleges falling directly under its control, if so, why;
- (2) whether the (a) authorities and (b) parents' committees of these schools were consulted about this transfer; if not, why not, if so, when;
- (3) whether a date has been set for the

transfer; if not, why not; if so, what is the date;

- (4) whether a report has been compiled on the proposed transfer; if so,
- (5) whether this report is available to the public, if not, why not; if so, where can it be obtained,
- (6) whether he will make a statement on the matter?

The MINISTER OF EDUCATION AND CULTURE:

- (1) All education for Whites will in terms of the provisions in the Constitution Act, 1983 (Act 110 of 1983) in future fall under one department, viz the Department of Education and Culture, Administration. House of Assembly. This Department will naturally continuously regulate and adjust its internal organisation,

- (2) see (1),
- (3) the transfer of the duties of the provincial education departments with the setting of a date for the transfer is a constitutional matter which is not determined by the Department of Education and Culture,
- (4) falls away;
- (5) falls away, and
- (6) no

†Mr H D K VAN DER MERWE: Mr Speaker, arising from the hon the Minister's reply, does he not think that there is great uncertainty in White education on the question of when provincial administration education is to be transferred to his department?

†The MINISTER: Mr Speaker, there is naturally uncertainty, but the hon member will have to admit that no answer can be given until the final decision has been taken. I ask the hon member to wait until the announcement of the decision, which will be taken as soon as it is possible to eliminate all the uncertainties.

Mr R M BURROWS: Mr Speaker, further arising out of the hon the Minister's reply, may I ask him whether or not he is aware that there is considerable uncertainty regarding the transfer of the special schools which fall under the control of his department to the provincial education departments? I should also like to ask whether it is true that his department appears not to have consulted them on this matter?

†The MINISTER: Mr Speaker, my reply to this is exactly the same as my reply to the hon member for Russik. [Interjections]

For written reply:

General Affairs:

Athlone: vehicle used as decoy  
18/2/86  
HANSMARD asked the Minister of Transport Affairs: 269 121

- (1) Whether a vehicle belonging to the South African Transport Services, particulars of which have been furnished to the South African Transport Services for the purpose of the Minister's reply, was used as a decoy to combat stone-throwing in or near the Athlone area of Cape Town on or about 15 October 1985, if so, what type of vehicle was used,
- (2) whether this vehicle was used by members of the security forces engaged in riot control, if so, by whom it was such use authorised;

- (3) whether the security forces using this vehicle were members of the South African Railways Police, if not, which branch of the security forces used the vehicle; if so, (a) who authorised the operation, (b) what is the (i) name, (ii) rank and (iii) experience of the officer in charge of the operation, (c) what are his qualifications, (d) how many members of the Railways Police were engaged in the operation, (e) what specified arms were used and (f) how many rounds were fired,

- (4) whether any persons were (a) killed and/or (b) injured as a result, if so, (i) how many, and (ii) what were their ages, in each case;

- (5) whether he has received any representations or complaints regarding this operation; if so, (a) from whom, (b) when and (c) what was (i) the nature of the complaints and (ii) his response thereto in each case;

- (6) whether he has ordered an investigation, into this operation, if not, why not, if so, (a) when, (b) who was in charge of the investigation, (c) what was the (i) nature and (ii) scope of the investigation and (d) what were the findings;

- (7) whether any action is to be taken as a result of this (a) operation and (b) investigation; if not, why not; if so, (i) what action, and (ii) by whom, in each case;

- (8) whether he will make a statement on the matter?

The MINISTER OF TRANSPORT AFFAIRS:

- (1) to (8) During the incident in question patrolling was undertaken in a vehicle of the South African Transport Services which was allocated to the security forces. As persons were killed in the incident the matter is being investigated by the South African Police and is, therefore, sub judge

Unrest: national servicemen  
18/2/86  
37. Mr R R HUBLEY asked the Minister of Defence: 269 122

How many national servicemen were employed in the combating of urban unrest in 1984 and 1985, respectively;

- (2) whether any national servicemen were (a) killed and (b) injured in unrest situations during that period; if so, (i) how many, (ii) where, and (iii) what was the cause of death or in-

(2) (a) and (b): Yes, after the receipt of the representations, but as pointed out in the reply to question (1) (c) (ii), the position is that once a mark has been registered, only a court of law can order expungement if it is satisfied, after hearing the evidence submitted in the prescribed way, that the mark should be removed from the register.

(3) No.

Group Areas Act

~~HANS WARD~~ \*29 Mr R M BURROWS asked the Minister of Constitutional Development and Planning:

(1) Whether his Department has received any applications from couples who entered into mixed marriages for the issue of permits in terms of section 26(3) of the Group Areas Act, No 36 of 1966, to reside in White areas permanently and exempt from the provisions of the said Act; if so, how many as at the latest specified date for which figures are available;

(2) whether any applications have been granted, if not, why not, if so, how many as at the latest specified date for which figures are available;

(3) whether any applications have been refused, if so, what was the reason for the refusal in each case,

(4) whether he will make a statement on the matter?

The DEPUTY MINISTER OF DEVELOPMENT.

(1) No.

(2) Falls away

(3) Falls away

(4) No.

Mr R M BURROWS: Mr Speaker, arising out of the reply of the hon the Deputy Min-

HOA

ister, if that is not the case how is it possible that the hon member for Sandton has already indicated in this House that an application has been granted?

The DEPUTY MINISTER: I want to ask the hon member to please Table the question as I am acting on behalf of the hon the Deputy Minister.

Reserves for combating inflation

~~HANS WARD~~ \*30 Mr L F STONESTREET asked the Minister of Transport Affairs:

(1) Whether the South African Transport Services have obtained permission to build up special reserves for combating inflation; if so, (a) when and (b) from whom,

(2) (a) what such reserves are at present available in respect of the South African Transport Services, (i) including and (ii) excluding the South African Airways, and (b) in respect of what date is this information furnished?

The MINISTER OF TRANSPORT AFFAIRS:

(1) No

(2) Falls away.

Mr D J N MALCOMMESS Mr Speaker, arising out of the reply of the hon the Minister, surely he is aware of the fact that there is a special depreciation allowance for the SATS which creates a reserve in order to be able to purchase goods at current prices and which is in effect a protection device against inflation? If so, does he not consider the answer he has just given to be an incorrect one?

The MINISTER: It has nothing to do with inflation. There is a reserve, but it is not for combating inflation.

Mr D J N MALCOMMESS: Mr Speaker, further arising out of the hon the Minister's reply, I must ask him if prices would go up if inflation did not exist? Surely we would not need the reserve that we currently have?

The MINISTER: How can we have a reserve if we showed a loss of R400 million this year? There is no reserve. I do not argue that inflation does not exist, but we do not have a reserve to cover inflation. It is a reserve to cover the ordinary deterioration of stock.

Maj R SIVE: Mr Speaker, further arising out of the hon the Minister's reply, surely the provision of double depreciation instead of single depreciation that everybody allows, is for the purpose of combating inflation?

The MINISTER: We can argue this point in the Budget next week, and I think I shall then explain it to these hon members because they do not seem to understand it.

Mr W V RAW. Mr Speaker, further arising out of the hon the Minister's reply, may I ask him whether there is a higher replacement cost fund in the SATS accounts or not?

The MINISTER: The replacement provision made on Boeing aircraft for instance is based on 20 years, but it takes 40 years to replace a railway truck. It varies from commodity to commodity and it is quite a complicated matter to work out the replacement value of something according to the amount of wear and tear it has been subjected to.

Mr D J N MALCOMMESS Mr Speaker, further arising out of the hon the Minister's reply, there are two depreciation costs. As I understand the situation, the one is the 20% per annum he was talking about on a Boeing 747, but in addition to that there is a further depreciation cost which in fact allows for a higher replacement value reserve. This is a depreciation reserve which is not allowed in the private sector's accounts, and I want to know what is the amount of that reserve and how much is being taken for that reserve in this financial year?

The MINISTER: I can spell that out. The hon member is perfectly right, it has nothing to do with inflation. The question dealt with inflation. Why does this hon member take up this matter? The hon temporary member for Sasolburg asked this question. Why does this hon member now ask all these questions?

HOA

Maj R SIVE: Mr Speaker, further arising out of the hon the Minister's reply, may I ask him what the difference is between inflation and prices going up all the time?

~~HANS WARD~~ \*31 Mr J S SAUNDERS asked the Minister of Constitutional Development and Planning:

(1) Whether he or any member of his Department has received any requests from the residents of Moutse for the opinion of the residents of that area regarding the incorporation of Moutse 1, 2 and 3 into KwaNdebele to be tested by means of a referendum or poll, if so, on what dates were these requests received;

(2) whether these requests were acceded to; if not, (a) why not and (b) who took the decision in this regard; if so, (i) when is this referendum or poll to take place and (ii) how will it be conducted;

(3) whether any member of the Lebowa Government has requested that such a referendum or poll be held; if so, (a) who made the request and (b) what was the response thereto;

(4) whether he will make a statement on the matter?

The DEPUTY MINISTER OF DEVELOPMENT:

(1) No, but a request was received from an erstwhile member of the Lebowa Legislative Assembly at a meeting on 18 November 1985.

(2) No.

(a) In view of the fact that the Government's decision announced by me on 25th September 1985 was preceded by a 10 year period of consultation and investigation by the Commission for Co-operation and Development and by virtue of the report of Dr P S Rautenbach DMS I was con-

HOA

†The DEPUTY MINISTER: Mr Speaker, I have already told the hon member that there were people that complained that they could not carry on their normal activities on the beach. Does the hon member expect us to close our eyes to a complaint that comes from the public that they are being inconvenienced where they want to exercise their rights?

The LEADER OF THE OFFICIAL OPPOSITION. Mr Speaker, arising further from the reply of the hon the Deputy Minister, is he satisfied that in this particular instance the police were justified and that there was a real reason for interfering on the grounds that he has given?

†The DEPUTY MINISTER: Mr Speaker, I did not see how big the castles were.

†The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING. They were probably as big as his castles in the air [Interjections]

†The DEPUTY MINISTER. The fact of the matter is that people complained to the police, and the police went to the place to see what was going on there. They then told the people to stop because that was not a place where sand castles should be built; this is a place for bathing [Interjections]

Money owed by former members of Cabinet  
 HANS RABIE 18 FEB 1986 269  
 Mr D J N MALCOMMESS asked the Minister of Transport Affairs: Q COL 87

(1) Whether any money is owed to the South African Transport Services by a former member of the Cabinet, whose name has been furnished to the South African Transport Services for the purpose of the Minister's reply, if so, (a) what is the name of this person, (b) what is the total amount owed by him, (c) for what period has this amount been owing to the South African Transport Services and (d) over what period was this debt raised,

(2) whether the South African Transport Services have taken any steps to re-

HoA

cover the amount owing from this person; if not, why not; if so, what steps?

†The MINISTER OF TRANSPORT AFFAIRS:

(1) Yes.

(a) The Honourable S P Botha.

(b) Approximately R198 000.

(c) Debts accrued since October 1984 and increased monthly until November 1985.

(d) 14 months.

(2) Yes. Initially an agreement was reached with Mr Botha whereby the debt would be settled in instalments by means of post-dated cheques. The cheques were, however, dishonoured by the bank and the Consortium of Insurers underwriting Transport Services' Umbrella Credit Account Guarantee was approached to recover the outstanding amount.

As Mr Botha's estate was subsequently placed in liquidation it was agreed with the Consortium that Transport Services would submit a claim against the estate. In terms of the afore-mentioned guarantee the Consortium is themselves liable for an amount of approximately R50 000.

Mr D J N MALCOMMESS Mr Speaker, arising out of the reply of the hon the Minister, may I ask him whether the person concerned obtained extraordinarily high amounts of credit such as a member of the general public, and not a member of the Cabinet, would not have obtained under similar circumstances?

The MINISTER. Mr Speaker, this is a very unhappy state of affairs. It was an irregularity. The entire matter is under investigation at the moment and that investigation extends also to the person who extended the credit. I repeat that we are looking into the whole situation and that it was in fact an irregular-

ity. Minister or no Minister, the accounts of the South African Transport Services are required to be settled in cash on a monthly basis. That did not happen in this instance and we were unaware of the whole situation.

Mr D J N MALCOMMESS: Mr Speaker, arising further out of the reply of the hon the Minister, may I ask him whether he will inform either this House or the Standing Committee on the South African Transport Services Accounts of the outcome of the investigation that is being conducted?

The MINISTER: There is no cover-up whatsoever in this regard. All the findings will be reported back to the standing committee. As I have said, we are insured against this sort of thing, but we are not fully covered. However, I think we will recover most of the money and I shall report back to the standing committee in this regard.

Thabong Township: vigilantes  
 HANS RABIE 18 FEB 1986  
 Mrs H SUZMAN asked the Minister of Law and Order: Q COL 89

(1) Whether any vigilantes were operating in Thabong Township near Welkom in 1985, if so, Q COL 89

(2) whether the South African Police took any action in respect of these vigilantes, if so, (a) what action, (b) when and (c) with what result; if not, why not;

(3) whether these vigilantes operated with the (a) knowledge and/or (b) co-operation of the South African Police; if so, (i) why, (ii) what was the nature of this co-operation and (iii) who authorised the South African Police to co-operate with them,

(4) whether the South African Police received any complaints from residents of Thabong Township concerning any (a) councillors and/or (b) vigilantes; if so, (i) how many, (ii) on what dates and (iii) what was the nature of these complaints;

(5) whether any residents of Thabong

HoA

Township laid any charges against (a) councillors and/or (b) vigilantes; if so, (i) how many, (ii) on what dates and (iii) what was the nature of these charges;

whether the South African Police investigated these (a) complaints and (b) charges; if not, why not; if so, what were the findings in each case;

whether he will make a statement on the matter?

The DEPUTY MINISTER OF LAW AND ORDER:

(1) to (3) No vigilantes operated in Thabong Township, Welkom during 1985

Due to the intimidation and attacks by juveniles on teachers, parents and the inhabitants of Thabong, especially during the first part of 1985, the Thabong Community Council resolved to:

Protect themselves, their property, as well as the lives and property of members of the Council especially those performing duties during the night;

Protect White teachers, and other White officials who had to perform their duties in the Thabong Township, and

Dissuade Black youngsters from forming so-called protest groups and from participating in illegal marching

No formal structure was created for this purpose and all attempts remained mainly informal. These actions occurred individually and the police were not informed of their actions or intended actions. No co-operation existed between these persons and the police. During organised police operations members of the Council and residents sometimes assisted the police

Force underwent training, *inter alia* in musketry.

- (a) At the Gordons Institute, Glencairn and at the Klawerkamp Shooting Range, Simon's Town
- (b) From 22 until 24 November 1985.
- (c) The handling of firearms, *inter alia* the 37 mm stopper rifle for the discharging of rubber and signal bullets.

- (2) No, a Board of Enquiry was convened by the South African Navy, which exercise control over the Klawerkamp Shooting Range

- (3) During shooting practices at the Klawerkamp Shooting Range on 23 November 1985, discharged signal bullets were blown off direction by a sudden blast, which caused a fire behind the butts. The fire spread to the western slope of Simonsberg and was extinguished by the fire-fighting unit of the Navy, with the help of the Divisional Council.

After the minutes of the South African Navy's Board of Enquiry have been received on 12 February 1986, further investigation is being conducted by the South African Police to determine any negligence, omission and/or irregularities with regard to the events which occurred on 23 November 1985. After completion of the investigation further actions will be considered

#### Simon's Town: mountain fire

\*9. Mr P A MYBURGH asked the Minister of Defence:

- (1) Whether the South African Navy has held an investigation into a mountain fire which occurred in Simon's Town in November 1985, if not, why not, if so, what is the (a) name and (b) rank of (i) the head and (ii) each of the members of the investigating panel;

- (4) whether South African Airways has called for new tenders for the contract; if so, when; if not, why not,

- (5) whether it is the intention of the South African Airways to call for tenders in this connection, if so, when; if not, (a) why not and (b) how will the contract be awarded?

The MINISTER OF TRANSPORT AFFAIRS:

- (1) Yes, Marrott International Services
- (2) No On advice of professional consultants, enquiries were restricted to three well-known caterers.
- (3) Yes As soon as possible but not later than 31 December 1986.
- (4) and (5) Not at this stage as the matter is still under consideration

#### Fuel pipelines

\*11. Mr B B GOODALL asked the Minister of Transport Affairs:

- (1) Whether he received any representations regarding the South African Transport Services fuel pipelines during the period 20 January to 31 December 1985, if so, (a) from whom, (b) when and (c) what was (i) the nature of the representations and (ii) his response thereto,
- (2) whether he has taken any action as a result of these representations, if not, why not, if so, what action in each case;
- (3) whether he will make a statement on the matter?

The MINISTER OF TRANSPORT AFFAIRS:

- (1) Yes
  - (a) Technical Supervisor, previously Co-ordinating Officer (Pipelines), and Artisan (Special Du-

(b) In a telegram and letters dated 18 and 19 January and 29 July 1985, respectively.

- (c) (i) Again reiterated the alleged irregularities previously brought to notice and allegations of victimisation.
- (ii) The employees concerned were advised that the alleged irregularities were already investigated and that remedial action was taken where necessary.

Regarding the alleged victimisation, the person concerned was advised that the transfer of staff was an administrative matter and that I could not intervene in such matters unless the employee availed himself of his right of appeal to the South African Transport Services Board.

- (2) and (3) No For the reasons furnished in my reply to Question \*5 in the House of Assembly on 11 June 1985.

Mr D J N MALCOMMESS: Mr Speaker, arising out of the hon the Minister's reply, can he perhaps tell us whether any more fuel has been lost since he last gave us an answer in June 1985; and if so, can he give us some idea of how much has since been lost?

The MINISTER: Mr Speaker, I gave the hon member a figure of 0,000 175%. It amounts to a few drops compared to the total quantity. There is a lot of gossiping going on. Two ex-members of the staff have been furnishing the hon member with certain information

Mr D J DALLING: How many drops?

The MINISTER: I can find out, but I can't actually give the quantity because then the world will find out how much fuel we are

- (2) (b), (3) and (4) The honourable member is referred to the reply by the hon the Minister of Law and Order on Question Number 8

HANS SPARKS  
Mr D J N MALCOMMESS asked the Minister of Transport Affairs: 18/2/86

- (1) Whether the contract for catering on South African Airways aircraft has been awarded to a certain firm, the name of which had been furnished to the South African Transport Services for the purpose of the Minister's reply, if not, who was awarded this contract, if so, what is the name of the firm in question,

- (2) whether tenders were called for prior to the awarding of the contract; if not, why not,

- (3) whether the firm referred to above has notified the South African Airways of its intention to relinquish its contract, if so, as from what date;

using. That is why I must speak in percentages. [Interjections] I think the hon member for Port Elizabeth Central and I should have a chat about this matter because at the moment he is involving himself in all kinds of gossip

Mr D J N MALCOMMESS: Mr Speaker, arising further from the hon the Minister's reply, would the 0,000 175% have represented a considerable sum of money? I appreciate that the percentage is small but what would it have represented in money terms?

The MINISTER: Mr Speaker, I shall tell the hon member the sum involved in confidence. However, if I disclose it publicly, people will find out what South Africa's fuel consumption is [Interjections] It is confidential information.

†Mr F J LE ROUX: Mr Speaker, arising further from the hon the Minister's reply, I would just like to know whether he finished this reply after consultation with the hon the Minister of Mineral and Energy Affairs?

†The MINISTER: Mr Speaker, the hon the Minister of Mineral and Energy Affairs determines the price of the fuel; I do the transporting.

Mr H H SCHWARZ: Mr Speaker, arising further from the hon the Minister's reply, did he have the same approach to this matter when he replied to the question in regard to the amount of revenue that would be raised as a result of the levy in the place of the MVA scheme? In that specific case he quoted figures in regard to the specific amount that would be raised from the quantity of fuel sold.

Mr D J N MALCOMMESS: Aha! Disclosing State secrets?

The MINISTER: Mr Speaker, disclosing one portion is part of the story, but I am not prepared to disclose the total volume.

Mr H H SCHWARZ: Mr Speaker

Mr SPEAKER: Order! This will be the last question arising out of the reply of the

HoA

hon the Minister to this question. The hon member for Yeoville may proceed

Mr H H SCHWARZ: Mr Speaker, arising further out of the reply of the hon the Minister, is he now suggesting that when he spoke about the MVA Fund, he was only referring to those who use petrol? Does he mean that people who use diesel will not have to pay that levy? [Interjections.]

Decentralisation Incentives: Irregularities

\*12 Mr C W EGLIN asked the Minister of Law and Order.

(1) Whether the South African Police have conducted an investigation into any allegations of irregularities in connection with the application of the decentralisation incentives, if so, what is the nature of the alleged irregularities,

(2) whether the investigations have been completed; if so, what were the findings, if not, when is it anticipated that the investigations will be completed?

The DEPUTY MINISTER OF LAW AND ORDER:

- (1) Yes, allegations of fraud, forging and uttering of falsified documents are being investigated against eleven businesses, which it is alleged to have falsified and/or forged receipts and invoices with regard to removal expenses and which expenses have been met by the Decentralisation Board.
- (2) No. As a result of the nature and extent of the allegations no indication can be given as to when the investigations will be completed

Decentralisation Incentives: Irregularities

\*13. Mr C W EGLIN asked the Minister of Trade and Industry.

- (1) Whether any complaints of and/or representations on alleged irregularities in connection with the applica-

HoA

tion of decentralisation incentives in Atlantis have been received by his Department; if so, (a) what is the nature of the alleged irregularities and (b) when were these complaints and/or representations received;

- (2) whether his Department has taken any action in connection with these allegations; if so, (a) what action and (b) with what result?

†The MINISTER OF TRADE AND INDUSTRY.

- (1) Yes, but only after officials of the Decentralisation Board, in monitoring claims, had uncovered certain facts which led to an *in situ* inspection of certain companies at Atlantis by an official of the Board.

(a) Possible fraudulent actions in connection with claims for the relocation of industries to Atlantis

(b) Officials of the Decentralisation Board uncovered the alleged irregularities during the period April to July 1985

- (2) Yes

(a) On my instruction the report and findings of the investigating official were handed to the Commercial Branch of the South African Police for further investigation. In addition, the payment of concessions was ceased in all cases where it looked as if irregularities existed, until the investigation is completed or the Court has returned a verdict

(b) According to the investigation of the South African Police thus far, it would appear that a *prima facie* case can be made out against a number of firms. The police investigation is being continued.

HoA

Clifton Beach: sand castles

\*14. Mr C W EGLIN asked the Minister of Law and Order.

Whether any action was taken by the South African Police in respect of persons building sand castles on Clifton Beach on or about 12 January 1986; if so, (a) what was the nature of the action taken, (b) in terms of what statutory provision and/or regulation was it taken and (c)(i) why and (ii) on whose authority was this action taken?

The DEPUTY MINISTER OF LAW AND ORDER.

Yes.

(a) 40 White persons were requested to cease their activities

(b) In terms of the provisions of the Sea Shore Act, 1935 (Act No 21 of 1935) as amended and promulgated in Government Notice No 1051 dated 1965-03-05 and enacted in Government Notice No 1400 dated 1966-03-18—Improper disruption of the bathing area

[Interjections]

†Hon members are being terribly difficult, but as you know, Sir, Clifton is a beautiful beach where beautiful people want to bathe in the sun, but these guys built such big castles there that nobody could be there

(c) (i) Regular bathers complained to the law enforcing officials of the City Council, Cape Town that the persons involved disrupted the free usage of the facilities on the beach

(ii) Legal authority granted by the Sea Shore Act, 1935.

The LEADER OF THE OFFICIAL OPPOSITION: Mr Speaker, arising out of the reply of the hon the Deputy Minister, do I take it that it is now Government policy to interfere with people who make sand castles on the beaches around South Africa?

# Sats lost R100m in month — claim

DISPATCH 269  
18/2/86

JOHANNESBURG — South African Transport Services (Sats) lost nearly R100 million for the month of December alone, according to confidential telexes sent by Sats general manager, Dr Bart Grove, to the Minister of Transport, Mr Hendrik Schoeman

The telexes, which were leaked to a Johannesburg newspaper, show that the operating losses for SATS during the period April 1985 to December topped R318,7 million

Dr Grove has refused to comment on the figures contained in the telexes, saying that it was for the minister to reveal the figures in his

Budget speech in Parliament on Wednesday

"The minister is informed that the financial result for December 1985 showed a shortfall of R99,4 million compared with an estimated shortfall of R58,8 million, that means a weakening of the position by R40,6 million," the telex — dated January 20 — said

"The period April to December 1985 shows a shortfall of R318,7 million compared with the estimated shortfall of R29,1 million, a weakening of the position by R289,6 million"

Opposition spokesman on transport Mr John Malcomess said the

losses for December, if correct, were much higher than those for November last year

"In November Sats' stated losses totalled R78,6 million, largely due to the railways which lost R117 million in that month," said Mr Malcomess. Other Sats-sectors made profits

He noted that the declared "losses" were not actual loss figures because of large allowances made for depreciation on equipment and amounts allocated for the replacement of capital equipment

"The cost of replacing equipment has soared due to inflation and devaluation of the rand" — Sapa



ARGUS 18/2/86 (269)

# Sats, private operators may compete for business

The Argus Correspondent

JOHANNESBURG. — Proposals to expose the South African Transport Services to competition from private operators are to be tabled in Parliament.

The proposals are contained in a plan that aims to outlaw monopolies and cartels in passenger and freight services and to dismantle the mass of regulations that hamper competition.

The blueprint seeks open competition on bus and taxi services as well as on short and long-distance freight services.

Its supporters argue the result promises actual cuts in tariffs on a wide range of services, even though certain services are unlikely to escape increases.

## Increases

The existence of the blueprint was confirmed today on the eve of an announcement by the Minister of Transport of Sats tariff increases.

The Minister, Mr Hendrik Schoeman, is to announce rises of between 10 and 15 percent on rail and air rates when he presents the budget tomorrow.

Disclosure of the new plan is likely to add fuel to the row over tariff increases when debate opens on the budget.

The blueprint is spelled out in a report prepared by transport experts — many from the private sector — asked by the Government to tackle a national transport policy study.

The team has spent four years untangling a web of cartels and searching for solutions to break monopolies and open all transport services to competition.

It has concluded that competition and freedom from regulations are the answer to the price spiral on tariffs.

Confidential copies of draft legislation have already been

circulated to business organisations which have been invited to comment before proposals go to Parliament.

It is reliably understood that proposals include the scrapping of the present system of permits needed by road haulage and bus/taxi operators.

The report recommends the creation of a national transport advisory council and special transport tribunal to act as ombudsmen to ensure the elimination of cartels, the removal of cumbersome regulations and freedom of competition.

Insiders say that more proposals on amendments to existing transport legislation will follow next year.

## Parliament and Politics

# Big SATS increases expected

By ANTHONY JOHNSON  
Political Correspondent

SOUTH African Transport Services (SATS) would be "pricing itself out of the market" if rail and air fares were raised by between 10 and 15 percent from April 1, the PFP's spokesman for transport, Mr John Malcomess, said last night.

Mr Malcomess was reacting to speculation that tariff hikes of up to 15 percent would be announced during tomorrow's Transport Services budget.

The Minister of Transport, Mr Hendrik Schoeman, is expected to announce a package of substantial fare increases that will apply to all rail services — passenger and goods — as well as internal SAA flights.

It is understood that the increases are likely to average about 15 percent, with first-class commuters paying more than this amount and third-class passengers less.

### 'Misleading' reasons given

The fare hikes stem from an expected operating loss for the current financial year of R400 million and demands from the SATS's 224 000 staff for pay rises greater than the 10 percent they are being offered.

Mr Malcomess said claims that the price increases were unavoidable because of increased fuel costs and the depreciated Rand were misleading.

"In reality, the price of fuel on the international market has dropped markedly and the Rand has appreciated by 30 percent.

"Furthermore, the SATS has considerably reduced staff and those remaining have not had an increase for some time."

Mr Malcomess charged that the SATS was taking money from the consumer to build up empires of funds for "replacement costs".

"This should be stopped forthwith. Indeed, they should sell off some of their operations to raise capital funds for development of their remaining operations," he said.

### 'Confidential telexes'

The expected increases would give the inflation rate — currently running at 18 percent — a continuing upward trend, he added.

Sapa reports that the SATS lost nearly R100 million for the month of December alone, according to confidential telexes sent by the SATS general manager, Dr Bart Grove, to the Minister of Transport, Mr Hendrik Schoeman.

The telexes, which were leaked to an English Johannesburg afternoon newspaper, show that the operating losses for the SATS during the period April 1985 to December topped R318,7 million.

Dr Grove has refused to confirm or deny the figures contained in the telexes, stating that it was for the minister to reveal the figures in his Budget speech in Parliament tomorrow.

Mr Malcomess said the losses for December, if correct, were much higher than those recorded for November last year.

## New blueprint for a national transport policy

# Radical changes mooted in report

18/2/86 (269) STAR

By Michael Chester

Radical new proposals to expose the State-controlled SA Transport Services to the full force of open competition from private operators are due to be tabled in Parliament during the current session.

The proposals are contained in a masterplan that aims to outlaw monopolies and cartels in the running of all passenger and freight services and to dismantle the mass of regulations that have hampered competition.

The blueprint seeks open competition on bus and taxi services as well as freight services on short and long routes.

Its supporters argue the result promises actual cuts in tariffs on a wide range of services, even though certain services are unlikely to escape increases. They put total emphasis on the "cost effectiveness" of all transport systems.

The existence of the new blue-

print was confirmed today on the eve of an announcement by the Minister of Transport of SATS tariff increases.

Political sources have predicted the Minister will reveal rises of between 10 and 15 per cent on rail and air rates when he presents the annual SATS budget in Parliament tomorrow.

### Disclosure

Disclosure of the new masterplan is likely to add fuel to the row over tariff increases when the debate opens on the SATS budget.

The blueprint is spelled out in a report prepared by transport experts — many of them drawn from the private sector — asked by the Government to tackle a national transport policy study.

The team has devoted four years to untangling a web of cartels and searching for solutions on how to break monopolies and open all transport services to competition.

It has concluded that competition and freedom from regula-

tions are the answer to the price spiral on tariffs.

Confidential copies of draft legislation have already been circulated to business organisations.

Full details have yet to be disclosed, but it is reliably understood that proposals include the scrapping of the present system of permits needed by road haulage and bus/taxi operators.

Instead, the report recommends the creation of a National Transport Advisory Council and special Transport Tribunal to act as ombudsmen to ensure the elimination of cartels and the removal of regulations.

It is envisaged that the only hold on competition will be vehicle safety checks and the setting of reasonable limits on the number of operators vying for business on freight and passenger routes.

Yet to be leaked is how the blueprint proposes to handle the present subsidy scheme that pumps millions of rands into sub-economic services.

Day falls to

Coburne Pass

18/2/81



BUS DAY

269

**ANTHONY JOHNSON**  
**PARLIAMENT** — SA Transport Services would price itself out of the market if it raised fares by 10% or 15% in April, John Malcomess said yesterday.

# Malcomess sees rail priced out

The Progressive Federal Party spokesman for transport was reacting to speculation that tariff increases of up to 15% would be announced during today's transport services budget.

Transport Minister Hendrik Schoeman is expected to announce a package of substantial increases in charges for all

rail services — passenger and goods — as well as internal SAA flights.

It is understood that the increases are likely to average about 15%, with first-class travellers paying more than this amount and third-class passengers less.

The increases stem from an expected Sats operating loss for the cur-

rent financial year of R400m and demands from Sats' 230 000 personnel for pay increases of more than the 10% they were offered.

Malcomess said the expected increases would be self-defeating because people would increasingly be unable to afford Sats' services.

Claims that the price

increases were unavoidable because of increased fuel costs and the rand's depreciation were misleading, he said.

"In reality, the price of fuel on the international market has dropped markedly and the rand has appreciated by 30%.

"Furthermore, Sats has considerably reduced staff and those remaining have not had an increase for some time."

Malcomess charged that Sats was taking money from the consumer to build up funds for replacement costs.

11/2/86 3:00  
269

# SATS tariffs to be increased

CAPE TOWN — The Minister of Transport is expected to announce air and rail fare increases in his SA Transport Services budget this afternoon.

It is understood that the SATS is expected to make a loss of about R400 million in the current financial year and that in spite of cost-cutting exercises, the transport facility has no choice but to increase tariffs.

— Political Correspondent

Pretoria Bureau

The head of Operation Hunger, Mrs Ina Perlman, said today she was horrified by the news that soya powder intended for famine relief and originating from the United States had been sold by public auction by the South African Transport Services last year.

She said it was sad that food intended for the poor had not reached them.

A statement by the Minister of Transport, Mr Hendrik Schoeman, has helped clear up

## Horror expressed over auction of famine food

some of the mystery surrounding the sale of the highly nutritious powder, which was being sold to the public by Johannesburg and Brakpan businessmen.

Mr Schoeman said yesterday that 22 tons of the corn soya milk (CSM) was impounded at the Kazerne Railway depot and was finally auctioned to defray

expenses.

No irregularities in the appearance of an American-made food powder on the South African market have been so far been uncovered by a police investigation.

A spokesman for the Railways Police said today the investigation was continuing. All

bags traced, appeared to have been bought originally at an official railways auction.

Elaborating on Mr Schoeman's statement, a spokesman for SATS said the railways transported 65 000 tons of CSM last year from Durban to Lesotho, Swazland, Zimbabwe and Botswana. The railway trucks were loaded by the agents at Durban harbour

Often trucks returned to South Africa with bags of CSM left behind. These made up the 22 tons which were sold by public auction, said the spokesman.

Stew 19/2/86

269

Following a defiant swim at King's Beach last month by the House of Representatives MP for Addo, Mr Peter Hendrickse, and an appeal by the HNP for action, the Community Services Committee decided to authorise municipal officials to ask "trespassers" to leave beaches reserved for whites. If they refused, the official should

EVENING POST, WEDNESDAY, FEBRUARY 19, 1986

# Rail, air tariffs and salaries up

269  
E-Post  
19/2/86

By DIRK VAN ZYL  
Political Correspondent

CAPE TOWN — Rail and air tariff increases ranging from 10% to 15% were announced today by the Minister of Transport Affairs, Mr Hendrik Schoeman.

Mr Schoeman also announced that SATS staff would get 10% salary increases from the April pay month and their 13th cheque, which was reduced last year, was to be restored permanently.

Pensions would be raised by 8%.

Delivering the 1986/87 South African Transport Services (SATS) budget to Parliament, he announced the following

fare rises:

● Commuter rail services — up 12,5% from April 1.

● Rail passenger fares on inter-city services — up 15% from April 1.

● Domestic South African Airways (SAA) passenger fares — up 10% from March 1

● High-rated rail goods traffic — from 2,2% over shorter distances to a maximum of 10% over 4 000 kilometres, from April 1 For further distances — 15%.

The tariff rises do not affect livestock, mail and parcels, countrywide container rates, certain unit container train rates, rail contract rates, branch-

line levies, miscellaneous rates, rental and storage charges, ancillary services and road transport services.

Mr Schoeman said it was expected that rail passenger services would run at a R1100-million loss during the 1986/87 financial year.

Elaborating on prospects for the year in general, Mr Schoeman said there were indications that "the way is paved for a moderate upswing in the economy".

This was illustrated by the favourable balance of payments, increase in exports, lower interest rates, a more favourable rand/dollar exchange

rate, a reasonable maize crop and the higher gold price.

The SATS' capital budget for 1986/87 had been "drastically reduced," however, and MPs were asked to vote "only R1 046,5 million", compared with R1 650 million for the 1985/86 year — down 13,6%

An economic growth rate of 1,5% had initially been expected for 1985/86 but a negative rate of 0,5% was now anticipated.

In the revised estimates, the working deficit was now estimated at R396 million.

SWA/Namibia's rail

network should be independent of South Africa's by April 1 next year.

A record 73 million tons of goods was handled at South African harbours.

Rail passenger journeys, as well as SAA passenger usage, had substantially decreased, while low-rated rail goods usage had increased by more than 4%, and high-rated usage decreased by 4,4%.

Mr Schoeman said the estimated surplus on fuel pipelines for 1986/87 was R200 million, but if pipeline tariffs were reduced, the average retail fuel price would only decrease by 1,6c a litre

BUS DAY 22/12/86

BUS DAY 22/12/86

BUS DAY 22/12/86

# Sats budgets for a deficit of R98m

269



CHRIS CARMICHAEL

SA Transport Services (Sats) is budgeting for a deficit of R98m in its 1986/7 financial year compared with a working deficit of R30m recorded over the previous 12 months.

Presenting his R98m Budget in the House of Assembly yesterday, Transport Minister Hendrik Schoeman said Sats was looking for income of R9,52m, against possible working expenditure of R9,41m over the next year.

This was based on expectations of a 2,5% real economic growth over the next 12 months which, in turn, would translate into modest increases in traffic volumes, he said.

Schoeman said Sats was able to scale down capital expenditure by 15,6% last year — or some R25m from the R1,6bn budgeted. He indicated this was also the magnitude of capital spending planned for the 1986/7 year — the amount asked for being R1,06m. Expenditure would be aimed at expanding Sats' share of the transport market and would include the

rationalisation of goods shed services, Schoeman said. This rationalisation comprised utilisation of goods shed traffic by means of a multi-container depot, to ensure quick transit of goods handling, he said.

Multi-containers can convey a wide range of commodities, from wine to whealbarrows.

Schoeman said this consolidation of cargo would mean better use of existing capacity, lower documentation and labour costs and less capital investment in respect of carriage equipment and rolling stock.

The containerisation service was officially introduced between Johannesburg and Durban last November. It is now planned to phase in the service across SA within five years.

There are already 1 900 multi-containers in operation and, by the time the service has been fully implemented, there will be 50 000 in use.

## Sats reduces its workforce by 53 000

269

SA Transport Services (Sats) has reduced staff by 53 000, or slightly more than 19%, since 1982.

The House of Assembly was told yesterday this trend was likely to continue as long as the recession lasts.

Sats' policy is to establish a smaller, more effective, better-paid workforce.

There were 6 000 staff reductions in 1984 and 8 000 last year, Transport Minister Hendrik Schoeman said in his budget statement.

## Sats to chase market share

269

SA Transport Services is not satisfied with handling just 45% of the total goods traffic and will continue its aggressive marketing efforts to attract more goods.

Transport Minister Hendrik Schoeman said in the House of Assembly yesterday the situation would receive attention.

Total tonnage of revenue-earning, low-rated goods traffic increased by more than 4% from 110-million tons to 115-million tons last year, mainly as a result of larger exports of coal, ores and minerals.

Tonnage of high-rated traffic declined by 4,4%, Schoeman outlined Sats' efforts to achieve

greater goods market growth as competing research into transport needs and the conclusion of transport contracts with individual rail users.

Revenue derived from newly-acquired and re-gained traffic such as steel, sugar, timber and foodstuffs amounted to more than R15m over the past two years.

## Minister emphasises stabilising role

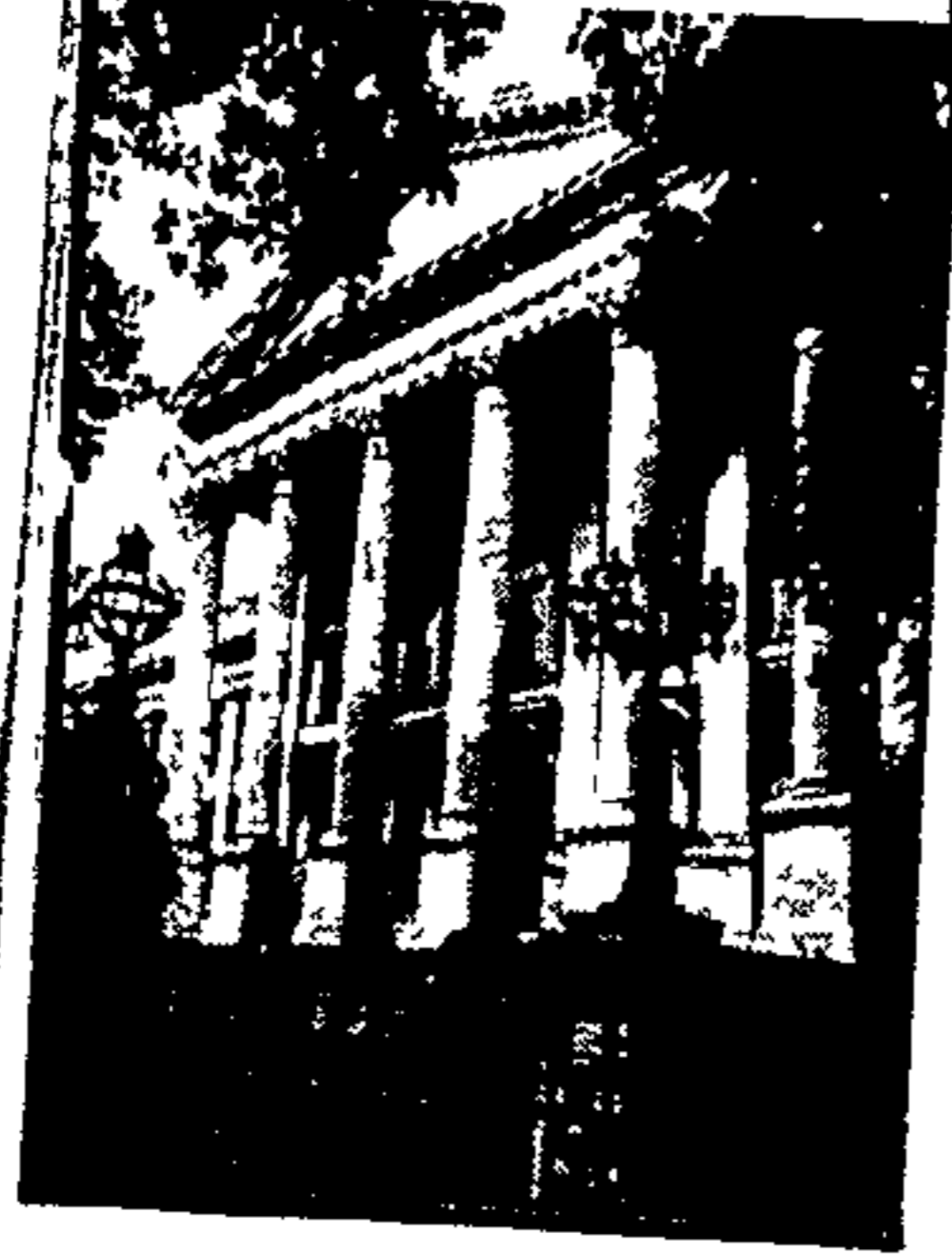
SA's continued to play a stabilising role in Southern Africa, Transport Affairs Minister Hendrik Schoeman said in the Assembly yesterday.

During 1984/5, 6,3-million tons of cargo including maize, wheat, copper, coal, and steel had been conveyed by rail between 13 countries "from Chakal in the south and Zaire in the north."

The South African transport structure is regarded as one of the most important assets of the sub-continent. I wish to emphasise that it has economic advantages because all negotiations and co-operation are based on strict business principles," he said. — Sapa.



**PARLIAMENT '86**



'8 000 jobs were  
*STAR* ~~500~~  
axed last year'

*20/2/86*

*269*

PARLIAMENT — South African Transport Services (SATS) decreased its staff by 8 000 last year to cut costs, Minister of Transport Mr Hendrik Schoeman said in his budget speech

The staff complement had been reduced by slightly more than 19 percent since the start of the recession in 1982, he said. The cuts were in line with the policy of a smaller, more effective and better-paid service — Political Staff

# 'Rail tariff increase is inflationary'

SIM-202186 Political Staff (130) 269

CAPE TOWN — The South African Transport Services has confirmed its position as "one of the foremost creators of inflation", according to Mr John Malcomess (PFP, Port Elizabeth Central)

Mr Malcomess, transport affairs spokesman of the PFP, expressed his party's criticism of the SATS budget in a statement yesterday

He said the latest increases in rail tariffs were unnecessary and highly inflationary. They had been made against a background of an appreciating rand and a decline in crude oil prices

"The estimated loss of R396-million for the current year is not a loss at all in private sector terms

"This is because, besides a normal depreciation reserve being deducted from the profits, a further reserve for higher replacement value of some R600-million will be deducted in the current year

"In private sector terms, SATS made a profit of some R200-million," Mr Malcomess said



Mr John Malcomess

## Passenger service will lose R1 100-m

Political Staff

CAPE TOWN — Rail passenger services will lose an estimated R1 100 million in the next financial year, in spite of the April increases in mainline and commuter fares which will net an extra R27 million.

Minister of Transport Mr Hendrik Schoeman said in his SA Transport Services budget speech in Parliament that R608 million of the deficit would have to come from the State and R492 million from the profits of harbours and pipelines

The estimated surplus for harbours in 1986/87 is R333 million and for pipelines, R20 million

(269)

## SATS inquiry deadline extended

PARLIAMENT — The Dr Wim de Villiers Commission of Inquiry into the organisational and financial structures of South African Transport Services had been extended and would be completed by June this year, transport Minister Mr. Hendrik Schoeman said during his budget speech — Political Staff.



Minister of Transport Mr Hendrik Schoeman.

SATS STAR 29/2/86

## Schoeman bids for bigger market share

(269)

PARLIAMENT — SATS was not satisfied with its 42 percent share of South Africa's transport market and was working to close this gap caused by "unequal competition", the Minister of Transport Affairs, Mr Hendrik Schoeman, said yesterday.

"The actions to achieve growth in our share of the transport market at present comprise intensive research into transport needs, the adaptation of services to provide for those needs, more active promotion of services and the conclusion of transport contracts with individual rail users," he said.

Much success had been achieved despite the unfavourable economic conditions. Revenue from the carrying of newly acquired and regained traffic such as steel, sugar, timber and food amounted to more than R125 million during the past two years.

Mr Schoeman said SATS would also use mini-containers to increase its competitiveness in rail goods traffic. — Sapa

# SATS has scaled down budget by R225-m

20/2/86 STAF 269

PARLIAMENT — The South African Transport Services (SATS) had succeeded in scaling down its capital budget by R225 million or 13,6 percent this year, the Minister of Transport Affairs, Mr Hendrik Schoeman, said yesterday

He said in his budget speech that this year's capital budget had been drastically reduced because of "prevailing circumstances" and only R1 046,5 million would be requested this year compared with R1 650 million last year

A few new proposals aimed at expanding SATS's share in the transport market and satisfying the needs of clients were included in the capital programme for the coming year

These included the rationalisation of goods sheds services and concentrating on goods shed traffic with mini-containers to reduce the handling of goods and speed up transit

He said the mini-container concept would facilitate delivery, minimise damage and enabled transport of anything from wine to wheelbarrows

Other advantages were reduced documentation, lower labour costs and less capital investment in delivery vehicles

This, together with proposed automatic cargo sorting in goods sheds, would reduce handling costs considerably, he said

All the advantages of container transport were now being placed at the disposal of users who dispatched smaller consignments

The new service was officially introduced between Johannesburg and Durban on November 1 last year and would be phased in countrywide within five years — Sapa

20/2/86  
269  
STAR

# Transport tariff rises unfortunate

The Transvaal Consultative Committee (TCC) which represents 19 private sector interests in the transport sphere is disappointed that "further increases in tariffs had to be announced at this delicate stage of the economic upturn"

A spokesman said "It is unfortunate an opportunity was not created to phase in a more market-related transport system"

"This approach would have given the South African Transport Services (SATS) room to avoid tariff increases"

However, the committee applauded the steps taken by SATS to curb expenditure and to increase productivity

Housewives' League president Mrs Joy Hurwitz said transportation costs were "getting out of hand"

"Train and bus commuters have reached a stage where they can't afford to get to work. Their salaries have not been increased"

A spokesman for a major food chain said the effect on prices should be minimal as "most of our supplies come from the PWV area"

● See Page 4

# SATS fares to rise up to 15 pc

STAN 20/2/86 269

By David Braun  
Political Correspondent

PARLIAMENT — Rail and air fares are to be increased by between 10 and 15 percent within the next few weeks, the Minister of Transport Affairs, Mr Hendrik Schoeman, announced yesterday afternoon

Tabling the annual South African Transport Services (SATS) budget at a joint session of Parliament, Mr Schoeman also announced that owing to the prevailing economic situation and the financial position of SATS, he regretted it was not practical to increase staff salaries by more than 10 percent

The new SATS budget provides for a record income of R9 322 million and working expenditure of R9 420 million, leaving an estimated deficit of R98 million

Domestic airfares are going up by 10 percent on March 1.

The first class return fare Johannesburg to Cape Town goes up from R544 to R598. Business class rises to R530 (from R480), and economy class R460 (R418). The R210 (late night economy class) is cheapest

Return airfares between Johannesburg and Durban rise to R326 (R296) first class, R288 (R262) business class and R250 (R228) economy class. The R130 (late night economy) is cheapest

Rail passenger fares on inter-city services go up by 15 percent and on commuter services by 12,5 percent from April 1.

An inter-city first class rail fare between Johannesburg and Durban (one way) rises from R88 to R102, and to Cape Town from R171 to R197.

DOMESTIC AIR FARE RISE (RETURN)		
	WAS	NOW
1ST CLASS JOHANNESBURG TO CAPE TOWN	R544	R598
BUSINESS CLASS	R480	R530
ECONOMY CLASS	R418	R460
LATE NIGHT ECONOMY CLASS	R210	R230
1ST CLASS JOHANNESBURG TO DURBAN	R296	R326
BUSINESS CLASS	R262	R288
ECONOMY CLASS	R228	R250
LATE NIGHT ECONOMY CLASS	R120	R130

RAIL FARE RISE (ONE WAY)		
	WAS	NOW
1ST CLASS JOHANNESBURG TO DURBAN	R88	R102
2ND CLASS	R62	R72
3RD CLASS	R31,50	R36
1ST CLASS JOHANNESBURG TO CAPE TOWN	R171	R197
2ND CLASS	R121	R139
3RD CLASS	R61	R70

RAIL COMMUTER FARE RISE (MONTHLY TICKET)		
	WAS	NOW
MALEDI TO JOHANNESBURG	R48,50	R55
KRUGERSDORP TO JOHANNESBURG	R54	R61
PRETORIA TO JOHANNESBURG	R68	R99

2013/05/17  
**Rail police due to move**

PARLIAMENT The South African Railways Police are likely to be incorporated into the South African Police soon.

Minister of Transport Mr Hendrik Schoeman announced that he and the Minister of Law and Order, Mr Louis le Grange, had agreed in principle on the move.

Legislation to this effect was likely to be introduced in Parliament this session.

(5) whether any employees holding heavy vehicle licences have been involved in accidents whilst driving of-  
ficial vehicles; if so, (a) how many during the latest specified period of three years for which figures are available and (b) what is the total estimated cost involved;

Passenger trains from overseas countries

32 Mr J H VISAGIE asked the Minister of Transport Affairs:†

(6) whether any of these employees were involved in more than one accident during the above-mentioned period of three years, if so, (a) how many and (b) in how many accidents was each such employee involved;

(7) whether the South African Transport Services have taken any action in respect of (a) remedying the position in regard to employees (i) failing their drivers' tests and (ii) involved in accidents whilst driving official vehicles and (b) the employees in question; if not, why not in each case, if so,

(1) Whether the South African Transport Services has ordered any passenger trains from overseas countries in the latest specified period of two years for which figures are available, if so, (a)(i) how many passenger trains and (ii) how many carriages does each train have and (b)(i) from which country and (ii) at what total cost, expressed in rand, in each case,

(8) (a) (i) what action, (ii) when, (iii) with what results, in each case, and (b) (i) in respect of how many such employees was action taken in (ii) for what reasons in each case?

(2) whether any of these trains have been delivered; if not, (a) why not and (b) when is delivery expected to take place, if so, (i) how many (aa) trains and (bb) carriages have been delivered and (ii) when in each case,

(3) whether they are firms in South Africa that can manufacture such trains; if so, what firms;

(4) whether any of these firms were approached to submit tenders; if not, why not; if so, which firms?

The MINISTER OF TRANSPORT AFFAIRS:

(1) to (8) The honourable member's attention is directed to Question No 985 put during the 1985 Parliamentary Session in which identical information was requested and to which a comprehensive reply was furnished.

In view of the time and cost involved in gathering such information, it is considered not justifiable to repeat a similar exercise.

HoA

R8,58 million and R9,5 million respectively.

The option for the eight production train sets expired on 26 April 1985. A contract was concluded with Messrs Dorbyl Railway Products (Pty) Ltd for the local manufacture of these 12 coach train sets at a total cost of R77,38 million.

Lorries

Yes.

71. Mr D J N MALCOMESS asked the Minister of Transport Affairs:

(a) 95 958 tons feed wheat and 228 382 tons yellow maize.

Whether any lorries were impounded in 1985 by the South African Railways Police; if so, how many in each month?

The MINISTER OF TRANSPORT AFFAIRS.

(b) The grain was imported on a cif basis. Shipping arrangements were made by the suppliers and the nationality of the ships is therefore not known.

Yes.

Mechanical

	Horses/Trailer	Trailers	Heavy Vehicles
January	21	3	3
February	22	0	2
March	28	2	6
April	12	2	2
May	29	1	4
June	29	7	4
July	46	5	4
August	21	2	1
September	13	3	3
October	10	3	0
November	5	0	1
December	0	0	1

(c) Not known as the grain was imported on a cif basis.

Advertisements

108 Mr D J DALLING asked the Minister of Finance:

(1) What was the total amount spent by the Office of the Auditor-General in 1985 on placing advertisements for any purpose in newspapers in the Republic;

(2) what amount was paid to each specified newspaper in the above regard in that year?

The MINISTER OF FINANCE:

(1) Nil

(2) Falls away.

HoA



- (2) what amount was paid to each specified newspaper in the above regard in that year?

The STATE PRESIDENT:

- (1) Nil.  
(2) Falls away.

Advertisements

113. Mr D J DALLING asked the Minister of Water Affairs:

- (1) What was the total amount spent by his Department in 1985 on placing advertisements for any purpose in newspapers in the Republic,  
(2) what amount was paid to each specified newspaper in the above regard in that year?

The MINISTER OF WATER AFFAIRS:

The required information is only available in respect of a book year and not a calendar year. The information furnished hereunder therefore relates to the 1985/86 book year

(1)	R1 112,95	
(2)	Nasionale koerante	R 112,30
	The Argus . . . . .	R 100,45
	Estcourt Gazette . . . . .	R 11,48
	Protea . . . . .	R 57,12
	Natal Mercury . . . . .	R 554,40
	The Highway Mail . . . . .	R 277,20
	TOTAL . . . . .	R1 112,95

Advertisements

133. Mr D J DALLING asked the Minister of Agricultural Economics

- (1) What was the total amount spent by his Department in 1985 on placing advertisements for any purpose in newspapers in the Republic;  
(2) what amount was paid to each specified newspaper in the above regard in that year?

The MINISTER OF AGRICULTURAL ECONOMICS

- (1) None.  
(2) Falls away

THURSDAY, 20 FEBRUARY 1986

Indicates translated version

For written reply.

General Affairs

HANSARD

Buses

20/2/86 269  
27. Mr B B GOODALL asked the Minister of Transport Affairs

- (1) Whether buses belonging to the South African Transport Services are tested for road-worthiness and mechanical soundness; if not, why not; if so, (a) how often are they so tested

and (b) what is the nature of these tests;

- (2) (a) how many (i) buses are owned by the South African Transport Services and (ii) staff are employed to repair and service these buses and (b) what are the minimum qualifications such staff are required to possess,

- (3) whether any of these persons are under-qualified, if so, (a) how many and (b) why;

- (4) whether he will make a statement on the matter?

The MINISTER OF TRANSPORT AFFAIRS:

- (1) Yes

(a) and (b) A pre-trip inspection is carried out to ensure that vehicles are at all times in a road-worthy condition. Furthermore, vehicles are subjected to a six-monthly scheduled maintenance programme as required by the respective road traffic ordinances of the various Provinces.

- (2) (a) (i) 873 buses and semi-trailer combinations

(ii) The services of 173 artisans, 49 trade hands and 2 242 drivers are utilised to maintain Transport Services' total motor vehicle fleet

- (b) Except scholastic qualifications, artisans are required to have undergone an acknowledged apprenticeship, or have obtained a

trade certificate, certificate of proficiency, or a trade diploma whilst trade hands and drivers are required to pass an appropriate aptitude test

- (3) No.  
(a) and (b) Fall away.

- (4) No.

Heavy vehicle drivers' licences

28. Mr B B GOODALL asked the Minister of Transport Affairs:

- (1) (a) How many employees of the South African Transport Services were in possession of heavy vehicle drivers' licences as at the latest specified date for which figures are available, (b) when did each employee pass the requisite driving test for heavy vehicles, (c) what were the results in each case and (d) what pass-mark is required in respect of this test;

- (2) whether such employees are retested on a regular basis, if not, why not; if so, at what intervals;

- (3) whether any employees holding heavy vehicle licences failed their drivers' tests; if so, how many as at the latest specified date for which figures are available;

- (4) whether any of these employees failed their tests more than once; if so, (a) how many, and (b) how many times had each failed these tests, as at the above-mentioned date;

TRANSPORT asked the Minister of Transport Affairs:†

32. Mr J H VISAGIE asked the Minister of Transport Affairs:†

Q 2026 132

(5) whether any employees holding heavy vehicle licences have been involved in accidents whilst driving of-ficial vehicles; if so, (a) how many during the latest specified period of three years for which figures are available and (b) what is the total estimated cost involved;

(6) whether any of these employees were involved in more than one accident during the above-mentioned period of three years; if so, (a) how many and (b) in how many accidents was each such employee involved;

(1) Whether the South African Transport Services has ordered any passenger trains from overseas countries in the latest specified period of two years for which figures are available; if so, (a)(i) how many passenger trains and (ii) how many carriages does each train have and (b)(i) from which country and (ii) at what total cost, expressed in rand, in each case,

(7) whether the South African Transport Services have taken any action in respect of (a) remedying the position in regard to employees (i) failing their drivers' tests and (ii) involved in accidents whilst driving official vehicles and (b) the employees in question; if not, why not in each case, if so,

(2) whether any of these trains have been delivered; if not, (a) why not and (b) when is delivery expected to take place; if so, (i) how many (aa) trains and (bb) carriages have been delivered and (ii) when in each case,

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The MINISTER OF TRANSPORT AFFAIRS:

(1) to (8) The honourable member's attention is directed to Question No 985 put during the 1985 Parliamentary Session in which identical information was requested and to which a comprehensive reply was furnished

In view of the time and cost involved in gathering such information, it is considered not justifiable to repeat a similar exercise.

HOA

R8,58 million and R9,5 million respectively.

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The MINISTER OF TRANSPORT AFFAIRS

(b) The grain was imported on a cif basis. Shipping arrangements were made by the suppliers and the nationality of the ships is therefore not known.

(c) Not known as the grain was imported on a cif basis

Advertisements

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March	28	2	6
April	12	2	2
May	29	1	4
June	29	7	4
July	46	5	4
August	21	2	1
September	13	3	3
October	10	3	0
November	5	0	1
December	0	0	1

The MINISTER OF FINANCE:

(1) Nil.

(2) Falls away

HOA

# Sats ups fares, goods tariffs

269

20/2/86  
DISPATCH

## Parliamentary Staff

**CAPE TOWN** — Delivering his budget speech yesterday, the Minister of Transport, Mr Hendrik Schoeman, announced that mainline rail passenger fares will go up by 15 per cent and commuter tariffs by 12,5 per cent on April 1.

He also announced a further 10 per cent hike in domestic air fares from March 1 — but gave an assurance at a press conference later that fares would not be increased again this year.

Mr Schoeman said that commercial rail tariffs for high rated traffic would be increased from 2,2 per cent for short distances to 10 per cent for over 4 000 km from April 1.

Low rated traffic was being adjusted by three per cent over short distances and 10,9 per cent for 800 km.

Mr Schoeman blamed the increased tariffs on rising fuel and electricity costs.

Although the increased fares would create additional revenue estimated at R27 million, passenger services will be operated at a loss of R1 100 million during the 1986/87 financial year.

The minister said the cooling off in the economy during 1985 had resulted in a reduction in Sats estimated income and an increase in expenditure.

The official opposition last night charged that rail and air tariff increases were both "un-

necessary and highly inflationary."

"With this budget Sats has confirmed its position as one of the foremost creators of inflation which is such a headache to the man in the street in South Africa," the Progressive Federal Party spokesman on transport, Mr John Malcomess said.

Mr Malcomess said the latest increases, following hard on the heels of the last, were made against the background of an appreciating rand and a dropping crude oil price.

The TTC (Transport Consultative Committee), representing 19 private sector interests including the Afrikaanse Handelsinstituut, the Association of Chambers of Commerce and the Federated Chamber of Industries, applauded the steps taken by Sats to curb expenditure and increase productivity during the economic recession.

A statement added "But it is disappointing that further increases in tariffs had to be announced at this delicate stage of the economic upturn."

"Against the back-

ground of the important recommendations of the national transport policy study which will be given legislative effect through Parliament this year, it is unfortunate that an opportunity was not created to phase in a more market-related transport system."

The Trade Union Council of South Africa (Tucsa) was "shocked and dismayed" by the rail tariff increases.

"The increases in commuter fares will impact directly upon hard-pressed workers whose increases in wages over the past year have in the majority of cases been negligible."

The Sats "disaster" budget would have a "crushing" effect on all South Africans, the New Republic Party spokesman on transport affairs, Mr Vause Raw, said in Cape Town.

He said in a statement the effect of the budget would be "particularly devastating" for the unemployed and for lower-paid workers.

The eight per cent increase in Sats' pensions was "an absolute disgrace" and would cause untold hardship.

Parliament page 8



Beating the heat, Lorna Nel finds some relief from the air conditioning at the Workstyle '86 exhibition in East London where temperatures soared to about 30 C yesterday. However, for the weathermen at the Bisho airport, the temperature under the tin roof reached a sweltering 40 C. King William's Town had a high of 37 C. Report, more pictures page 4

## Transkei names

AR6AS 26/2/86

THE RAILWAY BUDGET

269

# Transport Services' 'loss' really a profit of R200m — Malcomess

### Parliamentary Staff

THE South African Transport Services has confirmed its position as "one of the foremost creators of inflation", according to Mr John Malcomess (PFP Port Elizabeth Central)

The increases in rail tariffs were unnecessary and highly inflationary, he said

The latest increases, following hard on the heels of the last, had been made against a background of an appreciating rand and a decline in crude oil prices.

Mr Malcomess, a transport affairs spokesman of the PFP, expressed his party's criticism of the Sats budget in a statement issued yesterday

"What is more, the estimated loss of R396-million for the current year is not a loss at all in private sector terms," said Mr Malcomess.

"This is because, apart from a normal depreciation



Mr John Malcomess ... 'private sector profit'

reserve being deducted from the profits, a further reserve for higher replacement value of some R600-million will be deducted in the current year

"Thus, in private-sector terms, Sats made a profit of some R200-million

"The increases in tariffs are therefore unnecessary and highly inflationary"

# Rest of public service 'happy' — but railmen threaten strike

By Sue Leeman,  
Pretoria Bureau

20/2/86

Mainstream public servants, teachers and postal workers have been cautiously enthusiastic about the 10 percent salary increase they are to receive from April 1 — but angry railway workers are threatening strike action.

South African Transport Services (SATS) Artisans Staff Association chairman Mr Jimmy Zurich has warned the situation is "explosive"; saying railway workers may down tools in protest if their demand for another 15 percent is not met.

The salaries of all four groups are to rise by 10 percent from April 1 and the full service bonus — slashed by one third last year — has been restored.

In addition, the 12 percent allowances for public servants and postal workers have been incorporated into fixed salary scales SATS pensions are to be increased by eight percent.

Public servants last had a general increase in January 1984.

Mr Zurich said there were rumblings about strike action and railway workers were bombarding his offices with complaints.

"The rest of the public service appears to be happy, but they have had their 12 percent allowances as well as occupationally differentiated increases, whereas we have not

"The Public Service Act says we may not strike — but this Act has yet to be tested"

"Feelings are running very high — the Minister must do something and do it quickly."

Head of the white Public Servants Association, Dr Colin Cameron said public servants were thankful for the increase, but had hoped for 13 percent.

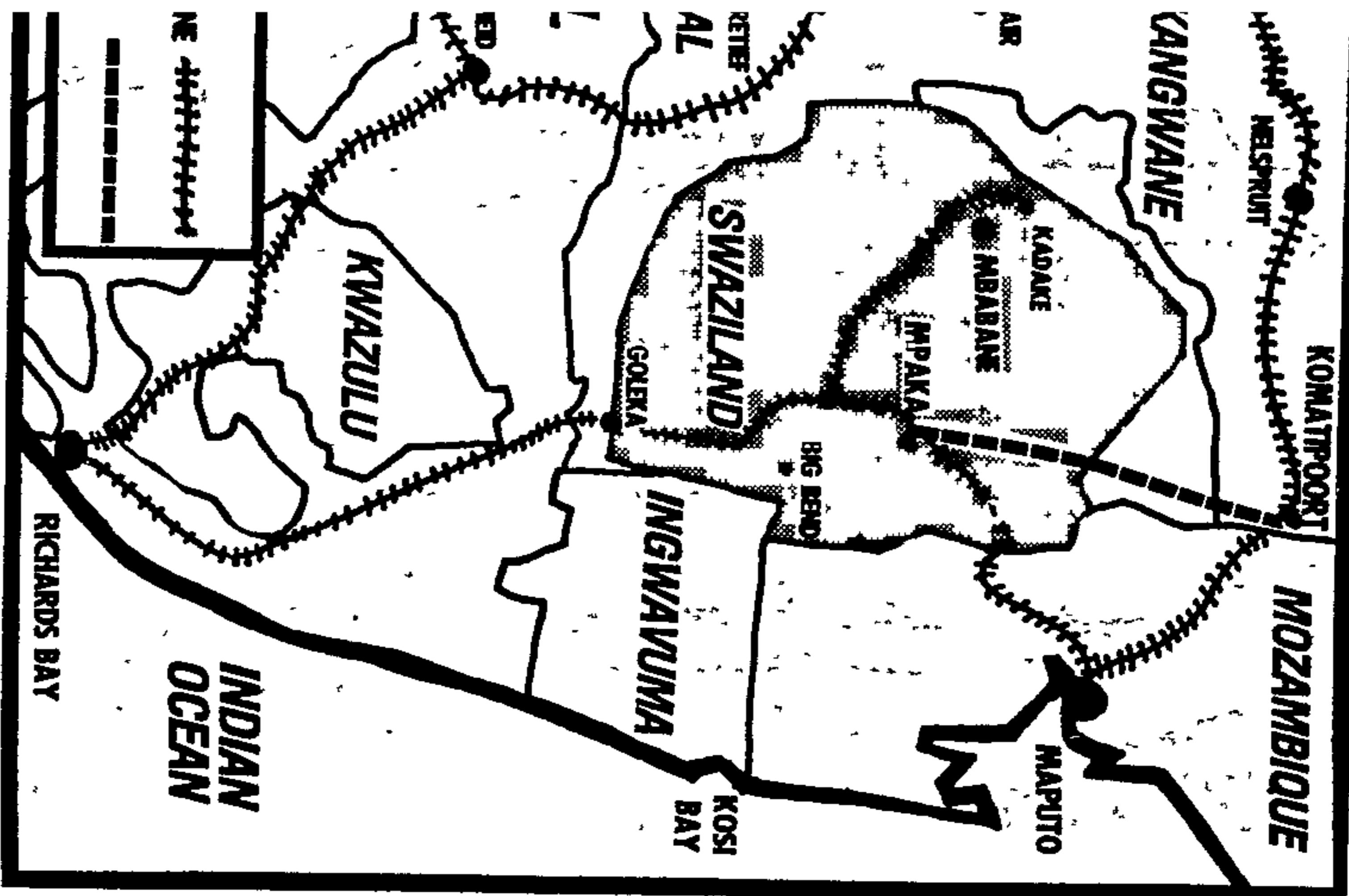
It was hoped that the main Budget would contain announcements of occupationally differentiated increases which could boost salaries further.

The coloured Public Service League chairman, Mr Malcolm Domingo, welcomed the increase but said it would not really help public servants cope with the cost of living, which had risen by 30 percent since the last general salary increase in the sector.

He pointed out some public servants were still earning as little as R180 a month and their pay packets needed further attention soon.

Federal Council of Teachers Associations (FCTA) chairman Professor H O Maree said the adjustment did not represent the backlog which had built up since January 1, 1984. But the FCTA welcomed the promise that further attention could be given to specific adjustments in the profession.

Post and Telegraph Association of South Africa chairman Mr Frikkie Smith said any relief was welcomed but his association had hoped for an increase of 15 percent. The incorporation of allowances would alleviate the situation to some extent.



# Rail link a boon to Swazis

By Gerald L'Ange,  
The Star's Africa  
Specialist News Service

Southern Africa's newest railway is a boon to Swaziland — but to the Mozambique Government it is a menace.

That is why the Mozambicans boycotted Friday's official opening ceremony on the Transvaal-Swaziland border of the new line from Komatipoort to Mpkaka in Swaziland.

Swaziland believes the new line linking its railways with the SATS system could open new trade routes for it in Southern Africa and overseas and could attract major South African investment.

But Mozambique apparently fears the line will take away from Maputo harbour some of the traffic it desperately needs to provide revenue and jobs for its ailing economy.

Invitations to the opening ceremony were sent by South Africa to both Mozambique's Minister of Transport and the director general of railways.

But they were conspicuous by their absence among the diplomats and trade representatives from Britain, France, Canada, Switzerland, Greece, Israel, Denmark, Belgium and other countries who attended the

opening of the 120 km, R110-million line.

The railway was described as "another act of economic warfare by South Africa against Mozambique" by an official of the Ministry of Ports, Railways and Shipping in Maputo.

Initially it would make little difference to Mozambique, he said, "since South Africa is sending hardly anything through Maputo anyway".

But in the long term, the line could have major economic implications for Mozambique.

South African officials say the line will not necessarily divert traffic from Maputo and could in fact create additional traffic for it.

What they do not say openly, however, is that neither the new line nor any existing line can help restore Maputo to its pre-independence bustle until the railways into the port are no longer threatened by the MNR guerrillas.

The South Africans say the new line will carry goods such as rock phosphate and fertilizer that would not normally pass through Maputo. It seems likely, however, that if the MNR poses a serious threat to traffic on the Maputo line some at least of that traffic will be diverted on the new line.

By creating a direct rail route through Swaziland from the Eastern Transvaal to Richards Bay and Durban, the new line will cut 250 km off the rail journey around Swaziland that previously was the shortest route between the Lowveld and Natal.

SATS expects the shortcut will carry about 1.8 million tons of traffic that formerly went the long way round. This will cut costs and ease the traffic pressure on other routes in South Africa.

The South Africans see the new line as another answer to the criticism that Pretoria is bent on destabilising its neighbours. Transport Minister Mr Hendrik Schoeman said at the opening ceremony the new line was "evidence of South Africa's willingness to further the spirit of co-operation between all the countries of the sub-continent".

He said the average of 7 200 SATS wagons moving over the lines of neighbouring states each day was hardly evidence of destabilisation.

The Komatipoort-Mpkaka line can also be seen as a blow to the efforts of the SADC countries (of which Swaziland is one) to cut their dependence on South Africa.

Some in Maputo might take the view that it undermines the

spirit of the Nkomati Accord. However, the agreement to build the line was signed by South Africa and Swaziland in September 1983, before Nkomati.

In addition, it is expected to encourage South African manufacturers interested in setting up factories in the kingdom to produce goods for export to other countries under a "made in Swaziland" label that would get around anti-South African sanctions.

Swazi officials have flatly refused to countenance blatant sanctions-evading schemes such as using their country to re-label South African goods for export. But they regard South African capital investment in Swaziland in an entirely different light.

Officials in Mbabane say they have received numerous inquiries to this end from South African firms.

For South African investors Swaziland has the attraction of being entitled to preferential trade terms as a member of the Commonwealth, the Lome Convention and its access to European markets, and (though it is not yet worth much) the Southern African Preferential Trade Agreement, as well as the SADC.

20/2/86

# Sats ups fare goods tariffs

Parliamentary Staff

**CAPE TOWN** — Delivering his budget speech yesterday, the Minister of Transport, Mr Hendrik Schoeman, announced that mainline rail passenger fares will go up by 15 per cent and commuter tariffs by 12,5 per cent on April 1.

He also announced a further 10 per cent hike in domestic air fares from March 1 — but gave an assurance at a press conference later that fares would not be increased again this year.

Mr Schoeman said that commercial rail tariffs for high rated traffic would be increased from 2,2 per cent for short distances to 10 per cent for over 4 000 km from April 1

Low rated traffic was being adjusted by three per cent over short distances and 10,9 per cent for 800 km

Mr Schoeman blamed the increased tariffs on rising fuel and electricity costs.

Although the increased fares would create additional revenue estimated at R27 million, passenger services will be operated at a loss of R1 100 million during the 1986/87 financial year.

The minister said the cooling off in the economy during 1985 had resulted in a reduction in Sats estimated income and an increase in expenditure.

The official opposition last night charged that rail and air tariff increases were both "un-

necessary and highly inflationary."

"With this budget Sats has confirmed its position as one of the foremost creators of inflation which is such a headache to the man in the street in South Africa," the Progressive Federal Party spokesman on transport, Mr John Malcomess said

Mr Malcomess said the latest increases, following hard on the heels of the last, were made against the background of an appreciating rand and a dropping crude oil price

The TTC (Transport Consultative Committee), representing 19 private sector interests including the Afrikaanse Handelsinstituut, the Association of Chambers of Commerce and the Federated Chamber of Industries, applauded the steps taken by Sats to curb expenditure and increase productivity during the economic recession

A statement added. "But it is disappointing that further increases in tariffs had to be announced at this delicate stage of the economic upturn

"Against the back-

ground of the important recommendations of the national transport policy study which will be given legislative effect through Parliament this year, it is unfortunate that an opportunity was not created to phase in a more market-related transport system."

The Trade Union Council of South Africa (Tucsa) was "shocked and dismayed" by the rail tariff increases

"The increases in commuter fares will impact directly upon hard-pressed workers whose increases in wages over the past year have in the majority of cases been negligible."

The Sats "disaster" budget would have a "crushing" effect on all South Africans, the New Republic Party spokesman on transport affairs, Mr Vause Raw, said in Cape Town

He said in a statement the effect of the budget would be "particularly devastating" for the unemployed and for lower-paid workers

The eight per cent increase in Sats' pensions was "an absolute disgrace" and would cause untold hardship

Parliament page 8.



Beating the heat, Lorna Nel finds some relief from the air Workstyle '86 exhibition in East London where temperature 30 C yesterday. However, for the weathermen at the temperature under the tin roof reached a sweltering 40 C. Town had a high of 37 C. Report, more pic...

DIS

269

Schoeman plans 50% cutback

# Sats looking for R600m

BUDGET

2/12/86

369

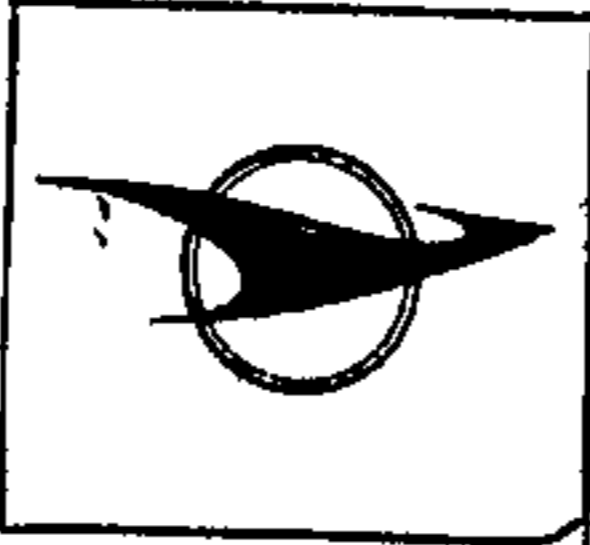


● SCHOEMAN

ALAN SENDZUL

**TRANSPORT MINISTER** Hendrik Schoeman's intention to prune Sats' capital expenditure projects in 1986/7 to R1,0465bn — a cutback of about 50% after accounting for inflation — has offered the capital market further clues about the total public sector funding picture.

Implicit in Sats' budget is the fact that it will rely less than expected on the domestic capital market to raise money.



One merchant banker close to Sats' operation says it will look for roughly the same amount as last year's R600m.

Last week Escorn said it would seek R1,3bn in the local market.

The remaining pieces of the funding jig-saw will come together when Posts and Telecommunications reveals its budget on March 4.

After that, it will be left to the Finance Minister to announce how much the Treasury will need in the March 17 Budget.

Last year government budgeted for R2,8bn new loan paper, but bankers believe Pretoria has been a net seller of close to R3bn of gilts this year.

They feel that in the fiscal year ahead, a shade more will have to be borrowed: although long-term interest rates are off their recent unprecedented peaks, they are still high in relation to last year and this raises borrowing costs.

In its monthly capital market report, Senbank says the proposed prescribed investment changes on the bond market, if implemented immediately, would drain a further R458m from the local capital market.

The Registrar of Financial Institutions has proposed that gilt and semi-gilt holdings be reduced from 53% to 50% for pension funds and from 33% to 30% for long-term insurers.

He has also suggested that cash no longer be recognised as a prescribed asset.

As a result of cash balances no longer qualifying, long-term insurers would need to channel R1,126bn of cash into bonds.

Pension funds would be better placed. They would now be R668m above the limit of prescribed assets.

A reduction in the ratio of gilts holdings to 50% from 53% would release this amount to be re-invested in whichever avenue is chosen.

10/11/86





21/2/86 BUS DAY

## Sats officially <sup>267</sup> realises that old apartheid dream

BARRY STREEK

THE SA Transport Services (Sats) has achieved the old apartheid dream — there are, officially, no black South Africans working for it.

The 1985 report of the Sats Board, tabled in the Assembly yesterday, showed 103 110 blacks worked for Sats on December 15 last year.

But they were "employees of the different black peoples of Southern Africa".

The report provided a summary of ethnic groupings of black staff employed by Transport Ser-

vices, which showed 61 713 people were employed from the "national states" of Gazankulu, KaNgwane, KwaNdebele, KwaZulu, Lebowa and Qwaqwa.

A further 37 931 were employed from the "independent states" of Bophuthatswana, Transkei, Ciskei and Venda, as were 96 people from Lesotho and four from Malawi.

There were also 3 366 Bushman, Caprivian, Cango, Damara, Herero, Nama and Wambo people from "South West Africa".

But there were no black South Africans officially employed by Sats.

## Sharp rise in strikes

21/2/85 BUS DAY

BARRY STREEK

THERE was a sharp rise in the number of workers involved in strikes in South Africa last year — and the number of strikers was the highest in at least ten years.

Last year, 212 660 workers of all races went on strike — compared with 181 942 workers in 1984

In 1983, 64 469 workers went on strike and in 1982,

141 571. In 1974, 59 244 workers and in 1975, 23 306 workers went on strike.

Minister of Manpower Pietie du Plessis said in the House of Assembly yesterday that a total of 239 816 workers were involved in strikes and work stoppages last year and 5 426 178 man-hours were lost.

# 10% increases will cost R1bn

GERALD REILLY

THE 10% increase for more than 1-million public sector workers announced by Minister for Administration in the State President's office Eli Louw this week will cost the country more than R1bn.

The increase will apply to central government and provincial workers as well as post office and Sats personnel. The more than 600 000 workers in the central government and provincial services alone will cost taxpayers R700m.

However, senior public servants last night expressed "grave disappointment" at the 10% rise.

The 230 000 Sats workers have already protested to Transport Minister Hendrik Schoeman that the 10% rise is totally unacceptable.

Public Servants Association president Colin Cameron told *Business Day* earlier this week the PSA had asked for an across-the-board increase of 13%.

The Post Office Staff Association has asked Communications Minister Lapa Munnik for increases related to the rise in living costs since the beginning of 1984.

# Transport unions call for council

GERALD REILLY

A JOINT Sats management-union committee was investigating the establishment of an industrial council for railway workers, Federation of Sats Trade Unions chairman Jimmy Zurich said yesterday.

There was widespread dissatisfaction among the 11 Railways unions about the present system, under which Cabinet decided on increases, he said.

"An industrial council would bring us more into line with labour relations legislation and give the unions a more direct and effective voice in negoti-

ating salary and working conditions," he said.

Zurich said the anger after Transport Minister Hendrik Schoeman's announcement of a 10% increase for Sats workers highlighted the need for a bargaining overhaul.

"We are tired of a system where the Transport Minister gets our submissions, takes them to the Cabinet, and then comes back and tells us what the Cabinet has decided. He is nothing but a messenger. Zurich said when Ben Schoeman was Transport Minister he told the Cabinet what increases he had decided on."

# Suzman deplores removal

BARRY STREEK

THE removal of 10 000 blacks from Brits should be stopped immediately, PFP MP Helen Suzman said yesterday.

Suzman told the House of Assembly "In view of government's commitment to ending forced removals, this seems to be a total betrayal of that undertaking."

The residents of Old Location, Brits, are to be moved to Leithville.

"One continues to be amazed at government's stupidity in creating situations which can only lead to misery and further unrest," she said.

# No shocks from Maree on privatising Escom

21/2/86 BUD DAY (269)  
Escom's chairman JOHN MAREE  
talking to Alan Peat

FROM the hurly-burly world of big business (he was an executive director of Barlow Rand) John Maree has taken on the not so enviable task of chairing the recently-formed Electricity Council, governing body of Escom.

He is a very keen gardener, he says. He is also a seven handicap golfer determined to equal the four handicap of his former-Springbok wife Joy.

He is Louis Rive the Second, trying to privatise a state-owned corporation and turn it into gold, others say. But Maree strongly denies the last description.

"I have not seen privatising Escom as my prime function and purpose of appointment," he says. "I see my task as making Escom into a well-managed, efficient, cost-effective business."

Oh yes, in the process he will be involved in some privatisation. "There are a lot of things that we do now that I believe the private sector can do better. But there are things that only we can do."

Escom has part of its policy built around the need to act in the interests of the country.

## Limited

"I cannot say we will concentrate only on the most profitable things," says Maree. "Because of our social commitment, we must think wider than what is good for Escom alone."

"It is essential, for instance, that we supply power to black areas, to the many farms and to businesses with export commitments. And this needs to be done even though it may not be all that profitable. We must also supply power to Mozambique, Swaziland, Lesotho and Botswana."

Escom's freedom of action is also limited by a number of natural constraints which are out of its control.

"SA has a shortage of manpower skills," says Maree. "While there are very large coal resources, they are not limitless as we look into the next century in our planning. And this country also has enormous capital constraints."

"We must cut our suit according to those cloths — each one of them a limit on our freedom of action."

One of Maree's introductions has been to condition management to first think of alternative ways of solving needs before starting major projects — projects which solve needs, but at enormous expense.

## Objectives

Maree is concentrating his private sector pragmatism on creating an entirely different management direction at Escom — making it more efficient and with clear objectives.

"It is going better than I had hoped," he says. "I think the management team here, once direction was given, is now running the ball fast and true."

"In the private sector, profit is the criterion of performance. We must find other assessment criteria, and follow predetermined aims and prin-

ciples. We are going to budget, and stick to budget."

Sifting through the operational corn, Maree says he has certainly found some chaff. "We should stick to what we do best — and that is generating and transmitting power."

"In our process of rebuilding the management structure we have managed to identify certain areas we should not be involved in. But we are still at the identifying stage, and we have to sort out our problems before we can do anything about these."

The fact that Escom has the State as a guarantor is certainly a plus, he adds.

"But not in the way people think. No lender lends to an organisation on the basis of its guarantees, but on the basis of it being a prime borrower."

"Escom is lucky. It has a sound balance sheet and a good track record with bankers. It has a high rating as a borrower. It is part of our duty to keep that balance sheet sound."

One problem stems from the demand by bankers that Escom finance itself to the tune of 30% of its financial needs.

The internal surpluses generated well below that 30% in recent times. This resulted partly from the 6% tariff rise in 1983 not being enough to cover the rapidly-escalating price increases Escom faced.

"But we will spend the next four or five years building these internal reserves up," Maree states.

## Lower rate

Where government guarantees benefit Escom is in the lower rate of interest it needs to pay on its borrowing.

"Without those guarantees the total interest bill would be much higher, and tariffs would have to pay for that. But what we are committed to is holding the tariff increases from 1987 well below the rate of inflation. Without the guarantees the consumer would have to pay a lot more."

Maree is not there to privatise Escom, he says. But he certainly believes that the State should play a much smaller part in the economy of the country.

"There is growing awareness in government and public service circles that the State should only do what it needs to do. I think we will be steadily moving down the road towards much less State involvement."

"But I would still say that there are certain activities the State must always be involved in."

"There are those areas which are either too large or of too high risk for the private sector. And there are areas where the State must get involved for strategic reasons, although those areas may not be economically viable."

And how would Maree describe his role and purpose at Escom?

"I hope to make Escom a more

professionally-managed organisation," he says.

"This by applying the knowledge, experience and thoughts I have gathered in more years in private enterprise than I care to remember."

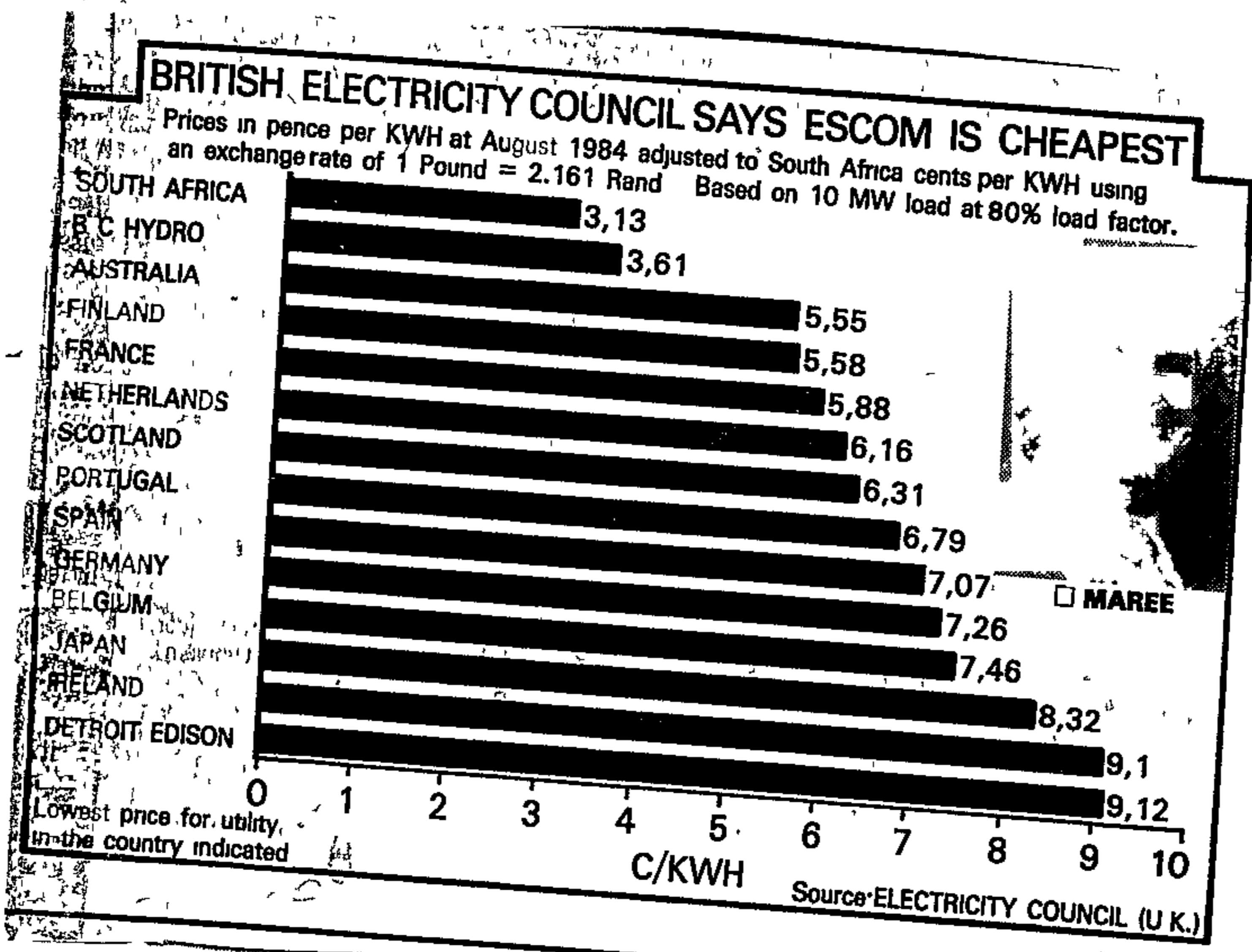
"Maybe I can render a service to our country."

21/2/86

(269)

Bus Day  
21/2/86

269



# Pay goes up - but so do train fares

CITY PRESS 23/2/86

By SINNAH KUNENE

PUBLIC servants will receive a 10% salary increase from April 1, while air and train passengers face between 10 and 15% tariff hikes

This was announced in Cape Town by Transport Affairs Minister Hendrik Schoeman and Administration and Economic Advisory Services Minister Eli Louw this week

The new intercity rail fares from Johannesburg as of April 1 are in the table alongside

Third class tickets to Mafeking, Pietersburg and Queenstown will cost R15,50, R18,00 and R39,50 respectively

Schoeman also announced that air fares will go up by 10% from next month. This means a single economy class air fare to Durban will cost R125, business class R144 and first class R163

The public servants' salary increase will affect all

military, prisons services and police personnel, provincial personnel and post office officials, said Louw. Teachers and nurses are also included

Louw said the last salary adjustments were made in 1984. Service bonuses reduced by one third last year will be paid in full with effect from April 1

However the salary increase was not approved by trade unionists and the government employees, who claimed it was far below the 35% increase of the cost of living in the past two years

## Commuter (to JHB)

	1st class	single	weekly	monthly
Naledi	.....R1,90	.....R14,50	.....R55,00	
Krugersdorp	.....R2,20	.....R16,50	.....R61,00	
Pretoria	.....R4,30	.....R27,00	.....R99,00	
<b>3rd class</b>				
Naledi	.....80c	.....R4,10	.....R16,50	
Krugersdorp	.....90c	.....R4,40	.....R17,50	

## Mainline (single, from JHB)

	3rd class	2nd class	1st class
Durban	.....R36,00	.....R72,00	.....R102,00
Cape Town	.....R70,00	.....R139,00	.....R197,00
Port Elizabeth	.....R53,00	.....R93,00	.....R151,00
Bloemfontein	.....R20,50	.....R41,00	.....R58,00
East London	.....R50,00	.....R100,00	.....R141,00

# COMMUTERS TO DIG DEEPER

TRAIN commuters will dig deeper into their pockets from April 1, the day South African Transport Services' fare increases come into effect.

Mainline and suburban train fares will go up by as much as 15 percent, the Minister of Transport Affairs, Mr Hendrik Schoeman said in Parliament this week.

For example, a first-class monthly ticket between Naledi and

# INTO THEIR POCKETS

Mr Hendrik Schoeman.

*269*  
*12/10/80*  
SOWETAN 24/2/80

A third-class monthly ticket between

Krugersdorp and Johannesburg will increase by 12,5 percent to R17,50; weekly from R3,90 to R4,40; single from 80 cents to 90 cents.

Johannesburg will increase by R6,50 to R55. A third-class monthly ticket for the same route will cost R16,50 — representing an increase of 12,5 percent.

## Decreased

For a Mabopane-Belle Ombre trip, a third-class monthly ticket will go up by R2 to R18; weekly ticket, from R4 to R4,60; single from 90 cents to R1.

In his parliamentary speech, Mr Schoeman said railway passenger journeys had decreased as a result of the prevailing economic situation.

# Rumours of railway workers' strike denied

24/2/80 - 269 By Jackie Unwin

The president of the 24 000-strong Artisans Staff Association, Mr Jimmy Zurich, yesterday denied there were any plans for a week-long wildcat strike protesting against the recent 10 percent pay rise which railways workers have rejected.

"There is talk about a strike among the workers, but we are not organising one and will not be party to one," he said.

"But this talk indicates the unrest and dissatisfaction among members on account of the 10 percent increase."

Their unhappiness was an accumulation of events, starting with the cutting of the 13th cheque to a third last year.

"There are 900 apprentices just becoming artisans. There is no work and they are being placed on other jobs at a rate of pay which is a couple of hundred rand a month less than if they were on the artisan's rate."

"Others working under wage incentive schemes are not being paid bonuses, which is costing them up to R300 a month."

"Now getting only a handout of 10 percent is causing a terrible feeling among members."

"We have applied to the Minister of Transport, Mr Hendrik Schoeman, by letter to give us the other 15 percent we requested."

"The ball is now in his court. He must defuse this explosive situation by doing something positive very quickly," Mr Zurich said.

10% pay increase 'unacceptable'

269

BUD DAY

24/2/86

# Minister urged to defuse explosive Sats situation

THE 24 000-strong Artisan Staff Association yesterday warned Transport Minister Hendrik Schoeman he would have to act swiftly to defuse the explosive situation which had developed after the "unacceptable" 10% pay increase offer.

Stressing this, ASA president and Federation of Sats Trade Unions chief Jimmy Zurich said there was wild talk among ASA members of strike action.

"I know nothing of this. I am still fully in control and we do not expect groups of ASA members to take what would amount to illegal action," he said.

SA Transport Services workers were forbidden to strike under the Sats Services Act.

But if there was no quick response

GERALD REILLY

from Schoeman, the ASA would go to the State President, Zurich said.

The minister, Zurich warned, was on a collision course with his workers. Their morale was at a record low and productivity would suffer.

It was the high level of productivity over the past two years that had made it possible for Schoeman to reduce his staff by 53 000, he said.

"The fact that there was talk of go-slows and strikes indicates the extent of frustration among railway workers at the raw deal they have been handed by the Cabinet."

The minister, Zurich said, had to believe the ASA executive's statement that an explosive situation had developed.

Last week the federation sent an urgent letter to Schoeman, demanding the other 15%. We asked for 25% and we will maintain pressure until we get it.

Adding to the frustration of railway workers was the severe reduction of incentive bonus work. As a result, many were taking home R300 less a week.

Overtime had also been drastically cut "and we are down to the bones of our basic salaries."

More than 900 newly-qualified artisans had been drafted into lowly-paid operative work because there was no work for them in their trades in either the public or private sectors.

Schoeman said at the weekend that the 10% increases and the restoration of the full service bonus would cost Sats about R400m and it was impossible for Sats to pay more.



BUD DAY  
25/2/86

269  
Sats rises  
in addition  
to 'routine  
increases'

Political Staff

THE 10% increase granted to Sats workers would be in addition to the system of structured increases they are routinely given, Transport Minister Hendrik Schoeman said.

Sats staff would also have their full bonuses reinstated from April, he added.

PFP transport spokesman John Malcomess described the demands by Sats workers for an increase of more than 10% as unreasonable.

"The Sats total salary bill is already going up by R429m over the next year, while staff numbers are being cut back significantly," he said.

Schoeman said last week that Sats hoped to reduce staff by 25 000 over the next four years.

25/6/86 Bus 097  
**Railmen vote to strike**



DIANNA GAMES

269

FOUR hundred Southern Transvaal Artisans' Staff Association members last night voted to strike over the 10% pay increase granted to all SA Transport Services.

The members — many of whom claimed they took home less than R200 a month — passed a motion in Johannesburg of no confidence in Transport Minister Hendrik Schoeman.

They also denounced the recommended pay increases of up to 108% for MPs

● See Page 4

other specified statutory bodies, (iii) the KwaNdebele authority and (iv) private builders in 1985, (b) what type or types of housing were built and (c) what was the total cost involved to each such body in that year?

The MINISTER OF EDUCATION AND DEVELOPMENT AID:

- (a) (i) None
- (ii) The KwaNdebele National Development Corporation—18.
- (iii) 8
- (iv) Unknown.

(b) Three bedroomed houses.

(c) The Department—None. The KwaNdebele National Development Corporation—R181 000 The KwaNdebele Government—R180 000. Private builders—Unknown

Advertisements

120. Mr D J DALLING asked the Deputy Minister of Information:

- (1) What was the total amount spent by the Bureau for Information in 1985 on placing advertisements for any purpose in newspapers in the Republic,
- (2) what amount was paid to each specified newspaper in the above regard in that year?

The DEPUTY MINISTER OF INFORMATION:

- (1) None.
- (2) Falls away.

National servicemen

140. Mr P A MYBURGH asked the Minister of Defence:

*HANS SARKIS 25/2/86*

- (1) Whether the South African Defence Force keeps records of the academic qualifications of national servicemen; if not, why not; if so,
- (2) what percentage of national servicemen in the January and July intakes, respectively, of the latest specified three years for which information is available, had a (a) Std VIII certificate, (b) matriculation certificate, (c) tertiary education diploma or qualification and (d) university degree?

The MINISTER OF DEFENCE:

- (1) Yes
- (2) The details are contained in the SA Defence Force computer databank but to withdraw the data for the last three years will be a time-consuming and expensive process. Only the figures for the January 1986-intake which are readily available are thus supplied.

- (a) 25,75%.
- (b) 56,50%.

(c) and (d) 13,75% Only an after-school qualification is noted thus, percentages for degrees and/or diplomas cannot be supplied separately. The remaining 4% comprises National Servicemen who have a Std 7 or lower school qualification.

143. Mr G B D MCKENNA asked the Minister of Defence:

- (1) Whether any courses were held during November/December 1985 at Heidelberg for law officers serving in Citizen Force units; if so, (a) what was the (i) nature and (ii) duration of each such course and (b) how many officers (i) commenced and (ii) completed each course;
- (2) whether any officers left before completion of the course?

*HANS SARKIS 25/2/86*

pleting the course; if so, (a) how many and (b) why in each case?

The MINISTER OF DEFENCE:

- (1) No. A course was, however, conducted to train National Service Military Law Officers, for whom there were initially no posts as Military Law Officers in the Citizen Force, for employment as Intelligence Officers after completion of their initial two years service period. The information with regard to this course is as follows:

(a) (i) Intelligence Officers' Course.

- (ii) 3 November 1985 to 13 December 1985.
- (b) (i) 48
- (ii) 36.

- (2) Yes

(a) 12

(b) Because posts as Military Law Officers in fact became available for them.

159. Mr R M BRIDGEMAN asked the Minister of Defence:

Whether any national servicemen are teaching in civilian schools in (a) South Africa and (b) Namibia at present; if so, how many in each case as at the latest specified date for which figures are available?

The MINISTER OF DEFENCE:

- (a) and (b) Yes. As on 13 February 1986, 27 and 56 respectively

Employees

165. Mr D J N MALCOMMESS asked the Minister of Transport Affairs.

How many (a) Whites, (b) Blacks, (c) Coloureds and (d) Indians employed by the South African Transport Services are (i) permanent, (ii) temporary, (iii) casual and (iv) regular employees?

The MINISTER OF TRANSPORT AFFAIRS:

	(a)	(b)	(c)	(d)
(i)	82 584	—	—	—
(ii)	19 626	—	—	—
(iii)	354	10 576	3 100	115
(iv)	—	67 405	14 222	1 771

166. Mr D J N MALCOMMESS asked the Minister of Transport Affairs:

(a) how many applications to train as air hostesses were received in 1985 from (i) Whites, (ii) Coloureds, (iii) Asians and (iv) Blacks and (b) how many of these applications were successful in respect of each race group?

The MINISTER OF TRANSPORT AFFAIRS:

(a)	(b)
(i) 4 689	(i) 219
(ii) 10	(ii) 3
(iii) 66	(iii) None
(iv) 311	(iv) None.

Air/ground hostesses

167. Mr D J N MALCOMMESS asked the Minister of Transport Affairs:

- (1) How many (a) Black, (b) Coloured and (c) Asian persons were employed by the South African Airways as (i) air and (ii) ground hostesses as at the latest specified date for which figures are available;
- (2) whether such (a) air and (b) ground

tained burn wounds as a result of petrolbombs. 5 injured by rioters of which one sustained a gunshot wound and four injured by stone throwers.

(3) Yes.

(a) and (b) Since 15 February 1986 increased patrols have been carried out in the townships and on 18 February 1986 concerted actions by the SAP and SADF were carried out to remove obstacles from roads and to search houses in an attempt to arrest suspects

(4) No, not at this stage.

*HW Affairs* 25/2/86  
*HANSARD*  
Committee of Inquiry into Certain Aspects of Child Care  
\*1. Mr R M BURROWS asked the Minister of Health Services and Welfare:

(1) Whether all the recommendations contained in the 1982 report of the Committee of Inquiry into Certain Aspects of Child Care have been implemented, if not, (a) why not, (b) which recommendations have not been implemented and (c) when is it anticipated that these recommendations will be implemented;

(2) whether he has received any representations for the implementation of all the recommendations contained in this report, if so, (a) from whom, (b) when and (c) what was his response thereto;

(3) whether he will make a statement on the matter?

**THE MINISTER OF HEALTH SERVICES AND WELFARE**

(1) No.

(a) Schools of industries do not fall under my jurisdiction and conse-

quently I can only furnish a reply on places of safety and children's homes. In respect of places of safety the majority of the recommendations have already been implemented. These recommendations are: The appointment of multi-professional teams, upgrading of tending personnel, expansion of in-service training of personnel, appointment of experienced social workers as superintendents, determination of new standards for buildings, re-establishment of existing accommodation as good as possible as an interim measure to create a therapeutic milieu and the improvement of security measures.

Children's homes are run by private welfare organisations who are encouraged by departmental officers in the regional offices of the Department to implement the recommendations. As far as the Department itself is concerned attention has inter alia been given to: the amendment of registration of children's homes. The registration certificates of at least 80% of children's homes have been revised. Children's home liaison committees have been implemented in all the regions except one. Research on the child's adaptation after discharge from a children's home has started and a guide for management of children's homes is ready for the press. Due to the financial implications which other recommendations entail, it cannot be implemented at present.

(b)

Recommendations with considerable financial implications such as the erection of more places of safety and the rebuilding of children's homes according to the home unit system

(c) In the long term as funds become available.

(2) No.

(a), (b) and (c) fall away.

(3) No.

Mr R M BURROWS. Mr Chairman, arising from the hon the Minister's reply, I should like to know whether he is convinced that the recommendations that have been accepted, as well as those that have not been accepted, will lead to the ending of the kind of conditions in places of safety that were widely reported in the media during the latter part of 1985?

The MINISTER: Mr Chairman, I think that question should be tabled. [Interjections.]

For written reply.

General Affairs:

*25/2/86*  
*HANSARD*  
269  
Fuel pipelines  
28. Mr B B GOODALL asked the Minister of Transport Affairs

(1) Whether with reference to his reply to Question No 3 on 11 June 1985, he has calculated the volume in litres of fuel lost from the South African Transport Services fuel pipelines during the period April 1982 to March 1985; of not, (a) why not and (b) when will this information be available; if so,

(2) with regard to the above-mentioned period, (a) how many litres of fuel were lost and (b) what was the cost to the South African Transport Services of (i) the loss of fuel, (ii) repairs to the pipelines, (iii) cleaning up the spillage and (iv) compensation for damage;

(3) (a) what was the position occupied by each of the persons against whom dis-

ciplinary action was taken and (b) what was the nature of the disciplinary action taken against each of them?

**THE MINISTER OF TRANSPORT AFFAIRS:**

(1) Yes

(a) and (b) Fall away.

(2) (a) Approximately 0,0064 per cent of the volume of product handled.

(b), (i) The divulgence of this information is prohibited in terms of the provisions of section 4A of the Petroleum Products Act, 1977 (Act 120 of 1977)

(ii) and (iii) R110 730 Separate figures are not available.  
(iv) R57 650.

(3) (a) Two Controllers (Pipelines) Assistant Controller (Pipelines) Technical Supervisor (Electrical)

(b) Appropriate fines were imposed on the employees concerned who were found guilty of negligence.

*25/2/86*  
*HANSARD*  
30  
Commissioner of Inquiry into Health Matters  
Dr M S BARNARD asked the Minister of National Health and Population Development:

With reference to his reply to Question No 32 on 12 February 1985, (a) what amount was spent on the Commission of Inquiry into Health Matters in the (i) latest specified financial year and (ii) current financial year as at the latest specified date for which figures are available and (b) what total amount had been spent on this commission as at that date?

(4) Yes.

4.1 A special tuition programme for Skd 10 pupils was instituted which was successful.

4.2 Successful steps have been taken to prevent the disruption of the examinations.

4.3 The principal about whom there were complaints was transferred at this request.

*Juveniles detained*  
 \*11. Mr P R C ROGGERS asked the Minister of Law and Order:

Whether arrangements have been made for persons classified as juveniles in terms of the Prisons Act, No 8 of 1959, and detained in terms of the emergency regulations to be released into the custody of their parents, if so, (a) when were these arrangements made and (b) in how many cases were they carried out over the latest specified period of 12 months for which figures are available?

†The MINISTER OF LAW AND ORDER:

None of the youths concerned were released into the custody of parents. (a) and (b) Fall away.

Transport Services: Credit account facilities  
 \*12. Mr T LANGLEY asked the Minister of Transport Affairs:†

(1) Whether the South African Transport Services has a policy in respect of credit account facilities; if so, what is this policy as regards the (a) determination of maximum amounts for credit granting purposes, (b) control over timely payment, (c) extension in respect of overdue payments and (d) exceeding of the above-mentioned maximum amounts;

(2) whether any exceptions to this policy are permitted, if so, (a) in what cir-

cumstances and (b) in respect of what categories of persons?

The MINISTER OF NATIONAL EDUCATION (for the Minister of Transport Affairs):

(1) Yes.

(a) Credit accounts are not subject to monthly credit limits.

(b) Credit accounts must be settled on or before the 25th of the month following that in which the debts accrued. Station personnel must ensure that credit accounts are paid timeously.

(c) Where unauthorised credit has been allowed and credit accounts adjustments fell in arrears, recovery is done in co-operation with the Consortium of Insurers underwriting Transport Services' umbrella credit account guarantee

(d) The hon member's attention is directed to the reply given to part (a) of the question.

(2) No.

(a) and (b) Fall away

*Juveniles detained*

\*13. Mr P R C ROGGERS asked the Minister of Law and Order:

(1) Whether any persons detained in terms of the emergency regulations and classified as juveniles in terms of the Prisons Act, No 8 of 1959, (a) were hospitalised in 1985 and (b) how hospitalised at present, if so, (i) how many in each case and (ii) for what reasons;

(2) whether the parents of such juveniles are informed of the hospitalisation of their children, if not, why not, if so, by what means;

(3) whether the parents concerned are permitted to visit their hospitalised children, if not, why not; if so, what is the procedure in this regard?

†The MINISTER OF LAW AND ORDER:

(1) (a) Yes.

(i) Eight.

(ii) 1 Depression

1 neck operation (old injury)

1 inflammation of the bladder

1 cardiac problems

1 epilepsy

1 diabetic

1 pneumonia

1 injury to left arm

(b) None.

(i) and (ii) Fall away.

(2) Yes, orally by the investigating officer

(3) Yes, during normal hospital visiting hours.

*Cargo from certain ship*  
 \*14 Mr D J N MALCOMES asked the Minister of Defence:

(1) Whether, with reference to his reply to Question No 1036 on 19 June 1985, this case has now been resolved, if not, when is it anticipated that it will be resolved; if so,

(2) whether any members of the South African Defence Force or Armscor off-loaded any cargo from a certain ship, the name of which has been furnished to the Defence Force for the purpose of the Minister's reply, in Durban harbour on or about 10 May 1979, if so, (a) on what dates (b) why, (c) what was the nature of the cargo off-loaded, (d) on whose instructions was the cargo off-loaded

and (e) what was the (i) name and (ii) nationality of the ship in question;

(3) whether permission was obtained from the (a) owners of the cargo, (b) charterers of the ship and/or (c) captain of the ship to off-load the cargo; if not, why not in each case, if so, (i) when, and (ii) in what manner, in each case;

(4) whether the cargo was subsequently reloaded on to (a) the ship in question or (b) any other specified ship; if so, (i) when and (ii) what was the (aa) name and (bb) nationality of the ship on to which the cargo was reloaded; if not, (aaa) why not and (bbb) what was done with the cargo,

(5) whether he or any member of the Defence Force or Armscor has received any representations regarding this cargo; if so, (a) from whom, (b) when and (c) what was the (i) nature of the representations and (ii) response thereto,

(6) whether any money has been paid by the Defence Force or Armscor to (a) the owners of the cargo, (b) the charterers of the ship and/or (c) any other specified person or body in connection with this cargo, if so, (i) to whom, (ii) why, (iii) what total amount and (iv) when was it paid,

(7) whether he will make a statement on the matter?

The DEPUTY MINISTER OF DEFENCE

(1) Yes, to the satisfaction of all the parties concerned.

(2) to (6) Because of the sensitive nature of the matter it is not in the public interest to furnish the requested information. In this regard I wish to refer the hon member to my statement in question number 2 of 11 February 1986

(7) No.

†The DEPUTY MINISTER. I do not think that subsidising has anything to do with the payment of overdue moneys. [Interjections.] Provision is, however, made in our budget for, amongst other things, the development boards and extension work which must be done.

†Mr J H HOON: Mr Chairman, further arising out of the hon the Deputy Minister's reply I would like to ask him whether somebody who fails to pay these moneys, will have his water and lights cut off or his services suspended?

†The DEPUTY MINISTER. Actually, it is logical that this must be done, but upon inquiry it appeared that the systems of water supply of many of these Black residential areas are so complicated that one cannot simply cut off one house's water, but that a whole block in that residential area has its water cut off. The same goes for electricity. However, normally it has to be done [Interjections.]

†Mr H D K VAN DER MERWE Mr Chairman, further arising out of the hon the Deputy Minister's reply I would like to ask whether the same rule that he mentioned in connection with Black people, also applies to Whites?

†The DEPUTY MINISTER. It is a fact that the White residential areas are better developed as far as this is concerned, and therefore we do not have so many problems with water and electricity supply and this can be done more easily. This is only more proof of the backlog in Black residential areas compared to White residential areas.

†Mr W V RAW asked the Minister of Transport Affairs

- Q COL 187
- (1) Whether a certain senior official of the South African Transport Services has been paying official visits to neighbouring states, if so, (a) what (i) is the (aa) name and (bb) rank of this person and (ii) was the purpose of these visits and (b)(i) on what dates were these visits paid and (ii) what

countries were so visited over the past two years;

- (2) whether, as a result of negotiations conducted by the said senior official, any agreements with other countries have been entered into on behalf of the South African Transport Services; if so, what agreements;

- (3) whether any negotiations in this regard were conducted at Ministerial level; if not, why not,

- (4) whether he will make a statement on the matter?

†The MINISTER OF NATIONAL EDUCATION (for the Minister of Transport Affairs)

- (1) Yes

- (a) (i) (aa) Mr J P Radvyn

(bb) Assistant General Manager (Operating)

- (ii) To discuss transport matters of mutual interest

- (b) (i) 18 April 1984

13 August 1984  
6 to 9 October 1984  
6 to 9 December 1984  
20 to 22 January 1985  
11 February 1985  
11 March 1985  
1 April 1985  
9 to 12 June 1985  
17 to 18 June 1985  
12 August 1985  
8 to 10 September 1985  
18 November 1985  
23 to 26 November 1985

(ii) Zambia, Malawi, Zimbabwe, Mozambique and Swaziland

- (2) No

- (3) No, because these negotiations are conducted on managerial level

- (4) No

Mr W V RAW. Mr Chairman, arising out of the hon the Minister's reply, I should like to know whether the hon the Minister of Foreign Affairs could perhaps say that he is satisfied that these negotiations should be conducted on a departmental level rather than through the Department of Foreign Affairs?

The CHAIRMAN OF THE HOUSE: Order! Is the hon member directing the question to the hon the Minister of Foreign Affairs?

Mr W V RAW. Well, Mr Chairman, since the hon the Minister is not here, perhaps his hon benchmate could help

The MINISTER. Mr Chairman, I think the hon member should rather Table that question or have a private discussion either with my hon colleague on whose behalf I am replying or with the hon the Minister of Foreign Affairs.

Gymnasium: established/expanded

\*31 Mr W V RAW asked the Minister of Transport Affairs

- (1) Whether a gymnasium has been (a) established or (b) expanded at the head office of the South African Transport Services in Pretoria, if so, (i) when, (ii) at what cost, (iii) for what purpose and (iv) what (aa) equipment and (bb) facilities are available there,

- (2) whether staff members of all grades have access to this gymnasium, if not, (a) why not and (b) what (i) categories of, and (ii) how many, staff members have access to it?

The MINISTER OF NATIONAL EDUCATION (for the Minister of Transport Affairs)

- (1) (a) No. However, such a gymnasium was established at the Johannesburg head office of the South African Transport Services. Replies given to further parts of the question relate to this gymnasium.

- (b) No.

(i) November 1984

(ii) R23 525

(iii) To promote the cardiovascular fitness of management and top senior officers

(iv) (aa) Five ergometers.

One treadmill

Two exercise benches

(bb) A large room, showers and changing cubicles.

- (2) No

(a) Limited space.

(b) (i) Only management and senior officers to deputy director level.

(ii) 175.

†Mr W V RAW asked the Minister of Transport Affairs

- (1) Whether the organisation responsible for catering on the South African Airways has advised the South African Transport Services that it intends to discontinue this service; if so, with effect from what date,

- (2) whether this organisation is contractually bound for a certain period, if so, for what period;

- (3) whether it intends to complete this period, if not,

- (4) whether the contract with this organisation contains a penalty clause; if so, what is the purport of this clause;

- (5) whether alternative catering arrangements have been or are to be made, if so, what arrangements?

†The DEPUTY MINISTER: I do not think that subsidising has anything to do with the payment of overdue moneys. [Interjections.] Provision is, however, made in our budget for, amongst other things, the development boards and extension work which must be done.

†Mr J H HOON: Mr Chairman, further arising out of the hon the Deputy Minister's reply I would like to ask him whether somebody who fails to pay these moneys, will have his water and lights cut off or his services suspended?

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Q COL 187.

- Senior official visits 25/2/86 269
- (1) Whether a certain senior official of the South African Transport Services has been paying official visits to neighbouring states; if so, (a) what (i) is the (aa) name and (bb) rank of this person and (ii) was the purpose of these visits and (b)(i) on what dates were these visits paid and (ii) what

countries were so visited over the past two years;

(2) whether, as a result of negotiations conducted by the said senior official, any agreements with other countries have been entered into on behalf of the South African Transport Services; if so, what agreements;

(3) whether any negotiations in this regard were conducted at Ministerial level; if not, why not,

(4) whether he will make a statement on the matter?

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(1) Yes

(a) (i) (aa) Mr J P Radvyn

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(b) No

(i) November 1984.

(ii) R23 525.

(iii) To promote the cardiovascular fitness of management and top senior officers.

(iv) (aa) Five ergometers

One treadmill

Two exercise benches.

Two total gyms

(bb) A large room, showers and changing cubicles.

(2) No

(a) Limited space

(b) (i) Only management and senior officers to deputy director level.

(ii) 175.

Catering 25/2/86 269

\*32. Mr W V RAW asked the Minister of Transport Affairs:

(1) Whether the organisation responsible for catering on the South African Airways has advised the South African Transport Services that it intends to discontinue this service; if so, with effect from what date,

(2) whether this organisation is contractually bound for a certain period; if so, for what period,

(3) whether it intends to complete this period, if not,

(4) whether the contract with this organisation contains a penalty clause; if so, what is the purport of this clause;

(5) whether alternative catering arrangements have been or are to be made, if so, what arrangements?

†The MINISTER OF NATIONAL EDUCATION (for the Minister of Transport Affairs):

- (1) Yes, as soon as possible but not later than the end of 1986.
- (2) Yes, for a period of ten years beginning 1 February 1983
- (3) and (4) No
- (5) Yes, various alternatives are being considered.

Joint operations with SAP  
 HANS BARD asked the Minister of Defence:  
 Q. Col 191

Whether he has determined a general policy in respect of the conditions under which members of the South African Defence Force may perform joint operations with the South African Police, if not, why not, if so, what is this policy?

†The DEPUTY MINISTER OF DEFENCE

Yes It is a confidential agreement between the SA Defence Force and the SA Police. In broad outline it lays down that in certain situations, which can vary according to the geographical position, nature and intensity of operations, the SA Defence Force has the primary responsibility for the conduct of operations and the SA Police act in support of the SA Defence Force and vice versa. Each one of the forces acts under its own command, according to its doctrines and procedures in combined operations.

†Mr P A MYBURGH Mr Chairman, arising out of the hon the Deputy Minister's reply, is that confidential document or agreement available to members of the various defence groups?

†The DEPUTY MINISTER: Mr Chairman, in view of the fact that the hon member for Wynberg is now once more the chief spokesman of the PFP's defence group, we will definitely consider making it available.

HoA

Person employed

\*34. Mr P A MYBURGH asked the Minister of Defence:

- (1) (a) In what (i) section and (ii) capacity was a certain person, whose name has been furnished to the South African Defence Force for the purpose of the Minister's reply, employed in the Defence Force in 1984 and 1985, respectively, and (b) what were his specific functions in each such year,
- (2) in what (a) section and (b) capacity is this person employed at present?

The DEPUTY MINISTER OF DEFENCE.

The hon member is referred to my statement in reply to Question number 2 on 11 February 1986

Mamelodi: Incident on 21 November 1985  
 HANS BARD asked the Minister of Law and Order:  
 Q. Col. 192 25/2/86

(1) With reference to his reply to Question No 6 on 11 February 1986, what total number of policemen, including officers and any other South African Police personnel, were present in Mamelodi on 21 November 1985;

(2) whether the (a) police brigadier and (b) mayor referred to in the above-mentioned reply used a loud-speaker to address the crowd, if not, (i) what means did they use in their attempts to address the crowd and (ii) why did these attempts fail, if so, why were they unable to address the crowd;

(3) whether the loud-speaker used by the police to order the crowd to disperse was the same one used by the (a) police brigadier and (b) mayor; if not, (i) in what way did they differ and (ii) why did the mayor not use the police loud-speaker to address the crowd, if so,

(4) whether the police officers in charge

took steps to ensure that the order to disperse could be heard by every person in the crowd, if not, why not, if so, what steps were taken in this regard,

(5) whether the order to disperse was obeyed by any sections of the crowd; if so, which sections of the crowd (a) did and (b) did not respond to the order,

(6) whether (a) any (i) police and (ii) Development Board officials, (b) the mayor and/or (c) any councillors were injured in this incident, if so, what was the nature of their injuries in each case,

(7) what was the (a) nature of the damage to vehicles, Development Board offices and councillors' residences and (b) total estimated cost of this damage,

(8) whether the investigation into the deaths that occurred in connection with this incident has been completed, if not, when is it anticipated that it will be completed, if so, what was the cause of death in each case;

(9) whether any action is to be taken as a result; if not, why not, if so, (a) what action and (b) when?

The MINISTER OF LAW AND ORDER  
 (Reply laid upon the Table with leave of House):

(1) 108

(2) (a) and (b) Yes, but the attempts failed because radicals kept on shouting at the crowd not to disperse, since they outnumbered the police.

(3) (a) and (b) Yes

(i) and (ii) Fall away.

(4) Yes, a megaphone was used initially whereupon the crowd did not respond, consequently a ground shout device was used from a Casspir, which moved into the crowd

HoA

(5) No.

(a) and (b) Fall away

(6) (a) (i) Yes, when he was hit by a stone

(ii) No

(b) and (c) No.

(7) (a) Due to stonethrowing and petrolbomb attacks, dents in vehicle bodies, broken windows and fire damage were caused to police vehicles, private vehicles and buses. Due to stonethrowing windows of the Development Board offices and a councillor's residence were broken.

(b) R87 209 00

(8) No, at this stage no indication can be given as to when the investigations will be completed.

(9) No, the investigations will determine whether any action is to be taken or not.

Duduzi: Police action

\*36 Mr P G SOAL asked the Minister of Law and Order:  
 Q. Col 194  
 (1) Whether any members of the South African Police took any action in Duduzi Township on the East Rand on or about 5 July 1985; if so, (a) how many policemen were involved, (b) what action was taken and (c) why;

(2) whether the police fired any shots on this occasion; if so, what were the circumstances surrounding the firing of these shots;

(3) whether a certain person, whose name has been furnished to the South African Police for the purpose of the Minister's reply, was shot and killed by the police on this occasion; if so, (a) where was this person standing

HoA



# SATS paid out R2 600 for missing famine food

JOHANNESBURG—South African Transport Services paid out R2 600 to the World Food Programme during 1985 in compensation for bags of the American-made famine food powder which went missing during transit, a spokesman said.

He said the money was paid to the programme and not the shipping agents Gundelfinger and Sons as had been understood previously. All the claims related to bags which were destined for Lesotho but were left behind in SATS trucks for various reasons and were later impounded at Kazerne and other railway depots.

Some of the bags of Corn Soya Milk (CSM) were sold by public auction by the SATS to defray expenses.

The auction was stopped by the Minister of Transport, Mr Hendrik Schoeman, this month after a Press report about famine relief food being sold. Only 240 of the 22 kg bags had been sold to the public.

The spokesman said representatives of the World Food Programme had been in touch with the SATS and were satisfied with the arrangements.

An investigation by the Railways Police had failed to uncover any irregularities.

Earlier reports said 400 tons of the food powder had failed to reach Botswana. Zimbabwe Railways had been responsible for transport to Botswana, the spokesman said. (Sapa)

# Transport service is discriminatory, say coloured MPs

STAR  
26/2/86 269

Political Staff



Mr Hendrik Schoeman  
parity would cost R700-m.

PARLIAMENT — The majority Labour Party in the House of Representatives yesterday threatened not to pass the South African Transport Services' budget for next year if the service remains discriminatory

Mr Peter Mopp (LP, Border) issued the warning during the second-reading debate

The LP eventually passed the budget, defeating an amendment by Mr Anver Essop (DWP, Nuweveld) that it be rejected "because it was discriminatory in its tariff structure and personnel policy"

He said SATS was still the salvation army for poor whites. Of 2 601 whites who had applied for airways jobs, 222 succeeded, but only one coloured person and three Indians were accepted. Not one black was successful, though 1 138 had applied

Mr Nicholas Isaacs (LP, Bishop Lavis) asked why there were only two coloured professionals in SATS "I would like to ask the Minister of Transport how much will it require to effect parity of salaries?"

The SATS monopoly also came under attack

Mr Frederick Erasmus (LP, Gelvandale) said the President had committed himself to greater privatisation in his speech at the opening of Parliament "We would like to ask the Minister of Transport if this also applies to SATS?"

Minister of Transport Mr Hendrik Schoeman said the programme to achieve parity of pay would take four years in total. This year it would cost R62 million. To achieve parity immediately would cost R700 million, which could not be done

On the issue of segregated coaches, he said a survey had been done and it had been found that some coloured people preferred to ride alone

"Poor excuse" members interjected

On privatisation, Mr Schoeman offered to hand-over all the SATS rolling stock and track free to anyone who could offer the same passenger service. He said rail passenger services throughout the world were subsidised



Mr Peter Mopp claims that  
SATS still discriminates



Mr P.W. Botha  
under fire

# Metroblitz train 'will probably be scrapped'

26/2/85  
269

By Zenaide Vendeiro and  
Sue Dobson

South Africa's experiment with high speed trains has come to an ignominious end with the disclosure that the R14,5-million Metroblitz train will probably be scrapped.

The two Metroblitz trainsets, the fastest on narrow gauge in the world, were quietly withdrawn from service in November last year and are standing at Koedoespoort in Pretoria while their fate is decided.

A South African Transport Services spokesman yesterday said a committee investigating possible future uses of the locomotives and the 24 coaches had handed a report to the Minister of Transport Affairs, Mr. Hendrik Schoeman.

Questions are to be raised in Parliament about the failure of the Metroblitz and Mr Schoeman is then expected to reveal the proposals made by the committee and announce his decision.

## SALVAGE

A senior Railways official, who did not want to be identified, said he believed SATS would salvage whatever components it could from the coaches and then scrap them.

The SATS spokesman confirmed that while the locomotives could be used on other trains with minor adjustments, the coaches were specially designed for the Metroblitz and could not be used on other trains.

Another source in the Railways said the withdrawal of the train had been "kept low profile" to avoid controversy.

When the Metroblitz was inaugurated on the Johannesburg-Pretoria route in January 1984, it was hailed as the beginning of a new era in transportation.

It covered the distance between the two cities in 42 minutes at speeds of between 120 and 160 km/h.

The Metroblitz was technically successful, but it was an embarrassing financial disaster.

It had only 480 seats compared to the 2 000 seats on normal commuter trains and, at its peak, only achieved an occupancy rate of between 75 and 78 percent. Moreover, more than 30 percent of its passengers were SATS employees travelling to and from work on free passes.

## Govt given until April 16 on pay issue

By Kym Hamilton,  
Pretoria Bureau

Militant Free State railwaymen have given the Government until April 16 to implement a 25 percent pay rise — or face strike action

Mr Carel "Marx" Lezar, of the Free State Artisan Staff Association, said that, at a meeting in Welkom last night, railwaymen passed a motion of no confidence in the Minister of Transport, Mr Hendrik Schoeman, claiming that he was "not competent to run the transport services".

Mr Lezar said key personnel, including telecomps, electricians and signalmen — about 1200 in the Free State — had backed calls for strike action

He added that strong militant elements were calling for immediate general strike action and had threatened to use pickets to stop the security forces from moving in to keep the transport services going

Fears of a split between the militant elements and "those prepared to sit on the fence" were also increasing as some railwaymen were demanding a united front and a commitment to action from more passive colleagues, warned Mr Lezar

He said Artisan Staff Association members last night called for immediate action and demanded that President PW Botha personally enter negotiations with railway workers

But members finally agreed on an April 16 deadline for the satisfaction of their demands

## Angry SATS workers vote for walkout

# Rail strike looms over wage claim

26/2/86 STAR

By Mike Siluma

The possibility of a major confrontation between the Government and South African Transport Services (SATS) artisans grew last night when about 300 union members decided to go on strike if their pay demands were not met

Last night's meeting in Johannesburg to protest against a 10 percent pay rise granted railway workers, which they regard as too low, was called against the background of the announcement of a proposed pay rise of between 55 and 106 percent for the Cabinet and parliamentarians

Rail employees are demanding a further rise of 15 percent in addition to a 10 percent increase offered by the authorities

However, southern Transvaal railmen are not expected to take industrial action until the Artisan Staff Association (ASA)

knows the decision of other regions, which are yet to hold their protest meetings. The regions are East London, Port Elizabeth, Cape Town, Kimberley, northern Transvaal, Natal and the Orange Free State

The Minister of Transport, Mr Hendrik Schoeman, has warned that a strike by about 23 000 of his employees would be illegal

### Over-taxed

Angry workers who attended the emotion-filled gathering waved placards reading "Hire Schlebusch, Fire Schoeman", "Schoeman hire Schlebusch" and "20 percent inflation, 10 percent increase — shame"

Last night's meeting also passed a motion of no-confidence in Mr Schoeman and one of confidence in both the Federation of Staff Associations and the executive of the ASA

Most workers who spoke dur-

ing the meeting complained they were being over-taxed by the Government. They bitterly attacked the proposed increases for members of the Cabinet and Parliament

One said if the law did not allow rail workers to strike or stage a go-slow, they should embark on a work-to-rule

Opening the meeting, an ASA executive officer and vice-chairman of the Southern Transvaal region, Mr Frans Gerber, called on the Government to lower the price of petrol, saying a failure to do this would only fill the coffers of the oil companies

● Both Mr Gerber and the ASA regional secretary, Mr Andre du Plessis, claimed union officials in Germiston had been harassed by SATS security police for organising protest meetings. Police had allegedly told the officials protest meetings were illegal and threatened them with a fine of R1 000 in the event of a strike taking place

## Five Commonwealth 'eminent persons' are in Harare

The Star's Africa News Service

HARARE — Five members of the Commonwealth group formed to promote dialogue for democracy in South Africa arrived quietly in Harare yesterday from Botswana

Lord Barber (Britain), Mr Malcolm Fraser (Australia), Archbishop Edward Scott (Canada),

Dame Nita Barrow (Barbados), and Mr John Maledela (Tanzania) are expected to hold talks with Zimbabwean Prime Minister Mr Robert Mugabe during their stay. They declined to meet the Press on their arrival and no official information was available about their programme

Group members General Obasanjo (Nigeria) and Mr Sardar Singh (India) were in Lusaka

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COLLETT DICKENSON PEARCE 240009/E

26/2/86 BUS DAY (SER) (269)

**SA TRANSPORT SERVICES** yesterday backtracked on a memo saying it would not consider tenders which included Swedish materials

Sats GM Bart Grové said a clause on Swedish imports was an administrative fault and would be removed immediately.

He denied it was related to recent Swedish boycotts of SA goods and said all tenders were judged on merit.

Swedish envoy Jan Lundvik yesterday said he had approached the Department of Foreign Affairs about the inclusion of the clause but had received no reaction

## Sats backtracks on bar

FRED STIGLINGH

Lundvik said Swedish companies in SA had contacted him and expressed concern about the matter.

"It certainly could have something to do with Swedish boycotts," he said

He added that it appeared to be a reaction to Sweden's stated policy to discourage trade with SA

"But then it seems somebody has had second thoughts," he said.

*Business Day* learned of the clause through a memo from Sats' Salt River stores department, addressed to a Cape Town company and dated February 12.

It instructed the company to add the clause to Salt River tender conditions "as soon as possible".

The owner of the Cape Town tender company said he had not seen that provision before.

A Sats spokesman said telexes would be sent to companies who received documents which included the clause.

De... .. 11 9 1 . . . . .

House of Assembly

CAPE TOWN — The Minister of Transport, Mr Hendrik Schoeman, was challenged to pass on to the consumer the minimum of R100 million SA Transport Services (Sats) would save in a year as a result of the fuel price cuts announced yesterday.

Besides the "massive" saving as a result of the price cuts, Sats would not be paying the third party insurance levy on fuel to be introduced soon, Mr John Malcomess (PFP PF Central), said when he issued his challenge to the minister during the second reading debate on the Transport budget.

"I challenge the Minister to reduce rail fares and tariffs now. Will he give us an assurance before the end of the debate that the increases announced for the beginning of March and April will not be imple-

Challenge to cut rail fares

PFP: Pass fuel savings on

DISPATCH

mented?" he asked

Sats would be one of the largest beneficiaries of the fuel price cuts announced by the Minister of Mineral and Energy Affairs, Mr Danie Steyn, and would undoubtedly save at least R100 million in a year as a result.

Mr Malcomess moved an amendment that the House should decline to approve the transport budget until a programme of maximum privatisation of Sats in the interest of South Africa had been implemented, until all racial discrimination in the service had been eliminated, and thirdly, until excessive cross-subsidi-

sation and over-regulation had been eradicated

On dissatisfaction among Sats staff at their 10 per cent pay increase the PFP transport spokesman urged Mr Schoeman to "hold fast against their demands" for more, as the "reverberate through the whole South African economy

"I believe the Sats employee is well looked after and is in a better position than his fellow worker in the private sector these militant artisans should try for a job in the private sector if they are so underpaid

they might learn some of the realities of life in the business world," Mr Malcomess said

He welcomed the 53 000 reduction in Sats' staff over the past years, saying this "enormous reduction is most revealing", as basically the same service was still being provided

On Sats' overall position in the economy, Mr Malcomess appealed for greater privatisation, saying the government was continuing to "cosset and protect the services as if they were the only fish in the pond

and stop hassling them. Why don't we stop hassling the private kombi operators? Let us make sure they have safe vehicles and then licence them to operate. By doing so we can help South Africa save money and help bring down the inflation rate."

With the "unnecessary and harmful" fare and tariff increases, Sats was one of the foremost causes of inflation in the country, but it was also pricing itself out of the market because there was a surplus of transport capacity and prices still rose

"In private sector terms, Sats are making substantial profits and have been for some time. The R396 million loss this year is after they salted away R550 million and the loss budgeted for the coming year is after allowing for R600 million to be hidden in the special reserve account."

The R600 million was to create a replacement reserve fund over and above the normal depre-

Debate: Transport budget



MR MALCOMESS

Mr Malcomess said Sats' true profit for the year would in fact have been R504 million, or 5,4 per cent of turnover with which many businesses would have been happy to have made as a pre-tax profit

MR SCHOEMAN

Mr Schoeman said Sats' true profit for the year would in fact have been R504 million, or 5,4 per cent of turnover with which many businesses would have been happy to have made as a pre-tax profit

The Daily Dispatch's parliamentary staff report Mr Schoeman stated yesterday, in reply to a question by Mr Malcomess, that he had no knowledge a Sats vehicle was going to be used in the notorious "trojan horse" episode in which a number of youths were killed or injured

Mr Malcomess said a Sats vehicle had been used as a decoy vehicle on which armed police

Mr Malcomess asked whether Sats' management had realised that relatives of Sats' employees might have been killed and perhaps even were

"What sort of relations are you building with your 110 000 black, coloured and Asian staff?" he asked, adding it was equally possible that Sats' property could have been singled out for attack as a result — Sapa-PS

Central Transvaal Development Board

- (1) (a) 2 079
- (b) 1 553
- (2) Decrease.

Hughveld Development Board

- (1) (a) 1 792
- (b) 1 269
- (2) Increase.

Western Transvaal Development Board

- (1) (a) 63
- (b) 43
- (2) Decrease.

Western Cape Development Board

- (1) (a) 332
  - (b) 287
  - (2) Increase
- Walvisbaai (Municipality)
- (1) (a) 20
  - (b) 19
  - (2) Increase.

For the hon member's information it may be mentioned that in reply to Question No. 232 of 8 February 1985 it was reported that 11 applications were received of which 11 were approved by the Natalia Development Board. The Regional Representative now reports that the 11 applications were withdrawn subsequent to the furnishing of the aforementioned information and that in fact no sales took place during 1984.

*HANS SWARTZ*  
 Main line/suburban services losses  
 85 Mr B. J. DALING asked the Minister of Transport Affairs:  
 HoA 27/2/86 Q. 239

What was the total loss incurred by the South African Transport Services in the 1984-85 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:

- R million
- (a) (i) 41.
  - (ii) 111.
  - (iii) 127.
  - (b) (i) 219.
  - (ii) 269.

Children imprisoned with mothers  
*HANS SWARTZ & COLLETT*  
 101. Mr D. J. DALING asked the Minister of Justice:

How many (a) White, (b) Black, (c) Coloured and (d) Asian (i) male and (ii) female children in each age group were imprisoned with their mothers (aa) in 1985 and (bb) at the latest specified date for which figures are available?

The MINISTER OF JUSTICE

The ages of children who are accommodated in prisons with their mothers are not readily available, but range from infancy up to about 3 years of age, depending on the child's emotional and physical dependence on the mother.

(aa) Children/infants who were admitted to prisons with their mothers or who were born in prison from 1 January 1985 to 31 December 1985:

	(i) Male	(ii) Female
(a) White . . . . .	12	8
(b) Black . . . . .	1 100	1 086
(c) Coloured . . . . .	246	172
(d) Asian . . . . .	15	5
Total . . . . .	1 373	1 271

(bb) Children/infants who were in prisons with their mothers on 31 December 1985:

	(i) Male	(ii) Female
(a) White . . . . .	2	2
(b) Black . . . . .	93	103
(c) Coloured . . . . .	18	15
(d) Asian . . . . .	None	None
Total . . . . .	113	120

In terms of Prisons Regulation No 94, a female prisoner may be permitted, subject to such conditions as are prescribed, to have her baby with her in prison during the period of lactation and for such further period as may be necessary. The necessary clothing, food and medical treatment may be provided by the State for such period as a baby remains in prison.

Standing orders also determine that an infant may remain in prison with the mother for as long as deemed necessary for medical and feeding purposes. Thereafter it should be endeavoured to remove the child from prison, subject to a certificate by the medical officer to the effect that the child would not be harmed psychologically or physically if separated from the mother.

All infants are examined by the medical officer as soon as possible after admission to a prison or after birth in order to determine which medical treatment and food are to be prescribed. The infant's mass is taken monthly and the necessary injections and vaccinations as applicable are administered by a qualified nursing sister, or otherwise arrangements are made for the administration thereof at the local clinic.

(2) what amount was paid to each specified newspaper in the above regard in that year?

The MINISTER OF JUSTICE:

- (1) None.
- (2) Falls away

Messina: Credit account facilities  
 138. Mr R. F. VAN HEERDEN asked the Minister of Transport Affairs:

- (1) Whether a certain person, whose name has been furnished to the South African Transport Services for the purposes of the Minister's reply, has or has had credit account facilities at Messina station (a) directly and/or (b) through a partnership or company, if so,
- (2) whether any moneys are currently owing on this account; if so, (a) what amount is so owing, (b) over what period was this debt incurred, (c) why was the amount of the debt permitted to mount up and (d) who is or was responsible for the (i) granting and (ii) control of these credit account facilities;
- (3) whether the person charged with the granting and control of these credit account facilities acted according to the instructions of the South African Transport Services; if not, why not;
- (4) whether any steps have been taken against the person concerned; if not, why not; if so, what steps;
- (5) whether there are any other credit accounts at Messina station that (a) have been overdrawn and/or (b) are in arrears; if so, (i) to what extent and (ii) who is the person concerned, in each case,
- (6) whether any action is being taken in connection with these accounts; if so, what action?

*HANS SWARTZ*  
 Advertisements  
 114 Mr B. J. DALING asked the Minister of Justice:  
 HoA 27/2/86

(1) What was the total amount spent by the Prisons Service in 1985 on placing advertisements for any purpose in newspapers in the Republic,

The MINISTER OF TRANSPORT AFFAIRS:

The MINISTER OF JUSTICE:

The figures concerning awaiting-trial prisoners who were incarcerated in South African prisons on the last day of each month during 1985, were as follows.

(1) (a) Yes.	31 January	19 358
(1) (b) No.	28 February	19 186
(2) Yes.	31 March	17 997
(a) Approximately R198 900	30 April	18 605
(b) Between October 1984 and November 1985.	31 May	17 631
(c) Oversight by the station personnel	30 June	16 896
(d) (i) and (ii) Station personnel.	31 July	17 438
(3) No, as a result of the non-compliance of extant instructions	31 August	17 503
(4) No, the matter is still being investigated	30 September	17 718
(5) (a) No.	31 October	18 246
(i) and (ii) Fall away	30 November	17 603
(b) Yes	31 December	19 649

Crimes against security of State

162. Mrs H SUZMAN asked the Minister of Justice: **HANSARD Q 2224**  
 How many (a) White, (b) Coloured, (c) Asian and (d) Black persons were serving sentences for crimes against the security of the State as at the latest specified date for which figures are available?

The MINISTER OF JUSTICE:

The figures were as follows on 13 February 1986:

(a) Whites	12
(b) Coloureds	5
(c) Asians	1
(d) Blacks	296
	314

Rail passengers

164 Mr D J N MALCOMMESS asked the Minister of Transport Affairs: **HANSARD Q 2169**

What percentage of (a) first-class and (b) second-class long distance rail passengers travelled at Government subsidised fares in 1985? **Q 2224**

161 Mrs H SUZMAN asked the Minister of Justice: **HANSARD Q 2224**  
 What was the average number of awaiting-trial prisoners in custody on the last day of each month in 1985?

The MINISTER OF TRANSPORT AFFAIRS:

The MINISTER OF COMMUNICATIONS:

(a) and (b) During the financial year 1984-85, 18 227 first class and 69 891 second class intercity journeys were undertaken, a percentage of which fares were debited to the Government Ledger Account. These journeys amounted to 3,7 and 4,7 per cent respectively of the total number first and second class intercity journeys undertaken.

Information concerning train journeys undertaken by military personnel is not included as such information is classified. The full costs of train journeys undertaken by Parliamentarians and other dignitaries were debited to the ledger accounts of the instances concerned. Particulars of the number and class of journeys undertaken are not readily available.

Alexandra telephone

187 Mr D J DALLING asked the Minister of Communications: **HANSARD Q 2245**

(1) How many telephones were installed in Alexandra Township for (a) private and (b) business purposes in 1985,

(2) how many applications for telephones for (a) private and (b) business purposes were received in 1985 from (i) residents and/or (ii) business persons in this township?

The MINISTER OF COMMUNICATIONS:

- (1) (a) 143, and
- (b) 85,
- (2) (a) 412, and
- (b) 102

Sandton: post offices/postal services

209. Mr D J DALLING asked the Minister of Communications:

Whether it is the intention to provide any additional (a) post offices and (b) postal services in the Sandton area in 1986, if so, (i) where, (ii) what services, and (iii) when, in each case?

- (a) Yes
  - (i) Alexandra Township;
  - (ii) a post office; and
  - (iii) April 1986
- (b) Yes.
  - (i) Bergvlei,
  - (ii) a private box lobby with 1 400 private boxes; and
  - (iii) the latter half of 1986.

Notes:

(1) In the written reply furnished on 19 February 1985 to Question No 33 it was stated that it was the intention to provide a post office in Alexandra Township by the latter half of 1985. The work has however been delayed as a result of the unrest in the township

(2) A post office was opened in Malboro on 2 January 1986.

Railway assets/services transferred  
 218 Mr W V RAW asked the Minister of Transport Affairs: **HANSARD Q 2169**

(1) Whether the South African Transport Services transferred any railway assets and services to the South West Africa Administration; if so, (a) why, (b) when and (c) what was the loss to the South African Transport Services as a result of this transfer for the latest specified period of 12 months for which figures are available;

(2) whether any compensation was paid to the South African Transport Services in this regard; if so, what total compensation;

(3) whether railway services in South West Africa are operated at a loss, if so, (a) why, (b) what loss was sustained during the period (i) 1 April 1984 to 30 March 1985 and (ii) 1 April 1985 to the latest specified date for which figures are available?



The MINISTER OF TRANSPORT AFFAIRS:

- (1) (a) Yes
- (b) No
- (2) Yes.
- (a) Approximately R198 900.
- (b) Between October 1984 and November 1985
- (c) Oversight by the station personnel.
- (d) (i) and (ii) Station personnel.

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31 October	18 246
30 November	17 603
31 December	19 649

Crimes against security of State

162. Mrs H SUZMAN asked the Minister of Justice

- (3) No, as a result of the non-compliance of extant instructions.
- (4) No, the matter is still being investigated.
- (5) (a) No.
- (i) and (ii) Fall away
- (b) Yes

How many (a) White, (b) Coloured, (c) Asian and (d) Black persons were serving sentences for crimes against the security of the State as at the latest specified date for which figures are available?

The MINISTER OF JUSTICE:

The figures were as follows on 13 February 1986:

(a) Whites	12
(b) Coloureds	5
(c) Asians	1
(d) Blacks	296
Rail passengers	314

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What was the average number of awaiting-trial prisoners in custody on the last day of each month in 1985?

164. Mr D J N MALCOMESS asked the Minister of Transport Affairs:

What percentage of (a) first-class and (b) second-class long distance rail passengers, travelled at Government subsidised fares in 1985?

The MINISTER OF TRANSPORT AFFAIRS:

- (a) and (b) During the financial year 1984-85, 18 227 first class and 69 891 second class intercity journeys were undertaken, a percentage of which fares were debited to the Government Ledger Account. These journeys amounted to 3,7 and 4,7 per cent respectively of the total number first and second class intercity journeys undertaken.
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- (iii) April 1986
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- (1) In the written reply furnished on 19 February 1985 to Question No 33 it was stated that it was the intention to provide a post office in Alexandra Township by the latter half of 1985. The work has however been delayed as a result of the unrest in the township.
- (2) A post office was opened in Malboro on 2 January 1986.

Railway assets/services transferred

- (1) Whether the South African Transport Services transferred any railway assets and services to the South West Africa Administration; if so, (a) why, (b) when and (c) what was the loss to the South African Transport Services as a result of this transfer for the latest specified period of 12 months for which figures are available;
- (2) whether any compensation was paid to the South African Transport Services in this regard, if so, what total compensation;
- (3) whether railway services in South West Africa are operated at a loss; if so, (a) why, (b) what loss was sustained during the period (i) 1 April 1984 to 30 March 1985 and (ii) 1 April 1985 to the latest specified date for which figures are available?

**The MINISTER OF TRANSPORT AFFAIRS:**

(1) Yes.

(a) To equip and initiate the Administration of South West Africa in the management and exploitation of an own transportation service.

(b) With effect from 1 April 1985

(c) No losses were incurred as a result of the transfer

(2) A State President's Proclamation which will be passed in the near future makes provision for the reduction of Treasury loans to Transport Services to the amount of R144,8 million. This amount represents the outstanding book value of the assets transferred to South West Africa.

(3) Yes.

(a) Mainly as a result of the long distances and the under-utilisation of rail and road transport services

(b) (i) R50,0 million

(ii) 1985-86. Estimated at R41,0 million of which Transport Services will bear R12,3 million

**TRANSPORT AFFAIRS:** 220. Mr W V RAW asked the Minister of Transport Affairs: *27/2/86 Q26247*

(a) What was the gross profit or loss of the Medical Scheme of the South African Transport Services (Transmed) in each year since its inception and (b) what increases have been made in member contributions during this period?

**The MINISTER OF TRANSPORT AFFAIRS:**

(a) and (b) Since the change-over to Transmed, no membership fees are payable by members and particulars of a gross profit or loss cannot therefore be furnished.

nished. The Scheme is subsidised by Transport Services and the figures in this regard since its inception are as follows:

1982/83—R118,5 million  
1983/84—R150,8 million  
1984/85—R174,2 million  
1985/86—R161,3 million (up to January 1986)

On specified services members are responsible for partial payments ranging from 10 to 50 per cent. In addition, serving members without dependants contribute R2 per month and those with dependants R4 per month towards a provident fund from which assistance is given to members who in unavoidable circumstances are subjected to high medical costs.

**Locomotives/passenger coaches/goods trucks**  
221 Mr W V RAW asked the Minister of Transport Affairs: *27/2/86 Q26248*

(1) How many (a) locomotives, (b) passenger coaches and (c) goods trucks belonging to the South African Transport Services are on average located in (i) Zambia and (ii) Zimbabwe;

(2) how many (a) locomotives, (b) passenger coaches and (c) goods trucks belonging to (i) Zambia and (ii) Zimbabwe are on average operating in the Republic?

**The MINISTER OF TRANSPORT AFFAIRS:**

(1) Daily average (i) 9 (ii) —

(b) (a) 1 093 (c) 2 737

(2) (a) (i) — (ii) —  
(b) — 15 per week  
(c) 33 570.

**Newcastle railway station**  
222. Mr W V RAW asked the Minister of Transport Affairs: *27/2/86 Q26249*

(1) Whether a new railway station has been built at Newcastle; if so, (a) when and (b) at what cost;

(2) whether the new station was built on the same premises as the old one; if not, (a) why not and (b) how far from the old station was it built;

(3) whether a manline passenger train regularly stops there at approximately midnight; if so,

(4) whether there is any taxi service at the station at that time;

(5) whether heated waiting rooms are available at the new station; if not, why not?

**The MINISTER OF TRANSPORT AFFAIRS:**

(1) Yes.

(a) It was completed during 1980.

(b) R1,5 million.

(2) No.

(a) The old station-site was not suitable for future development whereas the new site allowed for such development.

(b) Approximately seven kilometres

(3) Yes.

(4) No, but telephones are available to call for a taxi.

(5) Yes.

**Catering**

223 Mr W V RAW asked the Minister of Transport Affairs:

How many persons in (a) the superintendent and higher grades and (b) other grades were employed in (i) the office of the Catering Manager, Johannesburg, and (ii) other offices in the catering services in each of the latest specified five years for which figures are available?

**The MINISTER OF TRANSPORT AFFAIRS:**

(a) (i) 9 (ii) 4  
1981

(a) (i) 9 (ii) 4  
1982 11 2  
1983 10 2  
1984 11 2  
1985

(b) (i) (ii)  
1981 66 15  
1982 61 16  
1983 62 18  
1984 63 18  
1985 69 18

**Refreshment rooms/dining saloons/buffet cars**

224. Mr W V RAW asked the Minister of Transport Affairs:

How many (a) departmental refreshment rooms and (b)(i) dining saloons and (ii) buffet cars were in regular use by the South African Transport Services in each of the latest specified five years for which figures are available?

**The MINISTER OF TRANSPORT AFFAIRS:**

(a) 1980/81 ..... 12  
1981/82 ..... 12  
1982/83 ..... 12  
1983/84 ..... 11  
1984/85 ..... 11

(b) (i) (ii)  
1980/81 28 19  
1981/82 30 21  
1982/83 25 19  
1983/84 23 21  
1984/85 28 21

**Staff complement**

225. Mr W V RAW asked the Minister of Transport Affairs:

(a) What was the staff complement (i) in the General Manager's Office and (ii) of the South African Transport Services, at the beginning of each of the latest specified five financial years for which information is available and (b) how many of these employees were in each of the four highest grades?

**The MINISTER OF TRANSPORT AFFAIRS:**

(a) (i) (ii)  
1981-82 ..... 3 117 272 120

*Q26248*

	(i)	(ii)
1982-83	3 482	276 404
1983-84	3 318	251 038
1984-85	3 984	241 566
1985-86	4 058	233 986

(a) Figures in (i) included in (ii)

The increase in the personnel complement in the General Manager's Office is mainly due to the fact that the Chief Accountant's Office (829 units) was incorporated in the Financial Section of the General Manager's Office during June 1983. In addition, 86 units from the Publicity and Travel Department and 53 units from various regions were transferred to the General Manager's office after reorganisation of activities.

	1981-82	1982-83	1983-84	1984-85	1985-86
General Manager	1	1	1	1	1
Deputy General Manager	3	3	3	3	3
Assistant General Manager	11	11	10	10	10
Chief Engineer	2	2	2	2	2
Chief Legal Adviser				1	1

	1981-82	1982-83	1983-84	1984-85	1985-86
General Manager	1	1	1	1	1
Deputy General Manager	3	3	3	3	3
Assistant General Manager	11	11	10	10	10
Chief Engineer	6	6	6	6	6
Chief Legal Adviser				1	1

Passengers

234 Mr L F STOPBERG asked the Minister of Transport Affairs:—

- (a) What is the value of the fixed assets and materials used for the conveyance of passengers between Pretoria and Mabopane and (b) how many passengers were conveyed in each year since this railway line was put into operation,
- whether the South African Transport Services received subsidies from the State in respect of these passengers; if so, what did these subsidies amount to in respect of each of these years?

The total amounts received, are as follows:  
 1983/84 R588 million  
 \*1984/85 R405 million  
 \*1985/86 R558 million

The MINISTER OF TRANSPORT AFFAIRS.

- (a) New investment in fixed assets amounts to R146 million and in respect of rolling stock R79 million. Other fixed assets are used in conjunction with other services and cannot be quantified.
- 1983 approximately 7 million (Since 22 August 1983 when the

The MINISTER OF COMMUNICATIONS:

- 72, and
- (i), (ii) and (iv) none, and
- motor mechanic (31), diesel mechanic (10), carpenter (14), painter/decorator (5), plumber (5), welder (6), electrician (1),

as at 14 February 1986

Technicians/postmen

249 Mr A B WIDMAN asked the Minister of Communications:

- How many employees in his Department resigned in 1985 and (b) how many such employees were (i) technicians and (ii) postmen?

The MINISTER OF COMMUNICATIONS:

- 5 576; and
- (i) 217, and (ii) 302

Electricians

253 Mr A B WIDMAN asked the Minister of Communications:

- How many (i) Coloured, (ii) Asian, (iii) White and (iv) Black learner telephone electricians completed their training in 1985 and (b) how many electricians in each race group are employed by his Department at present?

The MINISTER OF COMMUNICATIONS:

- (i) 182, (ii) 130, (iii) 945, (iv) 177, and
- (i) 911, (ii) 577, (iii) 7 973, and (iv) 674

NOTE: The figures under (b) reflect the position on 31 December 1985 and include all electrician grades except learners.

Gainfully employed persons

274 Mrs H SUZMAN asked the Minister of Administration and Economic Advisory Services:

What percentage of gainfully employed (a) Whites, (b) Coloureds, (c) Indians and (d) Blacks were (i) directly and (ii) indirectly in State employ in the Republic as at the latest specified date for which figures are available?

The MINISTER OF ADMINISTRATION AND ECONOMIC ADVISORY SERVICES:

The information hereunder was ob-

248 Mr A B WIDMAN asked the Minister of Communications:

- How many (i) White, (ii) Asian, (iii) Coloured and (iv) Black apprentices indentured to his Department and (b) in which trades were they indentured as at the latest specified date for which figures are available?

Q. Col SA

Flats/housing units

251 Mr A B WIDMAN asked the Minister of Communications:

- How many (i) flats and (ii) housing units were owned by his Department, and (b) how many such (i) flats and (ii) housing units had been allocated to non-White employees, as at the latest specified date for which figures are available?

The MINISTER OF COMMUNICATIONS:

- (i) 1 132, (ii) 1 943, and

HoA

in the SADT town Lethlabille with the understanding that Lethlabille will not be incorporated in Bophuthatswana.

(a) In respect of certain towns, decisions have not been taken yet because the necessary investigations have not been completed and because in the cases of other towns, submitted recommendations are still under consideration.

(b) The Minister of Constitutional Development and Planning.

(c) After receipt and evaluation of information regarding certain towns and as soon as I have evaluated those cases which were submitted for consideration.

(d) Each case is considered in view of its particular circumstances and with the aim of improving living conditions

(4) No, except if statements on certain decisions appear desirable

**HANS SWART** *Commuter services*  
72. Mr DITR MALIKONG asked the Minister of Transport Affairs: *Q-235*

What was the total loss incurred by the South African Transport Services on commuter services in the (a) Vaal Triangle, (b) Cape Town/Penninsula, (c) Port Elizabeth/Uitenhage and (d) Durban/Pinetown areas in the 1985-86 financial year?

The MINISTER OF TRANSPORT AFFAIRS:

	R-million
(a) Estimated at . . . . .	290
(b) Estimated at . . . . .	143
(c) Estimated at . . . . .	9
(d) Estimated at . . . . .	125

*Prisons: deaths*  
74. Dr M S BARKER asked the Minister of Justice: *Q-236*

(1) Whether any deaths were reported in South African prisons in 1985; if so, (a) how many prisoners in each race group died of (i) natural and (ii) unnatural causes in that year and (b) what were the main causes of these (i) natural and (ii) unnatural deaths in respect of each race group;

(2) whether post-mortems were performed on such prisoners; if so, how many post-mortems were performed in 1985?

The MINISTER OF JUSTICE.

(1) Yes (a)(i) and (ii) 1 January 1985 to 31 December 1985

	Natural	Unnatural
Black . . . . .	137	55
Coloured . . . . .	33	18
Asian . . . . .	1	—
White . . . . .	11	3
Total . . . . .	182	76

(b)(i) Natural causes  
Black Heart diseases, tuberculosis and asthma

Coloured Cancer, heart diseases, epilepsy and tuberculosis

Asian Heart disease

White Heart diseases and cancer.

(b)(ii) Unnatural causes  
Black Assault by fellow prisoners and suicide.

Coloured Assault by fellow prisoners and suicide.

Asian None.

White Suicide.

(2) Yes, in terms of the Inquest Act, 1959 (Act No 58 of 1959), 76 post-mortems were performed in respect of unnatural deaths.

As far as natural deaths are concerned, post-mortems are also conducted when, in the opinion of the medical practitioner involved any uncertainty exists as to the exact cause of death. However, these figures are unfortunately not readily available.

Southern OFS Development Board  
(1) (a) 2 769  
(b) 533  
(2) Increase

**HANS SWART** *99-Year leasehold*  
77. Mr R A F SWART asked the Minister of Constitutional Development and Planning: *Q-237*

Orange-Vaal Development Board  
(1) (a) 986  
(b) 985  
(2) Increase.

(a) How many persons in each specified Development Board area applied for leases in terms of the 99-year leasehold scheme in 1985 and (b) how many applications were granted;

Northern Areas Development Board  
(1) (a) Nil  
(b) Nil  
(2) Falls away

(2) whether the figures in respect of each such Development Board represent an increase or decrease in comparison with the relevant figures for 1984?

Eastern Transvaal Development Board  
(1) (a) 273  
(b) 194  
(2) Increase

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING.

West Rand Development Board

(1) (a) 11 095  
(b) 6 295

(2) Increase

(2) Decrease

(1) (a) 56  
(b) 56

East Rand Development Board  
(1) (a) 2 977  
(b) 2 188

(b) 29 withdrawn due to a high sales price and 27 kept back awaiting new sales price  
(2) Increase

(2) Decrease.

(2) Increase

Eastern Cape Development Board

(1) (a) 3 033  
(b) 1 592

(1) (a) 440  
(b) 440

(2) Increase

(2) Decrease.

Northern Cape Development Board

# MPs urge Govt to cut rail fares and tariffs

STAR 27/2/86 (269)

## Political Staff

**PARLIAMENT** — The Government has been urged by MPs to reduce rail fares and tariffs in the wake of the cut in fuel prices

They said in the Assembly yesterday that such a move could help to bring down the country's high inflation rate.

The issue was raised during the debate on the South African Transport Services budget.

Mr John Malcomess (PFP, Port Elizabeth Central) called on the Minister of Transport Affairs, Mr Hendrik Schoeman, to pass on to the consumer the expected saving of at least R100 million in the SATS fuel bill

He said that besides the "massive" saving to SATS as a result of the fuel price cuts, the organisation would not pay the third-party insurance levy on fuel to be introduced soon

The Minister should give an assurance that the tariff increases announced for March and April would not be implemented

Mr Malcomess said SATS would be one of the biggest beneficiaries of the fuel price cuts announced by the Minister of Mineral and Energy Affairs, Mr Danie Steyn.

A similar plea came from Dr Piet Welgemoed (NP, Primrose), who called for a review of certain transport tariffs

He said Mr Steyn's announcement was to be welcomed as it would enable SATS to "break even" and possibly to make a profit.

If SATS were to reduce certain tariffs, organised commerce and industry could play a role in seeking a reduction in consumer prices in the private sector

Earlier, Mr Myburgh Streicher (NP, De Kuilen) said SATS had to increase tariffs because of "external factors completely beyond its control".

He said SATS would like to balance its books without increasing fares, but it was a "victim of inflation"

Mr W Vause Raw (NRP, Durban Point) said the SATS budget was "a disaster" which would hit every South African

It was a repudiation of the Minister's optimism in his budget speech and of the optimism expressed by the Minister of Finance, Mr Barend du Plessis

The budget had been based on a rand/dollar exchange rate which was 10c below the current rate. One of the "ogres" presented in the budget was the high price of fuel, now to be reduced by up to 10 c a litre

## EXPECTED

Another energy factor in the SATS budget was an expected rise in electricity tariffs, and yet Escom had announced that its expenses were to be cut by millions of rand

Moves called for by the NRP in an amendment declining to pass the budget included steps to counteract the effects of rail tariffs increases on inflation

Mr Brian Goodall (PFP, Edenvale), a PFP spokesman on mineral and energy affairs, said the cut in fuel prices would help to contain inflation

It should, however, be the first of many downward adjustments.

"I query, however, if it is necessary that over 38 c a litre of the new price will go in taxes, duties and levies of various sorts. They now account for over 40 percent of the petrol price," Mr Goodall said.



Mr Brian Goodall . . . help contain inflation.



Dr Piet Welgemoed . . . to break even

CATC Times 27/2/86

# Schoeman replies on 'Trojan horse'

Political Staff

**HOUSE OF ASSEMBLY**  
— The Minister of Transport Affairs, Mr Hendrik Schoeman, stated yesterday that he had no knowledge that a South African Transport Services vehicle was going to be used in the notorious "Trojan horse" episode in which a number of youths were killed or injured.

Mr Schoeman gave this assurance in the House in reply to a question from Mr John Malcomess (PFP PE Central)

Speaking during the second reading debate of the Transport Budget, Mr Malcomess said a SATS vehicle had been used as a decoy vehicle on which armed police were hidden

"This truck then drove down a street in a problem area and was not stoned

"They then retraced their route, were stoned, the police emerged, opened fire and the youths were shot dead"

Mr Malcomess asked whether SATS management had realized that relations of SATS employees might have been killed

"What sort of relations are you building with your 110 000 black, coloured and Asian staff?" he asked, adding that it was equally possible that SATS property could have been singled out for attack as a result.

# No cut in SATS tariffs despite fuel price drop

269 27/2/86  
F. West

By DIRK VAN ZYL  
Political Correspondent

CAPE TOWN — The cheaper fuel prices announced yesterday would not result in any re-evaluation of the new South African Transport Services' (SATS) passenger fares and goods tariffs to come into effect on April 1

This was said by an SATS spokesman here

He was asked to comment on the fuel price decreases announced yesterday by the Minister of Mineral and Energy Affairs, Mr Danie Steyn, in the light of the fact that the last rises in SATS tariffs had been largely based on the fuel price rises in November last year

The SATS spokesman said the present fuel price reductions would "have a comparatively small effect on the SATS's expenditure. We have calculated that it will be less than 1% in our expenditure"

There has, however, already been some spin-off from yesterday's announcement

Mr I J Sims, chairman of BP Southern Africa, has announced that BPSA is reducing the wholesale prices of those petroleum products not regulated by Government from Monday

And the Minister of Agricultural Economics and Water Affairs, Mr Greyling Wentzel, last night appealed to businessmen benefiting from the decreased fuel price to pass

this on to consumers

"Let the consumer receive his rightful share of the improved developments in the economy," Mr Wentzel said

Reductions in the prices of consumer goods should stimulate buying, which could also have benefits for producers, he said

The chief Opposition spokesman on Mineral and Energy Affairs, Mr Brian Goodall, said the petrol price decreases "should be the first of many downward adjustments"

Mr Goodall (PFDP, Edenvale) pointed out that taxes, duties and various levies now accounted for more than 40% of the petrol price

He queried whether this was necessary

The chambers of industry and commerce in Port Elizabeth welcomed the announcement yesterday

— with reservations

Mr Brian Matthew, executive director of the Midland Chamber of Industries, said the fuel price reductions would act as a useful hedge against inflation

However, he did not think the reduction "can be regarded as a major one and, if there isn't a reasonable margin of safety, and should the rand drop again, fuel prices will go up again and we will have another round of price increases"

Mr Frank Wightman, president of the Port Elizabeth Chamber of Commerce, said that, while he welcomed the announcement, he would have hoped for a larger reduction

"I presume that, if the rand continues to stabilise, we can look forward to further decreases"

## Garage owners 'could lose much'

Post Reporter

ALTHOUGH garage owners in Port Elizabeth have welcomed the drop in the price of petrol, which comes into effect from Monday, many claim they could lose thousands of rands as a result

Mr Dick van Rooyen, owner of a Greenacres service station, said if he was forced to replenish his petrol pumps before Monday he could stand to lose between R4 000 and R5 000

"I'm hoping to make it through the weekend I have no intention of running dry and will fill up if I have to," he said

When filling petrol pumps, service stations are required to take a full tank load of 25 000 litres of fuel

The owner of a service station in Swartkops, Mr Brian Clarke, was philosophical about losing money with the drop in the petrol price

"I made money on the last price increase so any loss I suffer will simply be balanced out," he said

He predicted that motorists would "be holding out" till Monday and would only be filling up with sufficient fuel to keep them going over the weekend

## Cars queue for cheaper petrol

CARS queued up outside the Pick 'n Pay Hypermarket's service station in Hunters Retreat early today following the chain's announcement yesterday that it would cut the price of petrol from today — four days before the official date

Mr Fred Pearl, general manager of the hypermarket, said the store's service station had been very busy since it opened early this morning

"The cars have literally been queueing up since 6 30," he said

He said that although the drop in the price of petrol had been a welcome one, "it should have come down by 20c a litre"

(264)  
Sats ends probe  
BUS DAY 27/2/86  
into famine food

Business Day Reporter

THE investigation by SA Transport Services, into the sale of corn soya milk destined for famine relief, has ended.

A spokesman has confirmed that Sats paid R2 600 to the World Food Programme, distributors and administrators of the powder, during 1985 in compensation for bags lost in transit.

About 400 tons of the powder had gone missing. Some of the bags were sold by Sats at public auction.



# Govt puts Ekangala incorporation on ice

BARRY STREEK

GOVERNMENT has backed down on its controversial decision to transfer the black township of Ekangala to the KwaNdebele homeland on April 1 — although the move could take place later.

Deputy Minister of Constitutional Development and Planning Piet Badenhorst yesterday told the House of Assembly that the incorporation of Ekangala into KwaNdebele "in the near future is not under consideration".

This conflicts with statements earlier this year by the Commissioner-General for KwaNdebele, Gerrie van der Merwe, that Ekangala would be transferred to the homeland on April 1 this year.

The proposed transfer of Ekangala into the homeland has been opposed by residents of the township and has been strongly criticised by a number of anti-apartheid groups.

It also lead to a row on American television network's ABC's Nightline



● BADENHORST

● SOAL

series on SA last year, when Black Sash president Sheena Duncan clashed with Minister of Development Aid, Dr Gerrit Viljoen, on the issue.

However, Badenhorst said in reply to a question tabled by Peter Soal (PF, Johannesburg North), that possible incorporation of Ekangala into the homeland "has not been finalised".

It now seems unlikely incorporation will take place before KwaNdebele's scheduled independence in December this year.

# 'Trojan horse' attack recalled

TRANSPORT Affairs Minister Hendrik Schoeman said yesterday he had no knowledge that a SA Transport Services vehicle was going to be used in the notorious "Trojan horse" episode last year in which a number of youths were killed or injured.

Schoeman gave this assurance in the House of Assembly in reply to a question from Opposition transport affairs spokesman John Malcomess (PE Central).

Speaking during the second reading debate of the transport budget, Malcomess said a Sats vehicle had been used in Langa, Cape Town, as a decoy vehicle on

which police were hidden. While driving down a street in a problem area, police emerged from the truck, opened fire and shot several youths.

Malcomess asked whether Sats had realised that relatives of Sats employees might have been killed — and, perhaps, had been killed — in the incident.

"What sort of relations are you building with your 110 000 black, coloured and Asian staff?" he asked, adding it was possible that Sats property could have been singled out for attack as a result of the police action.

# Pass on your fuel-price saving, Sats told

TRANSPORT MINISTER Hendrik Schoeman was challenged to pass on to the consumer the minimum of R100m that SA Transport Services (Sats) would save in a year as a result of the fuel price cuts announced earlier yesterday.

John Malcomess (PF, Port Elizabeth Central) said during the second reading debate on the Transport budget in the House of Assembly that besides the "massive" saving as a result of the price cuts, Sats would not be paying the Third Party insurance levy on fuel to be introduced soon.

"I challenge the Minister to reduce rail fares and tariffs now," Malcomess added.

# Fuel price cut could have been far more

ORMANDE POLLOK

OPPOSITION parties yesterday criticised government for not reducing the petrol price by more than the 8c and 10c a litre. Spokesman for the Progressive Federal Party, the Conservative Party and the New Republic Party were unanimous in their criticism but welcomed the cuts at the same time.

Brian Goodall, (PF) said. "With the price of oil in dollars down by a third and the rand up by over 40% from its low point, 10 cents was the minimum decrease one was looking for. Obviously this decrease will help to contain inflation but, it should be the first of many downward adjustments."

However, Goodall questioned whether more than 38 cents per litre should be for taxes and levies of various kinds.

Dr Frans van Staden, the CP's spokesman, said the party welcomed the decrease as it had been asking for it for some time.

Ralph Hardingham, spokesman for the NRP, also said that while welcoming any cut in the price he regretted that it could not have been more.

# Barend stonewalls question about bail for banks

CHRIS CAIRNCROSS

FINANCE Minister Barend du Plessis has refused to disclose whether the Reserve Bank recently had to bail out any commercial banks.

Replying to a question put to him in the House of Assembly by S P Barnard, Conservative Party MP for Langlaagte, Du Plessis said he was not prepared to reveal whether the Reserve Bank recently advanced money or paid certain debts on behalf of any banking institution in SA.

In accordance with "accepted rules of confidentiality", no details were divulged regarding transactions between the Reserve Bank and individual banks, he said.

However, Du Plessis did note in his reply that the Reserve Bank regularly provided financial accommodation to banking institutions by rediscounting Treasury bills, bankers' acceptances, government stock and other financial assets for them, or by extending loans against the security of such assets.

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28/2/86  
BUD DAY

# End of road for haulage permits

269



● SCHOEMAN

RECOMMENDATIONS that the permit system for private road hauliers, in competition with SA Transport Services (Sats), should be scrapped had been accepted, Transport Minister Hendrik Schoeman said yesterday.

He told the House of Assembly enabling legislation would be introduced next year.

"We are going to abolish the system and have a free-for-all," he said in reply to the Second Reading debate on the Transport budget, during which John Malcomess (PFP Port Elizabeth Central) called on the Minister to stop harassment of private hauliers.

Schoeman warned that the private hauliers would have problems with increased costs.

Just as Sats had to pay for the upkeep of its railroads, so the private hauliers would have to con-

tribute more towards the maintenance of roads.

"Who's going to cry then?" he asked.

On calls from the PFP for greater privatisation of Sats' services, before they were prepared to support the transport budget, Schoeman said the opposition spokesmen should specify what his party meant.

If they meant the fuel pipelines operated by Sats, it would make no sense, because there was no competition and the costs would amount to many millions of rands if this monopoly were handed over to a private company.

Responding to calls for Sats to lower its tariffs and fares as a result of the fuel price cuts, Schoeman said the resultant savings to Sats had been calculated at only some R106m

Included in this saving was the recent improvement in the rand/dollar exchange rate. — Sapa.

269  
Pay up or  
we strike  
STAR  
railmen

28/2/86  
Own Correspondent

DURBAN — Natal railway workers last night decided to take strike action if the Government did not accede to their pay demands by April 1.

At a meeting in Durban the powerful Artisans Staff Association demanded that the Minister of Transport revise his pay increase of 10 per cent by April 1 and resolved that if a further adjustment were not implemented by this date, the union would consider further action.

Members also threatened strike action if the third part of their 13th cheque was not paid.

TRANSPORT REFORM *FINAL*

**Getting into gear** *28/2/86* *269*

Two new Bills are to be introduced in Parliament this year to set in motion the wheels of transport reform.

The proposed legislation is part of the slow process of reform which was first mooted when the National Transport Policy Study (NTPS) was appointed four years ago. Completion of the study was expected at the end of last year, after which the industry expected government to move rapidly on deregulation by introducing radical new legislation this year.

However, it is unlikely that any transport legislation introduced this year will be radical. The NTPS's final report has been delayed and it is now not expected to be ready until the end of March. This leaves government little time to draw up and circulate a Bill designed to change the current system fundamentally.

However, the Transport Advisory Council Draft Bill, which comes before Parliament's

Standing Committee on Transport this week, is seen by the industry as a definite step towards change. The council proposed by the Bill will be made up of 15 private sector members, to be nominated by Minister of Transport Hendrik Schoeman and eight public sector and government members.

The Bill is "pretty straightforward, and a welcome move," say Assocom and the Federated Chamber of Industries (FCI). But both bodies are disappointed that the proposals leave it to the Minister to appoint all the private sector members.



**Transport's Eksteen ... a slow start**

The formation of the council is in line with the NTPS's recommendations for restructuring transport.

The NTPS has also recommended that a transport tribunal should replace the present unpopular National Transport Commission (NTC) and local road transport boards. Transport Director General Adriaan Ek-

steen says a Bill proposing the establishment of the tribunal will also go before Parliament this session.

The move will no doubt please industry, particularly freight transport operators, and the growing black minibus-taxi sector. The tribunal, which will have regional offices, is designed to settle disputes, issue operating permits and regulate competition.

While the Bills seem uncontentious in themselves, their introduction before the NTPS's final report and recommendations has aroused some concern in the private sector.

"We are also concerned that the Bills deal with only surface problems. How long must we wait for some real reform — and can we afford to wait," asks a transport expert.

Some say the delay could be as long as three years. "We have been told not to expect implementation of reform in the freight industry before January 1988," says National Association for Private Transport Operators executive director Andre Jacobz. Bus operators may have to wait even longer as this was the last sector examined by the NTPS. It is also the most complex and the most politicised sector.

One reason for the delay, believes a source close to government, is the Wim de Villiers report on the railways which is expected to be tabled within the next couple of months. "The NTPS's recommendations go hand in hand with this report. The two cannot be separated," he says.

"We should not be worried by gradual reform," says NTPS steering committee member Pat Corbyn. "Transport is a huge sector with enormous capital investment by both private and public sectors. Government could move at the stroke of a pen, but it does not want to disrupt the economy. It is commonsense which dictates that these changes should be phased in over a period of years and not days."

# Apartheid blamed for SATS' loss

SMK Political Staff 269  
17/02/86

PARLIAMENT — Apartheid was the indirect cause of South African Transport Services' financial losses, Mr Ray Swart (PFP, Berea) told Parliament yesterday.

He said Minister of Transport Mr Hendrik Schoeman had explained SATS' difficulties by referring to the economic climate of trade boycotts and sanctions.

But why were these things a reality? he asked. The Minister should go deeper, and say they were reality because of the Government's apartheid policies.

Mr Swart said Mr Schoeman should look at discriminatory practices in SATS and segregation on trains, because these were helping to cause the economic difficulties.

He asked if Mr Schoeman agreed with his colleague, Deputy Minister of Constitutional Development and Planning Mr Piet Badenhorst, that the Separate Amenities Act should be scrapped.

Mr Schoeman replied that he had to cater to his customers. The coloureds and Indians and blacks and Progs had said they wanted mixed carriages, so he had established mixed first-class carriages. But other whites had said they wanted segregated carriages.

And now not one Prog rode in a mixed carriage, he added — to loud denials from the PFP benches.

"I ride them every day," interjected Mr Graham McIntosh (PFP, Pietermaritzburg North).

# Rail, air fares won't drop — Schoeman

Political Staff. 264

STAFF 28/2/86  
opposition speakers demanded a tariff cut to follow the reduced fuel price.

PARLIAMENT — Rail and air fares are unlikely to be lowered as a result of the drop in the fuel price

The saving to the South African Transport Services would do no more than eliminate the deficit of R93 million, the Minister of Transport, Mr Hendrik Schoeman, said in Parliament.

And SATS' accumulated losses of R630 million, would also have to be eliminated as soon as possible, he added

Mr Schoeman was replying to the second reading debate on the SATS budget when several

Mr Vause Raw (NRP, Point) said the combined effect of the lowering of the fuel price and the improved rand/dollar exchange rate would save SATS R106 million

Mr Schoeman was reminded that the Government had urged the private sector to pass on the saving in fuel costs

The Minister replied that the R106 million saving would only enable SATS to break even as it had a deficit of R93 million, while the private sector was making a profit



● SCHOEMAN

# Sats sale findings out soon

Bus Day

ALAN PEAT

269

28/2/86

THE report into the privatisation of South African Transport Services (Sats) will be completed by the end of May, Transport Affairs Minister Hendrik Schoeman told *Business Day* this week.

He added that details of the investigation by Wim de Villiers would not be given a public hearing.

De Villiers' original brief — to inquire into the financial and organisational structures of Sats — was later extended to other areas.

"Numerous other fields of study have since been included, and the task has become more comprehensive than initially planned," said Schoeman.

Presentation of the De Villiers' commission of inquiry report to government would be accompanied by the long-awaited National Transport Policy Study (NTPS).

"I have requested that the NTPS report be completed for submission to me," Schoeman said.

"The two reports will be co-ordinated before any decisions are taken in regard to the recommendations made."

B  
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**PARLIAMENT****Sats tariffs  
stay despite  
cheaper fuel**

SATS will not reduce tariffs on any of its services as a result of the cut in fuel prices, Transport Minister Hendrik Schoeman said in the House of Assembly yesterday.

He said Sats' losses must be wiped out before any action of such a nature could be considered.

John Malcomess (PFP PE Central) said it was a pity this decision applied to SAA, where 40% of costs are fuel-related.



## No foreign funding

Last week's Transport budget, coming a week after Escom announced its borrowing requirements, provides further evidence that foreign markets will remain out of bounds. Capital expenditure is being heavily curtailed, so that public sector funding will not overload the local capital market and put upward pressure on interest rates.

South African Transport Services (Sats) plans no new foreign loans, after raising only R300m in the 1985-1986 financial year of an initially planned R500m. Of the R200m shortfall, R100m was raised on the local market, the other R100m was cut. Sats' last new offshore loan was in June (a £30m loan was rolled over in August). Escom has also slashed offshore borrowings to R300m, from R1,3 billion last year.

### Bad news

Bad news for economic development is that, following Escom's R1,1 billion cut in capital expenditure over the four years to 1989, Sats plans a R500m capital expenditure cut for 1986-1987, to just over R1 billion. Assistant GM (Finance) Thomas Greeff explains this cut has been achieved by phasing out projects owing to lower traffic volumes and switches in the types of traffic.

Add R600m loan repayments (90% of which is made up of foreign loans) to this R1 billion capital expenditure and Sats' total finance programme for 1986-1987 comes to R1,6 billion. Of this, R1 billion will be financed internally through amounts provided for depreciation and R600m borrowed, "probably evenly split between the money and capital markets, depending on rates," says Greeff.

This implies that Sats will scale down capital market borrowings to around R300m for 1986-1987 from the previous year's R500m. Escom is looking for R1,6 billion on the capital market, R300m less than last year, and has already preplaced some R250m.

Greeff expects "no problems in raising the money" and points out that the R600m loan repayments could be scaled down, depending on further talks with foreign creditors following last Thursday's London debt standstill meeting. He says Sats has preplaced "very little, but already has offers."

Greeff hopes part of the funds raised from the money market will be switched to longer terms. Of the R500m raised in 1985-1986, 30% was short term. ■

# Metroblitz <sup>(269)</sup> <sup>STAR</sup> locos to join <sup>3/1/86</sup> the Blue Train

## Transport Reporter

Four locomotives from the now-defunct Metroblitz train system will be modified and repainted to be used in the Blue Train locomotive pool.

This was confirmed by a South African Transport Services spokesman. He added that the high-speed train's 16 coaches and two reserve coaches would be dismantled so that certain components could be salvaged for coaches of normal commuter trains.

The complete Metroblitz coaches, he said, could not be used in other trains because they had been designed for the two Johannesburg-Pretoria express trainsets.

The use of the locos would not transform the Blue Train into a high-speed service and its schedule would be retained.

"We tried to increase the speed of the Blue Train about two or three years ago, but this was not popular with passengers," said the spokesman "It is primarily a tourist train and passengers like the train to go at a leisurely pace."

SATS originally budgeted R14,5 million for the Metroblitz project, including test runs, signalling changes and upgrading of line sections.

(PRICES E

Affidavit on 'police spies'

# Schoeman is to be told of railmen's pay anger

By Zenaide Vendeiro, Transport Reporter

The executive of the Artisan Staff Association (ASA) is to meet Minister of Transport Affairs Mr Hendrik Schoeman in Cape Town today in an attempt to defuse railwaymen's anger over their recent pay increase

ASA president Mr Jimmy Zurich is also expected to hand Mr Schoeman an affidavit about police spies allegedly infiltrating the ranks of railworkers

Members of the 23 500-strong union — the third largest of the 11 trade unions recognised by the South Africa Transport Services — have held nationwide protest meetings in the past week and threatened wildcat strikes if they are not granted another 15 percent pay rise on top of the 10 percent granted last month

Mr Zurich, who says workers are furious about the infiltration of police spies, will ask the Minister to call them off

## 'Situation is explosive'

Mr Zurich told *The Star* that the pay demands would only be touched on at today's meeting with Mr Schoeman, because the union cannot negotiate increases unilaterally "Representations on pay will be made to the Minister when he meets the Federal Council of SATS trade unions in Cape Town on March 10"

The Federal Council, of which Mr Zurich is chairman, represents 170 000 members of 10 trade unions The SA Railways Police Trade Union severed links with the umbrella body some years ago

Mr Zurich said the purpose of today's meeting would be to try to defuse the current explosive situation "It needn't be about money — other things can be done to ease the problem," he said, without elaborating

"I have been involved in this union for 31 years and I have never known such labour unrest and dissatisfaction We put in a claim for a 25 percent increase, and at the meeting on March 10 the Minister must tell us when we are getting the other 15 percent"

management, teacher training and organised teaching profession;

*Mr C Hickling:* school boards of control,

*Dr G A Hosking:* school education in general and particularly for Whites, as well as education management,

*Mr L Kriel:* the education and training requirements of an important business sector;

*Mrs D J le Roux:* non-formal education and youth movements,

*Dr S K Matseke:* school education in general and particularly for Blacks, as well as education management,

*Mr A M Muller:* school education in general and particularly for Coloureds, as well as education management,

*Dr G K Nair:* school education in general and particularly for Indians, as well as education management,

*Mr J Ndlovu:* school education in general and particularly for Blacks, as well as education management,

*Mr M C O'Dowd:* support for education by the private sector and the requirements of employers,

*Rev I Petersen:* parent involvement in education particularly in the Coloured community,

*Sister E Qunlan:* private education,

*Prof H W Rossouw:* universities,

*Prof S J Schoeman:* education in general and teacher training;

*Dr T C Shippey:* technical and technological education,

*Dr H J S Stone:* education management and comparative education,

*Dr J A S van Niekerk:* non-formal education, particularly the requirements of the agricultural sector;

*Dr J B Z Louw:* an officer in the employment of the State appointed as Executive Officer of the Council

(2) Yes A basis for the remuneration of members is being considered by Treasury

(3) No The Act does not provide for the dismissal of members

(a) and (b) Fall away

(4) Yes In constituting a ministerial advisory body attention is given to the collective expertise of the body. The Council is fortunate in having a number of members with formal qualifications in education. Those members who do not have such qualifications represent in turn fields of expertise which often result from years of experience. A life-history of each member was obtained. The members of the Council were appointed after consultation with the other Education Ministers. At the same time it was established that the composition of the Council complied with Government policy contained in paragraph 4.4.2(c) of the White Paper on the Provision of Education in the RSA, 1983

HANSARD 4/3/86  
Natala Development Board: Chief Director  
36 Mr G B D McINTOSH asked the

Minister of Constitutional Development and Planning:

(1) Whether the Chief Director of the Natala Development Board has held any meetings with the Sobantu Committee of Twelve since 1 November 1985, is so, when,

(2) whether the Chief Director was present for the full duration of these meetings, if not, why not,

(3) whether the Chief Director laid down any conditions for his attendance at future meetings, if so, (a) what conditions and (b) why?

†THE DEPUTY MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) Yes On 3 February 1986 It was not a formal meeting but he met the Sobantu Committee of Twelve as inhabitants of the township to discuss certain matters

(2) The Chief Director as Chairman was present until the discussion was terminated by him as a result of alleged personal and unwarranted attacks on him which made any further discussions impossible

(3) Yes

(a) Conditional upon the person being responsible for the incident in (2) not being present at future discussions unless an apology is tendered for his behaviour

(b) See 3(a) above

THE MINISTER OF AGRICULTURE AND WATER SUPPLY (for the Minister of Justice):

As the 1985/86 financial year has not been closed, it is not possible to calculate an exact figure at this stage. At present the estimated cost per prisoner per day is R8,71

Members of Parliament: motor vehicles

HANS. 4/3/86 269  
\*38. Mr D J N MALCOMESS asked the Minister of Transport Affairs:

(1) Whether any motor vehicles belonging to Members of Parliament were transported to Cape Town for the 1986 session by the South African Transport Services at the expense of Parliament, if so,

(2) whether any of these motor vehicles were damaged *en route*, if so, (a) how many, (b) what was the cause of the damage and (c) what total amount will have to be paid by the South African Transport Services to repair this damage?

†THE MINISTER OF COMMUNICATIONS (for the Minister of Transport Affairs):

(1) Yes

(2) Yes

(a) Five.

(b) Tarpaulins/dust covers that came undone en route and the handling of a truck canopy at the loading station.

(c) R3 791,29 in respect of four claims. The fifth claim is still being processed

HANSARD 4/3/86  
\*39. Mr L F STOFBERG asked the Minister of Finance:

(1) Whether the Government has at any

circumstances in which the South African Transport Services will consider, the application of (i) sanctions and (ii) trade boycotts?

THE MINISTER OF COMMUNICATIONS (for the Minister of Transport Affairs).

- (1) (a) and (b) Yes
- (2) (a), (b), (i), (ii)(aa) and (bb), (iii)(aa) and (bb), (iv)(aa) and (bb) and (3) fall away
- (4) No

*Sharing of facilities*  
 HANS. & COLE 295  
 \*27 Mr K M ANDREW asked the Minister of Education and Development Affairs: Whether, during the latest specified period of 12 months for which figures are available, his Department made any requests to any other education departments in South Africa to use or share any (a) school and (b) teacher training college (i) premises and/or (ii) facilities which (aa) were not being used and/or (bb) were being under-utilised at the time, if not, why not, if so.

THE MINISTER OF EDUCATION AND DEVELOPMENT AID:

- (1)(a) and (b) No

The policy of the Government on this matter is explained in paragraph 7.18 2(c) of the White Paper on the Provision of Education in the Republic of South Africa, 1983. The Department of Education and Training establishes its own national plans for physical facilities as well as priority

lists and develop the facilities as quickly as possible.

- (2)(a), (b), (c) and (d) Fall away.

Mr R M BURROWS Mr Speaker, arising from the hon the Minister's reply, is he aware that it is possible for his department in terms of section 14 of Schedule 1 of the Constitution to make use of facilities in other education departments; and, if so, why does he not make use of underutilised facilities?

THE MINISTER. Mr Speaker, I am aware of that possibility but I am of the opinion that those facilities would not add any material relief to the needs that have to be met by my department

*Inter-group relations/inter-racial contact*  
 HANS. & COLE 296 4/3/86.  
 \*28 Mr K M ANDREW asked the Minister of Constitutional Development and Planning:

- (1) Whether, during the course of January 1986, any (a) directives were issued by or (b) statements were made on behalf of his Department on inter-group relations among school children of different race groups, if so, (i) what was the purport of such directives and/or statements and (ii) what form of interracial contact for school children is being recommended.
- (2) whether any other forms of contact are being considered, if so, (a) what other forms and (b) which of these are considered to be (i) desirable or (ii) permissible.
- (3) whether any permits, permission or authorisation is required before such contact may take place, if so (a) what form of permission or authorisation is required and (b) from whom;
- (4) whether any education departments and/or institutions have been approached to assist in facilitating this contact, if so, (a) what departments and/or institutions and (b) what was

the (i) nature of the approach and (ii) response in each case,

- (5) whether any of the forms of contact among school children referred to in the above directives or statements (a) have taken place or (b) are proposed to take place, if so, (i) where, (ii) when, and (iii) what is the nature of the contact or proposed contact, in each case;
- (6) whether he or members of his Department have made any statements on the right of schools to admit pupils of all races; if so, what was the purport of these statements,
- (7) whether he will make a statement on the matter?

THE DEPUTY MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING.

Yes, as contained in the Directive for Action To Promote Intergroup Relations which was issued by means of a press statement on 23 January 1986

- (1) (a) No
- (b) Yes, as contained in the Directive for Action To Promote Intergroup Relations which was issued by means of a press statement on 23 January 1986
- (1) and (ii) Paragraphs 1(d), 3 2(e) and 4 4(e) mentions examples of contact only
- (2) No
- (3) No
- (4) No
- (5) No.
- (6) No
- (7) No

*Oil: excise duties*  
 HANS. & COLE 297  
 \*29 Mr B B GOODALL asked the Minister of Finance.  
 4/3/86  
 What total amount was collected in ex-

cise duties in respect of the purchase of oil in the latest specified financial year for which information is available?

THE DEPUTY MINISTER OF FINANCE:

No excise duty is levied on imported oil. It may, however, be mentioned that during the financial year 1984/85 nett excise duty in the sum of R297 million was collected on petroleum products

*Petrol: cost of transportation*  
 HANS. & COLE 298  
 \*30 Mr B B GOODALL asked the Minister of Transport/Affairs:  
 4/3/86 269  
 What was the cost in cents per litre in respect of transporting petrol from Durban to the Reef as at the latest specified date for which information is available?

THE MINISTER OF COMMUNICATIONS (for the Minister of Transport Affairs)

Approximately 1 cent per litre by pipeline for the 1984/85 financial year

*Simon's Town: mountain fire*  
 HANS. & COLE 298  
 \*31. Mr P A MYBURGH asked the Minister of Defence:  
 4/3/86  
 (1) With reference to the mountain fire which occurred in Simon's Town in November 1985, what action has been taken as a result of the findings of the board of inquiry referred to in his reply to Question No 9 on 18 February 1986;

- (2) whether the results of the investigation into this matter are to be made available to the public, if not, why not, if so, when?

THE DEPUTY MINISTER OF DEFENCE

- (1) New fire breaks are planned and restrictions on the firing of weapons in certain conditions will be displayed

(c) Myself

(d) Because of a motion that was accepted by the Lebowa Legislative Assembly on 16 January 1986 which reads as follows

"The Legislative Assembly resolves that the Commissioner-General of Lebowa be recalled until the Moutse issue has been satisfactorily settled"

(2) Falls away because of reply on 1(d) above.

(3) Falls away because of reply on 1(a) and (b) above.

Mr P G SOAL: Mr Speaker, arising out of the reply of the hon the Deputy Minister, may I ask whether the Commissioner-General has left Seshego or Pietersburg and returned to Pretoria?

The DEPUTY MINISTER: No, not as yet.

*HANS. R. COLE 291 4/3/86*  
\*24 Mr P G SOAL asked the Minister of Constitutional Development and Planning

(2) Witwatersrand-area: Yes

In the Witwatersrand-area

	(a)
Kahehong	1 525 sites
Tembisa	355 sites
Boteng	67 sites
Devon	103 sites
Duduza	107 sites
KwaThema	468 sites
Zithobem	106 sites
Vosloorus	1 500 sites
Duduza	500 sites

(1) Whether a site-and-service scheme is being established in or near (a) Sebokeng and/or (b) Evaton for unaccommodated Black persons in the Orange Vaal Development Board area; if so, (i) when will this scheme become operative, (ii) how many sites will be available and (iii) who will be eligible to rent such sites;

(2) whether any further site-and-service schemes are being planned in the Witwatersrand/Vereeniging area for unaccommodated Black persons; if not, why not, if so, (a) where and (b) when will these schemes become operative?

THE DEPUTY MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) (a), (b) and (i) Such a scheme is already in operation at Sebokeng and Evaton since 1976

(ii) During the next 18 months approximately 3 000 sites will be available to this purpose in the areas of jurisdiction of the City Councils of Lekoa and Evaton.

(iii) A person who qualifies in terms of existing legislation and who has sufficient funds at his disposal

Vereeniging-area No, but will be made available as and when the need arises

(b)

As soon as funds are available  
As soon as funds are available  
As soon as funds are available  
As soon as funds are available  
As soon as funds are available  
Still to be submitted to the National Housing Commission for approval  
Still to be submitted to the National Housing Commission for approval  
Still to be submitted to the National Housing Commission for approval  
In a planning stage

	(a)	(b)
Daveyton	1 000 sites	In a planning stage
Soweto	500 sites	July 1986
Emden (Soweto)	600 sites	Layout plan is being prepared
Bekkersdal	200 sites	Layout plan is being prepared
Mohlakeng	300 sites	July 1986

In the Vereeniging-area (a) and (b) Fall away

*HANS R. COLE 293*  
\*25 Mr L F STOFBERG asked the Minister of Transport Affairs

(1) Whether any measures are being considered and/or drawn up to adjust the licence fees of heavy road vehicles in such a way that the (a)(i) cost of improved roads and (ii) higher cost of road maintenance can be recovered and (b) South African Transport Services can compete with road hauliers in the private sector on a more equal basis, if so, when are these measures expected to be implemented, if not, why not,

(2) whether any steps are being taken to prevent the South African Transport Services losing its share of the market in the carriage of goods because of lower tender prices by competitors; if so, what steps,

(3) whether any steps are being taken and/or contemplated in respect of the problem of increasing tariffs and a decreasing share in the goods and passenger traffic of the Republic; if so, what are the particulars of these steps?

The MINISTER OF COMMUNICATIONS (for the Minister of Transport Affairs).

(1) (a) and (b) Yes Licensing of vehicles is, however, a provincial function and the implementation of any measures in this regard will be dependent on decisions by the individual provincial administrations.

(2) No, not by the National Transport Commission or Local Road Transportation Boards

(3) Yes Active measures to reduce costs by means of increased productivity and the adjustment of tariffs and fares to bring it closer to cost

Tendered goods/supplies from foreign countries

\*26 Mr K M ANDREW asked the Minister of Transport Affairs.

(1) Whether the South African Transport Services follows the same procedure in regard to all tendered goods or supplies originating (a) partly or (b) wholly from foreign countries; if not,

(2) whether a different procedure is followed in regard to such goods or supplies originating (a) partly and (b) wholly from certain foreign countries, if so, (i) what is the nature of this procedure, (ii)(aa) when and (bb) why was it introduced, (iii)(aa) in respect of which foreign countries is it applied and (bb) to what extent in each case and (iv)(aa) since when and (bb) why has this procedure been applied in respect of each such foreign country,

(3) whether the South African Transport Services has obtained Cabinet approval for following this procedure in respect of certain foreign countries, if not, why not, if so, when;

(4) whether he will make a statement on the (a) policy of the South African Transport Services regarding, and (b)

African Government; if so, (a) on what date and (b) what reasons were furnished for this step?

The DEPUTY MINISTER OF DEVELOPMENT.

No (a) and (b) Because of a motion that was accepted by the Lebowa Legislative Assembly on 16 January 1986 which reads as follows: "The Legislative Assembly resolves that the Commissioner General of Lebowa be recalled until the Moutse issue has been satisfactorily settled"; it was decided that there will be no contact between the Lebowa Government and the Commissioner General. This decision will be reviewed, on request of the Lebowa Legislative Assembly.

**HANS** *Q 275* *4/3/86*  
KwaNdebele: Rust Minister  
\*12. Dr F HARTZENBERG asked the Minister of Constitutional Development and Planning †

(1) Whether a decision was taken recently to add the area Rust de Winter to the territory of KwaNdebele; if so, on what date,

(2) whether the (a) landowners concerned, (b) farmers' association concerned and (c) Transvaal Agricultural Union had been consulted before this decision was taken, if so, what was the reaction in each case, if not, why not,

(3) whether the Commission for Co-operation and Development carried out an investigation into the matter before the above-mentioned decision was taken, if so, what was the result of the investigation; if not, why not?

†The DEPUTY MINISTER OF DEVELOPMENT.

(1) Yes On 25th September 1985 the Minister of Constitutional Development and Planning announced the Government's decision that the Rust

de Winter area would be included in the territory of KwaNdebele.

(2) (a), (b) and (c) All the information and particulars obtained from previous evidence of affected persons were once again considered and evaluated. The spokesman of the community who has an interest in land in the area concerned was informed beforehand of the decision of the Government wherewith the local Farmers Association, being an affiliation of the Transvaal Agricultural Union, has also discussed the matter. The Commission for Co-operation and Development also informed the local community of the decisions. Furthermore a delegation of the community discussed the issue with the relative Minister, Deputy Minister and Chairman of the Commission for Co-operation and Development when they objected against the decision of the Government.

The Minister concerned undertook to submit the matter once again to the Cabinet. This undertaking has been carried out.

(3) Yes The reports of the Commission for Co-operation and Development to the Cabinet are confidential and are not published.

**HANS** *Q 276* *4/3/86*  
Kirkwood: person detained  
\*13 Mr A SAVAGE asked the Minister of Law and Order

(1) Whether a certain person from Kirkwood, whose name has been furnished to the South African Police for the purpose of the Minister's reply, was detained under the emergency regulations in 1985, if so, (a) what is the name of this person and (b) (i) on what date, (ii) why and (iii) where was he detained,

(2) whether this person was subsequently released, if so, (a) on what date and (b) why,

(3) whether this person was charged with any offence; if so, (a) with what offence and (b) in terms of what statutory provision,

(4) whether he will make a statement on the matter?

The MINISTER OF LAW AND ORDER:

(1) Yes

(a) Jack Salter

(b) (i) On 10 August 1985,

(ii) I am not prepared to disclose the reasons for his detention

(iii) At Uitenhage from 13h45 on 10 August 1985 and at North end Prison from 11h26 on 12 August 1985

(2) Yes

(a) On 23 August 1985

(b) I am not prepared to disclose the reasons for his release

(3) No

(a) and (b) Fall away

(4) No

**HANS** *Q 277* *4/3/86*  
Kirkwood: persons arrested  
\*14 Mr A SAVAGE asked the Minister of Law and Order

(1) Whether any member of the South African Police took any action on or about 1 February 1986 at a shop in Kirkwood owned by a certain person, whose name has been furnished to the South African Police for the purpose of the Minister's reply, if so, (a) on whose instructions, (b) for what purpose, (c) what action was taken by the police on this occasion and (d) what is the name of this person;

(2) whether any persons were arrested or taken into custody by the police on this occasion, if so, (a) what are the names of these persons and (b) why,

(3) whether any action was taken against these persons; if so, (a) what action and (b) why,

(4) whether these persons were subsequently released; if so, when?

†The MINISTER OF LAW AND ORDER:

(1) to (4) Whereas an interdict concerning this matter was filed at the Supreme Court in Port Elizabeth, I do not deem it appropriate to disclose the required particulars

**HANS** *Q 278* *4/3/86*  
Medical aid  
\*15 Mr D J N MALCOMES asked the Minister of Transport Affairs

(1) Whether White and non-White employees of the South African Transport Services are included in the same medical and scheme, if not, (a) why not and (b) to which medical schemes do (i) White and (ii) non-White employees belong, if so, what is the name of the scheme,

(2) whether the medical and scheme for (a) White and (b) non-White employees of the South African Transport Services pays for the services of medical specialist doctors; if not, why not; if so, what is the nature of the services rendered by such medical specialist doctors?

The MINISTER OF COMMUNICATIONS (for the Minister of Transport Affairs):

(1) No

(a) Transmed was introduced experimentally for Whites in order to determine the financial implications. The admittance of Non-White employees to Transmed

the hon member for Langlaagte entitled to call another hon member in this House a quitter?

†Mr S P BARNARD: That I did say, yes. [Interjections.]

†An HON MEMBER: Yes, but you also said something else

†Mr S P BARNARD. I said he is a quitter [Interjections.]

†Mr SPEAKER. Order! I do not think the word "quitter" is unparliamentary.

Mr D J N MALCOMESS Mr Speaker, arising further out of the hon the Deputy Minister's reply, may I ask him whether the Army, in view of the fact that they have in the past called farmers off their farms and have done so on more than one occasion in the area to which I am referring—although I do appreciate that they are not going to make a habit of doing so—will in future make arrangements for the protection of the wives? Either the wives should be allowed to come into the central community where they can be protected, or some alternative arrangement should be made for them to enjoy protection on their farms. After all, it is desperately worrying for men who are doing their national service away from their homes at night to know that their wives and children are unprotected on their farms.

†The DEPUTY MINISTER: Mr Speaker, we in the Defence Force have sympathy with those inhabitants and with the families who remain on the farms. However, I cannot give the hon member the assurance that something like that will not happen again. We are busy implementing a system in terms of busy implementing a "blanket protection" of which we will have a "blanket protection" of members of commando's across the country. I do, however, want to give the hon member the assurance that the system is applied with great caution because we are concerned about the safety of the women and children on the farms.

Mr D J N MALCOMESS: Mr Speaker, further arising out of the reply of the hon the Deputy Minister and in view of the fact that it was he who personally answered the last question I raised on this subject in this

HOA

House, may I ask him whether, in respect of the cases in Queenstown to which I have referred, he considers the reasons for calling up the farmers for their commando service under these particular circumstances, to have been justified?

†The DEPUTY MINISTER. We will not call up anybody if we do not need him. I would like to make that clear to the hon member.

†Mr R F VAN HEERDEN. Mr Speaker, arising out of the hon the Deputy Minister's reply, I would like to ask him whether he is aware of the fact that at the end of last year farmers from as far away as Petrusville had to stand guard in the Black location at De Aar at night.

†The DEPUTY MINISTER Mr Speaker, I am aware that farmers from the hon member's constituency were indeed called up and that they indeed had to render service in the township of De Aar. We are aware of that. Because it is not in line with the general policy, we are already busy taking steps [Interjections.]

†Mr SPEAKER Order! I now want to tell the hon member for Turfontein that when the hon the Deputy Minister is busy replying to a question, other hon members will remain silent. The hon the Deputy Minister may continue.

†The DEPUTY MINISTER Mr Speaker, I will start again. We are aware of that. We are busy rectifying it because, as I have said, it is not the general policy. At this stage, however, we do not yet have a general blanket protection of commando members in the towns and cities as well as in the platteland. We nevertheless hope to rectify the situation as soon as possible so that it does not happen again.

†An HON MEMBER Mr Speaker, arising out.

†Mr SPEAKER Order! I will not allow any further questions. We have now had enough questions in this regard.

X

†Kwazulu: consolidation of 4 3186. Mr B W B PAGE asked the Minister of Constitutional Development and Planning

Whether the farms (a) Groenenberg 844, (b) Buffelsdraai 829 and (c) Inanda 818 in the magisterial district of Inanda are to be excised in terms of the consolidation proposals for Kwazulu; if so, where in each case?

THE DEPUTY MINISTER OF DEVELOPMENT

(a), (b) and (c) No. According to the consolidation proposals for Kwazulu made by the Commission for Co-operation and Development, it is proposed that the farms Groenenberg 844, Buffelsdraai 829 and Inanda 818 are to be incorporated in Kwazulu, pending the final decision of the RSA Government.

†Corn soya milk 4 3186. Mr R W HARDINGHAM asked the Minister of Transport Affairs

(1) Whether a portion of a consignment of American corn soya milk intended for famine relief in Third World countries was (a) off-loaded in and/or (b) transported to the Republic, if so, when,

(2) whether permission was granted for this to be done, if so, on whose authority; if not,

(3) whether any action has been or is to be taken in this regard, if so, what action?

†The MINISTER OF COMMUNICATIONS (for the Minister of Transport Affairs):

(1), (2) and (3) Large consignments of corn soya milk powder intended for Third World countries were transhipped in South African harbours and conveyed by rail to the countries concerned. A quantity of the milk powder was left behind in the

HOA

trucks returning from foreign lines. As claims in this respect were paid out to the World Food Programme, some 240 bags were auctioned to defray expenses.

The disposal of any further quantities will be negotiated with representatives of the World Food Programme.

†Maj R SIVE: Mr Speaker, arising from the hon the Minister's reply, I should like to know whether permission was obtained from the hon the Minister of Agricultural Economics to import such powder into South Africa.

†The MINISTER Mr Speaker, I am not the Minister concerned with this matter but to me it sounds like a totally irrelevant question.

Corn soya milk

\*19. Mr R W HARDINGHAM asked the Minister of Agricultural Economics:

(1) Whether a portion of a consignment of American corn soya milk intended for famine relief in Third World countries has been sold in the Republic; if so,

(2) whether permission was granted for this product to be sold in the Republic, if so, on whose authority; if not,

(3) whether any action has been or is to be taken in this regard, if so, what action?

THE MINISTER OF AGRICULTURAL ECONOMICS:

(1) I am only aware of the press reports in this connection.

(2) No, not as far as my Department of Agricultural Economics and Marketing is concerned; in fact, it would appear that such imports may be effected without a permit from the Department.

(3) Falls away.

†Maj R SIVE: Mr Speaker, arising from

D



the hon the Minister's reply, I should like to ask him whether he is going to take legal action against the people who perpetrated the sale of this particular product

The MINISTER. Mr Speaker, that is not possible because it is not the responsibility of my department to issue that specific permit

May R SIVE. Mr Speaker, further arising from the hon the Minister's reply, does it not fall within the ambit of the Dairy Industries Control Board?

†The MINISTER. Mr Speaker, the hon member himself is not sure about the position. These are not primary products involved here, but processed products. That means that my Department does not necessarily have to issue a permit therefor.

Mr R W HARDINGHAM. Mr Speaker, further arising from the hon the Minister's reply, I should like to ask him whether his department intends taking any action to ensure that the sale of these products does not take place in the future. Is he going to take any action in regard to this particular matter?

†The MINISTER. Mr Speaker, should it fall under the jurisdiction of my Department and should it involve a threat to existing agricultural products in South Africa, then we can obviously take steps under the various schemes and we shall also do so in this case.

HANS. Q. COL. 287  
4/3/86  
Klaas de Jonge  
\*20 MR FILE ROUX asked the Minister of Foreign Affairs †

- (1) With reference to his reply to Question No 9 on 11 February 1986, what, as at the latest specified date for which figures are available, were the travelling and subsistence expenses of officials who negotiated with representatives of the Dutch Government in connection with the Klaas de Jonge case,
- (2) whether any progress had been made in connection with this matter since

his reply to the above-mentioned question, if so, what progress?

†The DEPUTY MINISTER OF FOREIGN AFFAIRS:

- (1) R14 903

(2) The Netherlands Government has been informed that a charge sheet will be furnished to Mr de Jonge through the normal diplomatic channels which has been done in the meantime.

HANS. Q. COL. 288  
4/3/86  
\*21. Mr R M BURROWS asked the Minister of Law and Order.

(1) Whether any incident involving members of the public and members of the South African Police took place at KwaDengezi, Pinetown, on or about 9 February 1986, if so, what (a) was the nature of and (b) were the circumstances surrounding the incident,

(2) whether any persons were killed or injured in each case and (b) what are their names,

(3) whether an investigation has been instituted into the incident; if not, why not, if so, (a) who is in charge of the investigation and (b) when is it anticipated that a report will be submitted?

The MINISTER OF LAW AND ORDER.

- (1) Yes

(a) and (b) Allegedly a police patrol on 9 February 1986 fired at six (6) Black youths, who threw stones at them

- (2) Yes

(a)	(b)
Killed 1	Mbongeni Mgedezi
Injured 1	Delani Sithole

- (3) Yes.

(a) A commissioned police officer

(b) As soon as the investigation is completed the matter will be referred to the Attorney-General for a decision

- (2) Yes.

(a)	(b)
Killed 1	Zaba Basic Mazi-butko
Injured 1	Livingsstone Diadla

- (3) Yes

(a) A member of the Criminal Investigation branch of the South African Police

(b) As soon as the investigation is completed, the matter will be referred to the Attorney-General for a decision.

HANS. Q. COL. 289  
4/3/86  
\*22 Mr R M BURROWS asked the Minister of Law and Order.

(1) Whether any incident involving members of the public and members of the South African Police took place at Chesterville, Westville, on or about 16 February 1986, if so, what (a) was the nature of and (b) were the circumstances surrounding the incident;

(2) whether any persons were killed or injured in the incident, if so, (a) how many in each case and (b) what are their names;

(3) whether an investigation has been instituted into the incident; if not, why not; if so, (a) who is in charge of the investigation and (b) when is it anticipated that a report will be submitted?

†The MINISTER OF LAW AND ORDER.

- (1) Yes

(a) and (b) During the night of 16 to 17 February 1986, petrol bombs were thrown at two private houses and a private vehicle in Chesterville. At about 03h20 on 17 February 1986, a police patrol came across about 20 Blacks where they were busy making petrol bombs. They ignored a police command to stand still, hurled a knife at the police and ran away. The patrol then fired at the fugitives with shotguns

The DEPUTY MINISTER OF DEVELOPMENT:

- (1) Yes.

(a) It was decided that there will be no contact between the Lebowa Government and the Commissioner-General. This decision will be reviewed on request of the Lebowa Legislative Assembly

(b) 14 February 1986.

# Blatant STAFF 4286 269 racial bias, in SATS described

Political Staff

PARLIAMENT — The South African Transport Services (SATS) was attacked in the House of Delegates yesterday for what was called blatant racial discrimination applied to employees

Mr Mohan Bandulalla (Solidarity, Havenside) told the Minister of Transport Affairs he was shocked by the disparities that existed between service conditions for blacks and whites and by the ratio of white to black SATS employees

Speaking in the second reading debate on the Transport Services Appropriation Bill, Mr Bandulalla said his investigations showed that of 80 professional staff working for SATS last year, 79 were white

## MEDICAL AID

Furthermore, in the clerical field there had been 20 900 whites, compared with only 829 blacks

He also pointed out that there was a difference in medical aid benefits

Whites could go to specialists, whereas blacks were restricted to general practitioners and hospitals

In addition, SATS showed a biased attitude in the granting of travel concessions

For example, a certain concession was given to whites after 10 years' service, while blacks had to wait 30 years to be granted the same concession

Mr Logan Chetty (NPP, Chatsworth Central) pointed out that at Durban harbour, white and black employees had different titles for doing the same job

In his reply, the Minister, Mr Hendrik Schoeman, argued that complete parity between the races would take time to achieve

Responding to the criticism that SATS employed only one black at the professional level, he said Indians with doctorates in economics were as scarce as politicians in heaven

On the differences in travel concessions, he argued that at one time non-white employees had none at all "You can't expect someone on a low salary to receive the same privileges," he said

The Bill was read a second time, with Solidarity recording its objection to the vote

339		340	
Noordwester	Rand 1 680	Northern Times	Rand 1 656
Noord-Transvaler	1 850	Northcliff Times	3 439
Namib Times	24	Northern Tribune	3 439
Nigel/Heidelberg News	228	Nuwe Afrikaner	73
Noordkaap	1 736	Nigel Herald	1 367
Observer	34	Ons Stad	1 474
Oosterlig	10 298	Overkruijn	1 869
Oranienrus	300	Paarl Post	1 948
Pigeon Post	2 293	Rapport	779 922
Pretoria News	25 390	Rustenburg Herald	1 801
Rand Daily Mail	7 260	Record	80
Rodepoort Record	3 439	Republikein	416
Randburg Sun	3 439	South Coast Sun	943
Rosebank/Killarney Gazette		Sowetan	120
Secunda Ridge	3 439	Sowetan	279 929
Southern Courier	3 439	Star	1 763
Sowetan Sunday Mirror	44 097	Stellalander	62 634
Sunday Star	8 173	Sunday Tribune	2 228
Sunday Times	841 814	South Coast Herald	16 141
Swartland Monitor	1 446	Sowetan News	3 921
Sandton Chronicle	3 439	Springs Advertiser	918
Suidwester	248	The Friend	1 000
Tempo	882	Travellog	6 628
Transvaler	9 109	Tygerburger	330
Travel Times	1 715	Upington Gazette	28 752
The Representative	1 257	Vaderland	118 478
U D News	197	Volkshad	180
Vaalweekblad	2 402	Vryheid Gazette	1 740
Viva	2 852	Vista	2 080
Verwoerdburg-News	2 620	Western Tvl/OFS Herald	6 073
Vaal Ster	4 095	Weekend Burger	275
Vrystaat	1 600	Windhoek Advertiser	
Worcester Sun	1 746		
W. Tvl-Record	1 936		
Worcester Standard	250		
Witbank News	2 284		
Zoeloeland Observer	911		

5/3/86  
National states: mineral production  
171 Mr P R ROGERS asked the Minister of Education and Development Aid

What was the value of the mineral production in each of the national states in 1984 and 1985, respectively?

THE MINISTER OF EDUCATION AND DEVELOPMENT AID.

National State	Value of mineral production 1984	1985
Lebowa	R79 234 165	R128 229 099
KwaZulu	R50 074 738	R110 282 585

341		342	
Kangwane	R21 733 712	R 34 158 542	(3) Yes
Gazankulu	R 4 157 353	R 1 876 118	Captain 1
KwaNdebele	None	None	Lieutenants 3
OwaOwa	None	None	Warrant Officers 3
			Sergeants 11
			Constables 176

The values shown are in respect of minerals and metals, including platinum as supplied by the Minerals Bureau, Johannesburg.

HANS WARD 6/3/86  
Police: staff establishment  
280. Mr D J N MALCOMMS asked the Minister of Transport Affairs:

- (1) What is the (a) authorised establishment and (b) actual strength of the South African Railways Police in respect of (i) officers and (ii) other ranks;
- (2) how many men were (a) recruited for and (b) discharged from the Force during the latest specified period of 12 months for which figures are available;
- (3) whether any members of the Force purchased their discharge during the above-mentioned period, if so, how many in each rank?

THE MINISTER OF TRANSPORT AFFAIRS

- (1) (a) 288
- (b) (i) 247
- (ii) 6 834
- (2) 16 February 1985 to 15 February 1986
- (a) 232
- (b) The total staff losses amounted to 408

Port Elizabeth: new post office  
305 Mr A SAVAGE asked the Minister of Communications:

- (1) With reference to his reply to Question No 33 on 5 March 1985 concerning the new post office complex in Main Street, Port Elizabeth, (a) when it is anticipated that it will be completed and (b) what is the current estimate of the total cost of constructing this complex;
- (2) whether this amount is the original estimate for the construction of this complex, if not, (a) what was the original estimate of the cost of the construction of the project, (b) when was the (i) original and (ii) revised estimate made and (c) what was the reason for revising the estimate?

THE MINISTER OF COMMUNICATIONS:

- (1) (a) During February 1990, subject to the availability of capital funds,
- (b) R31,2 million plus escalation cost,
- (2) no;
- (a) R12,5 million plus escalation cost,
- (b) (i) March 1980,
- (ii) December 1985; and
- (c) to provide for escalation in building costs.



Major Reuben Sive  
... read affidavit



Mr Hendrik Schoeman  
... "I know nothing"



Mr John Malcomess  
... "bugger" remark

# Railways union bugging disgraceful, says Sive

Political Staff

PARLIAMENT — The row over the alleged bugging of Railways union meetings by Railways police has erupted again in Parliament

Major Reuben Sive (PFP, Bezuidenhout) read an affidavit from the Ar-

tisan Staff Association saying a listening device was found in a flower pot at an association meeting

This was a disgraceful allegation, Major Sive said. The Department of State Security had moved into the white trade union movement.

"The Artisan Staff Association is being hounded by the Security Police.

"The Security Police are not only organised to watch out for black dissidents but also white legitimate dissidents."

"The Minister of Transport, Mr Hendrik Schoeman, interjected "Why should I ask for a meeting to be bugged when the Press is present? I know nothing about bugging"

"Schoeman is a bugger," suggested Mr John Malcomess (PFP, Port Elizabeth Central)

Mr SP Barnard (CP, Langlaagte) said it was the first time in history that the transport services had bugged employees

"You must take responsibility for the bugging just as you made Mulder take responsibility (for the Information scandal)

"You have written off the Railways workers, especially the white ones"

Major Sive said the motion of no confidence in the government recently passed by Transvaal SATS employees after the announcement of the 10 percent pay rise was unprecedented and showed a revolt by the personnel

# Solidarity objects to SATS discrimination

Political Staff

PARLIAMENT — The South African Transport Services (SATS) has cut back on white staff and increased its black staff in some categories, the Minister of Transport Affairs, Mr Hendrik Schoeman, said yesterday.

Speaking in the House of Delegates during the second reading debate on the Transport Affairs Appropriation Bill, he said critics of SATS did not acknowledge the strides that were being made towards achieving parity among employees of all races

Things are changing, he said

But SATS did not at present have the R700 million needed to implement complete equality in service conditions immediately, he said

He was responding to criticism levelled at him by the Opposition Solidarity Party over blatant discrimination within the SATS regarding white-black staff ratios and service conditions

## NUMBER REDUCED

Mr Schoeman said in some staff categories, the number of whites had been reduced by about four percent while the number of employees of other races had been increased by about eight percent

"I'm being criticised because of this," he added.

Solidarity recorded its objection to the vote.

Mr Mohan Bandulalla (Solidarity, Havenside) said this was because the money was not going to be appropriated in the manner in which his party would have liked it spent

Later yesterday the Rev Edward Manikkam (Solidarity, Rylands) asked the Minister of Law and Order if he would be prepared to comment on the killing by police of seven suspected terrorists at Guguletu on Monday.

The Minister, Mr Louis le Grange, said the incident was still being investigated

However, the names of those killed would be released as soon as possible.

Raw calls for  
benefit probe

5/3/86  
Political Staff

PARLIAMENT The  
SATS' medical benefits  
scheme, Transmed, is  
being ripped off, accord-  
ing to allegations in Par-  
liament

Mr Vause Raw (NRP,  
Durban Point) called for  
an in-depth inquiry into  
irregularities in  
Transmed alleged in a  
railways staff journal

These included R720  
for 36 injections for a pa-  
tient who suffered super-  
ficial burns "Something  
is wrong here," he said

## Industrial council proposed to resolve dissatisfaction

269

STAL  
5/3/85  
Political Staff

PARLIAMENT — The State President has been asked to establish a national industrial council to help quell the dissatisfaction among SA Transport Services employees.

Major Reuben Sive (PFP, Bezuidenhout) moved the motion in Parliament during the SATS budget debate.

He said the problem of SATS employees was that, unlike other public servants, they had unions registered under the Labour Relations Act, but their negotiations on work conditions were governed by another Act — the Conditions of Employment (SATS) Act.

This prohibited strikes and defined other dispute-settling procedures which were different from those governing other workers.

A SATS national industrial council would enable SATS employees to operate under the established labour relations procedure.

# Sworn statement tells of bug find

~~2/27/81~~ Political Staff ~~2/27/81~~ 264  
SMA  
5/3/86

PARLIAMENT — Details of the alleged secret bugging of a Transport Services staff association meeting were given in a sworn statement read to Parliament.

The statement, from a branch chairman of the Artisans' Staff Association and read by Major Reuben Sive (PFP, Bezuidenhout) during yesterday's debate on the SATS budget, said a listen-

ing device was found next to the chairman's table

The incident allegedly occurred at a branch meeting of the association near Jan Smuts Airport on February 27.

The statement said: "Towards the end of the meeting we noticed the device, which had been placed in a flower pot next to my table by the security unit of Jan Smuts"

It gave the name of another person who could testify about the matter

East Rand Proprietary Mines Ltd  
Durban Roodepoort Deep Ltd  
Witwatersrand Nigel Ltd  
Stanhope Gold Mining Co. Ltd  
Balmoral Gold Mining Co. Ltd  
Primrose Gold Mining Co. Ltd  
West Rand Consolidated Mines Ltd  
Grootevlei Proprietary Mines Ltd.

(b) The abovementioned gold-mines were subsidized by means of:

(1) in the case of assisted gold mines, the application of a more favourable tax formula and cash

(1) Subsidies to assisted mines

East Rand Proprietary Mines Ltd  
Durban Roodepoort Deep Ltd  
Witwatersrand Nigel Ltd  
Stanhope Gold Mining Co. Ltd  
Balmoral Gold Mining Co. Ltd  
Primrose Gold Mining Co Ltd

Total

(2) Pumping out of water

Grootevlei Proprietary Mines Ltd  
East Rand Proprietary Mines Ltd  
Durban Roodepoort Deep Ltd  
West Rand Consolidated Mines Ltd

Total

(d) Continued assistance under the abovementioned schemes is essential.

(1) In the case of assisted mines, in order to prevent those mines from closing down with resultant—

(i) loss of appreciable gold reserves with which foreign currency is earned,

(ii) large-scale unemployment,

(iii) loss of Revenue from rents and taxes, and

(c) For the financial year that ended on 31 March 1985, the following cash amounts were paid

(2) in the case of threatened mines, cash subsidies in respect of a part of the mine's running costs for the pumping out of such water

subsidies according to the formulae prescribed in the abovementioned Act, to those mines which showed a loss in respect of their financial years, including interim quarterly payments in respect of subsidies, and

R36 965 322	
8 448 872	
1 541 193	
170 457	
114 547	
24 264	
<u>R47 264 655</u>	
R 4 574 859	
2 102 751	
686 413	
275 507	
<u>R 7 639 530</u>	

(iv) adverse effects on supporting industries

It can be mentioned that R996 million was earned as a result of gold sales from assisted mines, some 76 000 people are employed there and R39,2 million was collected as rent and direct taxes

(2) In the case of threatened mines, because the companies which worked the closed mines, no longer exist and can therefore

not be held responsible for the costs while the threatened mines concerned are not financially strong enough to bear the costs themselves.

Only gold mines with a considerable life expectancy and potential for gold production is assisted in this manner.

Lorries

70 Mr D J N MALCOMESS asked the Minister of Transport Affairs:

Whether any lorries were impounded in 1985 by officials of the Department of Transport, if so, how many in each month?

The MINISTER OF TRANSPORT AFFAIRS.

Yes.

January	6;
February	3;
March	0;
April	0;
May	0;
June	0;
July	0;
August	6;
September	9;
October	7;
November	5;
December	4

Bus companies: subsidiaries  
73 Mr D J N MALCOMESS asked the Minister of Transport Affairs:

What total amount was paid to bus companies in respect of subsidies for the transport of passengers in the (a) Vaal Triangle, (b) Cape Town-Penninsula, (c) Port Elizabeth-Uitenhage and (d) Durban-Pinetown areas in the 1985-86 financial year?

The MINISTER OF TRANSPORT AFFAIRS

The attention of the hon member is drawn to the fact that the 1985-86 financial

year ends on 31 March 1986 and that the amounts reflected below are in respect of the most recent period during which payments were made namely between 1 April 1985 to 31 January 1986

(a) Vaal Triangle	R1 686 900,95,
(b) Cape Town-Penninsula	R19 006 556,80,
(c) Port Elizabeth-Uitenhage	R6 848 102,02;
(d) Durban-Pinetown	R41 765 281,85-

79 Mr G B D McINTOSH asked the Minister of Constitutional Development and Planning:

Whether any open areas have been proclaimed in municipal areas in terms of section 19 of the Group Areas Act since 31 December 1984; if so, (a) how many, (b) in which municipal areas, (c) when and (d) in respect of what date is this information furnished?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING:

Yes

(a) 2

(b) Johannesburg and Durban

(c) 21 February 1986

(d) 21 February 1986

Molteno: Revenue  
82. Mr E K MOORCROFT asked the Minister of Constitutional Development and Planning.

(1) (a) What was the total revenue generated through all channels for the Black township of Molteno in respect of the 1984-85 financial year, (b) in what manner was each specified



Handwritten notes: *WANSRPPD*, *6052*, *613/76*, *269*

Handwritten notes: *WANSRPPD*, *6052*, *350*, *613/76*





(b) Four

(c) 25 February 1986

(2) 1 January 1985 to 31 December 1985

(a) (aa) (bb)

(i) 67,1 per cent 62,3 per cent

(ii) 3 495 259 712 408

(b) (aa) 5 209 029

(bb) 1 143 555

Fuel pipeline

6/3/86  
 HANSARD 6/3/86  
 331 Mr B B GOODALL asked the Minister of Transport Affairs †

(1) What was the total revenue collected in respect of the South African Transport Services fuel pipeline (a) in the 1984-85 financial year and (b) from 1 April 1985 up to the latest specified date for which information is available,

(2) what was the total maintenance and running cost in respect of this pipeline in the 1984-85 financial year?

The MINISTER OF TRANSPORT AFFAIRS:

(1) (a) R229,7 million

(b) R202,6 Million till January 1986

(2) R54,2 million

HoA

First/third class passengers  
 340. Mr A SAVVAGE asked the Minister of Transport Affairs:  
 CCSL 388

What was the total number of (a) first-class and (b) third-class passengers transported by the rail services of the South African Transport Services in each of the four main metropolitan areas of the Republic in the 1984-85 financial year?

The MINISTER OF TRANSPORT AFFAIRS

	(a)	(b)
Cape Town	44 591 635	122 712 109
Johannesburg	42 367 400	214 043 558
Durban	4 707 578	118 144 919
Pretoria	3 987 389	88 922 844

Rail commuter services: profit/loss

342 Mr A SAVVAGE to ask the Minister of Transport Affairs

Whether the South African Transport Services made a profit or sustained a loss on rail commuter services in the 1984-85 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) R488 million

(b) (i) Johannesburg

(ii) Third class

## QUESTIONS UNDER NAME OF MEMBER

Andrew, Mr K M—

General Affairs

Constitutional Development and Planning, 203, 204, 205, 296, 367, 374

Education and Development Aid, 213, 295

Law and Order, 97

National Education, 143

Transport Affairs, 294

Own Affairs.

Education and Culture, 117, 310, 311

Barnard, Dr M S—

General Affairs

Administration and Economic Advisory Services, 62

Justice, 236

National Health and Population Development, 63, 144, 210

Own Affairs.

Education and Culture, 344

Barnard, Mr S P—

General Affairs

Finance, 175

Boraine, Dr A L—

General Affairs

Manpower, 28, 92, 135

Burrows, Mr R M—

General Affairs

Administration and Economic Advisory Services, 198

Constitutional Development and Planning, 103, 180

Defence, 217

Justice, 345

Law and Order, 288, 289

National Education, 199, 301

Own Affairs

Education and Culture, 116, 118, 119, 312, 313, 314

Health Services and Welfare, 207

Cronje, Mr P C—

General Affairs:

Transport Affairs, 239

Dalling, Mr D J—

General Affairs.

Administration and Economic Advisory services, 334

Agricultural Economics, 128

Communications, 139, 148, 245, 333

Constitutional Development and Planning, 363, 367, 373

Defence, 125

Education and Development Aid, 166

Environment Affairs and Tourism, 334.

Finance, 134, 227

Foreign Affairs, 262

Home Affairs, 142, 222

Information, 215

Justice, 240, 241, 371

Law and Order, 165, 262, 263

Manpower, 141

Mineral and Energy Affairs, 364

National Education, 140, 145, 228

National Health and Population Development, 140

State President, 70, 126

Transport Affairs, 337

Water Affairs, 127, 219

Eglin, Mr C W—

General Affairs.

Constitutional Development and Planning, 180

Defence, 22, 23

Law and Order, 84, 86, 201

State President, 265

Trade and Industry, 84

Gastrow, Mr P H P—

General Affairs:

Law and order, 257

Public Works, 38

HoA

# SATS 'aiming for pay parity in 3 years'

STALK  
Political Staff (264)  
PARLIAMENT — The South African Transport Services is aiming to reach parity on pay and work conditions for employees of all races in three years, the Minister of Transport, Mr Hendrik Schoeman, told the House of Representatives

However, the timetable of the programme would depend on availability of money, he added

He was challenged during the committee stage of the debate on the transport budget to justify several cases of inequality

Mr Frederick Erasmus (LP,

6/3/88  
Gelvendale) asked why SATS had no medical aid scheme for blacks

Mr Schoeman said their salaries were too small to enable them to contribute to medical aid schemes

However, salaries would eventually be raised through the parity programme

Fringe benefits were not part of the salary, an MP interjected

Mr Schoeman added that SATS provided its black employees with medical care

In reply to another question, Mr Schoeman said coloured and

Asian air and ground hostesses were not on permanent staff

Placing them on permanent staff would form part of the parity programme

No blacks occupied positions on board SAA aircraft, he indicated in a written reply to another question

There were also no black ground hostesses

Asked directly if SATS intended to scrap apartheid, Mr Schoeman asked MPs to understand that he had a sensitive problem

The budget was passed

## Minister to probe rail discounts

PARLIAMENT — Industrialists should be offered discounts of up to 10 percent on bulk purchases of tickets for their workers who commuted by rail, Mr. Nic Isaacs (LP, Bishop Lavis) said yesterday.

Speaking in the Committee Stage of the Transport Services Appropriation Bill, he said this "aggressive marketing" would help SATS cope with its commuter services deficit.

Mr. Isaacs said that while discounts were given to users of South African Airways, the lower income group was being "whipped".

He asked whether fares could be cut now that the petrol price had gone down.

Replying, Mr. Schoeman said the suggestion on discounts was a good one and would be investigated. — (Sapa)

61306  
S.M. (25)

## Schoeman agrees to bugging probe

PARLIAMENT — Minister of Transport Affairs Mr Hendrik Schoeman has agreed to investigate claims that a private railway union meeting was bugged.

He said he was not aware that a private meeting had been bugged and was not in favour of such behaviour. He had been under the impression that the meeting referred to in the SATS debate had been a public meeting with the Press present.

Asked by Mr Reuben Sive (PFP, Bezuidenhout) if he would investigate the incident and instruct the SAP not to bug private meetings, Mr Schoeman said he would.

The bugging is alleged to have taken place at the meeting of the SATS Artisans' Staff Associations. A member claimed to have found a microphone in a

flower pot. See

It is understood amendments propose to Safety Act have been passed

CALL TIME 6/5/86  
369

# Station facilities open to all races

Political Staff

PEOPLE of all races are now free to use all facilities at the Cape Town station, including the cafeteria

A Labour Party MP, Mr Peter Mopp, yesterday had lunch at the station's previously all-white cafeteria and was served without any problems

Mr Mopp also inspected other facilities, including the toilets and the general waiting room, and found them open to all races

His visit to Cape Town station, which until recently still carried apartheid signs, followed assurances by the Minister of Transport Services, Mr Hendrik Schoeman, that all "whites only" notices at the station had been removed.

Members of Mr Mopp's party were the only blacks in the cafeteria. Most blacks seemed unaware that apartheid in the restaurants and cafeterias had been removed

Mr Mopp said afterwards "It's nice to see it's normal again. That's the way life should be. It's not a debatable issue any more"

He said he hoped all stations in South Africa were being desegregated and that apartheid signs should go down everywhere, including on all trains

● In February last year, Mr Schoeman defended the use of "white" and "non-white" signs at the entrances to the Johannesburg station on the grounds that these had been provided "for the convenience and effective flow of passengers".

LESS at

nd  
amarkets

LES

N  
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ICI

exports are now back to some 60%-70% of plant capacity," says Clarke, who is also going overseas soon to seek export contracts.

Although Triomf is now using between 60% and 65% of total manufacturing capacity, Clarke admits to a serious problems as far as local and export sales volumes and the rand's exchange rate are concerned.

But the Nampo link — the maize producer body now owns about 50% of stock in the Triomf controlling company — should play an important role in improving local sales, says Clarke.

"Both Nampo and Triomf are committed to reducing farmers' fertiliser costs. Nitrogen imports and greater production efficiency would help achieve this.

"Aggressive marketing also has a role," he says, adding that Triomf is now talking to government about importing raw-material feedstock. ■

## COAL TERMINALS <sup>7/3/86</sup> <sup>(218)</sup> FIN MAIL **Durban buy-out bid**

Independent coal producers, fed up with waiting for space at the Richards Bay Coal Terminal (RBCT), have grouped together in a bid to privatise the Durban coal handling facility.

Government's 1980 export allocations of about 80 Mt drew a substantial number of new and smaller mining houses into the coal export market for the first time. But, since then, these producers have been vainly trying to exploit their allocations fully, pinning their hopes primarily on the RBCT phase 4 expansion plan.

However, because of the heavy cost of the development of further capacity, no agreement has been reached with existing users (*Business* January 24). In addition, there's the prospect of further delays and disappointments because of the uncertain outlook for South African exports.

It has already been decided that RBCT's planned capacity will be cut by 10 Mt. Most of this tonnage would have come off the phase 4 users' allocations, where the newcomers predominate.

Messina Mining MD Dame Kirsten, now chairman of the Durban Coal Terminal Company (DCTC) which is making the bid, will not discuss the reasons behind it. But he confirms that negotiations with South African Transport Services (Sats) Harbours are "at an advanced stage."

The DCTC is made up of 16 companies. Together, they hope to buy the Durban facility and rebuild it, replacing equipment and extending the marshalling facilities.

A Sats spokesman suggested that the parastatal might be in favour of selling, partly because it cannot afford to modernise the facility itself.

Other DCTC members tell the *FM* "The plan would be the best thing for us — it is our last resort." One member commented: "The sooner the better." Another industry source

says: "Small producers have been treated badly both by the Department of Mineral and Energy Affairs and by the RBCT. For us, the rules have kept changing. The Durban facility seems the only way some producers can ever hope to export."

The newcomers seem nervous about their bid for Durban, perhaps fearing repercussions from the big mining houses and existing RBCT users. It's held by some that RBCT's current users, who are said to refer to the newcomers as "the rats and the mice," do not believe there is room for the smaller producers in an already troubled export market.

While most producers are totally reliant on the RBCT, with its planned expansion, the existing users can more effectively control the market.

However, Icodev MD Alan Tew, who has been negotiating with the RBCT on behalf of the newcomers, dismisses these fears. "The Durban plan is complementary, it is not competitive," he says.

Presently the Durban terminal handles around 3 Mt of coal a year. Together, the DCTC member companies could have allocations totalling around 10 Mt a year. Says a member: "Obviously, there'll still be a shortfall and this could be a problem."

A coal analyst points out that the modernisation costs are likely to be way beyond an affordable figure for most small producers. But, he reckons, "some of the bigger guys might be interested if the delay in implementation of phase 4 continues."

In November 1984 Sats estimated that to increase throughput by less than 1 Mt a year would cost R22m, today equivalent to about R35m.

The Durban facility also has disadvantages, says the analyst, requiring major infrastructural expenditure. Apart from inadequate loading facilities, the port can handle

only smaller vessels, carrying some 65 000 t of coal. Ships calling at RBCT load 120 000 t. In addition, the railway line from the Reef to Durban is heavily used.

At present, the port works because most users are situated in Natal and because most of the coal loaded is anthracite. Room would be needed for a separate steam coal stockpile and Durban's fob prices could be much higher than Richards Bay's because of the railway line's heavy usage.

Nevertheless, small producers are optimistic about the plan. Says one: "It is really the only solution left to us." ■

## LIQUIDATIONS <sup>FIN MAIL</sup> <sup>7/3/86</sup>

### **Squeeze on veneers**

National Veneers, the biggest veneer manufacturing and distribution company in SA with about 80% of the market, has gone into provisional liquidation.

Although there are hopes that National Veneers may be saved from finally going under by the March 25 return date, clients are already seeking alternative suppliers.

The Cape's Finewood Veneers, National Veneers' main competitor, sees business expansion ahead. "We expect to be supplying the whole South African market with veneers soon," says Finewood MD Michael Dunn.

One of the biggest veneer board dealers, Novobord, which supplies about 200 furniture companies and which relied totally on National Veneers, will now buy from Finewood.

"Novobord sees no long-term problems in transporting veneer supplies to last us a while yet," says Novobord marketing and servicing manager Norman Coetzee.

The other big board dealer, Bisonbord, is

<sup>269</sup> <sup>7/3/86</sup> <sup>FIN MAIL</sup> <sup>(218)</sup>  
**CAPE COURTS COAL**  
Sats, anxious to boost the depressed Table Bay harbour, is offering unusually attractive rates to encourage Transvaal coal producers to export coal through the port.

So far, only one producer, Duiker Exploration, is known to have responded and one shipment of 43 000 t has been made.

The harbour hopes to entice producers to send coal on the 2 000 km rail route from eastern Transvaal coalfields regularly, and was looking to load 120 000 t a month for the next 18 months.

Table Bay is usually 60% under-utilised, having been hit both by containerisation and the general economic depression. The offer to coal companies, although extraordinary under normal circumstances, was made because of the difficulty some coal producers have in finding export space. Durban's coal facil-

ity has been operating at maximum capacity and the Richards Bay Coal Terminal allocations have all been taken up.

But, even at the special rate, which has not been made public, it seems that exporting through Table Bay is barely profitable, says an industry expert. Duiker is unwilling to comment, although a spokesman says "the markets we are going to are very sensitive." He also indicates that other bigger coal companies may be interested in the new route.

However, Table Bay port manager Kallie Haupt, is not all that hopeful. "Commercially, and from an export point of view, I suppose it's not viable," he says. "It is a pity — we need the business."

Harbour authorities are now hoping the Mossel Bay project will stimulate activity and bring more shipping business to the port.

ent Tm's 7/3/86 209

## SAA Melbourne office closes

Own Correspondent

**DURBAN.** — The SAA office in Melbourne, Australia, is to close at the end of April.

But speculation that the airline's Los Angeles office would also close was ruled out by an airline spokesman yesterday.

SAA said the decision to close the Melbourne office as part of the airline's continuing rationalization process, was taken "in the light of the fact that SAA has traditionally been doing most office business through appointed IATA travel agents".

The closure of the office would in no way inconvenience passengers as reservations and ticket purchases could be conducted through any IATA travel agent or directly with the SAA offices in Perth or Sydney, on toll-free lines.

SAA would consult the Melbourne office staff and "try to accommodate them wherever possible".

The airline also announced that its application for additional flights over the Easter holidays had been turned down by the Australian Government.

SATS needs an  
overhaul Sive

PARLIAMENT — The whole management structure of SATS should be reviewed and a firm of management consultants should be called in to plan new strategies and structures, Mr Reuben Sive (PFP, Bezuiderhout) said yesterday.

Speaking in the third reading debate of the Transport Budget, he said it was impossible to administer SATS on business principles as envisaged in the Transport Services Act.

The SATS board should be reconstituted and should consist of professionally qualified directors, he said.

Replying to the debate the Minister of Transport Affairs, Mr Hendrik Schoeman said the railways system in South Africa was recognised as one of the best in the world. — Sapa.



# Bugging! What's new? ask black union men

By Sheryl Raine

Unionists watched with interest this week when the Minister of Transport promised to investigate allegations from the Artisan Staff Association (ASA) that two of their meetings had been bugged by Railways Security Police.

The meetings were held in the last few weeks to discuss dissatisfaction with the 10 percent salary increase granted to SA Transport Services employees. Emotions boiled over as employees voiced their objections and there was even some wild talk of illegal strike action.

ASA chairman Mr Jimmy Zurich, accompanied by an 18-man delegation, presented Mr Hendrik Schoeman with a sworn affidavit from one ASA member on the alleged bugging of a meeting at the Avalon Park railway recreation centre at Jan Smuts Airport last week. The ASA claimed a meeting at Germiston was also bugged.

"What's new?" asked one bemused



black union organiser "Emergent unions have been complaining about police interference, security police surveillance, detention of members and the recruiting of police informers among unionists for years. Our complaints fell on deaf ears."

"The ASA is lucky to be able to hold meetings. Many of our mass meetings have been banned under the emergency regulations or under security laws. This has made organising in some regions virtually impossible."

Unionists pointed out:

- The Metal and Allied Workers Union (Mawu) reported in November that men claiming to be members of the Security Police offered senior members of Mawu between R350 and R500 a month to act as informers.

At the time the South African Police refused to comment on Mawu's report, saying the SAP did not comment on "internal procedures".

● In the first three weeks of the state of

emergency 17 unionists were detained

- The Transvaal branch secretary of Mawu, Mr Moses Mayekiso, was detained under emergency regulations on February 18 and released yesterday.
- Many other leading unionists including the general secretary of the Council of Unions of South Africa, Mr Piroshaw Carnay, have been detained during the course of their involvement with the labour movement. Mr Carnay has also had his house raided.

Apart from detentions, union organisers and members have often been held briefly for questioning on union matters. Others have been approached by the Security Police outside the factory gates.

For example, the president of Cusa, Mr James Mandaweni, was held for three hours in October last year to answer questions on union unity talks, a consumer boycott and his leadership of a parents-students committee.

● Certain unionists have been refused passports repeatedly.

Cape Times 8/3/80 269

# Commuters moved from 'mixed' coach

By ANDRE KOOPMAN

BLACK commuters were enraged on Thursday night when a white conductor "brusquely ordered" them from an almost empty multiracial carriage after he had just changed the signboard to Whites Only.

The incident happened at Cape Town Station two minutes before the 6 10pm train was to leave for Wellington.

A woman who was reluctant to move was ordered twice by the conductor to do so.

## Returned with sergeant

Another man, who did not want to be identified, told the conductor "It is absurd that I should move just because you have flipped the board around." The man refused to move.

The conductor later returned with a sergeant of the Railway Police who identified himself as Sergeant Short.

"I must ask you to move and if you refuse I will have to arrest you," the sergeant apparently said.

A pupil of Livingstone High School, Hadley Layman, travelling with a white Settlers High school-girl, Chantal Willemse, was also instructed to move from the coach.

Hadley had previously been ordered out of an adjacent Whites Only coach and Chantal, of Bellville, had moved with him to the multiracial coach where the sign was then changed.

Hadley said it was "disgusting" that people could "just be shunted about."

## 'Reform a lie'

Chantal last night said "I think this whole episode is stupid. It was supposed to have been a multiracial coach. Why did they have to make a fuss all over again?"

"White people say there is reform in this country, but this type of incident shows that this is a lie," Hadley added.

Mr Alan Lackay of Bellville, also ordered from the coach, said "I felt a bit bad about this but I didn't want to argue with the conductor because it's his work and he gets his orders."

● Colonel H Smal of the Railways Police said last night that members of the shift who had been working at the station at the time said they had no knowledge of the incident.

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# MP's anti-apartheid drive

Weekend

Argus Reporter

THE last racial barrier at the Cape Town railway station has fallen — without a whimper

## NEXT TARGET



Labour Party MP Mr Peter Mopp, sat down to a meal in the whites-only cafeteria. And nobody turned a hair.

Mr Mopp's visit — to test Transport Services Minister Mr Hendrik Schoeman's assertion in a Parliamentary debate that all "whites only" signs had been removed from the station — has buried a longstanding bone of contention among blacks.

Until his visit there had been no indication that the whites-only rule at the cafeteria had been dropped and no blacks had until then been seen there. Since his visit there has been a steady trickle of blacks — as far as is known, without incident

### "Conditioned"

Mr Mopp had lunch twice in the station cafeteria this week with friends. They were the only blacks making use of the facilities on both occasions

"The man in the street has been so mentally conditioned that he expects to be kicked out," he said.

And the next "whites only" signs to go will be those still found on cer-



MP Mr Peter Mopp and a friend, Mr Bernie Cloete, enjoy a meal together in the once whites-only Cape Town station cafeteria.

tain railway carriages, he says.

"It's nice to see petty apartheid slowly vanishing but it's laughable that I can travel in Europe and America without a fuss and yet here in my own country I am still restricted.

"I have been thrown

out of so many places in my life. It's great to be able to sit here peacefully, relax and eat," he said while ordering

"You know what I did once?" he asked with a huge grin

"A couple of years ago in Bellville I walked into

a fast-food restaurant and sat down

"The manager came up and asked me to leave. I did. But outside I called over a young white kid who had a dog and gave him money to buy chips for himself and the dog.

"I told him to open the

packet inside the place and let the dog eat.

"Then I walked back inside and said to the manager 'see, you even let dogs eat in here but I'm not good enough'. Then I left.

"The next thing to tackle are these coaches

for 'whites only'.

"There should be one fare all the way through and if people want to be separated they should be made to pay through the neck for it. We will see how long these signs stay up if those kind of restrictions were implemented.

W/C 45262  
8/3/82

269

Developers eager to buy tracts of unused property

B. DAY 13/3/86

269

# Sats land sales imminent

CHRIS CAIRNCROSS

DRAFT legislation giving SA Transport Services (Sats) the green light to start selling or leasing thousands of hectares of property is nearing completion and should be tabled in Parliament soon.

The legislation is currently with the Standing Committee on Transport Affairs.

Sats is expected to be in a position to start selling off part of its vast property portfolio by mid-year

As first reported by *Business Day* in January, Sats set up a special division this year to oversee its property interests.

This division became operational last month

It has already identified about 32 000ha of unused or under-utilised property throughout the country — some of it in prime locations within CBDs — which has been earmarked for sale or lease

Sats has been inundated with inquiries from developers

It is expected, therefore, that a number of transactions will be entered into as soon as the necessary amending legislation is passed.

The cash generated by the property sales will be welcome added revenue for Sats, which has been forced to prune substantially its capital expenditure programme this year

It is also believed much of the property could be used as a platform to hasten the racial integration of business within the CBDs

Observers say much of the property held by Sats in the various CBDs is ideally-suited for carving up into portions to satisfy the needs of small businesses and those verging on the informal sector that are now going to be permitted to trade in these areas

# Negotiating probe a 'breakthrough'

STAR

By Zenaide Vendeiro, Transport Reporter

The appointment of a three-man committee to investigate a negotiating machinery for South African Transport Services trade unions was a major breakthrough, the chairman of the Federal Council of SATS trade unions, Mr Jimmy Zurich, said today.

He said this would for the first time give unions a say in determining pay and service conditions.

"The appointment of the committee consisting of a union representative, a SATS labour relations expert and an impartial chairman is an important breakthrough," said Mr Zurich. "Naturally we accept that the railways is an essential service and we will forgo the right of strike action."

Mr Zurich said the other major point of discussion — a demand for a further 15 percent pay increase on top of the 10 percent already granted — met with less success.

"The Minister was sympathetic but said the financial position of SATS and the economy of the country in general make further salary increases impossible.

"He did say his door would always be open for further discussions on the matter but there is not point in going back to him at this stage. There is no hope of getting more money."

Mr Zurich said further negotiations on pay rises would be held again in September.

He said the presidents of the 10 SATS trade unions had reluctantly accepted the Minister's position but ordinary members of the Artisan Staff Association, who earlier threatened wildcat strike, were still unhappy.

"The fires are not yet dead," said Mr Zurich. "A lot will depend on what he tells ASA members in his reportback on points raised in an earlier meeting. These points concerned improvements in service conditions."

Mr Zurich said the Minister had agreed to review further cutbacks in staff.

"We also asked the Minister to temporarily drop the pensionable age from 60 years to 55 years so that workers could retire voluntarily if they wished," he said.

## Couple beat astronomical odds for trip

A Randburg teacher has won a trip to the Cederberg in the crossword contest in the Halley's Comet Special which appeared in *The Star* on February 19 — and by coincidence her husband won the same contest in the supplement published with the *Pretoria News*.

Norman and Sharon Burgess fly to the Cape together on Sunday to see Halley's Comet through the Cederberg Observatory's telescopes.

Mr Burgess said "This win is even stranger if you take into account that we both won a trip to Cape Town for two last year."

The other Johannesburg winner was Mr David Blumsohn of Glenhazel. The three winners will be joined by seven from other centres.

Winners of the R25, R10 and R5 prizes for the children's Colour-the-Comet competition in the supplement were Louisa Coleman of Mindalore, and Naem Fabir and Sharlene Ramsamy, both of Klerksdorp.



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CITY P. 9/3/82

# East London won't boycott buses



By BENITO PHILLIPS  
THE PROPOSED Mdantsane bus boycott has been called off.

The decision was taken by commuters at a mass meeting in East London City Hall this week.

Instead, commuters will continue using buses under protest - and their strong disapproval of the increases will be conveyed to the bus company.

The Ciskei Transport Corporation implemented its new fare hikes last Saturday despite strong opposition from workers who said it was ill-timed because it coincided with increased food prices and rail tariffs.

CTC also decided that weekly ticketholders would pay less because of the reduction in fuel prices.

The meeting, convened by the Committee of Ten, resolved to oppose the fare increases.

The Committee of Ten said the bus company had told it fares could not be reduced because of high running costs.

The report said the company had claimed that a reduction in fares could also lead to retrenchments.

# Talks to defuse

By STEPHAN TERBLANCHE

STimes

269

## railway strike

## threat

THE first illegal strike by angry railway workers could still erupt unless satisfactory results follow tomorrow's meeting between the Minister of Transport Affairs, Mr Hendrik Schoeman, and union boss Mr Jimmy Zurich.

According to Mr Zurich, president of the Artisans Staff Association, workers were now awaiting an important report-back meeting with Mr Schoeman.

### Explosive

The Artisans Staff Association is the biggest of nine trade unions within the Federation of Trade Unions of the South African Transport Services.

Railway workers, dissatisfied over a 10 percent pay increase and deteriorating job opportunities for artisans in SATS, have been threatening to call an illegal

wildcat strike since the pay increase announcement last month.

In an attempt to defuse the explosive situation, which was aggravated by the discovery of Railways Police "spies" at union meetings, Mr Zurich met Mr Schoeman in Cape Town early this week.

Mr Zurich said the meeting took place in a good atmosphere and "went a little way to cooling the issue."

"The Minister promised us a report-back meeting in a couple of weeks and my people are waiting for that meeting."

"It will be of vital interest. There is still talk of striking," he said.

Mr Zurich will be part of the federation delegation to meet Mr Schoeman in Cape Town tomorrow to discuss the demands for a further 15 percent increase for SATS workers.

# Transport plans due soon

A WHITE PAPER outlining government's revised policies on transport is to be completed in three weeks, according to a statement from Transport Minister Hendrik Schoeman.

He said the Department of Transport was busy preparing the document, which would incorporate the recommendations of the Welgemoed commission of inquiry into bus transport



● SCHOEMAN

Schoeman's announcement has surprised a number of people in Parliament, not least of all some members of the Standing Committee on Transport Affairs.

There are, for example, doubts as to whether the White Paper will take cognizance of the recommendations of the National Transport Policy Study. This exhaustive investigation, carried out over several years and costing more than R7m so far, has

still to report its final findings and recommendations.

Some concern has, consequently, been expressed over the apparent pre-emptive nature of the White Paper Schoeman has called for.

On the other hand, as senior officials of the Department of Transport are also members of the NTPS, it seems more than likely they will be drawing on the study's conclusions when they draft a revised transport policy.

Schoeman said the likely abolition of the permit system for road transport is not going to be a cut-and-dried issue, and certain preconditions will have to be met before this form of deregulation is allowed to take place:

- Transport Services be allowed to introduce market related tariffs;
- Road hauliers be made to contribute their full share towards road infrastructure costs;

269 B DAY  
CHRIS CAIRNCROSS  
17/3/86



Development Board	Section 10(1)(a)	Section 10(1)(b)	Section 10(1)(c)	Total
South OFS	132 559	33 546	11 181	177 286
Orange Vaal	123 708	89 957	295 062	508 727
Western Cape	25 103	42 289	13 929	81 321
Eastern Cape	193 161	89 930	490 226	773 317
Northern Transvaal	4 265	1 679	8 216	14 160
Eastern Transvaal	25 418	17 308	48 798	91 524
Central Transvaal	51 296	39 322	20 048	110 666
Western Transvaal				128 200
Highveld	54 452	18 153	74 319	146 924
Northern Cape	128 159	18 173	15 356	161 688
West Rand				1 537 391
East Rand	193 085	140 044	48 271	381 400
Natala	63 921	4 034	38 419	106 374
Totals as at 31 December 1985	995 127	494 435	1 063 825	4 218 978

**HANSARD 17/3/86 Q.C. 551.**  
 Eastern Cape Development Board  
 344 Mr A SAVVAGE asked the Minister of Constitutional Development and Planning

- (1) (a) What was the total revenue generated through all channels for each specified township falling under the control of the Eastern Cape Development Board in respect of the 1984-85 financial year, (b) in what manner was each specified amount of this revenue generated and (c) what was the total expenditure on (i) administration and (ii) development schemes in respect of each of these townships.
- (2) how much of this amount was spent on (a) the building and/or renovation of (i) schools and (ii) houses, (b) the building and/or maintenance of roads and drains, (c) the provision of electricity, including street lights, and (d) other specified amenities and services?

**THE MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING.**  
 The information required is of such an enormous extent that it cannot reasonably

**THE MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING.**

Yes

(a)	(b)
Aberdeen	R 26 028
Adelaide	R 11 938
Bedford	R 5 225
Alwal North	R 80 706

be given in reply to a question. It consists of virtually the entire revenue and expenditure accounts of 66 townships and the reply would comprise approximately 100 typed pages in each of the official languages

**Eastern Cape Development Board**  
 345. Mr A SAVVAGE asked the Minister of Constitutional Development and Planning

Whether the Eastern Cape Development Board paid any subsidies to community councils of Black townships in the 1984-85 financial year, if so, (a) what are the names of the townships concerned, (b) what was the total amount paid in respect of each such township and (c) for what specified purposes were these subsidies paid in respect of each such township?

Beaufort West	R 16 255
Burgersdorp	R 7 575
Colesberg	R 2 337
Carthart	R 4 577
Dordrecht	R 39 452
East London	R 114 484
Fort Beaufort	R 10 591
Graaff-Reinet	R 36 730
Hanky	R 21 858
Humansdorp	R 24 305
Jansenville	R 2 768
King William's Town	R 75 473
Klipplaat	R 10 802
Komga	R 17 575
Middelburg	R 60 052
Molteno	R 10 386
Noupoort	R 8 756
Bathurst	R 3 336
Port Alfred	R 44 382
Queenstown	R 101 793
Richmond	R 16 425
Steynsburg	R 4 351
Steylerville	R 7 742
Cookhouse	R 1 306
Stutterheim	R 32 681
Tarkastad	R 12 700

**HANSARD 17/3/86 Q.C. 553.**  
 Corporal punishment  
 364. Mr P H GASTROW asked the Minister of Justice.

- (1) How many males (a) under the age of 18 years, (b) between the ages of 18 and 20 years and (c) aged 21 years and over in each race group were sentenced to corporal punishment in 1985.
- (2) how many strokes were inflicted in respect of each category of persons?

**THE MINISTER OF JUSTICE.**  
 The information is not readily available.

**First-/second-/third-class passengers**  
 372. Mr B B GOODALL asked the Minister of Transport Affairs

In respect of the latest specified date for

which information is available, what was the cost per passenger kilometre in cents for first-, second- and third-class passengers, respectively, travelling on (a) trunk railway lines, (b) commuter railway lines and (c) buses?

**THE MINISTER OF TRANSPORT AFFAIRS.**  
 Financial year 1984/85

Average cost in cents/ passenger kilometre	
(a) First class	29,2
Second class	24,7
Third class	7,6
(b) First class	15,5
Third class	3,6

**HANSARD 17/3/86 Q.C. 554.**  
 Reference books/influx control  
 397. Mr R A F SWART asked the Minister of Justice.

What was the total amount paid in fines by Blacks convicted of offences relating to reference books and influx control in each of the main urban areas of the Republic in 1984 and 1985, respectively?

**THE MINISTER OF JUSTICE**  
 The information is not readily available

**West Rand Development Board**  
 405. Mrs H SZZMAN asked the Minister of Constitutional Development and Planning:  
 Whether the West Rand Development Board paid any subsidies to community councils of Black townships in the 1984-85 financial year, if so, (a) what are the names of the townships concerned, (b) what was the total amount paid in respect of each such township and (c) for what specified purposes were these subsidies paid in respect of each such township?

*Q* *Comm. traffic: loss*  
*HANSARD 18/3/86*  
 \*16. Mr P C CROONJE asked the Minister of Transport Affairs:

Whether the South African Transport Services made a loss on (a) first and (b) third-class commuter traffic in the Johannesburg commuter area in the 1985-86 financial year, if so, what was the loss in each case?

The MINISTER OF NATIONAL EDUCATION (for the Minister of Transport Affairs):

(a) and (b) Separate figures for the Johannesburg commuter area are not available. However, the estimated loss for the Pretoria-Witwatersrand-Vereeniging area is R130 million and R160 million respectively.

*Q* *statements regarding Nelson*  
*HANSARD 18/3/86*  
 \*17. The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Foreign Affairs:

(1) Whether the South African ambassador in Washington made any statements recently regarding the release of Mr Nelson Mandela, if so, what statements,

(2) whether these statements reflect the policy of the South African Government; if not,

(3) whether these statements reflect the opinion of (a) his Department and (b) the ambassador in question,

(4) whether he will make a statement on the matter?

The MINISTER OF EDUCATION AND DEVELOPMENT AID (for the Minister of Foreign Affairs):

(1) No, the ambassador did not make a statement as such. He did however say in reply to a question following an address to the Washington Press

*Q* *locusts*  
*HANSARD 18/3/86*  
 \*19. Mr R W HARDINGHAM asked the Minister of Agricultural Economics:

What amount has been spent on locust control during the latest specified period of 12 months for which figures are available?

The MINISTER OF MANPOWER (for the Minister of Agricultural Economics):

R7,4 million until end of March 1986

*Queen Elizabeth II*

\*20. Mr R W HARDINGHAM asked the Minister of Environment Affairs and Tourism:

Whether any special steps were taken by his Department recently to promote tourism by encouraging passengers travelling on the passenger liner *Queen Elizabeth II* to avail themselves of tourist facilities in the Republic, if not, why not; if so, what steps?

The MINISTER OF ENVIRONMENT AFFAIRS AND TOURISM

No, not by the Department of Environment Affairs.

Representatives of the South African Tourism Board, however, boarded the *Queen Elizabeth II* on arrival in Cape Town for the purpose of rendering a general tourist information service to those passengers who were not booked on pre-arranged tours and shore excursions.

The South African Tourism Board also collaborated closely with the local agents and the company responsible for the reception programme on the occasion of the ship's arrival in Cape Town as well as for a fashion show on the ship. The Board furthermore accepted responsibility for decorations of indigenous flora on board.

The South African Tourism Board attempted to provide an information service on board the *Queen Elizabeth II* in Durban but was informed by the contracting agency that all the needs of the passengers had already been taken care of.

As far as participation by the passengers in the various tours and shore excursions is concerned, it must be pointed out that all arrangements in this regard are made well before the ship's arrival at the various ports of call on its cruise around the world. In fact, a full colour brochure is published well in advance of the commencement of the world cruise, describing all the tours and shore excursions from every port of call. All these arrangements are negotiated between the shipping line and the contracting agents which enjoy sole rights to operate on board.

*Louis Trichardt: removals*  
 \*21. Mr P G SOAL asked the Minister of Constitutional Development and Planning:

(1) Whether residents of the Black townships of Louis Trichardt are to be moved; if so, (a) why, (b) when are they to be moved, (c) where will they be moved to, (d)(i) when and (ii) by whom were these residents informed that they would be moved and (e)(i) how many persons are involved and (ii) to which ethnic groups do they belong,

(2) whether these residents were consulted by his Department prior to the decision being taken to move them, if not, why not; if so, (a) when, (b) by whom and (c) what was their response;

(3) whether persons who are employed in Louis Trichardt and wish to remain in the Black township will be permitted to do so, if so, (a) which persons and (b) what accommodation will be available for (i) them and (ii) their families; if not, why not;

(4) whether transport is to be provided for persons employed in Louis Trichardt following their removal, if not, (a) why not and (b) what alternative arrangements have been made by his Department in this regard, if so, (i) what specified transport, (ii) at what cost and (iii) as from what date;

(5) whether this transport will be subsidised.

for the period 1 July 1984 until 30 June 1985 was 9 816. There were 455 convictions in the Cape Peninsula during this period.

- (2) (a) The information for the period 1 July 1984 until 30 June 1985 is as follows

Cape Province	1 968
Transvaal	2 074
Natal	645
Orange Free State	351

- (b) (i) The death penalty was imposed in 4 cases for rape only. In 4 cases the death penalty was imposed for rape coupled with other offences, namely in one case rape and robbery, in two cases rape and murder, and in one case rape, murder and robbery with aggravating circumstances

(ii) 276.

*Q 223*  
*Uitvlugt/Moutse: removals*  
 HANSARD 18/3/86  
 304 Mrs H SOZMAN asked the Minister of Education and Development Aid.

- (1) Whether any persons have been removed from Uitvlugt in the Moutse area to Immerpan; if so, how many as at the latest specified date for which information is available,
- (2) whether any persons living in Uitvlugt were offered any compensation, if so,
- (3) whether this offer of compensation was made on condition that the persons concerned agreed to moving from Uitvlugt, if so, (a) by whom was the offer made and (b) what was the (i) highest, (ii) lowest and (iii) average sum offered in compensation to such persons?

The MINISTER OF EDUCATION AND DEVELOPMENT AID

- (1) No, but up to 5 March 1986 42 families

ies were, at the request of the heads of these families, supplied with transport to move from Uitvlugt to Immerpan

- (2) Although no compensation was offered beforehand it is usual that payment of compensation for improvements be considered in cases such as these. Consequently, after a number of families were assisted to move, at their own request, I announced on 7 February 1986 that the Government undertook to compensate those who move voluntarily for the improvements they vacated in Moutse

- (3) Falls away.

*Q 264*  
*Metroblitz*  
 HANSARD 18/3/86  
 396 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

- (1) Whether the Metroblitz programme has been or is to be discontinued, if so, (a) why, (b) when and (c) for what specified period was this train service in operation,

- (2) whether a loss was incurred by the South African Transport Services on this service; if so, what was the amount of the loss incurred over the period during which this service was in operation,

- (3) whether this programme is to be re-introduced; if so, when, if not,

- (4) whether the South African Transport Services incurred any loss as a result of the writing-off of plant and equipment required for this programme; if so, (a) what loss and (b) what is the total estimated loss to the South African Transport Services of this programme?

The MINISTER OF TRANSPORT AFFAIRS.

- (1) Yes

- (a) The Metroblitz was the culmina-

tion of the high-speed portion of the H S. bogie programme. This bogie was primarily developed as a freight bogie and as such its low curving-resistance and low railwear characteristics are of paramount value. The evaluation of the two prototype Metroblitz transets has been completed

- (b) 1 November 1985
- (c) 16 January 1984 to 1 November 1985

- (2) This service was part of a research programme. Research is expensive but successful research pays handsome dividends. In this case the major tangible results are longer trains, higher axleloads, decreased flange and rail wear and increased speeds. No less important are the intangible results namely increased knowledge and extended experience which have already resulted in improved overall vehicle designs

- (3) No

- (4) The fixed equipment will be utilised to best advantage. In the case of the rolling stock only the coaches will be written off and the outstanding book value of R7,1 million will be debited to the working account. Any net proceeds from the sale of these coaches or part thereof will be credited to this account

*Q 265*  
*National servicemen: detention barracks*  
 HANSARD 18/3/86  
 428 Mr P R C ROGERS asked the Minister of Defence

- (a) How many national servicemen were in detention barracks as at 1 December 1985 and (b)(i) for what periods and (ii) on what charges had they been sentenced in each case?

The MINISTER OF DEFENCE

- (a) 190

(b) (i) and (ii)

*Desertion*  
 1 member for 3 months

*Absent without leave*

4 members for 14 days  
 16 members for 21 days  
 1 member for 28 days

1 member for 30 days  
 16 members for 40 days  
 3 members for 42 days  
 3 members for 60 days  
 6 members for 61 days  
 1 member for 63 days  
 1 member for 75 days  
 1 member for 80 days  
 10 members for 90 days  
 2 members for 111 days  
 8 members for 120 days  
 2 members for 130 days  
 2 members for 132 days  
 1 member for 134 days  
 1 member for 141 days  
 1 member for 150 days  
 6 members for 180 days  
 3 members for 200 days  
 1 member for 210 days  
 1 member for 220 days  
 2 members for 3 months  
 1 member for 3 months and 21 days  
 1 member for 6 months  
 3 members for 8 months  
 1 member for 8 months and 21 days  
 1 member for 9 months and 10 days  
 1 member for 1 year

*Assaulting a superior officer*  
 1 member for 180 days

*Assaulting or ill treating a subordinate*  
 1 member for 90 days

*Disobeying lawful commands or orders*

2 members for 21 days  
 4 members for 40 days  
 1 member for 42 days  
 2 members for 61 days

*Theft of public property or property belonging to a comrade, mess etc*

1 member for 30 days  
 3 members for 42 days  
 1 member for 45 days  
 1 member for 60 days  
 1 member for 61 days

1 member for 6 months  
1 member for 12 months

the latest specified financial year for which information is available?

Using or taking an article issued to or under control of another person  
1 member for 120 days

The MINISTER OF TRANSPORT AFFAIRS.

Drunkenness  
1 member for 40 days

1984-85 (a) and (b) Yes

Common law offence of fraud  
2 members for 180 days

(i) and (ii) The information is not readily available and will take much time and expense to gather.

Failing to report for or to render military service on account of the religious tenets of his church  
64 members for 3 years

500 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

Air journeys: free/discounted

499 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

Whether any South African Transport Services staff members and families of staff members have undertaken (a) free or (b) discounted air journeys to Europe, the Americas or the Far-East, if so, how many (i) staff members and (ii) families of staff members undertook such air journeys in

Whether any positions in the South African Transport Services from the level of assistant director and higher were or are to be regraded in the 1985-86 or 1986-87 financial years; if so, (a) how many, (b) when, and (c) with what salary adjustment, in each case?

The MINISTER OF TRANSPORT AFFAIRS:

Yes

1985-86

(a)

- 1 Assistant Director
- 1 Assistant Director
- 1 Assistant Director
- 3 Assistant Directors
- 1 Assistant Director
- 4 Deputy Directors
- 1 Deputy Director
- 1 Director
- 1 Director

(b)

- 1 June 1985
- 1 July 1985
- 1 August 1985
- 1 January 1986
- 1 February 1986
- 1 June 1985
- 1 January 1986
- 1 October 1985
- 1 January 1986

(c)

- Increased by R4 170 p.a.
- Increased by R4 170 p.a
- Decreased by R3 480 p.a
- Increased by R4 170 p.a.
- Decreased by R3 480 p.a
- Increased by R5 580 p.a
- Decreased by R4 170 p.a
- Decreased by R5 580 p.a
- Decreased by R5 580 p.a

1986-87 It is not possible to indicate what posts will be regraded during the 1986-87 financial year

Flying crews: premature retirement

501 Mr D J N MALCOMMESS asked the Minister of Transport Affairs.

Whether any South African Airways flying crews have been retired prematurely in the 1985-86 financial year; if so, (a) how

many persons in each category and (b) why in each case?

The MINISTER OF TRANSPORT AFFAIRS.

No

(a) and (b) Fall away

HoA

Reduction in fuel price

503. Mr D J N MALCOMMESS asked the Minister of Transport Affairs:

(1) Whether the reduction in the fuel price effective from 3 March 1986 will result in any savings for the South African Airways, if not, why not, if so, what is the estimated savings,

(2) whether, in the light of this reduction, he intends reducing any air fares, if not, why not, if so, (a) which fares, (b) when and (c) by what amount?

The MINISTER OF TRANSPORT AFFAIRS.

(1) Yes, R0,3 million on fuel other than aircraft fuel. The fuel price reduction does not apply to avionic kerosene used by aircraft

(2) No, the estimated loss for SA Airways for the 1986/87 financial year is R21 million. In the light of this loss a reduction in air fares cannot be considered

Reduction in fuel price

504 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

(1) Whether the reduction in the fuel price effective from 3 March 1986 will result in any savings for the South African Transport Services, if not, why not, if so, what is the estimated savings,

(2) whether, in the light of this reduction, he intends reducing any rail fares, if not, why not; if so, (a) which fares, (b) when and (c) by what amount?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes, R40 million

(2) No, in view of the vast accumulated

HoA

losses, a reduction in rail fares is not feasible at present.

National service: foreign citizens

510 Mr B B GOODALL asked the Minister of Defence:

(a) How many citizens of foreign countries registered for national service in 1985 and (b) of which countries were they citizens in each case?

The MINISTER OF DEFENCE

(a) None.

(b) Falls away

White males: service  
524 Mr B B GOODALL asked the Minister of Defence

(a) How many White males were liable in 1984 and 1985, respectively, to render 120 days' service and (b) how many of them rendered (i) 120 days', (ii) between 90 and 120 days', (iii) less than 90 days' and (iv) no service in each such year?

The MINISTER OF DEFENCE.

Serving members of the Citizen Force who are liable to serve in terms of Section 22 or who have been allotted to the Commandos in terms of Section 89A of the Defence Act, can be required to serve up to 120 days in a cycle of two years. To reply to this question would entail disclosing the total Citizen Force, and a considerable number of Commando strengths. It is, for obvious reasons not policy to divulge Defence Force strengths of this nature

Land and Agricultural Bank

591. Mr P A MYBURGH asked the Minister of Finance:

(a) What was the total amount of loans granted to farmers by the Land and Agricultural Bank as at 31 December 1985 and (b) to how many farmers had these loans been granted?

HoA

MONDAY, 24 MARCH 1986

groups is continually monitored and adjustments are made as the need arises.

Indicates translated version

(2) Yes.

For written reply.

General Affairs:

Illegal employees

(a) Bergvliet Meadowridge Rate Payers Association, Meadowridge Baptist Church, the President of Kontak as well as three individuals

306 Mr R A F SWART asked the Minister of Constitutional Development and Planning:

(b) The opening of all passenger coaches to all races.

(a) How many persons were arrested for illegally employing Blacks in each specified Development Board area in 1985 and (b) what was the total number of Black employers involved in that year?

Herbicides

521. Mr R W HARDINGHAM asked the Minister of Agricultural Economics:

THE MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

- (a) None
- (b) None

202 665

(a) What amount was spent on herbicides for the control of noxious plants during the latest specified period of 12 months for which figures are available, (b) what noxious plants were involved and (c) what amount was spent on each of these plant varieties?

Handwritten: Railway coaches open for all race groups. HAN SWART 24/3/86 269 asked the Minister of Transport Affairs:

THE MINISTER OF AGRICULTURAL ECONOMICS:

(1) Whether he intends opening any further railway coaches on trains for occupation by all race groups; if not, why not, if so, (a) which coaches and (b) when;

(a) R595 160 was spent by the Department for the period 1 February 1985 to 31 January 1986.

(2) whether he or any member of the South African Transport Services has received any representations regarding the opening of such coaches for occupation by all race groups since the first multiracial coaches were introduced in 1985; if so, (a) from whom and (b) what was the nature of these representations?

(b) and (c) Jointed Cactus . . . . . R465 354  
Imbricate Cactus . . . . . R 14 320  
Prickley Pear . . . . . R 62 286  
Nassella tussock . . . . . R 53 200

THE MINISTER OF TRANSPORT AFFAIRS:

(1) (a) and (b) The occupation of passenger coaches by the various population

Handwritten: MILK. 541 Mr P A MYBURGH asked the Minister of Agricultural Economics: (a) What was the producer's price of (i) fresh milk and (ii) industrial milk as at 1 June 1985 and (b) what price increases have come into effect in respect of each category since that date? HAN SWART 24/3/86 269

The MINISTER OF AGRICULTURAL ECONOMICS:

(a)	(i) <i>Fresh milk</i>	<i>cent per litre with effect from 1 June 1985</i>
	Bloemfontein.	44,29
	Cape:	47,42
	Natal:	45,12
	Transvaal.	45,13

(ii) *Industrial milk* (according to grades and chemical quality)

Grade A plus bulk facilities:	466 cent per kg butterfat and protein
Grade A:	407 cent per kg butterfat and protein
Grade B:	394 cent per kg butterfat and protein
Grade C:	378 cent per kg butterfat and protein

(b) *Fresh milk*  
*Industrial milk.*  
Grade A plus bulk facilities.  
Grade A.  
Grade B.  
Grade C.

None.  
(with effect from 85/12/01)  
20 cent per kg butterfat and protein  
None  
None  
None

542 Mr P A MYBURGH asked the Minister of Agricultural Economics.

What was the value of the Republic's agricultural (a) production and (b) exports in 1985?

The MINISTER OF AGRICULTURAL ECONOMICS.

(a) R10 641 million

(b) R2 200 million (preliminary estimates)

543 Mr P A MYBURGH asked the Minister of Agricultural Economics

What percentage of South Africa's total agricultural production in the 1984-85 production seasons was not under the control of any board established under the Marketing Act No 59 of 1968?

The MINISTER OF AGRICULTURAL ECONOMICS

28,6 per cent

652. Mr E K MOORCROFT asked the Minister of Agricultural Economics

What amount was paid out in subsidies in respect of (a) bread, (b) maize and (c) butter for consumer use in the 1984-85 financial year?

The MINISTER OF AGRICULTURAL ECONOMICS.

(a) R194 285 276.

(b) R215 million, including R48 803 790 in respect of losses on imported maize

(c) None

673 Mr D J N MALCOMESS asked the Minister of Transport Affairs.

What was the total amount collected in terms of the provisions of the Black Transport Services Act, No 53 of 1957, in contributions from employers between July 1957 and 31 March 1985?

The MINISTER OF TRANSPORT AFFAIRS.

R259 011 557,49

699 Mr D J N MALCOMESS asked the Minister of Finance

- (1) How many (a) Whites, (b) Coloureds, (c) Indians and (d) Blacks are employed by the Land and Agricultural Bank;
- (2) whether any such employees are in receipt of housing loans from this Bank; if so, how many in respect of each race group;
- (3) whether any of these housing loans exceed R70 000, if so, how many,

(4) what is the amount of the highest housing loan received by an employee of this Bank;

(5) in respect of what date is this information furnished?

The MINISTER OF FINANCE

(1) (a) 993.

(b) 27.

(c) None.

(d) 129

(2) Yes—Whites 495, Coloureds 6 and Blacks 1

(3) Yes—41.

(4) R97 500

(5) 31 December 1985

TUESDAY, 25 MARCH 1986

†Indicates translated version

For oral reply

General Affairs.

Question standing over from Tuesday, 18 March 1986

Birkenhead

\*31 Mr R M BURROWS asked the Minister of National Education.

- (1) Whether the National Monuments Council has received any applications for permits for divers to (a) inspect the wreck of the *Birkenhead* and (b) recover wreck material from it; if so, (i) when and (ii) from whom;
- (2) whether any permits were granted, if so, (a) to whom and (b) when;

The DEPUTY MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING:

- (1) No. (a) and (b) fall away
- (2) No.

Rebel cricket tours

\*20 Mr J H VAN DER MERWE asked the Minister of National Education:†

- (1) Whether his Department (a) contributed (i) directly and (ii) indirectly to the financing of the so-called rebel cricket tours in the Republic and (b) rendered assistance in any other manner in this connection, if so,
- (2) (a) what amounts were involved, (b) what was the nature of such assistance

ance and (c) in respect of what period is this information furnished?

†The MINISTER OF NATIONAL EDUCATION

- (1) (a) (i) and (ii) No funds for the direct or indirect financing of the so-called rebel cricket tours were provided for in my Department's budget
- (b) Yes At the request of the SA Cricket Union, an official of the Department of National Education was made available for the purpose of accompanying the following touring teams as liaison officer:  
Sri Lanka tour of 1982  
West Indian tour of 1983  
West Indian tour of 1983/84

Salary and out-of-pocket expenses of the official, as well as travelling expenses to enable him to join the team.

Sri Lanka tour R3 075

West Indian tour R2 250

West Indian tour R2 904

Salary of the official, as well as travelling expenses to enable him to join the team

21. Mr J H VAN DER MERWE, asked the Minister of Justice:†

Whether (a) magistrates and (b) other members of the Department of Justice may participate actively in party politics, if not, why not, if so, subject to what conditions?

†The MINISTER OF JUSTICE:

(a) and (b) The hon member's attention is directed to the provisions of section 30

HoA

management of a lawful political party,

- (b) attend a public political meeting, but may not preside or speak at such a meeting,
- (c) not draw up or publish any writing or deliver a public speech to promote or prejudice the interests of any political party."

Section 19(g):

"Misconduct.— An officer, other than a member of the services or the National Intelligence Service, is guilty of misconduct and may be dealt with in accordance with the provisions of section 20, if he—

- (g) makes use of his position in the public service to promote or to prejudice the interests of any political party,

Prisons Regulation No 71(1)(y).

"(1) A member or temporary warder who contravenes or fails to comply with any provision of the Act or these regulations (other than a contravention or non-compliance which is expressly declared to be an offence under the Act or these regulations) or who—

- (y) makes use of his position in the Prisons Department to promote or to prejudice the interest of any political party;

shall be guilty of a contravention of the Act or of these regulations, as the case may be."

HoA

\*22. Maj R SIVE asked the Minister of Law and Order:

- (1) Whether, with reference to the reply of the Minister of Transport Affairs to Question No 17 on 18 February 1986, the investigation into the use of a South African Transport Services vehicle by security forces for patrolling townships has been completed; if not, (a) why not and (b) when is it anticipated that it will be completed, if so, (i) when and (ii) 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 the security forces utilising this vehicle were members of the South African Police, if not, which branch of the security forces utilised the vehicle; if so, (a) who authorised the operation, (b) what is the (i) name, (ii) rank and (iii) experience of the officer in charge of the operation, (c) what are his qualifications, (d) how many members of the police were engaged in this operation, (e) what specified arms were used and (f) how many rounds were fired,

- (4) whether any persons were (a) killed and (b) injured as a result; if so, (i) how many, and (ii) what were their ages, in each case;
- (5) whether he will make a statement on the matter?

†The MINISTER OF LAW AND ORDER.

- (1) Yes
- (a) and (b) Fall away.

(1) and (ii) The police investigations are completed. The inquest dockets have been submitted to the Attorney-General for his decision.

Handwritten signature/initials.

Handwritten notes: "Police: active participation HANSWED 25/3/86" and "QCN 691".

Handwritten notes: "QCN 694" and "269".

25/3/86  
SATS

# SATS battles as tunnel costs soar

Jaap Boekkooi

The cost of Africa's longest transport tunnel, a 13,3 km rail route below the Hex River mountains, is likely to rise to four times the contract price of R26 million — and some R80 million of it could be claimed from SATS by the French company building it.

The tunnel, started in 1980, was due to be completed in August 1984, but will not be ready until 1988, mainly because a major rock fault zone is slowing down work.

The quadrupled cost and the delay may lead to the largest arbitration case in the history of South African building.

## INADEQUATE

The French-based Comiat construction company will claim that SATS's geological investigation of the tunnel site was inadequate.

Both parties are unwilling to comment on the large claim, which has been estimated by *Construction Week* as being about R80 million more than three times the original tender.

Comiat has said that the unexpected fault zone in the central loop section of the tunnel has forced it to use new techniques and equipment, and to undertake heavy rock support measures.

Unofficially, SATS has indicated that their study was not over-optimistic, and that the French company could have foreseen the problems.



The DEPUTY MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING:

(1) No.

(a) Application for the determination of the amount payable for a right of leasehold on land has to be submitted to the Minister for his approval. Development Boards have been requested to submit outstanding applications in this regard. Most of the applications have been received and are in the process of submission for approval.

- (b) Verkeerdevelei Nylstroom
- Amsterdam Makwasse
- Zeerust Soekmekaar
- Swartruggens Duwelskloof
- Vanstadensrus Roedtan
- Leu dorningstad Naboomspruit
- Ottosdal Louis Trichardt
- Hartbeesfontein Mfuleni
- Messina

(2) 28 February 1986

Offices against security of State  
\*10 Mrs H SUZMAN asked the Minister of Justice:

(a) How many persons are at present serving life sentences for offences against the security of the State and (b) in respect of what date is this information furnished?

The MINISTER OF JUSTICE.

(a) and (b) Twenty two (22) on 12 March 1986.

HANSARD 25/3/86  
Port Elizabeth: deeds office  
\*11 Mr A B WIDMAN asked the Minister of Public Works:

(1) Whether any member of his Department has received any representations regarding the opening of a deeds office in Port Elizabeth; if so, (a) from whom and (b) when;

Hoa

(2) whether a deeds office is to be opened in Port Elizabeth; if so, (a) when, (b) where and (c) how many posts will be created as a result;

(3) whether any staff will be transferred to this office; if so, (a) how many, (b) in respect of which posts and (c) (i) from where and (ii) when will they be transferred in each case;

(4) whether the opening of this office will affect any existing deeds offices, if so, (a) which offices and (b) in what manner will these offices be affected in each case?

The DEPUTY MINISTER OF DEVELOPMENT AND OF LAND AFFAIRS (for the Minister of Public Works):

(1) Yes

(a) The Port Elizabeth Chamber of Commerce wrote to the Chief Registrar of Deeds

(b) The representations were made on 11 November 1985

(2) No.

(3) and (4) Fall away

The representations of the Chamber of Commerce together with representations from various other bodies were forwarded to me through the South Eastern Cape Attorneys Association. A deputation of the Attorneys Association together with the hon member for Port Elizabeth-North had an interview with me on 13 November 1986 when the establishment of a deeds office in Port Elizabeth was discussed. As I have indicated, it is not the intention to establish a deeds office in Port Elizabeth.

Mr A B WIDMAN: Mr Speaker, arising out of the hon the Deputy Minister's reply, is this a final decision? Does the hon the Deputy Minister not consider it feasible and indeed necessary for a deeds registry to be established in Port Elizabeth at some time in the future?

†The DEPUTY MINISTER:

Mr Speaker, the opening of a deeds office in any place requires a thorough investigation. As I indicated at a previous occasion in this House, if the opening of a deeds office is envisaged, firstly consultations will take place with law societies throughout the country and secondly the extent of the work in its totality will be looked at.

In respect of the registration of Black deeds with the coming into operation of the 99-year leasehold system, there is under these circumstances not yet enough reason for the opening of a deeds office.

Public relations officers  
\*12 Mr H H SCHWARZ asked the Minister for Administration and Economic Advisory Services

(a) What is the total number of public relations officers who are employed in the Public Service, (b) what is the total cost of employing them and (c) in respect of what date is this information furnished?

†The MINISTER FOR ADMINISTRATION AND ECONOMIC ADVISORY SERVICES

(a) 45

(b) R1 907 530,00 with regard to the service vice benefits package

(c) 17 March 1986

Decentralisation/Recruitment benefits  
\*13. Mr H H SCHWARZ asked the Minister of Trade and Industry.

What was the total amount paid out in respect of decentralisation or deconcentration benefits from 1 February 1985 to 31 January 1986?

The MINISTER OF TRADE AND INDUSTRY:

R386 million

Hoa

†The MINISTER OF TRANSPORT AFFAIRS:

\*14. Mr D J N MAILLON asked the Minister of Transport Affairs:

(1) Whether, prior to the departure of a Cape Town to Wellington train from Cape Town Station at or about 18h10 on 6 March 1986, any coaches for all races were changed to coaches for Whites only by any officials attached to the South African Transport Services; if so, (a) why, (b) how long before the time of departure and (c) on whose instructions;

(2) whether there were any non-White commuters in the coaches for all races prior to the changing of the signs; if so, how many,

(3) whether these non-White commuters were required to vacate the coaches in question; if so, with what result;

(4) whether it is the policy of the South African Transport Services to alter coach classifications (a) shortly before the time of departure and (b) when commuters are already seated; if so, why;

(5) whether any action has been taken as a result of this incident; if not, why not, if so, what action;

(6) whether he will make a statement on the matter?

†The MINISTER OF TRANSPORT AFFAIRS.

(1) Yes, in the case of one coach.

(a) The turning of boards on coaches before departure of a train is standard procedure and forms part of the normal duties of train personnel.

(b) Approximately ten minutes before departure.

(c) In accordance with standing instructions

Hoa

(2) Yes, two.

(3) Yes, one passenger left the coach after initially refusing to do so whilst the other left the coach on request of a member of the SA Railways Police en route

(4) (a) and (b) No

(5) Arrangements have since been introduced that the staff of the incoming train set change the boards to the correct position for the next trip.

(6) No

*25/3/86*  
*25/3/86*  
 HANSMARD 25/3/86  
 15. Mr D J N MALCOMME asked the Minister of Transport Affairs

(1) Whether the South African Railways Police are to become part of the South African Police, if so, when,

(2) whether these policemen will continue to enjoy South African Transport Services travel concessions once this transfer has taken place, if so, (a) what specified concessions and (b) why,

(3) whether any early retirement options are being allowed to South African Railways Police as a result of this change, if so, what specified options?

The MINISTER OF TRANSPORT AFFAIRS:

(1) The hon member will recall that I have stated in my Budget Speech, that my colleague, the Minister of Law and Order, and I have already approved in principle that the practical aspects of amalgamation between the SA Railways Police and the SA Police can be investigated. As yet, no date for a possible amalgamation has been determined as the conditions and particulars of such a step are still being investigated.

(2)(a), (b) and (3) Fall away

HoA

East London is 5,4 cents, Salt River at Cape Town 4,84 cents, while the costs in respect of Matla and Hendrina, both in the Eastern Transvaal are 1,87 and 1,36 cents, respectively

For a new coal-fired power station taken into service during 1986, the generating cost in 1986 would be in the order of 4,0 c/kWh sent out. After allowing for transmission losses the delivered cost in the Western Cape would be 4,12 c/kWh, while a new coal-fired power station in the Western Cape will provide electricity at 6,59 c/kWh as a result of the transport cost of coal

*25/3/86*  
*25/3/86*  
 HANSMARD 25/3/86  
 18. Mr R R HULLLEY asked the Minister of Mineral and Energy Affairs

(1) Whether a nuclear research facility is to be constructed near the mouth of the Gouritz River; if so, (a) what is the budgeted capital cost of this facility, (b) when is it planned that construction on this facility will (i) commence and (ii) be completed and (c) what is the main purpose of the facility;

(2) whether an environmental impact assessment of this project (a) has been or (b) is to be carried out, if not, why not, if so, when;

(3) whether the results of this assessment will be open to public inspection; if not, why not, if so, where will members of the public be able to gain access to this assessment;

(4) whether this facility will be open to inspection by the International Atomic Energy Agency; if not, why not?

The MINISTER OF MINERAL AND ENERGY AFFAIRS

(1) (a), (b) and (c) Yes, however no final

HoA

decision has been taken regarding facilities to be erected at Gouriqua. Gouriqua is presently only being developed to provide the basic infrastructure for future research facilities.

Due to the present financial situation the Gouriqua project can be regarded as dormant and only of sufficient scope to productively employ staff already posted to the site

(2) (a) Yes. Before the site was purchased a comprehensive environmental impact study was done, the results of which were made available for perusal by the public during June 1983. These studies are being continued in collaboration with consultants and universities

(b) Further studies will be undertaken once it has been decided which specific facilities will be erected.

(3) Yes, as soon as the results for the further studies based on specific activities are available it will be made public in an applicable fashion.

(4) Yes, should activities be of such a nature that International Atomic Energy Agency guarantees are required

St Anscars College

\*19 Mr J H VAN DER MERWE asked the Minister of Constitutional Development and Planning:

(1) Whether his Department has granted permission for the opening of a school for non-Whites on the grounds of St Anscars College in Kingfisher Street, between Helderkruin and Horeisonpark in the Roodepoort area; if so, (a) why and (b) when;

(2) whether he will make a statement on the matter?

(2) Yes, two

(3) Yes, one passenger left the coach after initially refusing to do so whilst the other left the coach on request of a member of the SA Railways Police en route

(4) (a) and (b) No.

(5) Arrangements have since been introduced that the staff of the incoming train set change the boards to the correct position for the next trip.

(6) No

*25/3/86*  
*269*  
 Railways Police  
 Mr D J N MALCOMME asked the Minister of Transport Affairs:

(1) Whether the South African Railways Police are to become part of the South African Police; if so, when;

(2) whether these policemen will continue to enjoy South African Transport Services travel concessions once this transfer has taken place, if so, (a) what specified concessions and (b) why,

(3) whether any early retirement options are being allowed to South African Railways Police as a result of this change, if so, what specified options?

The MINISTER OF TRANSPORT AFFAIRS:

(1) The hon member will recall that I have stated in my Budget Speech, that my colleague, the Minister of Law and Order, and I have already approved in principle that the practical aspects of amalgamation between the SA Railways Police and the SA Police can be investigated. As yet, no date for a possible amalgamation has been determined as the conditions and particulars of such a step are still being investigated.

(2)(a), (b) and (3) Fall away

HoA

East London is 5,4 cents, Salt River at Cape Town 4,84 cents, while the costs in respect of Matla and Hendrina, both in the Eastern Transvaal are 1,87 and 1,36 cents, respectively.

For a new coal-fired power station taken into service during 1986, the generating cost in 1986 would be in the order of 4,0 c/kWh sent out. After allowing for transmission losses the delivered cost in the Western Cape would be 4,12 c/kWh, while a new coal-fired power station in the Western Cape will provide electricity at 6,59 c/kWh as a result of the transport cost of coal

*25/3/86*  
*268*  
 Gouritz River: nuclear research facilities  
 Mr R R HULLLEY asked the Minister of Mineral and Energy Affairs:

(1) Whether a nuclear research facility is to be constructed near the mouth of the Gouritz River, if so, (a) what is the budgeted capital cost of this facility, (b) when is it planned that construction on this facility will (i) commence and (ii) be completed and (c) what is the main purpose of the facility,

(2) whether an environmental impact assessment of this project (a) has been or (b) is to be carried out; if not, why not; if so, when;

(3) whether the results of this assessment will be open to public inspection; if not, why not; if so, where will members of the public be able to gain access to this assessment;

(4) whether this facility will be open to inspection by the International Atomic Energy Agency, if not, why not?

The MINISTER OF MINERAL AND ENERGY AFFAIRS

(1) (a), (b) and (c) Yes, however no final

HoA

decision has been taken regarding facilities to be erected at Gouriqua. Gouriqua is presently only being developed to provide the basic infrastructure for future research facilities.

Due to the present financial situation the Gouriqua project can be regarded as dormant and only of sufficient scope to productively employ staff already posted to the site.

(2) (a) Yes. Before the site was purchased a comprehensive environmental impact study was done, the results of which were made available for perusal by the public during June 1983. These studies are being continued in collaboration with consultants and universities

(b) Further studies will be undertaken once it has been decided which specific facilities will be erected.

(3) Yes, as soon as the results for the further studies based on specific activities are available it will be made public in an applicable fashion.

(4) Yes, should activities be of such a nature that International Atomic Energy Agency guarantees are required

St Anscars College

\*19. Mr J H VAN DER MERWE asked the Minister of Constitutional Development and Planning:†

(1) Whether his Department has granted permission for the opening of a school for non-Whites on the grounds of St Anscars College in Kingfisher Street, between Helderkruin and Honsopark in the Roodepoort area; if so, (a) why and (b) when;

(2) whether he will make a statement on the matter?

The MINISTER OF MINERAL AND ENERGY AFFAIRS

(a) 5,2 c/kWh sent out for the 1984 financial year

(b) As a result of the pooling of costs made possible by the national transmission grid system the average cost all Escorn coal-fired power stations is 1,89 c/kWh sent out

The cost per kWh sent out from the 21 Escorn coal-fired power stations varies as a result of age, size and the distance from coal-fields. For example the kWh cost of Westbank at

The MINISTER OF MINERAL AND ENERGY AFFAIRS:

(1)(a) and (b) Yes, during 1985.

(2)(a) and (b). The government will decide in due course on this

*25/3/86*  
*268*  
 Koeberg Nuclear Power Station/Escorn  
 Mr R R HULLLEY asked the Minister of Mineral and Energy Affairs

What, expressed in cents per kilowatt-hour, was the average cost of electricity generated by the (a) Koeberg Nuclear Power Station and (b) Escorn's coal-fired power stations as at the latest specified date for which information is available?

- (2) what was the average annual amount paid *per capita* in 1985 to Black persons in respect of (a) each of these three types of pensions and (b) these disability grants;
- (3) what will be the maximum (a) amount payable per annum to Black persons and (b) free income allowed per annum to Black persons being paid the maximum pension or grant in respect of (i) old-age pensions, (ii) blind persons' pensions and (iii) disability grants in the 1985-86 financial year?

The MINISTER OF CONSTITUTION, DEVELOPMENT AND PLANNING

- (1) (a) (i) 264 295.
    - (ii) 4 484.
    - (iii) 1 456
    - (iv) 119 285
  - (b) (i) 171 792.
    - (ii) 2 914
    - (iii) 1 092
    - (iv) 81 114.
  - (2) (a) Old age pension. (R74,87 per month) R898,50
    - Pension for the blind (R73,97 per month) R887,68
    - War veterans pension (R78,97 per month) R944,23
  - (b) Disability grant: R898,42
    - (R74,86 per month)
- Old age pensions: The monthly amount payable for the period March 1985 to September 1985: R65,00. With effect from 1 October 1985 the monthly amount was increased to R79,00. During May 1985 an additional bonus of R36,00 was paid. Pensions for the blind: The same as old age pensions

War veterans pensions: The same as old age pensions and an additional allowance of R5,00 per month. Disability grants. The same as old age pensions

Figures do not include that of the national states Not available.

- (3) (a)(i), (ii) and (iii) R886: The difference between the figures mentioned in (2)(a) and in (3)(a)(i), (ii) and (iii) is due to arrears pensions that were paid out.

(b)(i), (ii) and (iii): From 1 March 1985 to September 1985 the free income limit was R252 per annum. With effect from 1 October 1985 the free income limit has been increased to R270 per annum

*Q 2513186*  
 Social Workers  
 Mr P G Soal asked the Minister of National Health and Population Development:

- (1) What total number of (a) White, (b) Black, (c) Coloured and (d) Indian social workers are registered with the Council for Social and Associated Workers;
  - (2) how many social workers does his Department employ;
  - (3) in respect of what date is this information furnished?
- The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT:
- |               |       |
|---------------|-------|
| (1) (a) White | 4 310 |
| (b) Black     | 868   |
| (c) Coloured  | 616   |
| (d) Indian    | 296   |

- (2) (i) The Welfare Section of the Department employs five social workers.
  - (ii) There are forty nine social work posts in the Department's Mental (Psychiatric) Health Branch, of which thirty nine are filled.
- (3) As at 1986.02.28.

*Q 2513186*  
 Bus services  
 Mr P C CROONJE asked the Minister of Transport Affairs:

- (1) Whether in the 1985-86 financial year the South African Transport Services was found guilty of operating certain bus services without a licence; if so, (a) on how many occasions and (b)(i) on which routes and (ii) for what period was every such service operated.
- (2) whether the South African Transport Services opposed an application by certain bus companies to introduce an inter-city bus network; if so, why;
- (3) whether in the preceding period of 12 months the South African Transport Services opposed applications by bus companies to open certain bus services operated by them between Johannesburg and Durban to all races; if so, (a) on how many occasions and (b) why;
- (4) whether he will make a statement on the matter?

The MINISTER OF TRANSPORT AFFAIRS:

- (1) No.
  - (a), (b)(i) and (ii) Fall away
- (2) Yes The South African Transport Services is a State business concern and as such it must protect its revenue. As any other hauler it has the right to oppose applications

- (3) No. Transport Services has, on two occasions opposed applications to operate certain bus services for the same reasons mentioned in part (2) of the reply.
- (4) No.

Medicines Control Council

552. Mr W V RAW asked the Minister of National Health and Population Development:

With reference to his reply to Question No 219 on 4 March 1986, in what years was each of the 995 applications that were pending before the Medicines Control Council at the end of 1985, lodged with the said Council?

The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT:

1975	3
1976	3
1977	13
1978	45
1979	26
1980	19
1981	44
1982	83
1983	164
1984	338
1985	257
<b>995</b>	

*Q 2513186*  
 Advertisement  
 Mr A B WIDMANN asked the Minister of National Health and Population Development:

What was the cost to the State of family planning advertising in the 1984-85 financial year?

The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT:

R1 625 000

(7) (a) and (b) Yes, the accused will appear in the Regional Court on 4 April 1986.

(8) No.

(8) whether he will make a statement on the matter?  
The MINISTER OF LAW AND ORDER:

*Handwritten:* Q 26 677 25/3/86  
Mr K M ANDREWS asked the Minister of Law and Order:

(1) Whether any vigilantes were operating in Zolani Township near Ashton in 1985, if so,

(2) whether the South African Police took any action in respect of these vigilantes; if so, (a) what action, (b) when and (c) with what result; if not, why not;

(3) whether these vigilantes operated with the (a) knowledge and/or (b) co-operation of the South African Police; if so, (i) why, (ii) what was the nature of this co-operation and (iii) who authorised the South African Police to co-operate with them;

(4) whether any (a) fire-arms were and (b) ammunition was issued to such vigilantes by the South African Police, if so, why;

(5) whether the South African Police received any complaints from residents of Zolani Township concerning any (a) councillors and/or (b) vigilantes; if so, (i) how many, (ii) on what dates and (iii) what was the nature of these complaints,

(6) whether any residents of Zolani Township laid any charges against (a) councillors and/or (b) vigilantes; if so, (i) how many, (ii) on what dates and (iii) what was the nature of these charges;

(7) whether the South African Police investigated these (a) complaints and (b) charges, if not, why not, if so, what were the findings in each case;

HOA

specified divisions thereof have followed the same procedure over the past year in regard to all tendered goods or supplies originating (i) partly or (ii) wholly from foreign countries; if not,

(2)

whether a different procedure has been followed over the past year in regard to such goods or supplies originating (a) partly or (b) wholly from certain foreign countries; if so, (i) what was the nature of this procedure, (ii)(aa) when and (bb) why was it introduced, (iii)(aa) in respect of which foreign countries was it applied and (bb) to what extent in each case and (iv)(aa) since when and (bb) why has this procedure been applied in respect of each such foreign country;

(3)

whether the South African Transport Services obtained Cabinet approval for allowing this procedure in respect of certain foreign countries, if not, why not, if so, when?

The MINISTER OF TRANSPORT AFFAIRS:

(1) (a) and (b) No.

(2) (a) and (b) Yes.

(i) Tenderers were erroneously advised that offers incorporating supplies from Sweden would not be considered by Transport Services.

(ii) (aa) 7 January 1986.

(bb) Due to an administrative error

(iii) (aa) Sweden.

(bb) Please refer to reply in respect of part (2)(i) of the question.

(iv) (aa) 7 January 1986.

(bb) Please refer to reply in

HOA

respect of part (2)(i) of the question.

(3) No. The procedure introduced was due to an administrative error.

*Handwritten:* Q 27 677 25/3/86  
Mr R M BURROWS asked the Minister of National Education:

(1) Whether he has been furnished with a copy of the Report of the Education Committee on Recommendations for National Education Policy Objectives and Strategies submitted to the Minister of National Education of South West Africa; if not, why not; if so,

(2) whether he will furnish the House with information contained in this report; if not, why not; if so, what recommendations are contained in the report in regard to the structure of education in South West Africa;

(3) whether a dissenting minority report was submitted in regard to this matter; if so, what was the purport of the minority report;

(4) whether he will make a statement on the matter?

The MINISTER OF NATIONAL EDUCATION:

(1) No.

(2) Falls away.

(3) Falls away.

(4) Falls away.

*Handwritten:* Q 28 677 25/3/86  
Mr P C SOAL asked the Minister of Constitutional Development and Planning:

(1) Whether his Department recognises the Ekangala Co-ordinating Committee, which is also known as the Representative Authorised Committee; if

HOA

- (2) (a) (i) 6 193.
- (ii) None.
- (b) Falls away.

*Handwritten:* Motor vehicles in accidents  
 663. Mr D J N MALCOMESS asked the Minister of Transport Affairs

(a) How many South African Transport Services motor vehicles were involved in accidents in the 1984-85 financial year and (b) what was the total (i) actual or (ii) estimated cost involved?

The MINISTER OF TRANSPORT AFFAIRS.

- (a) 7 501.
- (b) (i) R4 524 081

*Handwritten:* Falls away  
 Staff complement  
 664 Mr D J N MALCOMESS asked the Minister of Transport Affairs.

(1) (a) What is the staff complement of the South African Airways and (b) in respect of what date is this information furnished;

(2) whether any posts were vacant as at 31 December 1985; if so, (a) what posts and (b) how many in each case?

The MINISTER OF TRANSPORT AFFAIRS:

- (1) (a) 12 628.
- (b) 15 February 1986.

(2) Yes (a) and (b) Vacancies exist in all grades and particulars constitute a considerable list In total 1 070 vacancies exist at present

*Handwritten:* Pensions  
 671 Mr D J N MALCOMESS asked the Minister of Transport Affairs:

Whether (a) Black, (b) White, (c) Coloured and (d) Indian employees of the South African Transport Services belong to the same pension scheme; if so, what is the name of this pension scheme; if not, (i) why not and (ii) to which pension schemes do employees in each race group belong?

The MINISTER OF TRANSPORT AFFAIRS:

(a), (b), (c) and (d) No

(i) A Pension Fund for White employees of Transport Services is in existence since 1 September 1925 whereas that for the other race groups was only established on 16 December 1974.

At the time when consideration was given to a Pension Fund for non-Whites, the view was held that it would not be acceptable that non-Whites should benefit in a scheme to which White employees have already contributed since 1925 A separate Pension Fund was, therefore, established However, a five-phase programme which is aimed at parity of service conditions, including pension benefits, is being implemented in collaboration with trade unions and as funds become available

(ii) The New Railways and Harbours Superannuation Fund in the case of Whites and The Railways and Harbours Pension Fund for non-White Employees in the case of Coloured, Indian and Black employees

*Handwritten:* Passengers  
 672. Mr D J N MALCOMESS asked the Minister of Transport Affairs:

What was the total number of (a) first-class and (b) third-class (i) mainline and (ii) commuter passengers transported by the rail services of the South African Transport Services in the Republic in the 1984-85 financial year?

The MINISTER OF TRANSPORT AFFAIRS.

(i)	497 710	22 016 146
(ii)	96 503 514	565 656 341

Members of President's Council: housing

694. Mr D J N MALCOMESS asked the Minister of Public Works:

Whether, with reference to his reply to Question No 812 on 30 April 1985, any expenses have been incurred in regard to housing for members of the President's Council; if so, (a) what was the total cost involved as at the latest specified date for which figures are available and (b) on what specified items was this money spent?

The MINISTER OF PUBLIC WORKS.

No.

(a) and (b) Fall away

*Handwritten:* Pollution of sea by oil  
 695. Mr D J N MALCOMESS asked the Minister of Transport Affairs:

- (1) How many cases of pollution of the sea by oil occurred in 1985,
- (2) (a) what was the cost of combating such pollution in this year and (b) what amount was recovered from the owners of the vessels concerned?

The MINISTER OF TRANSPORT AFFAIRS:

(1) 22

(2) (a) R298 031,73.

(b) R203 463,16. The Department of Transport is, however, negotiating with representatives of the owners with regard to the outstanding balance.

*Handwritten:* Tsitsikamma toll road  
 706. Mr D J N MALCOMESS asked the Minister of Transport Affairs.

What was the total amount (a) collected by the concessionaires and (b) paid to the State by them after retaining the amount due to them for their expenses and/or commission, since the opening of the Tsitsikamma toll road up to the latest specified date for which figures are available?

The MINISTER OF TRANSPORT AFFAIRS.

The total amounts for the period 8 June 1984 to 28 February 1986 were as follows—

- (a) R1 358 932,86
- (b) R716 541,67

Advertisements

706 Maj R SIVE asked the Minister of Communications:

What amount was spent in the 1984-85 financial year on (a) advertising and (b) publicity for the recruitment of personnel for the Post Office?

The MINISTER OF COMMUNICATIONS.

- (a) R18 375; and
- (b) R272 850

Own Affairs

State housing sale

15. The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Local Government, Housing and Works:

(a) How many houses had been sold by his Department in each province under the State housing sale announced by the then Minister of Community Development on 3 March 1983 as at the latest

## SCHEDULE

Posts in occupational classes (various gradings) occupied by officials in the self-governing national states

Number of officials in each of the occupational classes seconded to the self-governing national states as indicated

	KwaZulu	Lebowa	KwaNdebele	KaNgwane	Gazankulu	Qwaqwa
Administration Officer	70	11	27	19	7	5
Administration Clerk	19	12	10	21	3	3
Artisan Staff	131	129	24	27	18	19
Pharmacist	17	3	—	1	2	—
Occupational Therapist	2	—	—	—	4	—
Architect	1	—	—	—	—	—
Forester	4	9	—	—	—	—
Quantity Surveyor	1	—	—	—	—	—
Director (Health Services)	1	—	—	—	1	—
Efficiency Officer	1	—	—	—	—	—
Physiotherapist	2	1	—	2	4	—
Factotum	3	—	—	1	—	—
Health Inspector	—	1	—	—	—	—
Housekeeper	2	—	—	—	—	—
Engineer	16	6	1	—	3	—
CS Educator	210	136	67	97	129	88
Agricultural Officer	3	16	3	—	7	1
Land Surveyor	8	2	—	—	—	—
Mortuary Attendant	1	—	—	—	—	—
Magistrate	29	7	1	3	3	3
Medical Officer	173	45	1	22	31	4
Medical Superintendent	20	5	—	1	5	1
Medical Specialist	48	7	—	4	15	—
Medical Technologist	—	—	—	1	1	—
Medical Intern	29	1	—	—	8	—
Social Worker	—	—	1	—	—	—
Nature Conservator	6	7	2	—	5	1
Industrial Technician	15	18	—	15	—	1
Development Officer	—	—	—	—	1	—
Personnel Officer	—	1	—	—	—	—
Police Functional Staff	6	—	—	—	5	7
Programmer	1	—	1	—	—	—

Posts in occupational classes (various gradings) occupied by officials in the self-governing national states

Number of officials in each of the occupational classes seconded to the self-governing national states as indicated

	KwaZulu	Lebowa	KwaNdebele	KaNgwane	Gazankulu	Qwaqwa
Personal Secretary	1	1	—	—	—	1
Radiographer	—	—	—	4	1	—
Accountant	13	2	6	4	—	1
Legal Adviser	—	1	—	—	—	—
Secretary	7	7	6	8	6	5
Typist/Data Typist	2	1	—	4	—	1
Dentist	10	4	—	—	3	—
Animal Health Officer	3	2	1	—	1	—
Veterinarian	3	4	1	—	2	—
Traffic Inspector	—	—	—	1	—	—
Nursing Staff	11	—	—	2	2	—
Professional Officer	32	22	5	1	2	1
Works Inspector	—	6	3	1	—	2
Total	901	467	160	239	270	144

(c) The cost of the secondment of the officials amounted to R65 073 939 for the period 1 January 1985 to 31 December 1985.

(2) No, a recent survey indicated that 665 of the posts concerned were vacant on 1 January 1986

(3) Yes, should the need arise and the Department of Development Aid be requested accordingly, more officials will be seconded

HANSARD 26/3/86  
Q 571. Mr S S VAN DER MERWE asked the Minister of Constitutional Development and Planning.

What, in each category, was the per capita subsidy paid to old-age homes for Blacks in 1985?

THE MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING.

Old age homes for Blacks are not classified into categories. The subsidy is determined according to the cost per unit which presently amounts to R30,00 per aged per month.

Q 579. Mr S S VAN DER MERWE asked the Minister of Transport Affairs.

(1) How many cases of (a) murder, (b) robbery, (c) rape, (d) assault with intent to do grievous bodily harm, (e) common assault, (f) theft, (g) burglary and (h) malicious damage to property were reported in 1985 at the Railways Police posts at Cape Town Station, Woodstock Station and Table Bay Harbour, respectively;

(2) how many of each of the offences mentioned were allegedly committed (a) on trains, (b) aboard ship and (c) elsewhere?

The MINISTER OF TRANSPORT AFFAIRS:

Family housing units  
603 MR P. SOAL asked the Minister of Education and Development Aid:

(1) Cape Town Station Table Bay Harbour

(a)	3	4	4
(b)	95	17	17
(c)	3	4	4
(d)	34	72	72
(e)	99	26	26
(f)	502	284	284
(g)	50	68	68
(h)	44	26	26

Woodstock does not have its own Railways Police post and cases which occur at this Station are reported to the Railways Police post at Cape Town Station

(2)

(a)	(b)	(c)
Murder	—	7
Robbery	10	2, 100
Rape	—	7
Assault with intent to do grievous bodily harm	3	14
Common assault	2	9
Theft	35	56
Burglary	3	9
Malicious damage to property	4	1

(3) whether any family housing units are being built in the national states at present by (a) the national state authority, (b) private owners and (c) the South African Government, if not, why not, if so, (i) how many units are being built by each in each national state and (ii) when are they due to be completed in each case?

The MINISTER OF EDUCATION AND DEVELOPMENT AID:

(Selfbuild scheme houses erected by Blacks with South African Development Trustfunds)

(1) (a)

Lebowa	Unknown	Unknown	Unknown
KaNgwane	Unknown	Unknown	Unknown
KwaZulu	Unknown	Unknown	Unknown
Gazankulu	Unknown	Unknown	Unknown
South African Development Trust	Unknown	Unknown	Unknown
Land	Unknown	Unknown	Unknown
Lebowa	Unknown	Unknown	Unknown
KaNgwane	Unknown	Unknown	Unknown
KwaZulu	Unknown	Unknown	Unknown
Gazankulu	Unknown	Unknown	Unknown
South African Development Trust	Unknown	Unknown	Unknown
Land	Unknown	Unknown	Unknown

(b)

1 589	R 262 000	R 895 351	R 2 734 594	R 455 000
R 3 242 973				

The MINISTER OF JUSTICE:

(2) Yes, it is not possible to give a completely accurate figure as the shortage of housing also depends on the actual demand. It is estimated that the shortage in terms of units is as follows

Lebowa	18 180
OwaOwa	24 240-30 000
KwaZulu	100 000
KaNgwane	(80 000-100 000)
KwaNdebele	6 000
Gazankulu	3 850
South African Development Trust	2 000
Land	14 948
Total	169 218

(3) (a) Yes  
(b) Yes  
(c) No.

(i) (a) and (b). The number of houses which are built by the national states and private owners are not known

(c) The South African Government has implemented selfbuild schemes within all the national states and no longer builds family housing units.

(ii) It is not possible to indicate when the houses will be completed as it is an ongoing process

TRANSVAAL Bankruptcies  
610 Mr H H SCHWARZ asked the Minister of Justice:

How many persons were declared bankrupt in each Division of the Supreme Court in 1985?

The MINISTER OF JUSTICE:

Transvaal Provincial Division	2 456
Cape of Good Hope Provincial Division	603
Orange Free State Provincial Division	563
Natal Provincial Division	339
Northern Cape Division	109
Eastern Cape Division	258

Companies under compulsory liquidation

611. Mr H H SCHWARZ asked the Minister of Justice:

How many companies were placed under compulsory liquidation in the area of each Master of the Supreme Court in 1985?

Transvaal Provincial Division	1 232
Cape of Good Hope Provincial Division	429
Orange Free State Provincial Division	154
Natal Provincial Division	258
Northern Cape Division	23
Eastern Cape Division	137

Bonus bond prize money: unclaimed

616 Mr H H SCHWARZ asked the Minister of Finance:

- (1) What amount in bonus bond prize money was unclaimed as at the latest specified date for which figures are available;
- (2) whether any action is to be taken in regard to such unclaimed money, if so, (a) what action and (b) when?
- The MINISTER OF FINANCE:
- (1) R2 025 400—as at 28 February 1986.
- (2) Yes.
- (a) All redeemed bonds are continuously compared with winning



27/3/86  
ASA to see  
Schoeman  
BUS DAY  
269

GERALD REILLY

THE Artisan Staff Association (ASA) is expected to re-open discussions on pay and other issues at a meeting with Transport Minister Hendrik Schoeman next month.

Issues to be raised include:

- A shorter working week;
- An industrial council for SA Transport Services workers;
- Introduction of market-related salaries; and
- Introduction of a system of incremental increases to match those in force in the civil service.

Schoeman has also agreed to meet the Federal Council of Sats' Trade Unions later in the year to discuss the 10% rises granted recently to Sats and all other public-sector workers.

Federal Council chairman Jimmy Zurich said yesterday that Sats unions were unimpressed by government's decision to postpone implementation of the huge salary increases recommended for politicians.

# SUNRISE NEWS



Survivors discuss the salvage of their possessions with a South African Transport employee after hearing they had to wait until Monday before receiving them



Two passenger cars mounted on a locomotive unit — inside the car on the left three bodies were trapped for hours after others were evacuated

## Passengers describe train smash carnage

● From Page 1

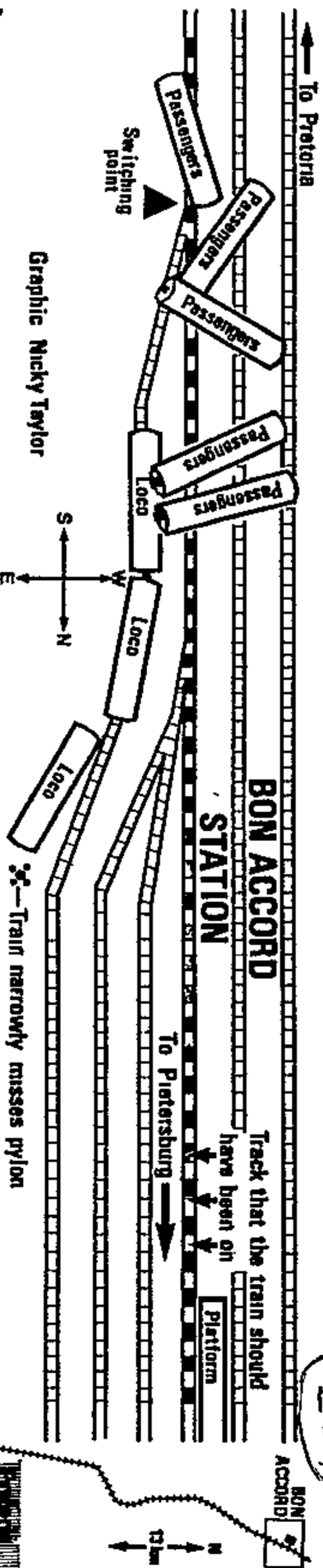
Mr Osborn Poole, a stage actor from Pretoria "I saw people I knew dying. The passengers all picked up pieces of people and took them out of the wreck, but the ambulances only arrived about 35 minutes later."

Mrs Josephine Pasha, a home-bound student, said screaming people tried to climb out the windows while the train was still moving.

"The sight of bodies and badly injured people was terrible," she said "I saw a mother and children who were dead or very badly injured."

Three front locomotives toppled onto their sides on the right-hand side of the track — the last one with the ends of two passenger coaches twisted in a mess of steel on its roof. The other ends of the coaches lay across six tracks. Behind them were other derailed coaches.

The locomotive units had ploughed about 20 m before the front one stopped short of a pylon carrying electric wires. Passengers were unhappy that Railways Police had forbidden them to gather their possessions while the injured were helped and the dead removed.



"They said we had to leave our stuff behind and claim it on Monday so it could be 'properly identified'," said Mr Poole "They stopped us from salvaging our things while the accident was still happening, you could say."

"Some people lost reference books. They live in Pretoria, Potgietersrus, Messina and elsewhere. It might be difficult for them to get them back."

It was also reported that a witness had been arrested after allegedly inciting the survivors after the accident.

South African Transport Services (SATS) officials believe the train left the line between two junction points. They said it should have passed Bon Accord Station on a track adjacent to the platform. The front locomotives landed two tracks away from the line leading to the platform. SATS assistant chief manager of operations in Pretoria, Mr Japie Radyn, said an inquiry would be held into the cause of the accident.

Mr Hendrik Schoeman, Minister of Transport, has expressed his condolences to the families and friends of the victims of the disaster. "I want to express my condolences and sympathy to the families and friends of those people who were killed and wish a speedy recovery to the injured," he said.

29/3/76  
S.M.L.  
(2/24)

# Train smash — sabotage?

By Duncan Guy  
and Bart Martinovich

Sixteen people were killed and scores injured when a passenger train carrying Zionist Christian Church worshippers to Pietersburg was derailed in what could have been sabotage.

Three locomotives and five passenger coaches left the Pretoria-Pietersburg track at a switching point near Bon Accord station, 10 km from Pretoria.

Although senior Railway policemen would not confirm it was sabotage, they said the possibility was being investigated at top level. A commission of inquiry into the crash has been launched by Railway Police investigators and the South African Transport Services.

The train was one of several special trains laid on by SABS to ferry some of the expected 2 million ZCC members to Morija for the Easter weekend.

Earlier this week The Star reported speculation that fewer ZCC members than last year would make the trip because of threats of violence from political activists who accused church members of not being committed to the struggle for liberation in South Africa.

Last year a huge assembly at Zion City Morija at Boyne near Pietersburg was addressed by President Botha who was given prolonged applause.

When ZCC members returned to the townships, they were attacked. At Alexandra the worst violence recorded was between political activists and ZCC members.

This year the church invited Mr. P. Botha to address them but he declined because of other commitments.

Three bodies were found trapped in the wreckage of the most seriously damaged coach hours after everyone else in the "relatively full" train had been evacuated.

Twelve ambulances were used to ferry injured to the H.F. Verwoerd Hospital in Pretoria. A hospital spokesman said 49 people had been treated and later transferred to Katerong Hospital. The train driver, a Mr. Van der Westhuizen, was uninjured. His assistant was treated in the H.F. Verwoerd Hospital.

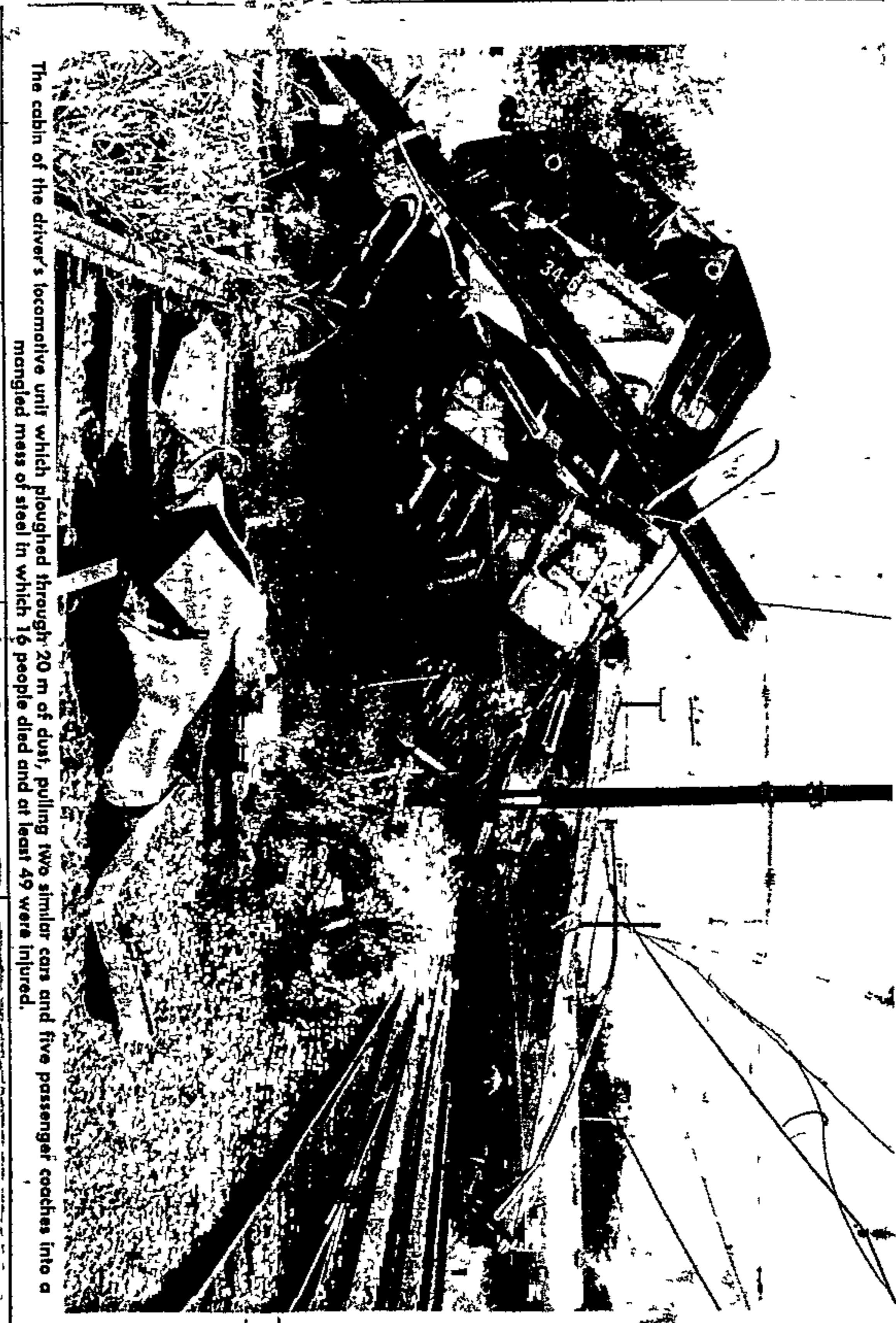
Fire fighters sprayed foam on the track and coaches to prevent the possibility of fire.

The acting Commissioner of the Railway Police, General P.M. du Plessis, went to the derailment to inspect the wreckage.

Brigadier Adrian Jacobs, assistant Railway Police commissioner in charge of security, said yesterday that the possibility of an act of sabotage causing the derailment "could not be ruled out".

Survivors said the first indication of something wrong on their trip was when the train started to sway and clouds of dust poured into the coaches, putting them into complete darkness. "We were travelling quite fast. After the braking, there were loud screams and the staff fell over," said

To Page 2



The cabin of the driver's locomotive which ploughed through 20 m of dust, pulling two similar cars and five passenger coaches into a mangled mass of steel in which 16 people died and at least 49 were injured.

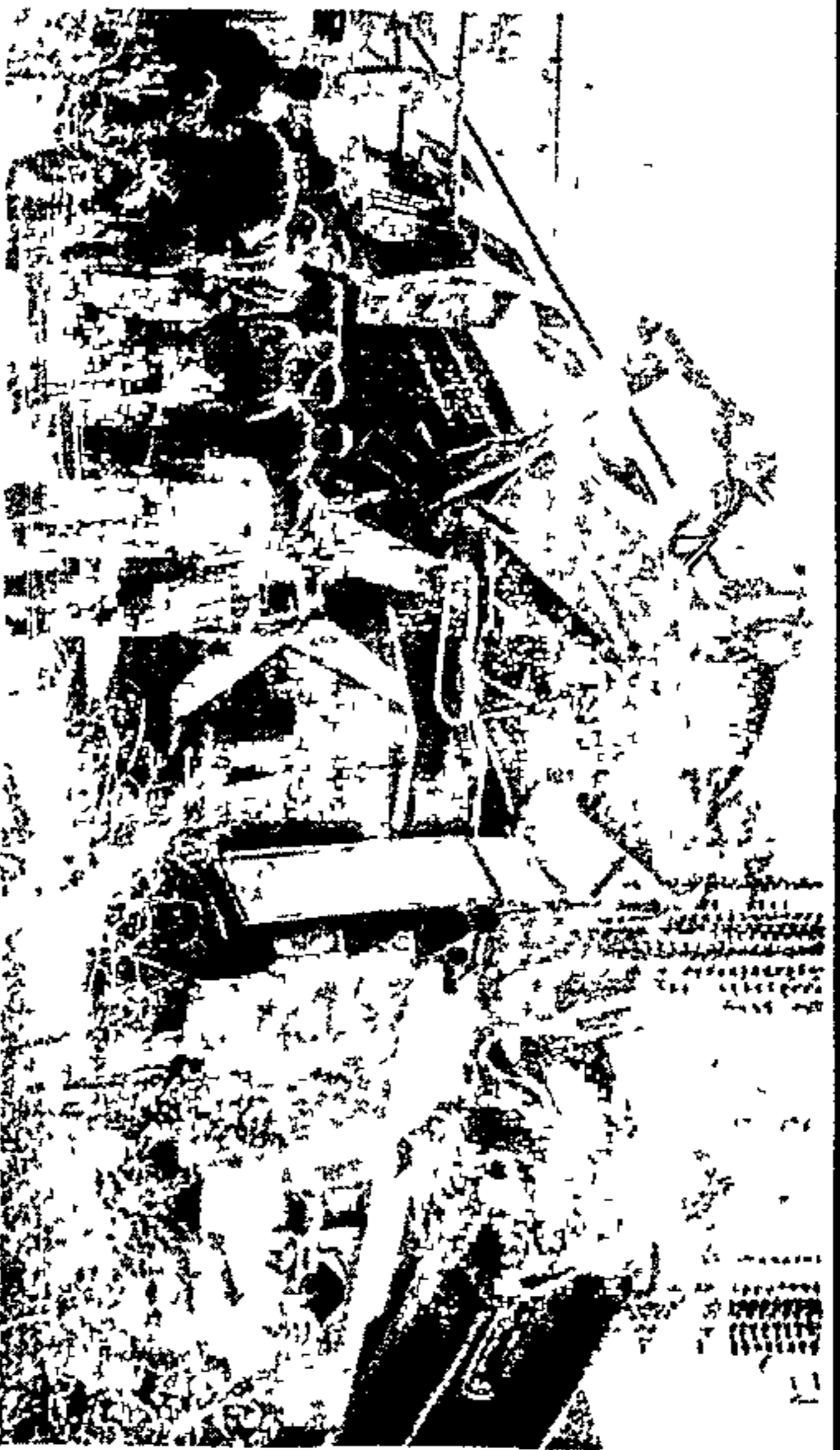
**SIN BRIEF**  
**neral in Maputo**  
The secretary general of the South African Communist Party has been moved from Mozambique after Pretoria imposed restrictions on the ceremony, his Friday Mr Moses Mabhida died of pneumonia. The United Democratic Party announced the funeral out of the country on the announcement by the relatives and friends would be held at Edendale in Natal. Mr Mabhida was a prominent anti-apartheid activist who became the new secretary general of the South African Communist Party.

STW  
29/3/86  
218

# Sunrise news



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From Page 1

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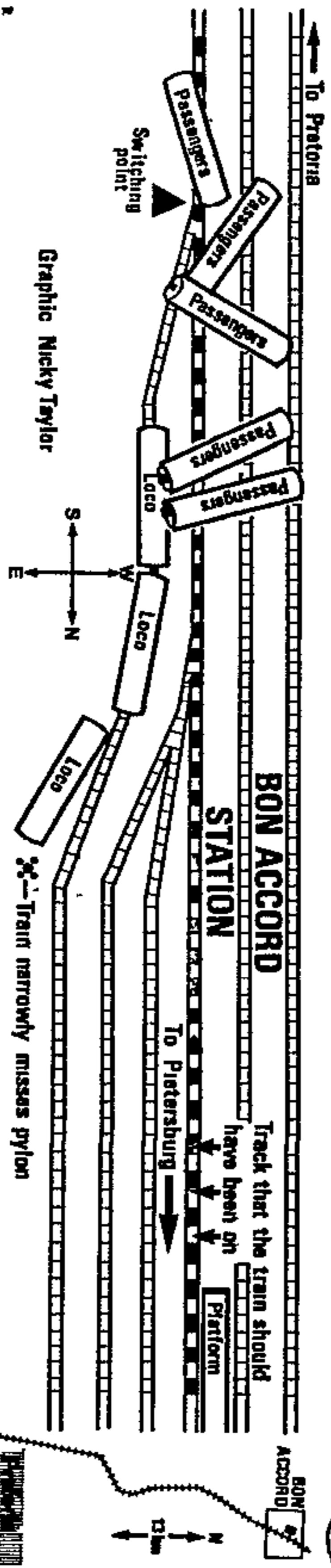
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"I want to express my condolences and sympathy to the families and friends of those people who were killed and wish a speedy recovery to the injured," he said.

29/3/86  
SAP  
269

# Disaster toll now 10 dead 95 hurt

31/3/86  
By Craig Kotze,  
Crime Reporter

STAL  
269  
31/3/86

Railways police have confirmed that the death toll after Friday's train derailment at Bon Accord Station was 10, and not 16 as initially reported.

The total number of injured, initially reported as 30, has increased to 95, a railways police spokesman said.

He said confusion at the scene of the accident had led to 16 being reported dead but added that the authorities were now satisfied the actual total was 10 — four children, four women and two men.

The derailed train was one of 16 ferrying Zion Christian Church members to their annual meeting at Moria, outside Pietersburg.

The increase in the number of injured came about because many people, who at first thought they were unhurt, returned to hospital for treatment, he said.

An eyewitness to the derailment will appear in a Pretoria court tomorrow on a charge relating to the Internal Security Act.

He would apparently face charges in connection with "intimidation", Brigadier Frans Loots of the Northern Transvaal Railways Police said yesterday.

The man allegedly said the accident was the fault of the South African Transport Services.

Sabotage was at first suspected but this was later ruled out by explosives experts. A Transport Services board of inquiry has been set up.

encl 7/10/86  
31/3/86

269

# Inquiry into rail tragedy

PRETORIA — The government has ordered an official inquiry into the cause of a rail accident on Friday in which 16 blacks died and about 30 were seriously injured on the way to a giant church rally. Officials said six of the dead were children aged from four to 17.

The Transport Minister, Mr Hendrik Schoeman, ordered the inquiry on Saturday amid speculation that the train might have been sabotaged.

However, Major-General Peter du Plessis of the South African Railways Police said of the mid-morning smash: "I found nothing on the scene that indicates it was sabotage."

The train was one of 16 special units laid on to help ferry about two million blacks to the annual Easter meeting at the Morija headquarters of the Zionist Christian Church, the country's biggest black church, north-west of Pretoria.

Survivors said dead and injured lay scattered across the tracks for 35 minutes until ambulances arrived.

"I saw people I knew dying," said Mr Osborn Pooe. "The passengers all picked up pieces of people and carried them out of the wreck, but the ambulances only came after about 35 minutes."

Ms Josephine Pasha said people tried to scramble through windows before the carriages came to rest.

"The sight of bodies and badly injured people was terrible. I saw a mother and her children lying there, dead or badly injured," she said.

The ZCC is an important moderate force in black politics. The church is widely criticized by radicals for failing to take a stand against apartheid.

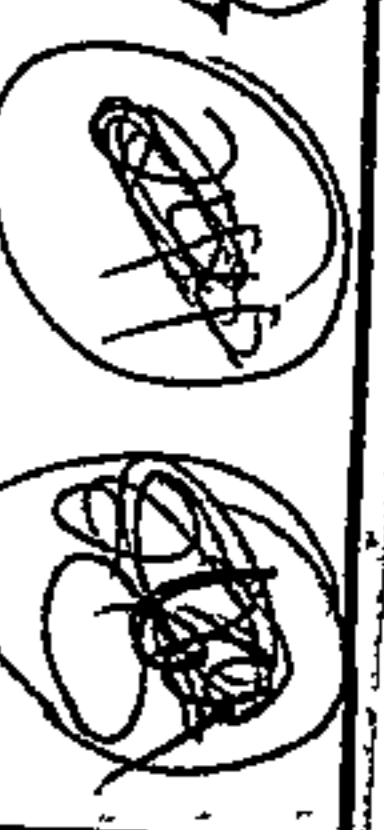
Last year, Mr P W Botha addressed the Easter Rally in a move that was condemned by radicals. Many ZCC members said they were assaulted when they returned home after last year's meeting.

Police said on Saturday that one man was arrested at the scene of the smash for telling survivors it was deliberately arranged by the white government — UPI

# Postal, rail tariffs up today

269

DISPATCH 1488



**Dispatch Reporters EAST LONDON** — The cost of living gets its traditional April 1 boost today as increases in postal charges and rail fares come into effect.

Phone calls, letters and telegrams will cost an average of 15 per cent more while train fares increase by between 12.5 and 15 per cent.

According to a statement issued by the Post Office yesterday, postage of a standard inland letter, postcard and aerogramme will increase from 12 c to 14 c. Non-standard inland letters of up to 100 g will

require 22 c postage for surface mail and 30 c for airmail.

Letters mailed with insufficient postage will cost the addressee double the shortfall.

Parcel tariffs increase by about 15 c for 100 g or less, while it costs 16 per cent more to post a 1 kg parcel — R1.45 surface mail and R2.20 airmail.

Rates for telephone and telex calls will now be 12c a call unit and a directly dialled overseas call will cost R4.20 instead of R4 a minute.

It will cost R2 more a month to hire a tele-

phone — R11 for a home telephone and R12 for a business service. Installation costs R15 more at R90, while charges for indoor extensions and other supplementary services rise from R40 to R50.

The handling charge for public telegrams increases from R1.15 to R1.30 and the rate for the first 10 words goes up from 60c to 80c. Additional words cost 2 cents more at eight cents each. Overseas telegrams now cost 10c a word instead of eight cents.

The charges for postal

and money orders (COD) services and calls from public pay phones remain the same.

The series of rail-fare increases announced in the February transport budget also come into effect today.

Rail passengers will pay 15 per cent more for main line fares and 12.5 per cent more on suburban lines.

Domestic air fares went up by 15 per cent on March 1.

The Dispatch Umtata bureau reports that Transkei's postal tariffs are to be increased as

from today in line with South Africa's tariffs.

The Transkei Postmaster-General, Mr H S Calaza, said yesterday the increases would boost the country's anticipated revenue by an estimated R3 million a year.

He said the tariff increases could be attributed to a number of factors, including escalating costs of equipment and printing.

In terms of the bilateral agreement entered into between Transkei and South Africa during independence in 1976, Transkei was obliged to follow South African trends regarding tariff adjustments, Mr Calaza said.

"It therefore follows that once South Africa raises its tariffs the others must, of necessity, follow suit because the country that applies lesser rates is bound to lose when delivery and transit charges are shared."

He said Transkei was compelled to pass these costs on to the consumer, not because the department was wary of losing revenue but also because of the country's heavy financial commitment during the next five years.

Mr Calaza also announced that the Transkei Government had, among other things, had a heavy loan commitment in its revised five-year plan to finance new projects.

These included new automatic exchanges, the re-building of rural telephone networks and the introduction of a rural radio telephone system to service hospitals, clinics, police stations and other essential services in remote areas of Transkei.

Mr Calaza said the tariffs that would be of greatest concern to the public were:

- The present 12 c postage on letters goes up to 14 c
- Registration of postal items increases from 55 c to 65 c
- Annual rental fees for private boxes and bags increase from R10 and R15 to R15 and R18 respectively
- Monthly rentals for telephone services increase from R10 to R12
- Automatically dialled local and trunk calls increase from 10 c to 12 c a unit
- Telex metered calls go up from 10 c to 12 c a unit
- Telephone installation charges increase from R75 to R90
- Restoration fee for a suspended telephone service increases from R20 to R25

Mr Calaza asked the public to ensure that all mail posted from the beginning of this month carry the correct postage. Anyone in doubt should contact postmasters for assistance.

See also P7.

2/1/80 (269) BUS DAY

# A fillip for civil aviation



● SCHOEMAN

MICK COLLINS

NEWS that government is to take action to help the ailing civil aviation industry has been welcomed by both the private and public sectors.

Reacting to Transport Minister Hendrik Schoeman's recent announcement, Commercial Aviation Association executive director Cor Beek says. "We welcome the reconfirmation by the government to implement a number of recommendations made by the Margo Commission.

"The fact that the Department (of Transport) is now looking at establishing a Civil Aviation Development Corporation (CADC) and a Civil Aviation Development Fund (CADF) is good news for the private and public sectors."

The CADF will complement State revenue and will concentrate on the expansion of infrastructure such as navigational aids. The CADC will undertake the development of a capital base for air services and assist with the purchase of aircraft and equipment.

"This should go a long way to help us overcome difficulties such as the economic slump, high costs and the poor rand/dollar exchange rate," says Beek.

Schoeman says government is still against some of the methods advocated by the Margo Commission for raising income for the CADC fund, such as the introduction of passenger levies.

"Investigations into alternative means of financing are being carried out and steps are being taken to set up a series of meetings between the Department of Transport and representatives of the industry."

Schoeman says financing obstacles have slowed progress on getting the CADC off the ground because the Margo Commission failed to consider the funding implications of this organisation.



# 50 Bopha buses are damaged

MAFIKENG — Fifty BophaTswana Transport Holding (BTH) buses were damaged extensively early today at a bus depot in Maboloka Village in the Odi region

The police district commandant, Colonel M A Molohe, said 51 people had been arrested and would appear in court soon. They were aged between 18 and 30

BTH managing director Mr Hendrik Prinsloo said services to the area had been suspended until assurances were received that the incident would not be repeated

He said it was disappointing that locals had assisted in the attack on their own transport service — Sapa

# APRIL RISES HIT CONSUMERS HARD

CONSUMERS had little to smile about on April fool's day yesterday as postal and rail tariff increases came into effect.

The postal tariff rises range from 13 percent for telegrams to 50 percent for post box rentals but the average increase is about 20 percent

They are:

- Basic telephone call unit rate up from 10c to 12c. Calls from public telephones are unchanged at 10c a unit.
- Direct dialling overseas up to R4,20 from R4,10 a minute.
- Telephone rentals (residential) up to R11 a month from R9.
- Telephone rentals (business) up to R12 a month from R10.
- Telephone installation charges up to R90 from



## SOWETAN Reporter

R75.

- Telex monthly rentals up to R10 from R5.
- Postage standard letter up to 14c from 12c.
- Non-standard surface mail up to 100g increased to 22c from 19c.
- Airmail letters up to 30c from 26c.
- Local telegrams per word up to 8c from 6c

- Overseas telegrams per word up to 10c from 8c.
- Inland parcels up by about 15c for 100g.
- Post box rentals up to R15 a year from R10.

The increases are expected to increase total post office revenue by about R475 million.

When the increases were announced by the Minister of Communications, Dr LAPA Munik, he said although the adjustments would not

completely wipe out the estimated R511 million deficit estimated for the new financial year they were "the minimum that can reasonably be introduced".

Rail passenger fares on inter-city services go up by 15 percent and on commuter services by 12,5 percent

A first class inter-city rail fare from Johannesburg to Durban rises from R88 to R102, and to Cape Town from R171 to R197.

Monthly commuter tickets from Johannesburg to Naledi go up from R48,50 to R55, to Krugersdorp from R54 to R61 and to Pretoria from R88 to R99.

The increases are expected to net an extra R27 million for the South African Transport services but rail passenger services are still expected to lose an estimated R1 100 million in this financial year

Mr John Malcomess, PFP spokesman on transport affairs, criticised the increases as unnecessary and inflationary and said they were made against the background of an appreciating Rand and a decline in crude oil prices

SATS increased rail, road and harbour goods tariffs by about 15 percent on January 1 and last month fares on SAA's domestic service rose by 10 percent.

# Railways cut back on local services

Transport Reporter

South African Transport Services is to withdraw more than 80 trains on three Witwatersrand services from Sunday because of poor patronage

A SATS spokesman said that only off-peak services would be affected

The three routes are

● **Dunswart-Daveyton** Sixteen services during weekdays, 10 services on Saturdays and two services on Sundays will be withdrawn

● **Germiston-Alberton** Ten weekday services, 14 Saturday services and 18 Sunday services will be withdrawn

● **Springs-Nigel** Four weekday trains, five Saturday trains and two Sunday trains will be withdrawn

The spokesman said that pamphlets informing commuters of the changes would be handed out at stations and would also be available at central information offices at Johannesburg and Germiston stations. Regular announcements would also be made

(difference derived from surplus of previous year)

- (2) No  
(a), (b) and (c) Falls away
- (3) Falls away
- (4) Yes, average of R1 300 per ton free on board.
- (5) Yes, Elders International Sunland Investments Mitsumi Co Ltd
- (6) Yes.

- (a) R2 000 per ton average
- (b) from the Board's stabilisation fund.

#### Milk-powder

676. Mr D J N MALCOMESS asked the Minister of Agricultural Economics:

- (1) Whether milk-powder is being exported at a profit, if not,
- (2) whether a levy is charged on fresh milk in order to recover the loss, if so, (a) what amount (i) had been recovered and (ii) remained to be recovered as at the latest specified date for which figures are available and (b) when is it anticipated that the levy will be discontinued?

#### THE MINISTER OF AGRICULTURAL ECONOMICS

- (1) No.
- (2) Yes
- (a) At present 2,5 cents per litre on all milk

- (i) R89,1 million as from 83-07-01 until 86-02-28
- (ii) R90 million during the 1986/87 financial year

(b) February 1987 if no further surpluses are produced.

*74186 a en 880*  
Dairy/meat/wheat products: imports  
*HANSARD* *3 GEN*  
677 Mr D J N MALCOMESS asked the Minister of Agricultural Economics:

What was the value of the (a) dairy, (b) meat and (c) wheat products imported by the Republic during the latest specified period of 12 months for which figures are available?

#### THE MINISTER OF AGRICULTURAL ECONOMICS:

- (a) R11 million (products for which a specific demand exists but which are not manufactured locally) for the period 1/3/85 to 28/2/86
- (b) R7 617 300 (excluding fresh meat) imported by private concerns during the period 1/1/84 to 31/12/84. Figure is applicable to the entire custom area (RSA, Botswana, Lesotho and Swaziland).
- (c) No wheat products imported by the Wheat Board during the period 1/5/85 to 30/4/86

*Blue Train*  
*74186* *a en 880*  
*269*  
678 Mr J H VAN DER MERWE asked the Minister of Transport Affairs:

Whether any persons travelled (a) free of charge and (b) at a reduced tariff on the Blue Train in the period 1 January 1984 to 31 December 1985, if so, (i) how many in each case and (ii) (aa) how many of these persons were employees of the South African Transport Services and (bb) what was the amount that the South African Transport Services lost in fares in respect of the journeys of each of these two categories of persons?

#### THE MINISTER OF TRANSPORT AFFAIRS.

- (a) and (b) Yes
- (i) 213 and 136 respectively.

(ii) (aa) 106.

(bb) The poor occupancy of the Blue Train during 1985 has led to a more aggressive marketing campaign aimed at the local market

In order to familiarise more persons of the travel trade with the Blue Train, spare capacity was utilised to make free tickets and tickets at discount fares available to such persons

Transport Services actually thus sustained no loss on fares. In fact, the publicity from this exercise generated additional income.

*74186* *a en 881*  
*269*  
685 Mr P U SOAL asked the Minister of Transport Affairs:

- (1) Whether the South African Transport Services maintains a travel bureau in London; if so, (a) where in London (b) at what total cost and (c) how many persons are employed at this bureau;

(2) whether any (a) bookings are and (b) other business is carried out at this travel bureau; if not, what is the purpose of the bureau; if so, (i) how many bookings were made at this bureau in the 1985-86 financial year, (ii) in respect of what services were these bookings made and (iii) what other business is carried out at this bureau?

#### THE MINISTER OF TRANSPORT AFFAIRS:

- (1) Yes.
- (a) 48 Leicester Square, WC2H 7HX, London
- (b) R1 million per annum.
- (c) 10.

(2) (a) and (b) Yes

(1) 3620 until January 1986

(ii) Train journeys; Scheduled motor coach tours for Sarttravel and private operators; Charter coaches from Sarttravel and private organisations; Car hire; Hotel reservations; Inclusive tours; Safari tours for private operators and game lodges; Air bookings.

(iii) Pro-active promotions of South Africa as a tourist destination which, inter alia, include the:

- organisation of and participation in travel workshops;
- attendance of seminars relating to travel matters;
- organisation of and participation in promotions and exhibitions of travel clubs;
- liaison with wholesale and retail agents in the travel trade;
- development of tours and the printing of suitable brochures for package tours to South Africa;
- liaison with South African Airways, South African Tourism Board, the South African Embassy and South African hotel groups;
- arrangement of educational tours for travel agents and travel writers to South Africa in conjunction with South African Airways and the South African Tourism Board; and
- advertising of the products of Transport Services in the media.

#### Flights diverted/delayed

693 Mr D J N MALCOMESS asked the Minister of Transport Affairs:

How many scheduled South African Airways flights were (a) diverted and (b) delayed as a result of weather conditions at (i) Port Elizabeth, (ii) Cape Town, (iii) Durban and (iv) East London in each of

# More airfare hikes likely

DAVID FURLONGER

INTERNATIONAL airfares from South Africa may soon increase again.

Airlines are applying for increases of between 3% and 7% — at a time when the oil price is at a 10-year low and the rand has partially recovered from its previous depths.

A British Airways spokesman said yesterday an application to put up fares between SA and the United Kingdom in mid-year was "in the pipeline".

Confirming this, an SAA official said there was also the possibility of a fare increase on the US route.

Officials of other major international airlines operating in SA would not comment on the possibility of increases on their routes.

International fares from SA rose 15% in January in a currency adjustment caused by the rand's weakness.

The rand has since partially recovered and fuel, which makes up 40% of flight, is going for a song.

According to the SAA official, the previous increase did not absorb all the losses caused by the rand's weakness.

He said increases applied for ranged between 3% and 5% to Britain, and 3% to 7% to the US.

# Railmen to seek action on prices

GERALD REILLY

**RAILWAY** workers are to make demands for urgent government action to slow down the vicious price spiral.

The demands will come from the Federal Council of South African Transport Services Trade Unions — it represents 120 000 workers — and from the annual congress of the 24 000-strong Artisan Staff Association (Asa)

Chairman of the federal council and president of the Asa, Jimmy Zurich, told *Business Day* yesterday government had shown itself powerless to slow down the country's rampant inflation rate.

At the root of the problem was government-administered food and other price rises and excessive State spending.

Zurich said not only were the living standards of railwaymen depressed by inflation, but their overtime and incentive bonus earnings had also been severely trimmed

It would be made clear that railway unions had not accepted this year's 10% rises as final.

They would seek further pay adjustments

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Old laws  
for new  
discs



● SCHOEMAN

ORMANDE POLLOK

TRANSPORT Minister Hendrik Schoeman yesterday tried to allay motorists' fears about the new third-party insurance scheme coming into operation at the end of this month.

He said that, while the legislation might not be ready in time, claims would continue to be handled according to guidelines laid down by present laws.

This would apply until the new legislation was ready which, he trusted, would be soon.

He emphasised that the new third-party discs would have to be displayed. These were issued free by members of the third-party consortium of insurers.

It was possible that motorists would receive more than one of these discs through the post and it was up to them to decide which one of the companies they wanted to handle their affairs. This company's disc should be displayed.

8/4/86 BLOOMING

# Govt allays carriers' fears

269

GOVERNMENT will await the findings of two major studies before outlining its new transport policy, says



● SCHOEMAN  
Transport Minister Hendrik Schoeman.

His assurance follows fears by private transport operators that

ALAN PEAT

the transport White Paper could be ready before completion of the government-sponsored, four-year National Transport Policy Study (NTPS), and Wim de Villiers investigation into the privatisation of SA Transport Services (Sats).

The minister was quoted last month as saying the White Paper

would be ready in three weeks from then.

But Schoeman said yesterday: "The White Paper will be based logically on the recommendations of the NTPS and the findings of De Villiers — as far as his study could have an effect on the general transport policy.

"I requested the NTPS to complete their study as soon as possible, whereafter their recommendations will be co-ordinated with the findings of De Villiers as far as the railways — including the road motor services — is concerned.

"It is expected that this co-ordination will be completed during May 1986, after which the White Paper will be drawn up



S.M. 10/9/86



# Minister turns down petrol price petition

By Jackie Unwin

The Transvaal motorist will still have to subsidise the uneconomic railway passenger services through paying oil pipeline charges, Minister of Transport Mr Hendrik Schoeman said in response to the 79.000-signature "Jack and Jill" petrol petition

Automobile Association and Progressive Federal Party spokesmen say this is unfair to the inland motorist

In a letter to Mr Jack Huber, a pensioner who launched the petition calling for the massive profits from the oil pipeline to be used to reduce the petrol price, Mr Schoeman said this would mean a drop in the average retail price of fuel of only 1,6c a litre

"Although the saving for the fuel consumer will be minimal, such a concession will result in a considerable increase in the loss on passenger services which cannot be made good by tariffs and/or cross subsidisation"

Mr Schoeman wrote "In view of the contemplated deregulation of the transport market, it has become Transport Services' policy to move towards a tariff structure based on costs

"Such a policy will no doubt bring about a situ-

ation where abnormally high profits on pipeline traffic will be scaled down.

"When this materialises, Transport Services will either have to increase passenger fares drastically to cover the cost ... or additional compensation for the losses sustained will have to be obtained from the Government or a third party"

Mr Schoeman said these aspects were being considered by the National Transport Study Group and recommendations were expected within a few months.

Mrs Iona Reed of the AA's public affairs division said "It is unfair that any one sector, in this case the inland motorist or indeed SATS, should have to subsidise uneconomic socio-economic and political services which should in fact be for the account of the entire community through the broad tax base"

PFP spokesman on energy affairs Mr Brian Goodall said "The actual levy for transport costs for inland petrol is about six or seven cents. The Minister said in Parliament it costs about one cent a litre to transport fuel from the coast

"The cost per kilometre for first class is approximately five times the cost for third class. The pipeline profit is not going to subsidise the lower income groups, but those travelling first class. That is where the loss is being incurred"

# 'A cold, wet winter' on SATS trains

By RENEE MOODIE

TRAIN commuters may be in for a cold, wet winter as the South African Transport Services battles to replace a backlog of broken windows which have been shattered at an average rate of more than 500 a month since September

Passengers on at least one of yesterday's early-morning trains "looked like a bunch of wet chickens", according to an irate commuter, Mr Yusuf Petersen

He phoned the Cape Times to complain about the wind, driving rain and sea spray coming through the broken windows of the train on his trip from Wynberg to Fish Hoek where he works on a building site

## 'Puddles'

Mr Petersen said most of the people in his carriage had to stand — and shiver — to avoid puddles of water on the seats

"There is no stoning on the Simon's Town line, so why do we have to suffer in coaches that have been stoned in other places?" Mr Petersen asked

Mr Luther Diedericks, public relations officer for SATS in the Western Cape, said although SATS tried to replace all broken windows for the convenience of the public, there was no time to replace all

The first priority in servicing the trains was to ensure they were in good working order

Sometimes trains which had had many windows broken on a particular line would be left that way "If there is

a lot of stoning in a particular area there is no point in replacing windows which will simply get broken again," he said

Figures he gave for broken windows in trains in the Western Cape in recent months were September last year — 540, October — 600, November — 758, December — 540, January — 336, February — 411 and 328 in the first three weeks of March

This worked out to an average of 530 a month. About 90 percent of breakages were caused by stone-throwing and 10 percent by vandalism

He would not, however, be drawn on the costs of replacements beyond saying they were "breathtaking"

In response to Mr Petersen's complaint that trains from other lines were used on the Simon's Town line, he said that coaches on the Simon's Town line were used there only, as platforms on that line could accommodate sets of eight carriages at a time as against sets of 11 coaches at a time on other lines. Trouble spots on the line seemed to be Retreat and Steenberg, he said

## 'Incentive'

● Mr Bob Krause, public relations manager for City Tramways, said the bus company was not experiencing a backlog of broken windows

He said he could not give figures for broken windows as experience had proved these figures served as an incentive to stone-throwers

# SATS has a plastic problem

Political Staff

CAPE TOWN — Someone goofed when South African Transport Services ordered plastic holders for membership cards

This is evident from the latest report on SATS accounts by Auditor-General Dr Joop de Loor.

His report said: "As a result of an administrative oversight, 995 000 plastic holders for member cards to the value of R180 352 were ordered too many. The

plastic holders which were packed in cartons were not effectively controlled on receipt thereof, and a stocktaking since carried out revealed a shortage of 453 686 plastic holders to the value of R82 234

"The General Manager informed me that the supplier was not willing to reimburse the value of the plastic holders short-supplied and that the matter is at present still being investigated."

In case it is any comfort, the Auditor-General added: "At October 31 1985, there were 450 900 holders to the value of R81 729 still on hand."

SATS  
10/4/86

(269)

FUN MAIL 11/14/85  
CAPITAL MARKET

### Sats surges

"An absolute lack of feeling" is how one dealer describes the market. Says another: "The market is looking for reasons to move." Certainly the descriptions seem accurate as the market appears "drunk," not knowing why rates move as they do nor where they are headed. In recent mornings rates have opened lower than the previous close only to rally during the day.

Rates have come down over the week. RSA 13% 2005 and Escom 11% 2009 were trading at 17,66% and 18,46% last Tuesday. By press time this Tuesday they were down to 17,26% and 18,17%.

Dealers note some institutional interest in the short end, which they attribute to an overflow from the money market.

Lack of direction has made the option market much quieter. In small trade, dealers report a swing away from short-dated options towards long puts for hedging purposes.

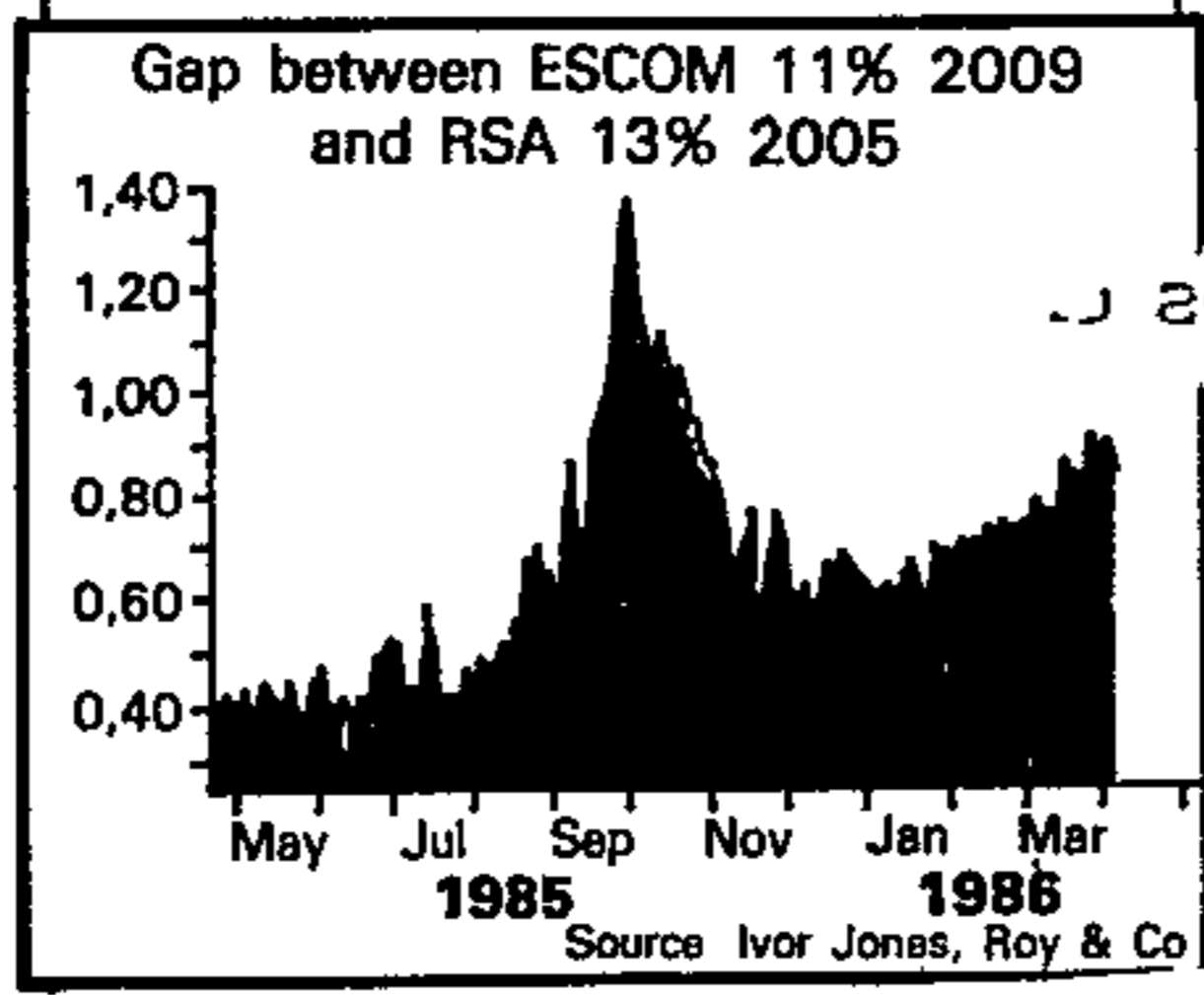
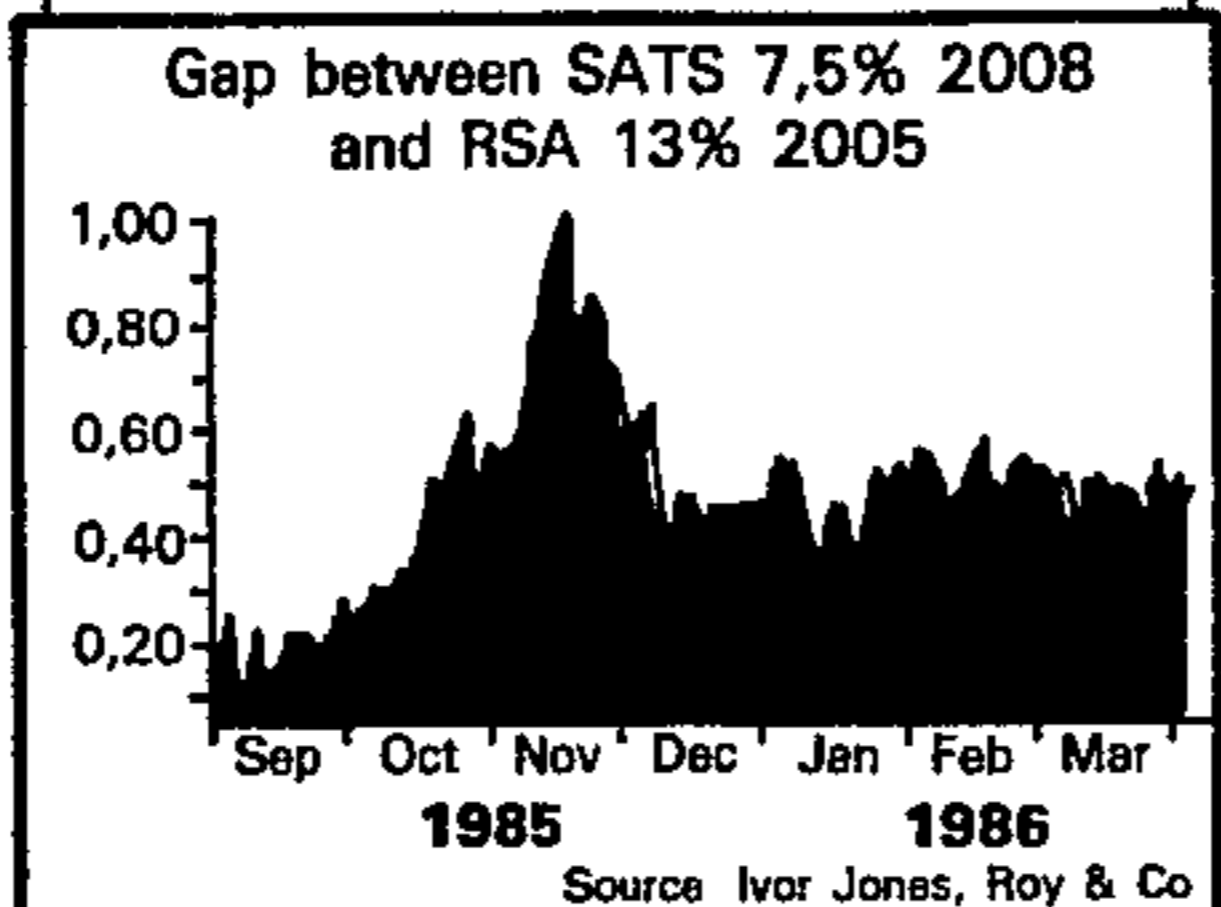
Figures of March trade on the JSE gilt floor reveal that Sats 7,5% 2008 was, for the first time, the most traded gilt stock. Of the total R6 billion nominal gilt value, R1,7 billion (28,4%) was in Sats, 25% in RSA 13% 2005 and 16,3% in Escom 11% 2009.

This is the first month that Sats has exceeded RSA 13% in nominal value. (In February the RSA accounted for 27,3%, Sats 21% and Escom 17% of total nominal value). However, the trend away from RSA to Sats and Escom is not new. As the table shows, ever since August these have been gaining in popularity at the expense of RSA 2005 (which peaked in August when it accounted for almost 46% of all JSE trade) and RSA 1990.

The success of Sats, described as "a pure jobbers' delight," is attributed to aggressive marketing and the writing of box-options (believed to be around 50 a day). Says one dealer. "They must be making plenty of money."

The Sats, Escom and RSA stocks accounted for 70% of total nominal value of JSE gilt trade in March (57% in August), reflecting declining marketability of most stocks. Total nominal value is down from February (R7,5 billion) and January (R6,7 billion) but up on March 1985 (R3,82 billion), and is still mostly jobbing volume.

### DIFFERENTIAL MOVES



# Cut won't dent transport costs

From Page 1

yesterday announced the price of petrol would be reduced by between 6c and 11c a litre and that of diesel by between 8c and 9,3c a litre from Monday

A spokesman for SATS said the organisation had budgeted for a loss of R98 million in the 1986-87 financial year and had an accumulated loss of R630 million. "The decrease in the fuel price will not lead to a drop in tariffs but will have an influence on possible future fare and tariff increases"

SAA, which is affected by the lower crude oil price has said it is monitoring the situation and will consider its options if it continues to improve. Reductions in air fares are unlikely, however, as the airline has also budgeted for a considerable loss

A spokesman for the Putco bus company said the fuel price reduction was not as large as expected. "We study the figures before we can say whether the reduction will be passed on to passengers"

Taxi firm chairman Mr Jan Mynhardt said fares would not be reduced. "The taxi rates now are the same as when the price of fuel was 54c a litre. We had to grin and bear these increases and a few taxi drivers went under as a result. Other costs have also increased tremendously. We are still on the losing side"

An Escom spokesman said the price of petrol and other liquid fuels was a minute component of electricity costs and would not affect tariffs.

"Over 90 percent of our power is generated by coal. The coal price increase announced yesterday will not affect consumers as we pay a lower price for coal"

Mail rates will also not be reduced. A Post Office spokesman said 60 percent of fuel for Post Office vehicles was bought on contract which was not affected by fluctuations in the retail price.

"The reduction could save about R250 000. This does not make much of a dent on the PO's current budget of more than R5 400 million which already makes provision for a operating loss of R108 million on the mail service. Our mail rates are still too low"

# Transport ignores fuel cut

By Zenaide Vendeiro

12/4/85  
Train, air, bus and rail fares will not be reduced after yesterday's fuel price drop and neither will freight, electricity, coal and postal rates.

This was the immediate reaction to a private sector challenge to large State-controlled bodies such as the South African Transport Services, South African Airways, the Post Office and the Electricity Supply Commission (Escom) to take the lead in passing on the benefits of the lower price fuel to consumers.

Minister of Mineral and Energy Affairs, Mr Danie Steyn.

● To page 2, column 4

SATS BUDGET

269  
BUS @ V  
14/4/86

# Schoeman's spending under the spotlight

**THE** SA Transport Services budget vote for 1986/7 will come under Parliament's scrutiny today.

As always, it is expected to arouse heated and critical comment from the Opposition.

Among issues to be raised are deregulation, a renewed call for meaningful steps towards privatisation, and a strong attack on Sats' cross-subsidisation practices.

But the issue which is going to raise the most ire is the increasing amount Transport Minister Hendrik Schoeman is demanding from

**CHRIS CAIRNCROSS**

the State revenue account for the current financial year.

His estimated requirement is R752,8m, a 56,6% increase on last year's appropriation.

The largest increase — of R257,7m — concerns the amount allocated for overland transport.

Of this, about R151m more has been allocated to cover operating losses on rail passenger services, an increase of R46m in respect of bus passenger services, R48,5m requested by the Treasury to cover grants to Sats for capital expendi-

ture on special rail-line projects and R10m in compensation to Putco for losses incurred as a result of the establishment of a train service between Mabopane and Pretoria.

An increase of R5,4m has been requested to cover the purchase of subsidised government motor vehicles to expand the Government Garage vehicle fleet.

Increased appropriations of R2,9m are called for to buy fuel for departmental aircraft and for replacement engines in some aircraft.

been completed; if not, (a) why not and (b) when is it anticipated that they will be completed; if so, what was the (a) quantity and (b) value of each category of stores involved in these offences,

(4) whether any persons have been prosecuted in this regard, if so, (a) how many, (b) when and (c) with what result, (5) whether any steps have been taken to prevent a recurrence; if so, what steps?

The MINISTER OF DEFENCE.  
Yes Details in subsection (1) to (4) are as follows:

Subsection	Fuel	Tyres	Other stores Welding machine	Engines
(1) (a) and (b)	December 1985	November 1985	Between January 1984 and January 1986	1981 and 1982

(2) Yes Yes Yes Yes  
 (a) December 1985 November 1985 December 1985 December 1985  
 (b) In all cases by the Military Police in co-operation with the SWA Police

(3) No Yes No No  
 (a) Evidence is still being gathered 10 Evidence is still being gathered Evidence is still being gathered  
 (b) Undeterminable R635,50 Undeterminable Undeterminable

(4) None Yes 4 9 December 1985  
 (a) None Yes 4 9 December 1985  
 (b) None Yes 4 9 December 1985  
 (c) Found guilty in Magistrate's Court. Fines of between R250-R300 instituted.

- (5) Yes
- Control staff of the stores concerned is rotated
  - The security fence around the stores area strengthened.
  - Guards are posted after normal working hours.
  - The officer commanding conducts monthly stock taking
  - Fuel tanks of vehicles sealed with a lead seal

HOA

*[Handwritten signature]* Citizen Force  
 740 Mr D J N MCINTOSH asked the Minister of Defence.

*[Handwritten signature]* Own Affairs:  
 1062  
 Teacher/pupil ratio  
 14/1/86  
 59. Mr R M BURROWS asked the Minister of Education and Culture

(1) Whether any persons liable to perform service of up to 120 days in cycles of two years in terms of sections 21 and 22(3)(b) or section 89A of the Defence Act, No 44 of 1957, did not perform any service in 1984 and 1985, respectively, if so, what percentage of the total number of members of the Citizen Force did not perform such service in each of these years,

What teacher/pupil ratio was applicable in (a) primary and (b) secondary schools in (i) each of the provincial education departments, and (ii) his Department, as at the latest specified date for which figures are available?

(2) what percentage of the total number of members of the Citizen Force performed service for periods of (a) up to 30 days, (b) from 31 to 90 days and (c) from 91 to 120 days in each of the above years?

The MINISTER OF DEFENCE

The MINISTER OF EDUCATION AND CULTURE.

(1) and (2) Service records of Citizen Force members who are liable to perform service in terms of sections 21 and 22(3)(b) or section 89A of the Defence Act, 1957 are held on a decentralised basis at units and consequently these figures are not readily available. In view of the extent of the task it would require a great effort, taking up considerable time, to obtain the information

*[Handwritten signature]* *[Handwritten signature]*  
 1061 Aircraft fuel  
 14/1/86  
 742 Mr D J N MCINTOSH asked the Minister of Transport Affairs:  
 What is the estimated saving for the South African Airways on aircraft fuel in the 1986-87 financial year as a result of (a) the rand/dollar exchange rate at present as compared with the exchange rate used for budget purposes and (b) the international and local decline in crude oil prices?

The MINISTER OF TRANSPORT AFFAIRS

- (a) R41 million  
 (b) R14 million.

HOA

(a) 1 to 24,2,  
 (b) 1 to 16,8,  
 (information as on 10th school day 1986)

The Department of Education and Culture  
 The Department of Education and Culture manages schools for Special Education, schools falling under the Children's Act and training centres for Mentally Retarded Children  
 In the schools for Special Education, pre-primary, primary and secondary pupils receive tuition in the same building.  
 At present the following teacher/pupil

*[Handwritten signature]*



the hon member for Port Elizabeth Central [Interjections.] He has been an hon member of this Parliament for some time

The chairman of the Commission for Administration is the most senior official of the State. He is not a politician and according to the rules and regulations he is entitled to accommodation [Interjections.] I just clarified that, because it will perhaps help the hon member to first make a study of a question before he asks a further question [Interjections.] I think the hon member must table the rest of his questions and I shall reply in due course

Mr R M BURROWS Mr Chairman, further arising from the hon the Minister's reply, was a decision taken by the Cabinet at any time as to whether the chairman of the Commission for Administration should be distinguished from Directors-General who, I understand, all reside at Acacia Park? [Interjections.]

The MINISTER Mr Chairman, I think there should be some protection to a Minister not to have to apply to questions which are completely off the mark. As to the question which this hon member has asked, there are in fact no Directors-General staying in Acacia Park [Interjections.] The one Director-General who was there, has moved into this flat Directors-General are entitled to accommodation, and we must provide it I might be mistaken about one

An HON MEMBER Or two, or three, or four!

The MINISTER. However, it is not the policy, and I should like the hon member to give me the names of the Directors-General staying in Acacia Park and I will follow it up [Interjections.]

The CHAIRMAN OF THE HOUSE. Order! Before we go on to the next question I want to point out to the hon the Minister that he is in no way obliged to answer supplementary questions It is in his discretion to decide

Ysterplaat Air Force Base

\*18 Mr D J N MALCOMESS asked the Minister of Public Works

Hon

(1) Whether any construction took place recently on a roadway from the VIP entrance at the Ysterplaat Air Force Base; if so, (a) when, (b) why, (c) what was the nature of the construction work and (d) what was the total cost involved,

(2) whether any tenders were called for in respect of the construction of this roadway, if not, why not, if so, how many tenders were submitted,

(3) whether the lowest tender was accepted; if not, why not?

THE MINISTER OF PUBLIC WORKS

(1) Yes

(a) August/September 1985

(b) Because the poor condition of the road surface could lead to the breaking up of its subsurface with subsequent higher repair costs

(c) The breaking up of the road surface and the recompacting thereof, the resurfacing of the road and the painting of yellow and white lanes on the new surface

(d) R28 000

(2) Yes, four tenders were received

(3) Yes

New Questions.

Civil action against Department

\*1. Mr A B WIDMAN asked the Minister of Justice.

(1) Whether a retired magistrate, whose name has been furnished to the Minister's Department for the purpose of his reply, instituted a civil action against his Department in 1984 or 1985 for withholding promotion from him, if so, (a) when and (b) what is the name of this person,

(2) whether this action was instituted on the grounds that allegedly adverse remarks made in a report were not disclosed to the person concerned; if so, (a) what were the circumstances surrounding this case and (b) what was the outcome thereof,

(3) whether any action was instituted departmentally against any persons for failing to disclose the information to the said retired magistrate; if so, (a) when, (b) against whom, (c) what were the circumstances surrounding this action and (d) what was the outcome thereof,

(4) whether any other retired magistrates who have had their promotion withheld, were not informed of adverse remarks made in reports, if so, (a) how many, (b) when and (c) why,

(5) whether he will make a statement on the matter?

THE MINISTER OF JUSTICE.

(1) Yes

(a) 21 February 1984

(b) I am prepared to give the name to the hon member in a private conversation

(2) and (3) In view of the fact that the matter is *sub judice* no further information can be given in this regard. It has been set down for hearing by the plaintiff on 23 May 1986

(4) This is a question which has a direct bearing on the subject matter of the claim which is being contested

(5) A statement is not called for.

Force by a certain firm, the name of which has been furnished to the Defence Force for the purpose of the Minister's reply; if so, (a) what is the (i) original and (ii) latest estimate of the cost of this vessel, (b) what are the dates of these estimates and (c) what are the reasons for the difference between the two amounts?

THE DEPUTY MINISTER OF DEFENCE

Yes

(a) (i) R51 000 000 (at 1982 prices)

(ii) R76 000 000 (at 1984 prices) It in fact means that there was only a slight real cost increase. This was with regard to logistical support. The final cost will only be determinable when the vessel has been completed

(b) (i) September 1982

(ii) April 1984

(c) Escalation of cost based on official material and labour indices and differences in exchange rates during the construction phase

Housing loans

\*3 Mr D J N MALCOMESS asked the Minister of Finance

What total amount of money was on loan to employees of the Land and Agricultural Bank in the form of housing loans as at 31 December 1985?

THE MINISTER OF MINERAL AND ENERGY AFFAIRS (for the Minister of Finance).

R24 503 260,56.

\*4 Mr P G SDALL asked the Minister of Transport Affairs.

(1) With reference to Question No 90 on 21 February 1985, (a) what estimated

Question 1077 vessel built  
HANSARD 15/4/86  
Mr D J N MALCOMESS asked the Minister of Defence

Whether a vessel is being or was recently built for the South African Defence

Hon

Question 1078  
Galen Johannesburg station  
HANSARD 15/4/86  
Mr P G SDALL asked the Minister of Transport Affairs.

number of persons make use of the Johannesburg station daily and (b) in respect of what date is this information furnished,

- (2) whether entrances and exits at this station are still marked "White" and "non-White"; if so, why,
- (3) whether work on the improvements to the facilities at the station has been completed, if not, why not, if so, (a) what specified improvements were undertaken and (b) at what estimated total cost?

†The MINISTER OF TRANSPORT AFFAIRS.

- (1) (a) The estimated figure of 219 000 quoted in the reply to question No 90 on 21 February 1985 was based upon a limited census undertaken a few years ago. A census is at present being planned to determine an accurate figure. It is expected that the census will be completed during June 1986 and I will furnish the result to the hon member as soon as it is to hand
- (b) Falls away
- (2) No.
- (3) Yes.
- (a) Improvements to the reservation office
- (b) R169 421

**Incident on suburban train**

\*5 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

- (1) Whether any official of the South African Transport Services took any action against a Black person on a suburban train travelling from Johannesburg to Randfontein on or

about 14 March 1986; if so, (a) what action and (b) why,

- (2) whether this official requested the police to intervene, if so, (a) why and (b) with what result;
- (3) whether any other persons intervened in this incident; if so, (a) who, (b) why and (c) what was the (i) nature and (ii) result of their intervention,
- (4) whether any official of the South African Transport Services took any action as a result of the intervention of these persons, if so, (a) what action and (b) with what result?

†The MINISTER OF TRANSPORT AFFAIRS

- (1), (2), (3) and (4) I have no knowledge of such an incident. If the hon member will furnish me with more particulars of the alleged incident, the matter will be investigated

Law and Order

Q 22 1080  
KaNyamazane  
\*6 Mr P G SOAL asked the Minister of

- (1) Whether the South African Police took any action in KaNyamazane on or about 22 March 1986; if so, (a) what action and (b) why,

- (2) whether any shots were fired on this occasion; if so, what were the circumstances surrounding the incidents during which shots were fired,
- (3) whether any persons were (a) killed and (b) injured as a result, if so, how many in each case,

- (4) whether inquests have been held into the deaths of these persons, if not, why not, if so, (a) when and (b) what was the cause of death in each case,

- (5) whether he will make a statement on the matter?

†The MINISTER OF LAW AND ORDER.

- (1) Yes
- (a) and (b) During 4 incidents police vehicle-patrols were surrounded by black crowds, armed with pipes, sticks and stones. While members of the South African Police were busy removing obstacles from a public road, rocks were rolled onto them and their vehicles from the slopes next to the road. Stones and petrolbombs were also hurled at the members' vehicles, as a result of which the members' lives were put in danger and they had to use their fire-arms to protect their lives and restore order.

- (2) Yes, as explained in paragraph (1).

- (3) (a) 1 Black male was killed.

- (b) No case of injured persons has come to the notice of the police

- (4) No, the investigation of the inquest docket has not been completed yet

- (a) and (b) Fall away.

- (5) No

Mr P G SOAL. Mr Chairman, arising out of the reply of the hon the Minister, in view of the fact that there are certain people who will say that the circumstances differed from those he described in answer to paragraph (1) of the question, will he appoint an independent person to investigate the incident? [Interjections]

†The MINISTER Mr Chairman, I can honestly not partake in a fictitious debate.

Bus operators' subsidy  
\*7 Mr A SAVAGE asked the Minister of Transport Affairs

With reference to his reply to Question No 334 on 12 March 1986, what was the extent of the subsidy granted to bus operators in respect of commuter traffic in the Port Elizabeth metropolitan area in the 1984-85 financial year?

†The MINISTER OF TRANSPORT AFFAIRS.

R4 767 473,20

School pupils: per capita expenditure  
\*8. Mr H E J VAN RENSBURG asked the Minister of Education and Development Aid.

What was the per capita expenditure, (a) including and (b) excluding expenditure of a capital nature, on Black school pupils in the 1984-85 financial year?

†The MINISTER OF EDUCATION AND DEVELOPMENT AID

The per capita expenditure for Secondary and Primary pupils was

(a) R291,87

(b) R223,84

Books/accommodation/equipment  
\*9 Mr R M BURROWS asked the Minister of Education and Development Aid.

What amounts were spent by the Department of Education and Training on (a) school text books, (b) library books, (c) hostel accommodation subsidies, (d) pupil transport subsidies, (e) school audiovisual equipment, (f) school buildings, (g) stationery and (h) school furniture in each of the latest specified three years for which figures are available?

†The MINISTER OF EDUCATION AND DEVELOPMENT AID (Reply laid upon the Table with leave of House).

CARE Times 15/4/86 (269)

# SATS 'tax evasion' probe

Political Correspondent  
HOUSE OF ASSEMBLY.

The Minister of Finance, Mr Barend du Plessis, is investigating allegations of tax evasion by his cabinet colleague Mr Hendrik Schoeman's South African Transport Services which saved SATS about R37 million in GST in two deals

This emerged during Mr Du Plessis' reply to the Budget debate yesterday when he was asked by Mr Harry Schwarz (PFP Yeoville) what he intended doing about allegations of tax

evasion by SATS. Mr Du Plessis said the matter was being investigated.

According to the Auditor General's report, SATS, using advance warning that GST was to be increased from 7 percent to 10 percent on July 1, 1984, entered into a deal with two companies "in order to avoid the payment on certain purchases of an increase in sales tax".

Agreements were entered into for the supply of goods valued at R600 million

The agreements were submitted to the Receiver

of Revenue, Johannesburg, who agreed with the computation and conclusions submitted to him.

The total purchase price of R600 million plus R42 million sales tax was paid in full in advance on June 29, 1984, but SATS is committed to take final delivery of the final items not later than June 30, 1988

The Auditor General also reports: "During March 1985, further agreements to the value of R350 million were entered into with the same mediator companies under similar conditions,

once again to avoid the payment on a further volume of purchases of an increase in sales tax from 10 percent to 12 percent which would have come into operation on April 1, 1985"

The deal was paid for by transferring SATS stock with a nominal value of R478 684 000 while R35 million sales tax was paid in cash.

SATS has agreed to buy back the stock at 73,66508 percent of the nominal value together with accrued interest during the period March 16, 1985 to March 31, 1986.

15/10/86 Bus Day  
**Transport fares stay the same** (269)

RECENT reductions in fuel prices would not result in a cut in transport tariffs and fares, a spokesman for the Department of Transport and SA Transport Services (Sats) said yesterday.

Leon Els, a senior public relations official for the department, said in response to inquiries that the 1986/87 Budget estimates made provision for a R96m loss.

"In addition, we have an accumulated loss of R630m to contend with.

"I do not believe therefore that there can be any talk of reductions in tariffs and fares, although the reduction in fuel costs — particularly on our R48m diesel bill — will probably influence possible future increases."

The situation regarding SAA was entirely different and was governed by International Air Transport Association (Iata) rules. — Sapa.

9/16/86  
15/10/86

# SAA will not reduce fares

Staff Reporter

SOUTH African Airways (SAA) will not be reducing the cost of domestic or international airfares, although the cost of jet fuel has been reduced by a total of 22c a litre since March 3.

Mr I J Sims, chairman of BP Southern Africa, has confirmed to the Cape Times that the wholesale prices of certain petroleum products were regulated by the government yesterday and were also reduced on March 3. He said the latest decrease meant that prices of the deregulated fuel products had declined by an average of between 25 and 30 per cent since the start of the year.

## Deficit

Mr Leon Els, a senior public relations official of the South African Transport Services, said yesterday that SAA was "sitting with a deficit" and that the jet fuel price will go towards working away this deficit before we can pass them on to the consumer.

For the past financial year SAA had budgeted for a loss of R50 million. "Jet fuel is bought on a contract basis in advance. So the effect of decreases is felt later than when they are introduced," he said. He said some of the jet fuel used by SAA was purchased overseas.

## Affected

- Products affected by price decreases were (March 3 decrease in brackets)
- LPG (household gas) — 9,9 c/litre or 21,1 c/kg
  - Aviation turbine fuel (jet fuel) — 9,8 c/l (12,2 c/l)
  - Aviation gasoline (Av-gas, used in smaller aircraft) — 12,9 c/l (23,6 c/l)
  - Heavy fuel oil — 4 c/l (8 c/l)
  - Power paraffin — 9,8 c/l (11,4 c/l)
  - Benzene (used in dry cleaning) — 22 c/l
  - White spirits — 9,2 c/l (15 c/l)
  - Bitumen (all grades) — 4 c/kg (7 c/kg)

15/1/86  
BUS DAY  
269

# Transport fares stay the same

RECENT reductions in fuel prices would not result in a cut in transport tariffs and fares, a spokesman for the Department of Transport and SA Transport Services (Sats) said yesterday.

Leon Els, a senior public relations official for the department, said in response to inquiries that the 1986/87 Budget estimates made provision for a R98m loss.

"In addition, we have an accumulated loss of R630m to contend with.

"I do not believe therefore that there can be any talk of reductions in tariffs and fares, although the reduction in fuel costs — particularly on our R48m diesel bill — will probably influence possible future increases."

The situation regarding SAA was entirely different and was governed by International Air Transport Association (Iata) rules. — Sapa.

"Now they have the illusion education."

# PE toll road running at loss — Malcomess

STAR 15/4/86 (269) 32

Political Staff

PARLIAMENT — The tolls on the N2 highway, near Port Elizabeth, are costing more than they earn, says Mr John Malcomess, Opposition spokesman on transport.

From June 1984 to February 1986, the concessionaires who operated the tolls were paid R716 000, he said in the debate on the Transport vote.

EXCESSIVE

"First, that seems excessive. Second, the remaining income of R640 000 would not cover the in-

terest on the cost of erecting the toll-collecting facilities."

In the year ended March 1985, this interest was R874 000, representing a loss of R358 000.

For the second successive year, the National Road Fund had spent less than it had collected through levies on petrol.

"And yet we keep increasing the levy on petrol. The income last year was R258 million and we spent only R162 million, while everyone complains that there is no money to maintain the national roads, let alone build new ones."

# Linking up on Indaba

SAM 15/4/86 107 Political Staff

PARLIAMENT — The National People's Party and Solidarity are to form a joint committee to discuss issues arising from the Natal/kwaZulu Indaba.

The NPP is the majority party in the House of Delegates and Solidarity is the Official Opposition.

Leaders of the two parties held a meeting in Cape Town last night to discuss the establishment of the committee.

NPP leader Mr Amichand Rajbansi said the move signified the adoption of a common approach between the parties.

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578

# New third-parties: Govt accused of

wives and dependent children (employees in the Airways Department qualify for such a concession after one year's service).

(B) international services of the South African Airways only to members of Management and employees in the Airways Department, their wives and dependent children

(bb) R29,2 million This represents the full fare of all free travel by train during the 1984/85 financial year. It should, however, be pointed out that spare capacity exists on passenger trains. As employees travelling with free passes and at reduced fares take up this spare capacity, hardly any expenditure is incurred in granting such free passes and reduced fares

In the case of air journeys separate figures for free passes and reduced fares are not readily available. It is estimated that if the full fare would have been raised in the case of employees travelling on free passes and at reduced fares, it would have amounted to R57 million. In respect of these journeys it should also be pointed out that employees are restricted to certain nominated flights outside peak periods thus taking up spare capacity at hardly any loss of income to South African Transport Services

(2) (a), (b) (i) and (ii) Yes

(aa) The long-standing practice of granting travel concessions to employees of South African Transport Services, which has become a condition of service, is within the accepted principle adopted by various organisations

in allowing their employees certain fringe benefits within their own spheres of activities

(bb) (i) Apart from free passes, privilege tickets (1/4 fare) for train journeys are granted to all employees, their wives and dependent children; and

(ii) Apart from free passes, air travel concessions on the domestic and international services of the South African Airways are granted to employees after completion of 10 years' services, their wives and dependent children. The rebate varies from 75 per cent to 90 per cent depending on the number of years service and/or the positions employees occupy

(cc) In respect of train journeys the difference between the full and reduced fares amounted to R25,8 million. In regard to the actual cost to Transport Services as well as air journeys please refer to part (1)(b) of the reply

(3) Although the difference between the full fares and free passes and reduced fares by train and air amounted to R112 million these journeys to a large degree utilised spare capacity with relatively nominal expenditure to Transport Services

Q Keel Road Station 15/4/86  
A Mr P R C ROGERS asked the Minister of Transport Affairs

(1) Whether any (a) north-bound and (b) south-bound (i) passenger and (ii) goods trains stop at Keel Road Station if so, (aa) at what times and (bb) on which days of the week in each case; if not,

(2) (a) what trains stop at this station and

(b) (i) at what times and (ii) on which days of the week in each case;

(3) Whether there has been any curtailment in the number of trains stopping at this station, if so, (a) why, (b) since when and (c) what is the nature of this curtailment,

(4) whether there has been any delay in the delivery of (a) mail, (b) small articles and (c) large goods in respect of this station as a result of this curtailment, if so, what is the nature of this delay,

(5) what delivery period can be expected for urgently required (a) mail (b) small articles and (c) large goods despatched to Keel Road Station from (i) East London, (ii) Komga, (iii) Stutterheim (iv) Queenstown, (v) Bloemfontein, (vi) Johannesburg, (vii) Port Elizabeth, (viii) Middelburg and (ix) Burgersdorp?

Goods trains  
Train No 1428 at 10h18 daily  
Train No 1522 at 10h52 daily  
Southbound

Passenger trains  
Train No 54025 at 03h26 on Mondays, Saturdays and Sundays

Goods trains  
Train No 1413 at 16h30 daily

(2) (a), (b), (i) and (ii) Fall away  
(3) Yes  
(a) Poor patronage  
(b) 3 February 1986  
(c) Four passenger trains per week in both directions i.e. North-bound, train No 45024 (Monday to Thursday) and Southbound Train No 54025 (Tuesday to Friday)

The MINISTER OF TRANSPORT AFFAIRS:

(1) (a), (b), (i) and (ii) Yes

(aa) and (bb) Northbound Passenger trains

Train No 45024 at 23h43 on Fridays, Saturdays and Sundays  
Train No 41018 at 17h45 on Tuesdays, Thursdays and Saturdays

(4) (a) and (b) Yes The curtailment of the services of train No's 45024 and 54025 which previously arrived at 23h43 and 03h30 respectively, resulted in mail and parcels now arriving daily at 10h18 and 16h30 by goods train

(5) (a) (b) (c) No

(1) Day after acceptance	Day after acceptance	Day after acceptance	Day after acceptance
(ii) Same day	Same day	Day after acceptance	Day after acceptance.
(iii) Same day	Same day	Same day	Same day
(iv) Day after acceptance	Day after acceptance	Day after acceptance	Day after acceptance.
(v) Day after acceptance	Day after acceptance	Second day after acceptance	



(5)	(a)	(b)	(c)
(vi)	Day after acceptance.	Day after acceptance.	Second day after acceptance
(vii)	Second day after acceptance	Second day after acceptance	Third day after acceptance
(viii)	Second day after acceptance	Second day after acceptance	Second day after acceptance
(xi)	Day after acceptance	Day after acceptance	Second day after acceptance.

**Ques 1131** Prisoners: deaths  
**HANS SYD** 15/4/86  
 703 Mrs H SUZMAN asked the Minister of Justice:

- (1) How many sentenced prisoners died of natural causes in 1985,
- (2) how many of these deaths were due to pneumonia?

The MINISTER OF JUSTICE:

(1) and (2) Extensive statistics on deaths in South African Prisons during 1985, were furnished on 10 February 1986 in reply to question No 74. The figures which were furnished on this occasion are applicable to both sentenced and unsentenced prisoners.  
 Of the one hundred and sixty (160) sentenced prisoners who died from natural causes during 1985, twelve (12) died of pneumonia

Whether any groups of persons in the Public Service benefited from the process of occupational differentiation in the 1985-86 financial year, if so, (a) what (i) groups of persons and (ii) posts, (b) how many persons were there in each such post and (c) what was the percentage increase in respect of each of these posts?

The MINISTER FOR ADMINISTRATION AND ECONOMIC ADVISORY SERVICES:

*All personnel, educators excluded*  
 The reply to the question is presented in the form of a schedule for the sake of convenience. Under each occupational class (referred to as "groups of persons" in the question) the relevant post classes (referred to as "posts" in the question) which benefited from occupational differentiation during the 1985-86 financial year, are shown. Opposite each post class the number of personnel and the percentage salary increase are shown.

**Ques 1131** Occupational differentiation  
**HANS SYD** 15/4/86  
 735 Mr R M BURROWS asked the Minister of Justice:

(a)(i)	(ii)	(b)	(c)
Customs and Excise Officer	Customs and Excise Officer	504	4,2
Customs and Excise Clerk	Senior Customs and Excise Officer	122	9,3
Revenue Clerk	Customs and Excise Clerk	98	14,0
	Assistant-Revenue Clerk	827	19,6
	Revenue Clerk	2 196	3,5
	Senior Revenue Clerk	422	3,8
	Chief Revenue Clerk	55	16,4

Occupational class	Post Classes	Number of personnel	% Salary increase
(a)(i) Taxation Officer	(ii) Taxation Officer	928	3,2
Master Supreme Court	Senior Taxation Officer	530	7,4
Work Study Officer	Estate Controller	28	12,5
Engineer	Senior Estate Controller	24	12,2
Land Surveyor	Work Study Assistant	31	4,2
Architect	Deputy Chief Engineer	341	7,1
Quantity Surveyor	Deputy Chief Land Surveyor	19	7,1
Avionician	Deputy Chief Architect	39	10,1
	Deputy Chief Quantity Surveyor	21	10,1
	Pupil Avionician	35	24,9
	Avionician	75	7,7
	Control Avionician	8	12,0
Helicopter Pilot	Helicopter Pilot	1	13,3
Aviation Inspector	Aviation Inspector	6	25,3
	Senior Aviation Inspector	4	26,8
	Head Flight Services	1	7,7
	Air Traffic Communicator (White)	58	13,8
	(Coloured/Indian)	0	17,5
	(Black)	0	30,1
	Senior Air Traffic Communicator	6	13,0
	Chief Air Traffic Communicator	1	34,3
	Cadet Air Traffic Controller	20	32,5
Air Traffic Controller	Air Traffic Controller	105	4,1
	Control Air Traffic Controller	7	12,0
	Airworthiness Inspector	8	12,7
	Senior Airworthiness Inspector	4	13,9
	Inspector of accidents	2	12,7
	Senior Inspector of accidents	1	13,9
Aircraft Maintenance Engineer	Aircraft Maintenance Engineer	3	12,7
Inspector Mining Machinery	Senior Aircraft Maintenance Engineer	1	13,9
	Assistant Inspector Mining Machinery	0	9,0
	Inspector Mining Machinery	22	5,9
	Assistant Inspector Mines	23	9,0
	Inspector Mines	49	5,9
	Mine Surveyor	22	9,7
Mine Surveyor			
Inspector Occupational Safety (Machinery)	Pupil Inspector Occupational Safety (Machinery)	1	39,1
	Inspector Occupational Safety (Machinery)	2	43,1
	Senior Inspector Occupational Safety (Machinery)	24	15,8
	Pupil Inspector Occupational Safety	0	4,8
Inspector Occupational Safety	Inspector Occupational Safety (Whites, Coloureds, Indians)	10	1,8
	(Blacks)	0	11,2
	Senior Inspector Occupational Safety (Whites, Coloureds, Indians)	13	11,2
	(Blacks)	0	20,3

PARLIAMENT

# Schoeman backs pref share offers



● SCHOEMAN

# Inequalities to be phased out: Schoeman

THERE was no reason why Cabinet ministers should not buy shares, as long as it did not affect their official duties, the Leader of the House of Assembly said yesterday.

Replying to a question, Hendrik Schoeman said no official guidelines had been laid down for the acceptance of preferential shares by cabinet ministers and senior government officials.

There was, however, a code of conduct by which cabinet ministers were obliged to declare their interests where they came into conflict with official duties.

Ministers had to report their assets to the state president when they were sworn in and had to give updated reports every year.

There was no reason why a public servant should not participate in the normal economic process, as long as it did not affect judgment in carrying out official duties.

When asked by members of the Progressive Federal Party if this meant cabinet ministers were entitled to accept preferential share allocations, he said buying such shares could sometimes result in a loss.

In a statement later, Ken Andrew (PFP),

said State President P W Botha should set far more stringent guidelines for the acceptance of preferential share allocations by cabinet ministers and senior officials.

Government should be seen to be above-board and beyond suspicion.

Botha's refusal to stop acceptance of preferential share allocations by senior officials was to be deplored.

"It is clear to anyone that cabinet ministers and senior officials are given preferential allocations because of their positions.

It is unacceptable that they are put in a position of being able to make quick profits on deals such as this," Andrew said. — Sapa.

## R281 000 spent on flat

A FLAT worth R281 147 has been bought in Cape Town for official accommodation for the chairman of the Commission for Administration, says Minister of Communications and Public Works Dr Lapa Munnik.

Replying to a question by Alf Widman (PFP Hillbrow) in the House of Assembly yesterday, he said a further R17 900 had been spent on modernising the flat at Twin Towers, Three Anchor Bay. — Sapa.

INEQUALITIES between SA Transport Services and private road hauliers would be phased out as part of the implementation of the National Transport Policy Study's recommendations, said Transport Minister Hendrik Schoeman yesterday.

Replying to the debate on his budget vote, he said the recommendations of the R7m study had been received, and a White Paper would be tabled and discussed during the current session of Parliament.

Recommendations acceptable to government would be implemented over a three-year period beginning in 1988, with the first legislation being discussed next year.

Among the reforms envisaged were the phasing out of the permit system for private road hauliers and the cheaper diesel price paid by Sats road transportation vehicles.

Schoeman added that his "heart would bleed" for black commuters if subsidies on bus and train journeys were abolished. He said it was a matter of prestige that so many people could travel cheaply on public transport "with so little government aid".

Referring to points raised by PFP speakers about the distance travelled by black commuters, the minister said not everyone could stay "in Houghton or in the metro-poles". — Sapa

14/4/86  
BUS DAY  
269

# Commerce urges a new deal for black commuters

16/4/86 STAR 269

By Michael Chester

Johannesburg Chamber of Commerce has urged radical moves to sweep away racial red tape that ensnares commuter services in and out of the city centre and to create a new deal for tens of thousands of black workers and shoppers

Talks have started with the city council to iron out new plans to guarantee black commuters equal treatment with whites in the provision of taxi ranks and bus routes

The chamber has delivered forceful arguments that the current bundle of restrictions and prohibitions on black bus and taxi services within the Central Business District "are now outdated and must be removed immediately".

Mr Pat Corbin, president of the chamber and at the spearhead of the transport reform demands, said today "With the opening up of the CBD as a free trading area, all races should be treated equally and it follows

"While, at present, white commuters are served with bus terminuses in the heart of the CBD, buses running to and from the black townships are barred from the city centre proper, leaving travellers to make long and arduous treks on foot, and black taxi ranks are confined to the most inconvenient points

## UNTENABLE POSITION

"The position is totally untenable," he said "The interests of the commuter must be paramount. Black consumers account for the bulk of the retail business in the CBD and are the most dependent on public transport, yet they have the poorest transport facilities

"We have established that the major obstacle in alleviating this unsatisfactory situation is neither the Government nor the municipality — it is resistance from property owners in the CBD who that all commuters are entitled to the same facilities in, and easy access to, the city centre.

want to keep black taxi ranks and bus stops away from their buildings

"We are determined to see the issue addressed without delay and we welcome comment from all chamber members on rapid solutions"

The reform moves add fuel to a growing controversy over the state of the whole transport system on the Witwatersrand

Mr Nigel Mandy, chairman of the Johannesburg CBD Association, lays the blame on the Government for reneging on promises to provide the necessary funds to finance improvements — and the lack of flexibility to adjust to the needs of a growing metropolis

He agrees that there is an urgent growing need to improve rail and bus stations, rest rooms, cross-city routes and taxi ranks for black commuters

Chamber and city council representatives held more than three hours of talks yesterday

"We are making progress," Mr Corbin said today

Abraham 16/4/86

THE BUDGET DEBATE

269

# Black commuter subsidy is a 'strain on economy'

By FRANS ESTERHUYSE  
Parliamentary Staff

A WARNING has been given in Parliament that the huge cost of subsidising black commuters may soon become too much for the economy.

Mr Reuben Sive (PFP Bezuidenhout) said research on the commuter issue was an indictment of the Group Areas Act and homeland consolidation.

Speaking in yesterday's Budget debate on the Transport Vote, he said some black commuters spent more than six hours travelling to and from their jobs in Pretoria each day.

Quoting from a CSIR research report, Mr Sive said the total transport costs for black commuters travelling daily across the borders of the Republic amounted to about R1 000-million a year.

### R2 000-m yearly

Together with other items such as time costs, the overall cost was as high as R2 000-million a year.

Preliminary estimates showed a "surprisingly low" commuter volume (2,1 million trips for peak periods daily), but at "an alarmingly high cost".

In countries of the European Economic Community (EEC), the average distance travelled by bus commuters was 13,5km a day, compared with 28km for black commuters in South Africa.

"The economy may soon be unable to afford this subsidisation because there may not be enough money available," Mr Sive said.

### "Would bleed"

Replying, the Minister of Transport Affairs, Mr Hendrik Schoeman, said his "heart would bleed" for black commuters if subsidies on bus and train journeys were abolished.

It was an achievement that so many people could travel cheaply on public transport "with so little Government aid".

Referring to distances travelled, Mr Schoeman said Mr Sive had referred only to certain people.

Many white people also travelled long distances to and from their work.



Mr Schoeman



Mr Sive



Mr Lockey



Mr Abrahams

## Govt drops clauses on control of black areas

By PETER FABRICIUS  
Political Staff

THE Government has dropped controversial legislation which would have empowered homelands to administer South African black communities against their will.

The legislation would have "circumvented" a Supreme Court decision forbidding the South African Government from transferring the administration of the Mgwali community to Ciskei, Labour Party MP Mr Desmond Lockey told the House of Representatives yesterday.

It also could have affected several other communities which have successfully resisted forced removal to homelands.

The legislation was contained in two clauses of the Laws on Development Aid Amendment

Bill which passed its second stage in the House of Representatives yesterday, after a standing committee had dropped the clauses.

"These clauses followed a Supreme Court decision after the Mgwali people went to court in 1985 over an agreement between the South African Government and Ciskei to transfer the administration of Mgwali to Ciskei," Mr Lockey said.

"The Supreme Court decided that the South African Government had no right to transfer the government of its citizens to a foreign country."

The controversial clauses were an attempt to circumvent the Supreme Court's decision by making good the shortcomings of the Black Laws Act, Mr Lockey said.

## 'No cultural differences'

Parliamentary Staff

THE Minister of Finance, Mr Barend du Plessis, said he saw no cultural difference between himself and the Rev Allan Hendrickse.

Mr du Plessis is classified white and Mr Hendrickse, the chairman of the Ministers' Council in the House of Representatives, is classified coloured under South African law.

Mr du Plessis made the admission during the Budget debate in the House of Delegates in response to a question from Opposition MP Mr Pat Poovalingam (Solidarity, Reservoir Hills).

Mr Salaam Abram-Mayet (NPP, nominated) had earlier taken the Minister to task for suggesting on Monday that the rationale for racially separate

education was the desirability of mother-tongue instruction.

Why then, asked Mr Abram-Mayet, were there not separate state schools for Greeks, Portuguese and Hebrew-speaking white children.

Most coloured people shared the same mother-tongue and church as most Afrikaners, he said.

Mr Poovalingam later asked the Minister if he saw any cultural difference between himself and Mr Hendrickse.

Mr du Plessis conceded that he did not.

'Just colour?' Mr Poovalingam asked.

'Yes,' replied the Minister.

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# Schoeman applied for preferential shares. House is informed

STAR  
17/4/86

Political Staff

PARLIAMENT The Minister of Transport, Mr Hendrik Schoeman, has told Parliament that he himself applied for his preferential shares in the Metropolitan Life insurance company.

The Minister conceded this under questioning by Mr Harry Schwarz, the Official Opposition spokesman on finance.

Mr Schwarz said when Mr Schoeman had originally been asked whether he had applied for the shares as a Cabinet Minister or as a member of the public he had replied: "When a person says 'hello' I don't ask if he is greeting me as a farmer or a minister."

## SELECTED

But Mr Schwarz said he had since read the prospectus which stated clearly that the shares were being offered only to selected opinion-makers.

Originally Mr Schoeman had told Parliament that he had asked his office to buy the shares for him without having seen the prospectus.

But the prospectus stated that the application form for the shares could only be completed by the person to whom it was addressed.

"You can't get these shares through your shareholder. Did you sign for them?"

"Yes," Mr Schoeman replied.

"The application form says you were to be aware of the contents of the prospectus."

## CLAIM

"You are not like Mr Horwood?" he added in a reference to the former Minister of Finance's claim that he had signed a document regarding an Information Department project, without reading it.

● MP's should be aware of the "invidious and compromising" situation they could get themselves into if they accepted preferential share issues from companies, the Minister of Finance, Mr Barend Du Plessis, told the House today.

Each person in public office should ask himself if he would have received the offer if he had not held his position.

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# Harry Schwarz claims it it was immoral to seek advice on tax avoidance

17/4/86 STAR  
269

PARLIAMENT — The Minister of Transport Affairs, Mr Hendrik Schoeman, had acted immorally by employing a merchant bank to advise his department on tax avoidance, Mr Harry Schwarz (PFP Yeoville) said yesterday.

Speaking in the debate on the Finance and Audit vote of the Budget, he said SATS had set a poor example to South Africans by avoiding tax, a practice that had been condemned by the minister of finance

"Mr (Barend) Du Plessis has said that when somebody does not pay tax

it means somebody else has to pay more."

Mr Schwarz said Mr Schoeman's department should hand over any money that had been saved as a result of the advice on tax avoidance.

Mr Schoeman said that if it could be shown that his department had acted illegally or immorally he would repay the money involved

Mr Schwarz said that, while the action was not illegal, he believed it was immoral because the average taxpayer did not have the resources to hire a tax expert

The 21% reduction in average pump prices in the last six weeks will save Sats R91m on its budgeted expenditure on fuel in the current financial year — practically covering the estimated deficit for 1986/1987.

However, for the time being there is little chance of tariffs being reduced. At most, lower costs will be taken into account in determining future tariff increases, Sats assistant GM finance Thomas Greef tells the *FM*

"The problem is that although we are going to save, our accumulated deficit is still about R630m, with a budgeted deficit this year of R98m. This still has to be recovered."

He adds that the overall effect of the lower fuel price is minimal. "Even if we passed on the latest savings, the direct overall rates decrease would be only about 1%."

There has been widespread criticism of Sats' two freight hikes this year. On January 1, freight rates increased by an average of 6,9%, and on April 1 new increases ranging from 2,2% to 15% came into effect.

The March reduction in the fuel price saved Sats R2m on petrol and R40m on diesel over the financial year, says Greef. The latest cut translates into a further saving over the year of R1m on petrol and R48m on diesel.

This week, PFP transport spokesman John Malcomess called on Transport Minister Hendrik Schoeman to reduce air fares and rail tariffs. "The cost of fuel has now been cut by no less than 20% and it would be a miscarriage of justice if Sats did not pass this on to the hard-hit consumers."

SA Agricultural Union president Kobus Jooste says the impact of the fuel price cuts would be "even more effective if all institutions — whose price, service or tariff structures are in some way connected to the fuel price — would agree to adjust these structures accordingly."

Assocom executive director Raymond Parsons is also cautious. "While a fall in fuel prices alone cannot solve the inflation problem in SA, it will enhance the chances of a much lower rate of inflation in the second half of 1986."

Of course, there is always the fear that the maintenance of existing rail tariffs would speed up the swing to road transport, increasing Sats' losses. This, however, does not appear likely. Private road hauliers look like following Sats' example by maintaining current freight rates, believes Presto Containers MD John Gibb.

"Most private hauliers look to the decreases with relief as an opportunity to recover some cost increases of the last few years," he says.

FIN MAIL

FREIGHT RATES

## Staying put

Hopes that this year's two fuel price cuts will bring down rail rates, a major contributor to the costs of industry, commerce and agriculture, appear to have been dashed.

18/9/86

269

Black PO 269

## workers meet on union

A delegation of black post office workers is to meet deputy Postmaster-General Mr. Johan de Villiers in Pretoria tomorrow to discuss the formation of a trade union.

Weekend meetings in the Johannesburg, Durban and Welkom regions elected an ad-hoc committee for the talks.

~~Spokesman for the workers~~  
Mr. Vusi Khumalo said one of the objectives of the meetings was to co-ordinate regions and to gauge membership.

They were also used to present workers with a union constitution, to explain progress made by the committee, to draft points to be discussed at tomorrow's meeting and to seek clarity on a statement made in Parliament recently on parity for post office workers.

Mr. Khumalo said his organisation was planning meetings in other regions and a formal launch of the Post Office Staff Association sometime in July.

He said the union, once recognised, would be the only body able to negotiate for the black workers.

According to Mr. Khumalo, the delegation of 12 would be made up of representatives from townships in Natal, the Eastern Cape, Free State and the Reef



15/4/86  
 Bus services: licences  
 269  
 Mr D J N MALCOMESS asked the  
 Minister of Transport Affairs:

- (1) (a) How many applications for licences to operate intercity bus services were (i) received, (ii) granted and (iii) refused by local road transportation boards and/or the National Transport Commission during the latest specified period of 12 months for which figures are available, (b) how many such applications were still being considered by the said boards and/or Commission on the last day of the period referred to above and (c) (i) to whom were licences granted and (ii) for what route in each case,
- (2) whether any objections were lodged against the granting of any of these licences by (a) the South African Transport Services or its legal representatives and/or (b) any other specified persons or bodies, if so, (i) against which applicants and (ii) by whom were the objections lodged in each case?

THE MINISTER OF TRANSPORT AFFAIRS

- (1) (a) (i) 63  
 (ii) 2  
 (iii) 1.  
 (b) 40  
 (c) (i) (a) Greyhound Bus Lines (Pty) Ltd, and  
 (b) Mr O F Desai.  
 (ii) (a) Between Potchefstroom and Durban via Klerksdorp, Kroonstad, Harmsmith and Pietermaritzburg; and

(b) between Northdale, Pietermaritzburg and Durban, respectively

- (2) (a) Yes  
 (b) Yes.  
 (i) and (ii) An application for public road carrier permits by Putco Ltd for the conveyance of Non-White passengers between—  
 (a) Saulsville/Atteridgeville and Durban,  
 (b) Saulsville/Atteridgeville and Um-tata  
 (c) Saulsville/Atteridgeville and Sibasa,  
 (d) Saulsville/Atteridgeville and Borchum;  
 (e) Saulsville/Atteridgeville and Acornhoek,  
 (f) Saulsville/Atteridgeville and Maseru,  
 (g) Saulsville/Atteridgeville and Witsteshoek,  
 (h) Saulsville/Atteridgeville and Port Elizabeth,  
 (i) Saulsville/Atteridgeville and East London;  
 (j) Saulsville/Atteridgeville and Cape Town;  
 (k) Saulsville/Atteridgeville and Gankulu,  
 Objectors  
 (a) Rand Bus Touring (Pty) Ltd,  
 (b) Greyhound Bus Lines (Pty) Ltd;

- (c) Nyalungga's Bus Services (Pty) Ltd;  
 (d) South Coast Bus Service (Pty) Ltd,  
 (e) Lebowa Transport (Pty) Ltd; and  
 (f) the South African Transport Services (SATS).  
 An application for public road carrier permits by SATS for the conveyance of passengers between Cape Town and Noordoewer en route to Windhoek  
 Objectors  
 (a) Trencor Services Ltd; and  
 (b) Namaqualand Bus Services (Pty) Ltd  
 An application for public road carrier permits by F P du Toit (Pty) Ltd for the conveyance of passengers between Cape Town and Noordoewer en route to and from Windhoek.  
 Objectors:  
 (a) City Tramways Ltd,  
 (b) Trencor Services Ltd;  
 (c) Namaqualand Bus Services (Pty) Ltd;  
 (d) Omega Freight Service (Pty) Ltd, and  
 (e) SATS.  
 An application for public road carrier permits by Mr F G Troost for the conveyance of passengers between Cape Town and Noordoewer en route to and from Walvis Bay  
 Objectors:  
 (a) F P du Toit (Pty) Ltd;  
 (b) Mr J J Ferreira; and  
 (c) SATS.  
 An application for public road carrier permits by Greyhound Bus Lines (Pty) Ltd for the conveyance of passengers between Johannesburg and Nelspruit.  
 Objector  
 SATS.  
 An application for public road carrier permits by Greyhound Bus Lines (Pty) Ltd for the conveyance of passengers between Johannesburg and Durban  
 Objectors:  
 (a) Putco Ltd,  
 (b) South Coast Bus Service (Pty) Ltd, and  
 (c) SATS  
 An application for public road carrier permits by Greyhound Bus Lines (Pty) Ltd for the conveyance of passengers between Johannesburg and Nelspruit.  
 Objectors:  
 (a) Interstate Express Lines (Pty) Ltd, and  
 (b) SATS.  
 An application for public road carrier permits by Greyhound Bus Lines (Pty) Ltd for the conveyance of passengers between Johannesburg and Durban.

## Objectors:

- (a) Putco Ltd; and  
(b) SATS

An application for public road carrier permits by Greyhound Bus Lines (Pty) Ltd for the conveyance of passengers between Johannesburg and Cape Town via Kimberley

## Objectors:

- (a) Putco Ltd,

- (b) Market Service Station (Pvt) Ltd; and

- (c) SATS

An application for public road carrier permits by Greyhound Bus Lines (Pty) Ltd for the conveyance of White passengers between Johannesburg and Pretoria

## Objectors:

- (a) Putco Ltd, and

- (b) SATS

An application for public road carrier permits by Putco Ltd for the conveyance of passengers between Soweto and Durban via Ingwavuma

## Objectors:

- (a) Ezakheni Transport (Pty) Ltd,

- (b) South Coast Bus Service (Pty) Ltd,

- (c) Eljomo Transport (Pty) Ltd,

- (d) Ndlela Transport,

- (e) Mr A Bhayla,

- (f) Mr D B Venter;

- (g) Tilly's Bus Service;

- (h) Mr J N Gima,

- (i) Rand Bus Touring (Pty) Ltd,

- (j) Nyalunga's Bus Service (Pty) Ltd;

- (k) Bahwaduba Bus Service;

- (l) Masebula Bus Service;

- (m) Midland United Transport,

- (n) Vaal Transport Corporation (Pty) Ltd,

- (o) Greyhound Bus Lines (Pty) Ltd;

- (p) Ilanga Transport,

- (q) Osizweni Transport;

- (r) Vuhndlela Transport,

- (s) Western Greyhound Bus Service (Pty) Ltd;

- (t) Municipality of Benoni; and

- (u) SATS.

An application for public road carrier permits by Ramal Transport Co (Pty) Ltd for the conveyance of non-White passengers between Durban and Johannesburg.

An application for public road carrier permits by Coastal Motor Transport (Pty) Ltd for the conveyance of non-White passengers between Durban and Johannesburg.

An application for public road carrier permits by Mr O F Desai

for the conveyance of Asiatic passengers between Pietermaritzburg and Durban.

## Objectors

- (a) City Council of Pietermaritzburg; and

- (b) SATS

An application for public road carrier permits by SATS for the conveyance of non-White passengers between East London and Germiston

## Objectors:

Western Greyhound Bus Service (Pty) Ltd

An application for public road carrier permits by SATS for the conveyance of White and non-White passengers between East London and Welkom.

## Objectors:

Western Greyhound Bus Service (Pty) Ltd.

An application for public road carrier permits by SATS for the conveyance of non-White passengers between East London, Witbank and Middeldrift.

## Objectors:

- (a) Highveld United Transport Ltd;

- (b) Transkei Blue Line Bus Service (Pty) Ltd, and

- (c) Greyhound Bus Lines (Pty) Ltd

An application for public road carrier permits by SATS for the conveyance of passengers between Queenstown and Cape Town

## Objectors:

- (a) Mr P Motale; and

- (b) Greyhound Bus Lines (Pty) Ltd.

An application for public road carrier permits by SATS for the conveyance of passengers between the Republic of South Africa (RSA)/Transkei Border at Queenstown and Robinson.

## Objectors

- (a) Jakaranda Bus Service (Pty) Ltd;

- (b) Vaal Maseru Bus Service (Pty) Ltd,

- (c) Western Greyhound Bus Service (Pty) Ltd; and

- (d) Transkei Blue Line Bus Service (Pty) Ltd

An application for public road carrier permits by SATS for the conveyance of passengers between the RSA/Transkei Border at Queenstown and Germiston

## Objectors

- (a) Western Greyhound Bus Service (Pty) Ltd;

- (b) Putco Ltd,

- (c) Transkei Blue Line Bus Service (Pty) Ltd; and

- (d) Jakaranda Bus Service (Pty) Ltd.

An application for public road carrier permits by SATS for the conveyance of passengers between East London and Roberson.

## Objectors:

- (a) Transkei Blue Line Bus Service (Pty) Ltd,  
 (b) Western Greyhound Bus Service (Pty) Ltd; and  
 (c) Jakaranda Bus Service (Pty) Ltd

An application for public road carrier permits by SATS for the conveyance of passengers between—

- (a) East London and Witbank;  
 (b) East London and Port Elizabeth;  
 (c) East London and Durban,  
 (d) The RSA/Transkei Border and Robinson,  
 (e) Queenstown and Germiston,  
 (f) East London and Germiston,  
 (g) East London and Robinson, and  
 (h) Queenstown and Cape Town

## Objectors:

- (a) Transkei Blue Line Bus Service (Pty) Ltd,  
 (b) Mr P Motale,  
 (c) Western Greyhound Bus Service (Pty) Ltd, and  
 (d) Vaal Maseru Bus Service (Pty) Ltd

An application for public road carrier permits by SATS for the conveyance of passengers from points within a radius of 50 kilo-

metres from SATS stations at East London, King William's Town, Queenstown and Alwal North to connect with all existing approved road transport routes

## Objectors:

- (a) Transkei Blue Line Bus Service (Pty) Ltd;  
 (b) Mr P Motale,  
 (c) Western Greyhound Bus Service (Pty) Ltd, and  
 (d) Vaal Maseru Bus Service (Pty) Ltd

An application for public road carrier permits by Greyhound Bus Lines (Pty) Ltd for the conveyance of passengers between Port Elizabeth, East London and Durban

## Objectors

- (a) Copper Rose,  
 (b) Mr J J Ferreira, and  
 (c) Trans Umzimkulu Transport (Pty) Ltd

An application for public road carrier permits by Mr K Acton for the conveyance of passengers between Port Elizabeth and Cape Town

## Objectors:

- (a) P E Tramways Ltd,  
 (b) Algoa Tours,  
 (c) SATS, and  
 (d) E E Blunder Passenger Transport

An application for public road carrier permits by SATS for the conveyance of passengers between Port Elizabeth and Craiddock.

## Objector:

Greyhound Bus Lines (Pty) Ltd

An application for public road carrier permits by SATS for the conveyance of passengers between Port Elizabeth and Graaff-Reinet

## Objector:

Greyhound Bus Lines (Pty) Ltd

An application for public road carrier permits by Greyhound Bus Lines (Pty) Ltd for the conveyance of passengers between Johannesburg and Durban

## Objectors

- (a) Metro Bus Service;  
 (b) Setsokotsane Bus Service, and  
 (c) SATS

An application for public road carrier permits by Interkaap Ferreira Busdiens (Pty) Ltd for the conveyance of passengers between Cape Town and Port Elizabeth.

## Objectors

- (a) Springbok Atlas Safaries (Pty) Ltd;  
 (b) Mr C A Fick,  
 (c) City Tramways Ltd;  
 (d) Greyhound Bus Lines (Pty) Ltd; and

## (e) SATS.

An application for public road carrier permits by Greyhound Bus Lines (Pty) Ltd for the conveyance of passengers between—

- (a) Bloemfontein and Cape Town;  
 (b) Bloemfontein and East London;  
 (c) Bloemfontein and Port Elizabeth,  
 (d) Bloemfontein and Uppington;  
 (e) Bloemfontein and Durban; and  
 (f) Bloemfontein and Pretoria

## Objectors:

- (a) Transkei Blue Line Bus Service (Pty) Ltd;  
 (b) SATS;  
 (c) Eljomo Transport (Pty) Ltd;  
 (d) Ezakheni Transport (Pty) Ltd;  
 (e) Setsokotsane Bus Service (Pty) Ltd,  
 (f) Jakaranda Bus Service (Pty) Ltd,  
 (g) Putco Ltd; and  
 (h) Interstate Bus Lines (Pty) Ltd.

An application for public road carrier permits by SATS for the conveyance of passengers between—

- (a) De Aar and East London;  
 (b) De Aar and Port Elizabeth;

- (c) De Aar and Cape Town;  
 (d) De Aar and Johannesburg; and  
 (e) Kimberley and Plettenberg Bay
- Objectors:  
 (a) Interstate Bus Lines (Pty) Ltd,  
 (b) Western Greyhound Bus Lines (Pty) Ltd; and  
 (c) Greyhound Bus Lines (Pty) Ltd
- An application for public road carrier permits by SATS for the conveyance of passengers between—
- (a) Port Elizabeth and Cape Town via George and Oudtshoorn; and  
 (b) Knysna and Cape Town
- Objectors:  
 (a) Mr J J Ferreira, and  
 (b) Greyhound Bus Lines (Pty) Ltd.
- An application for public road carrier permits by SATS for the conveyance of passengers between Durban and Johannesburg, non-stop, direct
- Objectors  
 (a) Jakaranda Bus Service (Pty) Ltd,  
 (b) Greyhound Bus Lines (Pty) Ltd,  
 (c) Vaal Transport Corporation (Pty) Ltd, and  
 (d) South Coast Bus Service (Pty) Ltd
- An application for public road carrier permits by SATS for the conveyance of passengers between Durban, Johannesburg and Pretoria
- Objectors:  
 (a) Jakaranda Bus Service (Pty) Ltd,  
 (b) Greyhound Bus Lines (Pty) Ltd, and  
 (c) South Coast Bus Service (Pty) Ltd.
- An application for public road carrier permits by SATS for the conveyance of passengers between Durban and Pietermaritzburg and Ladysmith
- Objectors  
 (a) Jakaranda Bus Service (Pty) Ltd,  
 (b) Greyhound Bus Lines (Pty) Ltd, and  
 (c) South Coast Bus Service (Pty) Ltd
- An application for public road carrier permits by SATS for the conveyance of passengers between Durban and Port Elizabeth via East London
- Objectors  
 (a) Copper Rose;  
 (b) Jakaranda Bus Service (Pty) Ltd, and  
 (c) Greyhound Bus Lines (Pty) Ltd
- An application for public road carrier permits by SATS for the conveyance of non-White passengers

- engers between East London and Port Elizabeth.
- Objector:  
 Greyhound Bus Lines (Pty) Ltd.
- An application for public road carrier permits by SATS for the conveyance of non-White passengers between East London and Durban
- Objector:  
 Greyhound Bus Lines (Pty) Ltd.
- An application for public road carrier permits by SATS for the conveyance of passengers between—
- (a) Bloemfontein and Pretoria;  
 (b) Bloemfontein and Durban;  
 (c) Bloemfontein and Cape Town;  
 (d) Bloemfontein and East London,  
 (e) Bloemfontein and Port Elizabeth; and  
 (f) Bloemfontein and Uppington.
- Objectors:  
 (a) Greyhound Bus Lines (Pty) Ltd,  
 (b) Purico Ltd,  
 (c) Jakaranda Bus Service (Pty) Ltd;  
 (d) Mr J J Ferreira;  
 (e) Western Greyhound Bus Service (Pty) Ltd,  
 (f) Eljomo Transport (Pty) Ltd; and  
 (g) Interstate Bus Lines (Cape) (Pty) Ltd
- An application for public road carrier permits by Greyhound Bus Lines (Pty) Ltd for the conveyance of passengers between Johannesburg and Durban.
- Objector:  
 SATS
- An application for public road carrier permits by South Coast Bus Service (Pty) Ltd for the conveyance of non-White passengers between Durban and Johannesburg.
- Objectors:  
 (a) SATS;  
 (b) Greyhound Bus Lines (Pty) Ltd;  
 (c) Setsokotsane Bus Service (Pty) Ltd;  
 (d) Durban Transport Management Board;  
 (e) Ezakheni Transport (Pty) Ltd;  
 (f) Road Passengers Bus Service (Pty) Ltd, and  
 (g) KwaZulu Transport (Pty) Ltd.
- An application for public road carrier permits by Jakaranda Bus Service (Pty) Ltd for the conveyance of passengers between—
- (a) Bloemfontein and Uppington;  
 (b) Bloemfontein and Durban;  
 (c) Bloemfontein and Cape Town;  
 (d) Bloemfontein and Port Elizabeth;

- (e) Bloemfontein and Pretoria; and
  - (f) Bloemfontein and East London.
- Objectors
- (a) SATS;
  - (b) Putco Ltd,
  - (c) Greyhound Bus Lines (Pty) Ltd,
  - (d) Western Greyhound Bus Service (Pty) Ltd, and
  - (e) Eljomo Transport (Pty) Ltd
- An application for public road carrier permits by City Tramways Ltd for the conveyance of passengers between—
- (a) Cape Town and Port Elizabeth,
  - (b) Port Elizabeth and Durban, and
  - (c) Durban and Johannesburg.
- Objectors:
- (a) Jakaranda Bus Service (Pty) Ltd;
  - (b) Greyhound Bus Lines (Pty) Ltd,
  - (c) Eljomo Transport (Pty) Ltd,
  - (d) SATS,
  - (e) Mr J J Ferreira,
  - (f) Mr P P Motale,
  - (g) Copper Rose; and
  - (h) Trans Amzimkulu Bus Service (Pty) Ltd
- An application for public road carrier permits by Greyhound Bus Lines (Pty) Ltd for the con-

veyance of passengers between Johannesburg and Durban.

- Objectors
- (a) South Coast Bus Service (Pty) Ltd, and
  - (b) SATS.

An application for public road carrier permits by SATS for the conveyance of passengers between Durban and Bloemfontein

- Objectors
- (a) Jakaranda Bus Service (Pty) Ltd, and
  - (b) Greyhound Bus Lines (Pty) Ltd

The hon member's attention is, furthermore, drawn to the following:

(1) The 63 applications referred to in (1)(a)(i) above are for the period 1 April 1985 to 31 March 1986. Likewise the figures quoted in (1)(a)(ii) and (ii) above refer to permits granted and refused during the same period. However, the figure of 40 applications referred to in (1)(b) above represents applications that will be considered after 31 March 1986, which includes applications submitted before 1 April 1985, less applications withdrawn during the abovementioned period

To summarise—

applications received	63
less applications granted or refused	3
less applications withdrawn	60
plus applications submitted before 1 April 1985	14
Therefore applications still to be considered	40

(2) The application by Mr K Acton referred to above was received on 29 August 1985 by the Local Road Transportation Board (LRTB), Port Elizabeth. Because of numerous applications which had been withdrawn and re-submitted with *inter alia* better route descriptions, the National Transport Commission (NTC) decided not to consider applications received after 1 January 1985. All such applications will be dealt with by the relevant LRTB's. The application by Mr K Acton was therefore not submitted to the NTC, having been received after the said cut-off date and has consequently not been included

in the reply to question 658 by the hon member since it did not form part of the applications to be considered by the NTC.

Reclassification  
 TRANSFERRED 18/4/86  
 MR S S VAN DER MERWE ASKED  
 the Minister of Home Affairs:

(a) What total number of persons in each category applied to be reclassified from one race group to another in 1983, 1984 and 1985, respectively, and (b) how many of these applications were unsuccessful in each case?

THE MINISTER OF HOME AFFAIRS:

	(a)	(b)	1983	1984	1985	1983	1984	1985
Coloured to White	868	707	8	22	24	4	8	206
White to Coloured	1	1	1	1	1	1	1	5
Indian to White	4	12	3	3	2	1	5	2
White to Indian	7	3	2	2	1	1	2	1
White to Chinese	5	3	1	3	1	2	1	1
Malay to White	8	6	—	—	—	—	—	—
White to Malay	—	1	—	—	—	—	—	—
Indian to Coloured	39	61	—	—	—	—	—	—
Coloured to Indian	33	57	33	49	4	2	11	4
Indian to Malay	17	19	17	24	2	3	3	6
Malay to Indian	20	29	20	34	2	2	2	3
Black to Coloured	100	109	15	397	12	4	20	4
Coloured to Black	15	8	—	—	—	—	—	—
Black to Other Asian	—	4	—	—	—	—	—	—
Black to Grigua	—	4	—	—	—	—	—	—
Coloured to Malay	3	1	—	—	—	—	—	—
Chinese to Coloured	—	—	—	—	—	—	—	—
Malay to Coloured	—	—	—	—	—	—	—	—
Black to Malay	—	—	—	—	—	—	—	—
Black to Indian	3	4	—	—	—	—	—	—
Indian to Other Asian	4	3	—	—	—	—	—	—
Malay to Chinese	—	—	—	—	—	—	—	—
Coloured to Chinese	4	5	—	—	—	—	—	—

Housing subsidies

797. Mr R R HULLEY asked the Minister of Public Works:

What was the total amount paid out in the 1984-85 financial year in housing sub-

sidies in terms of the Public Service Act No 54 of 1957?  
 The MINISTER OF PUBLIC WORKS:  
 R190 190 905.

BUS. Day (269)

# Schoeman took Metlife shares

21/4/86  
CHRIS CAIRNCROSS

TRANSPORT Minister Hendrik Schoeman accepted a preferential offer of shares in Metropolitan Life (Metlife) and not, as *Business Day* reported last week, in Lifegro.

The confusion arose during a row which erupted in Parliament when Harry Schwarz (PFP MP for Yeoville), the Opposition spokesman on finance, questioned the morality of companies offering preferential allocations of shares to cabinet ministers, deputy ministers and other opinion-formers.

And he called on Finance Minister Barend du Plessis, who has all insurance companies under his jurisdiction, to look at the concept of organisations dishing

out preferential allocations.

Lifegro, whose name was confused with that of Metropolitan Life at the time, has since stressed that it has not made any preferential allocations to any minister.

Metropolitan Life, on the other hand, did make such an allocation, with Schoeman confirming he was one of the opinion-formers to take up the offer.

Schwarz suggested there should be a code of conduct concerning the taking and allocation of shares for all Members of Parliament and everyone exercising influence in public office.

(b) No

1316

(i) For economic considerations

(ii) On domestic flights the mass of all sporting equipment is assessed with the sportsman's baggage and any mass in excess of the free baggage allowance (but not exceeding the mass of the sporting equipment) is conveyed at 66 2/3 per cent of the applicable excess baggage rate

On international flights sporting equipment may be conveyed free of charge if it is not in excess of the normal free baggage allowance

As soon as the total mass (or dimensions in the case of the USA, Brazil and Argentina) of the baggage, plus the sporting equipment or the total number of pieces, as the case may be, is in excess of the usual free baggage allowance, a charge is raised

All other sporting equipment is conveyed as cargo

22/4/86 G.C.M. 1315  
HANSMAN  
Mr L F STOFBERG asked the Minister of Transport Affairs †

- (1) What amounts were paid to the South African Transport Services in respect of subsidies for transportation of non-Whites in each of the latest specified five years for which figures are available,
(2) (a) what formula is used in calculat-

ing these subsidies and (b) when was the formula last revised?

THE MINISTER OF TRANSPORT AFFAIRS.

(1) Transport Services is partly compensated for the losses incurred in total on rail passenger services. Separate figures for the transport of non-Whites are therefore not available but the total compensation in respect of rail passenger services was as follows.

Table with 2 columns: Financial year, R mil. Lion. Rows: 1981-82, 1982-83, 1983-84, 1984-85, 1985-86 (estimate)

(2) (a) The compensation represents the interest obligation on the investment in rail passenger services as well as an additional compensation

(b) The amount in respect of the additional compensation is annually negotiated with the Treasury

794 Mr R R HULLEY asked the Minister of Communications

With reference to his reply to Question No 621 on 21 March 1985, what steps are to be taken to provide additional post boxes in the Plumstead area?

THE MINISTER OF COMMUNICATIONS.

The acquisition of a site for the erection of a larger post office building near the

railway station in Plumstead is at present being negotiated and provision will be made for a sufficient number of private boxes in the new building. The waiting list for private boxes at Plumstead has in the interim decreased from 29 to 10

22/4/86 G.C.M. 1317  
KwaNdebele: official motor-cars  
HANSMAN 23/4/86  
844 Mr L F STOFBERG asked the Minister of Education and Development Aid: †

not donate any official motor cars to the KwaNdebele Government.

(2) The KwaNdebele Government may in terms of the National States Constitution Act, 1971 (Act 21 of 1971) dispose of the funds on its budget and no particulars regarding the purchase of official motor cars are available

(3) It is not known whether any motor cars were damaged in riots

WEDNESDAY, 23 APRIL 1986

(1) Whether any official motor-cars have been donated to the KwaNdebele Government by the South African Government, if so, (a) when, (b) why, (c) what is the total amount involved and (d)(i) how many motor-cars and (ii) of what makes, if not,

(2) whether he will furnish information on the acquisition of official motor-cars by the KwaNdebele Government; if not, why not, if so, what are the relevant particulars,

(3) whether any of these motor-cars were damaged or destroyed in recent riots, if so, (a) how many, (b) at what amount is the damage estimated and (c) in what manner will this damage be made good?

THE MINISTER OF EDUCATION AND DEVELOPMENT AID.

(1) The South African Government did

THE MINISTER OF LAW AND ORDER

Table with 10 columns: (a) through (j) and rows for Germiston, Kaitshong, Primrose, Alberton, Bedfordview, Edenvale, Elsiburg

Note These statistics are furnished for the period 1 July 1984 until 30 June 1985. Statistics with regard to the period 1 July 1985 until 31 December 1985 are not readily available

General Affairs  
HANSMAN  
339 Mr B B GOODALL asked the Minister of Law and Order

How many cases of (a) murder, (b) culpable homicide, (c) assault with intent to do grievous bodily harm, (d) common assault, (e) rape, (f) robbery, (g) theft of vehicles and cycles, (h) damage to property, (i) housebreaking with intent to steal and theft and (j) possession of drugs were reported at each specified police station in the Germiston police district in 1985?

† Indicates translated version  
For written reply.

1303

TUESDAY, 22 APRIL 1986

1304

Domestic Services of the SAA			International Services of the SAA		
Period of service	Number of concessions per annum	Type of concession	Period of service	Number of concessions	Type of concession
After 20 years	1	80% rebate (free pass by rail is forfeited) 80% rebate	After 30 years	1 (once only)	90% rebate
After 30 years	1	100% rebate (free pass by rail is forfeited) 90% rebate			
After 1 year (Employees in SWA)	1	80% rebate (free pass by rail is forfeited)			

(2) Please refer to the reply given to part (1) of the question

*Q 202 1303*  
**EMERGENCY FEEDING SCHEME**  
 753 Dr M S BARNARD asked the Minister of National Health and Population Development

- (1) Whether a sum of R10 million was allocated by the Government in or about September 1985 for an emergency feeding scheme for indigent persons, if so, who was in charge of the distribution of these funds,
- (2) whether any portion of this money was spent, if so, (a) what total amount, (b) by whom, (c) on what specified items and (d) in respect of how many indigent persons,
- (3) whether any portion of this money was returned to the Treasury, if so, (a) what amount, (b) when, (c) why and (d) what steps are to be taken in respect of the remainder of the sum so allocated?

**The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT**

- (1) Yes Department of National Health and Population Development
- (2) Yes
  - (a) R3,4 million (28 February 1986)
  - (b) Department of National Health and Population Development
  - (c) 22 Different items including: Milkpowder 500 000 kg, Mealie-meal 660 000 kg, Sugar 244 000 kg, Soup Powder 296 000 kg
  - (d) 591 061 persons (28 February 1986)
- (3) Yes
  - (a) Approximately R6 million

HoA

1305

TUESDAY, 22 APRIL 1986

1306

- (b) 27 March 1986
- (c) In terms of Section 5(1) of the Exchequer and Audit Act (Act 66 of 1975) moneys appropriated for a particular financial year may not be transferred to the subsequent financial year
- (d) R3 million has now been allocated by Treasury for the continuation of the emergency feeding scheme

*Q 202 1305*  
**Pensioners' concessions**  
 754 Mr M A TARR asked the Minister of Transport Affairs

Whether South African Transport Services pensioners qualify for any concessions in regard to subsidised or free travel in respect of travel facilities administered by the South African Transport Services, if so, (a) in respect of which categories of travel facilities do they qualify for concessions, (b) which pensioners qualify for these facilities and (c) for what specified concessions does each category of pensioners qualify?

- The MINISTER OF TRANSPORT AFFAIRS**
- Yes
    - (a) Concessions are granted for travel by rail and air
    - (b) All pensioners of Transport Services qualify for rebated or free travel concessions
    - (c) *White Pensioners*
      - (1) By Rail For themselves and their wives—
        - (i) one free pass annually,
        - (ii) forty-eight quarter-fare
      - (2) BY AIR (on certain nominated flights)
        - (i) Pensioners (Airways pensioners excluded) and their dependants who are entitled to full holiday

HoA



1307

TUESDAY, 22 APRIL 1986

1308

travel concessions, may be granted the following air travel concessions annually in the

economy class on the domestic services of the South African Airways

Period of service at time of retirement

(i) After 10 years

Number per annum 1

75% rebate (free pass by rail is forfeited)

Concession

(ii) After 20 years

Number per annum 1

80% rebate (free pass by rail is forfeited)

(iii) After 30 years

Number per annum 1

100% rebate (free pass by rail is forfeited)

or holders of grey passes

Number per annum 1

90% rebate

Widow pensioners (excluding widows of Airways employees and pensioners) whose deceased husbands have completed a specific number of years service prior to retirement/death and

their dependent children who are entitled to full travel facilities, may be granted the following air travel concessions annually in the economy class on the domestic services of the South African Airways.

Period of service completed by ex-husband

(i) 10 years

Number per annum 1

75% rebate (free pass by rail is forfeited)

Concession

Period of service at time of retirement

(ii) 20 years

Number per annum 1

80% rebate (free pass by rail is forfeited)

Concession

(iii) 30 years

Number per annum 1

100% rebate (free pass by rail is forfeited)

The following travel concessions may be granted on the international services of the South African Airways to pensioners

(Airways pensioners excluded), their wives and dependent children. Pensioners who, at the time of their retirement—

(i) have completed 15 years service

one concession at 75% rebate after retirement irrespective of whether or not a similar concession was used during his period of service;

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1309

TUESDAY, 22 APRIL 1986

1310

(ii) have completed 30 years service or ex-holders of black passes.

one concession at 90% rebate after retirement irrespective of whether or not a similar concession was used during his period of service

(iii) are in possession of grey passes

one concession at 90% rebate during each period of three years

Pensioners who were holders of grey or black passes, apart from the air travel concessions to which they were entitled after the completion of every 3 or 5 years service respectively, qualify for one only additional international air concession at 90% rebate after 30 years service. If not utilised during their period of service it may be used after retirement but lapses in the case of the widow after the demise of the pensioner

The following travel concessions may be granted on the international services of the South African Airways to widow pensioners (excluding widows of Airways employees and pensioners) and their dependent children provided their deceased husbands—

(i) completed 15 years service

one concession at 75% rebate provided a similar concession has not been used after the husband's retirement;

(ii) completed 30 years service

one concession at 90% rebate provided a similar concession has not been used after the husband's retirement

Airways pensioners, i.e. ex-members of the personnel who were attached to the Airways Department at the time of their retirement, their wives and dependent children as well as widow

pensioners of Airways personnel and Airways pensioners, may be granted the following air travel concessions annually in the economy class on the domestic services of the South African Airways.

Period of service

(i) Pensioners — irrespective of service in SAA prior to retirement

Number per annum 1

100% rebate (free pass by rail is forfeited)

Concession

1

90% rebate

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Period of service	Number per annum	Concession
(ii) Holders of grey passes	1	100% rebate (free pass by rail is forfeited)
(iii) Widow pensioners whose late husbands have completed at least one year's service prior to retirement/demise and dependent children	Unlimited	90% rebate
(iii) Widow pensioners whose late husbands have completed at least one year's service prior to retirement/demise and dependent children	1	100% rebate (rail free pass is forfeited)
Airways pensioners and widows as well as their dependants may be granted the following air travel concessions on the international services of the SAA	1	90% rebate
(i) Pensioners irrespective of period of service in SAA prior to retirement	2 within 12 months after retirement and every year thereafter	90% rebate
(ii) Holders of grey passes	1 every five years	100% rebate
(iii) Widow pensioners whose late husbands have completed at least one year's service prior to retirement/demise	Unlimited	90% rebate
(iii) Widow pensioners whose late husbands have completed at least one year's service prior to retirement/demise	2 within 12 months after retirement and every year thereafter	90% rebate
Coloured, Indian and Black pensioners, their wives and dependent children		
By Rail		
Employees who are granted an annuity in terms of the Railways and Hours Pensions Amendment Act, 1941, and employees when retired on		

- account of injury on duty or on account of injury or illness caused or aggravated by military service and who are awarded an annuity in terms of the Workmen's Compensation Act or the War Pensions Act—
- (1) for themselves and their wives—  
one free pass and twenty-four quarter-fare ticket orders each annually,
- (2) for their dependent children under the age of 21 years—  
one ticket at half-fare annually.
- Coloured, Indian and Black employees who have been retired from the Transport Services without the award of an annuity, after the completion of not less than 15 years satisfactory service—
- (i) For themselves and their wives—  
one ticket each annually at quarter-fare,
- (ii) For their dependent children under the age of 21 years—  
one ticket at half-fare annually.
- Concessions for educational purposes may also be granted in favour of dependent children
- 763 Mr P G SOAL asked the Minister of Constitutional Development and Planning
- (1) Whether, with reference to the reply of the Minister of Co-operation, Development and Education to Question No 19 on 5 March 1985, additional building stands have been surveyed in Mamelodi; if so, (a) how many and (b) when;
- (2) whether any of these stands have been made available to the public, if not, why not, if so, when?
- The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING:
- (1) Yes
- (a) 1 793 sites
- (b) August 1983 to 31 March 1986
- (2) Yes As from October 1984
- Sporting equipment
- 777 Mr P C CRONJÉ asked the Minister of Transport Affairs.
- Whether all sporting equipment carried by passengers is transported free of charge on (a) suburban passenger trains and (b) the South African Airways, if not, (i) why not and (ii) what specified types of sporting equipment are excluded in each case?
- The MINISTER OF TRANSPORT AFFAIRS
- (a)(i) and (ii) No. All sporting equipment, which can be carried at ease, and which will not inconvenience other passengers may be carried by passengers free of charge. Non-collapsible equipment such as fishing-rods and certain camping equipment are conveyed free of charge in the guard's van.
- In order not to inconvenience other passengers and to encourage passengers with surf-boards with a length of less than two metres, to travel outside peak hours, a tariff of 60c in each direction is raised for these boards when carried by passengers during peak hours. During off-peak hours and over week-ends surfboards may be carried free of charge.
- Surf-boards with a length of two metres and more, canoe's, paddle-ski's, windsurfers, rowing-boats and the like are regarded as bulky sporting equipment and are charged at the appropriate tariffs

(ii) Housing R39252 933.  
Infrastructure R917 682.

(2) Rate of interest in respect of loans  
Housing 11,25%.  
Infrastructure 1% and 11,25%.

*Q con 1295*  
*Subsidised border fences*  
*433 Mr R W HARDINGHAM asked the*  
*Minister of Public Works*

Whether his Department bears the cost

Transkei	4,8	R20 047,82
Bophuthatswana	17,55	R84 126,00
Venda	74,7	R253 473,66
Swaziland	80	R319 933,45
Lesotho	37,530	R173 626,62

Yes, in so far as it concerns the erection of border fences between States and the maintenance thereof.

The MINISTER OF PUBLIC WORKS.

*22/4/86 Q con 1295*  
*Family housing units*  
*533. Mr A SAVAGE asked the Minister*  
*of Constitutional Development and Plan-*  
*ning.*

(a) How many new family housing units for Blacks in White urban areas were built by each Development Board in 1985 and (b) what was the expenditure in that year on (i) such housing and (ii) infrastructural services for such housing?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING.

(a) None—Development Boards do not erect houses in White urban areas  
(i) and (ii) Fall away

*Q con 1295*  
*Black spots*  
*660 Mr G B D MCINTOSH asked the*  
*Minister of Education and Development*  
*Aid.*

(1) (a) How many Black spots were removed in each (i) magisterial district

HoA

of subsidised border fencing; if not, by which Government Department(s) is this cost borne; if so, (a) how many kilometres of fencing were erected between the Republic and each specified independent Black state during the latest specified period of two years for which figures are available and (b) what was the cost involved?

*Q con 1297*  
*Ekangala*  
*684 Mr P G SOAL asked the Minister of*  
*Constitutional Development and Planning.*

	(a)	(b)
Ndebele	460	558
South Sotho	144	186
North Sotho	44	68
Swazi	99	133
Shangaan	59	70
Tswana	48	68
Venda	12	15
Xhosa (Transkei)	50	58
Zulu	133	164
Total	1 049	1 320

(a) What was the (i) adult (aa) male and (bb) female and (ii) child population of Ekangala Township as at the latest specified date for which information is available and (b) to which tribal or ethnic group do they belong in each case?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING.

*Q con 1297*  
*Staff travel benefits*  
*741 Mr D J N MALCOMESS asked the*  
*Minister of Transport Affairs*

(1) Whether (a)(i) pilots and (ii) clerks attached to the South African Airways and (b)(i) directors, (ii) assistant directors, (iii) deputy directors, (iv) clerks, (v) shunters, (vi) engine drivers and (vii) artisans attached to the South African Transport Services receive any travel benefits, if so, for what specified benefits do members of staff in each category qualify annually,

The MINISTER OF TRANSPORT AFFAIRS.

(a) (i) *By Rail* Pilots, their wives and dependent children receive one annual holiday free pass, and unlimited privilege tickets at quarter-fare. Pilots in possession of a grey or black pass receive unlimited free journeys, and their wives and dependent children one annual holiday free pass and unlimited privilege tickets at quarter-fare.

(2) whether these members of staff receive or qualify for any additional benefits for travel after a long period of service, if so, (a) after what period of service do they qualify for these

HoA

*By Air* (on certain nominated flights) Pilots, their wives and dependent children

Domestic Services of the SAA			International Services of the SAA		
Period of service	Number of concessions per annum	Type of concession	Period of service	Number of concessions	Type of concession
After 1 year	1	100% rebate (free pass by rail is forfeited)	After 1 year	1 per annum	90% rebate
After 3 years	1	100% rebate (free pass by rail is forfeited)	After 3 years or in possession of a black pass	Unlimited	90% rebate
After 15 years or in possession of a black pass	1	100% rebate (free pass by rail is forfeited)	After 5 years or in possession of a grey pass	1 every 5 years	100% rebate
After 20 years or in possession of a grey pass	1	100% rebate (free pass by rail is forfeited)	After 30 years	1 per annum plus 1 additional every 5 years	100% rebate
	4	75% rebate		Unlimited	90% rebate
	Unlimited	90% rebate		Unlimited	90% rebate

(a) (ii) Clerks, their wives and dependent children  
*By Rail* An annual holiday free pass and unlimited privilege tickets at quarter-fare  
*By Air* (on certain nominated flights)

Domestic Services of the SAA			International Services of the SAA		
Period of service	Number of concessions per annum	Type of Concession	Period of service	Number of concessions	Type of concession
After 1 year	1	100% rebate (free pass by rail is forfeited)	After 1 year	1 per annum	90% rebate
After 3 years	1	100% rebate (free pass by rail is forfeited)	After 3 years	Unlimited	90% rebate

Domestic Services of the SAA International Services of the SAA

Period of service	Number of concessions per annum	Type of Concession	Period of service	Number of concessions	Type of concession
After 15 years	1	100% rebate (free pass by rail is forfeited)	After 5 years	1 every 5 years	100% rebate
After 20 years	1	100% rebate (free pass by rail is forfeited)	After 30 years	1 per annum plus 1 additional every 5 years	100% rebate
	4	75% rebate		Unlimited	90% rebate
	Unlimited	90% rebate		Unlimited	90% rebate

(b) (i), (ii) and (iii)  
*By Rail* Self—unlimited free journeys, (holders of grey passes), Wives and dependent children—an annual free pass and unlimited privilege tickets at quarter-fare  
*By Air* (on certain nominated flights) Self, wives and dependent children

Domestic Services of the SAA			International Services of the SAA		
Number of concessions per annum	Type of concession		Number of concessions	Type of concession	
1	100% rebate (free pass by rail forfeited)		1 every 3 years	90% rebate	
1	90% rebate		1 after 30 years service	90% rebate	

(b) (iv), (v), (vi) and (vii)  
*By Rail* An annual free pass and unlimited privilege tickets at quarter-fare for self, wives and dependent children  
*By Air* (on certain nominated flights)

Domestic Services of the SAA			International Services of the SAA		
Period of service	Number of concessions per annum	Type of concession	Period of service	Number of concessions	Type of concession
After 10 years	1	75% rebate (free pass by rail is forfeited)	After 15 years	1 (once only)	75% rebate

H0A 2

1303

TUESDAY, 22 APRIL 1986

1304

Domestic Services of the SAA		International Services of the SAA	
Period of service	Number of concessions per annum	Period of service	Number of concessions
After 20 years	1	After 30 years	1 (once only)
After 30 years	1		
After 1 year (Employees in SWA)	1		

(1) Type of concession

(2) Please refer to the reply given to part (1) of the question

*Q 221 1303*  
*HANSARD 22/4/86*  
 Emergency feeding scheme  
 753 Dr M S BARNARD asked the Minister of National Health and Population Development

- (1) Whether a sum of R10 million was allocated by the Government in or about September 1985 for an emergency feeding scheme for indigent persons, if so, who was in charge of the distribution of these funds,
- (2) whether any portion of this money was spent, if so, (a) what total amount, (b) by whom, (c) on what specified items and (d) in respect of how many indigent persons,
- (3) whether any portion of this money was returned to the Treasury, if so, (a) what amount, (b) when, (c) why and (d) what steps are to be taken in respect of the remainder of the sum so allocated?

HOA

1305

TUESDAY, 22 APRIL 1986

1306

(b) 27 March 1986

(c) In terms of Section 5(1) of the Exchequer and Audit Act (Act 66 of 1975) moneys appropriated for a particular financial year may not be transferred to the subsequent financial year

(d) R3 million has now been allocated by Treasury for the continuation of the emergency feeding scheme

*Q 221 1305*  
*HANSARD 22/4/86*  
 Pensioners' concessions  
 754 Mr M A TARRK asked the Minister of Transport Affairs

Whether South African Transport Services pensioners qualify for any concessions in regard to subsidised or free travel in respect of travel facilities administered by the South African Transport Services, if so, (a) in respect of which categories of travel facilities do they qualify for concessions, (b) which pensioners qualify for these facilities and (c) for what specified concessions does each category of pensioners qualify?

- The MINISTER OF TRANSPORT AFFAIRS
- (a) Concessions are granted for travel by rail and air
  - (b) All pensioners of Transport Services qualify for rebated or free travel concessions
  - (c) *White Pensioners*
    - (1) By Rail
      - (i) one free pass annually,
      - (ii) forty-eight quarter-fare
    - (2) BY AIR (on certain nominated flights)
      - (i) one holiday free pass annually,
      - (ii) forty-eight quarter-fare concessions annually for journeys not exceeding 40 kilometres (80 kilometres return) of which a multiple may be used to travel a longer distance.
- Pensioners and widow pensioners are also granted travel concessions for educational purposes in favour of their dependent children

HOA

## Jan Smuts' position not in danger now

MICK COLLINS

269

FEARS that large airports in neighbouring states will pose a threat to Jan Smuts Airport have been discounted by sources in the air industry.

A concerted effort to grab traffic from Jan Smuts by Swaziland, Ciskei and Bophuthatswana — all of which spent huge sums on airport infrastructure recently — appears to have fizzled out.

Swaziland improved facilities to the tune of R18m, which included a new 2 600m runway, a control tower and an extension to the existing terminal building.

At Mmabatho in Bophuthatswana, more than R21m has been spent on an international-type airport.

Ciskei, in turn, pledged R25m on a new air facility which could handle Jumbo-sized aircraft. Informed sources now say the country has been landed with a white elephant and that the whole concept was over-sold.

"Unless these airports become true departure or destination points in their own right, it will take a long time before they are fully utilised," said Commercial Aviation Association executive director Cor Beek.

An SAA spokesman said: "We cannot say if these airports will affect us. Neighbouring states are free agents to do what they wish; how they operate is their internal business."

A Swaziland Department of Civil Aviation spokesman said he believed much potential existed for direct flights to destinations such as Nairobi, Mauritius and the Seychelles. He said he hoped overseas promotions would lead to full capacity.

Dr Wim de Villiers: report  
 \*20. Mr D J N MALCOMESS asked the  
 Minister of Transport Affairs

- (1) Whether he has as yet received the report of Dr Wim de Villiers on the financial and organisational structures of the South African Transport Services, if not, when is it expected that he will receive this report, if so, when,
- (2) Whether (a) any part of the report or (b) the full report is to be tabled in Parliament; if not, why not, if so, when?

†The MINISTER OF TRANSPORT AFFAIRS

- (1) No It is expected that the report will be submitted by the end of May 1986
- (2) (a) and (b) Although it is an internal study which is not normally made public, a decision whether it will be Tabled in Parliament can only be taken once the contents of the report are known

Western Transvaal Development Board  
 Dr F HARTZENBERG asked the  
 Minister of Constitutional Development and Planning †

Whether it is the intention to phase out the Western Transvaal Development Board, if so, (a) why, (b) when and (c) who or what agency will take over the functions of this board?

†The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(a), (b) and (c) The rationalisation of services and of service rendering institutions on local government level requires adaptations to, amongst others, the sys-

HoA

term of development boards Recommendations in this respect from the Council for the Co-ordination of Local Government Affairs are being considered but final decisions have not yet been taken

National Senior Certificate examination  
 22. Mr K M ANDREW asked the Minister of Education and Development Aid

- (1) (a) How many Blacks (i) entered for and (ii) wrote the National Senior Certificate examinations in 1985 and (b) how many entrants (i) passed, (ii) failed and (iii) obtained matriculation exemption;

- (2) what percentage of Blacks who wrote the National Senior Certificate examinations in 1985 (a) passed and (b) obtained matriculation exemption;

- (3) (a) how many Blacks enrolled as full-time scholars at schools administered by his Department (i) entered for and (ii) wrote the National Senior Certificate examinations in 1985 and (b) how many of these entrants (i) passed, (ii) failed and (iii) obtained matriculation exemption?

The MINISTER OF EDUCATION AND DEVELOPMENT AID (Reply laid upon the Table with leave of House)

- (1) (a) (i) 91 331  
 (ii) 71 589  
 (b) (i) 35 161  
 (ii) 36 428  
 (iii) 8 917.
- (2) (a) 49,12%.  
 (b) 12,46%

	Non-disrupted centres	Disrupted centres	Total
(3) (a) (i)	13 019	11 212	24 231
(ii)	7 313	3 210	10 523
(b) (i)	3 842	1 055	4 897
(ii)	3 471	2 155	5 626
(iii)	1 073	254	1 327

Note

- (1) Information mentioned in (1)(a)(i) and (ii) is for the examinations administered by the Department of Education and Training and includes candidates from the Selfgoverning and Independent States with the exception of the Transkei
- (2) In respect of (3)(a)(ii) 10 523 candidates wrote the examination in full while 1 295 candidates did not
- (3) Due to the riots and unrest, 71 589 candidates out of a total of 91 331 who enrolled at the beginning of 1985, wrote the examination. The candidates who, due to circumstances, could not write the examination, are given the opportunity of writing an additional school leaving examination during May 1986
- (4) whether, with reference to paragraph (7) of his reply to the above question, he will make known details of the information obtained by the police in this regard, if not, why not; if so, (a) what is the nature of the information obtained by the police on when these persons became members of the African National Congress, (b) to which formations of the African National Congress did each of the deceased persons belong and (c) where was this information obtained;
- (5) with reference to paragraph (8) of his reply to the above question, (a) where in the Republic and (b) on what dates did this training take place in each case,
- (6) whether any action has since been taken in respect of these training centres within the Republic; if not, why not; if so, (a) what action, (b) when and (c) with what result;
- (7) whether any member of the South African Police received any information or allegations that any of these persons had been involved in any previous attacks on the police, if so, (a) when, (b) what information or allegations, (c) what (i) was the nature of and (ii) were the circumstances surrounding the attacks on the police in which these persons had allegedly been involved, (d)(i) where and (ii) when did these attacks take place and

Western Transvaal Development Board  
 Dr S S VAN DER MERWE asked the Minister of Law and Order

- (1) Whether, with reference to his reply to Question No 25 on 8 April 1986, the person or persons who escaped capture in Gugulethu on 3 March 1986 have since been captured, if so, (a) when, (b) where, (c) what were the circumstances surrounding the capture of these persons and (d) what is the identity of each of these persons; if not,
- (2) whether the identities of these persons have since been established; if so, (a) what is the identity of each person and (b)(i) how and (ii) when were these identities established;

HoA

**Rail-subsidy losses double** *CNT-TMPS 25/8/86 269*  
HOUSE OF ASSEMBLY. — Government subsidies for losses on rail passenger services have doubled over the past five years — and will cost R558 million during 1985/6. The Minister of Transport Affairs, Mr Hendrik Schoeman, said the subsidies had risen from R287 million in 1981/2 to R405 million in 1984/5 and an estimated R558 million during the current financial year. He was replying to a question table by Mr Louis Stofberg (HNP Sasolbure).



# SADF keeps strike-hit Lebowa buses going

Northern Transvaal Bureau

POTGIETERSRUS — A Lebowa bus company hit by a drivers' strike has been using Defence Force personnel to keep its buses on the move.

Black taxi operators have been experiencing their biggest boom in years in many parts of the homeland.

Hundreds of domestic workers have been arriving late at their jobs in Pietersburg and Potgietersrus as there are not enough vehicles available to cope with the demand for transport.

Businesses in Potgietersrus were drastically affected by a mass stayaway of black buyers on Saturday.

Police and army units were kept busy monitoring the movements of thousands of people travelling to and from Mahwelereng near the town for the funeral of journalist Mr Lucky Kutamela, who died in detention two weeks ago.

Few incidents of violence and unrest have been reported in Lebowa lately and a police spokesman said there were signs that the situation was returning to normal in many areas.

## Witbank coalminers end strike

The 1200 coalminers who went on strike at the Kriel Colliery last Wednesday in protest against the alleged assault of a black worker by a white supervisor, yesterday agreed to return to work.

The strike at the Armcol Kriel Colliery, near Witbank, reached deadlock after representatives from the National Union of Mineworkers (NUM) told management that the workers would not return to work until the white supervisor had been dismissed.

A spokesman for the colliery said that after discussions it had been decided to allow a mass meeting to be held on the mine premises. — Sapa.



**OFF**

**Rail and air fares to cover R4-m loss**

STAR 269  
23/4/84

PARLIAMENT — Rail and air fares could not be reduced following the drop in the fuel price because South African Airways suffered a R4 million loss last month, Mr Hendrik Schoeman, Minister of Transport, said yesterday.

Replying to the Transport Budget Vote debate he said overseas flights were only 60 percent full because of the unrest in South Africa.

In reply to a question by Mr Fred Erasmus (LP Galvindale) he said introducing a passenger service to Lesotho and Swaziland was out of the question because there was no passenger demand for it.

**BUSINESSES PROTECTED**

Mr Schoeman said he had previously announced that permit holders authorised to carry eight passengers could apply to the Road Transportation Board to carry 15 passengers.

He said "We'll get to the legislation this year, but we can't do everything at once."

Taxi licences could not be issued indefinitely. Family businesses needed to be protected because illegal taxis tended to undercut prices and use allocated taxi ranks and routes — Sapa

1411

WEDNESDAY, 23 APRIL 1986

1412

(a) Name and (b) country	(c) Capacity	(d) Date on which diplomatic immunity conferred
(c) <i>Administrative Officials</i>		
Nil		
(31) Republic of Venda		
(a) <i>Diplomatic Officials</i>		
His Excellency the Rev R M Ndou	Ambassador	24-01-1986
Mrs E N Ndou		
Miss M E Ndou		
Master E K Ndou		
Mr M D Dombó	Attaché	01-11-1984
Mrs M S Dombó		
Master F H Dombó		
Mr D M Maemu	Attaché (Trade)	09-09-1985
Mrs M T Maemu		
Miss P C Maemu		
Master R M Maemu		
Mr V P Makwarela	Attaché (Information)	16-09-1985
Mrs L E Makwarela		
Miss R N Makwarela		
Miss M T Makwarela		
Mr R N Nemakonde	Counsellor	01-08-1985
Mrs B A Nemakonde		
Master L M Nemakonde		
Miss L B Nemakonde		
Miss S P Nemakonde		
Master M N Nemakonde	Minister	16/09/1985
Mr L M Tshvase		
Mrs J E Tshvase		
Miss T Tshvase		
Miss F Tshvase		
Miss T Tshvase		
Master R Tshvase		
(c) <i>Consular Officials</i>		
Johannesburg		
Rev T A Mandiwana		
(c) <i>Administrative Officials</i>		
Mr D T Makgoka	Administrative Officer	01-02-1985
Mr D M Monangwe	Administrative Officer	01-02-1985
Mr M C Mufamadi	Consular Officer	01-02-1985
Miss A T Muhuma	Consular Officer	01-10-1984
Master T O Muhuma		
Mrs M E Nettle	Typist	05-01-1982
Master N R Nettle		
Miss M M Netshanda	Administrative Officer	01-11-1984
Master B T Netshanda		
Mr G M Phuravhathu	Administrative Officer	01-11-1984
Mr P M Sikipha	Administrative Officer	01-01-1982

HoA

1413

WEDNESDAY, 23 APRIL 1986

1414

(a) Name and (b) country	(c) Capacity	(d) Date on which diplomatic immunity conferred
(32) Zimbabwe		
(a) <i>Diplomatic Officials</i>		
Mr L S Hawkins	Trade Representative	20-01-1981
Mrs H C Hawkins	Deputy Trade Representative	06-05-1981
Mr D Buyanga		
Mrs T Buyanga	Assistant Trade Representative	28/10/1982
Mr M Chikanyaro		
Mr A M Golding	Assistant Trade Representative	02-01-1980
Mrs V Golding		
Mr W James	Assistant Trade Representative	29-10-1983
Mr T S Magwenzi	Assistant Trade Representative	08-05-1985
Mr W Mutomba	Assistant Trade Representative	11-10-1985
Mr P K Twomey	Assistant Trade Representative	22-06-1984
(b) <i>Consular Officials</i>		
Nil		
(c) <i>Administrative Officials</i>		
Nil		
(3) whether the alternative road is maintained by his Department, if so, (a) what is the present condition of this road and (b)(i) what total amount has been spent on the maintenance of the alternative road since this toll road was put into operation and (ii) in respect of what specified period is this information furnished?		
The MINISTER OF TRANSPORT AFFAIRS.		
(1) (a) What has been the quarterly gross income of the Tstisikamma Toll Road Project since it was put into operation and (b)(i) what total amount was invested in the (aa) toll gates and (bb) accompanying facilities and (ii) in respect of what date is this information furnished?	(1) (a) In respect of the 1984/85-financial year—	
(2) (a) what has been the quarterly expenditure of this toll road project, excluding interest and capital redemption, since it was put into operation and (b) what is the resultant net income per quarter,	First quarter . . . R 46 527,78*	
	Second quarter . . . R217 025,86	
	Third quarter . . . R272 091,50	
	Fourth quarter . . . R224 702,91	

HoA

In respect of the 1985/86-financial year—

First quarter R189 422,03  
Second quarter R179 523,40  
Third quarter R228 952,26  
Fourth quarter R222 000,62

(b) (i)(aa) and (bb)

Toll Plaza R2 916 861,90  
Toll equipment R1 269 522,69  
Total R4 186 384,59

(ii) 8 June 1984 to 31 March 1986

(2) (a) In respect of the 1984/85-financial year—

First quarter R 30 012,39\*  
Second quarter R121 648,95  
Third quarter R130 836,59  
Fourth quarter R138 169,61

In respect of the 1985/86-financial year—

First quarter R143 992,95  
Second quarter R147 292,79  
Third quarter R155 568,00  
Fourth quarter R154 917,21

(b) In respect of the 1984/85-financial year—

First quarter R 16 515,39\*  
Second quarter R 95 376,91  
Third quarter R141 254,91  
Fourth quarter R 86 533,30

In respect of the 1985/86-financial year—

First quarter R 45 429,08  
Second quarter R 32 230,61  
Third quarter R 73 384,26  
Fourth quarter R 67 083,41

\*As the Toll facility was only put into operation on 8 June 1984, the figures quoted are only representative of the period 8 to 30 June 1984.

(3) No

(a) and (b) Fall away

#### Rock lobster/abalone

795. Mr R R HULLEY asked the Minister of Environment Affairs and Tourism:

(a) How many catch permits have been issued to private individuals during the current season in respect of (i) rock lobster and (ii) abalone and (b) in respect of what date is this information furnished?

The MINISTER OF ENVIRONMENT AFFAIRS AND TOURISM

(a) (i) 32 112 Rock lobster permits

(ii) 10 489 Abalone licences

(b) 1985 Season.

#### Pilchards/anchovies

796 Mr R R HULLEY asked the Minister of Environment Affairs and Tourism

What estimated percentage of the catch of (a) pilchards and (b) anchovies in 1985 were immature juveniles?

The MINISTER OF ENVIRONMENT AFFAIRS AND TOURISM

(a) 46 per cent by mass,  
89 per cent by number

(b) 53 per cent by mass,  
65 per cent by number.

#### Anchovies/pilchards/pelagic fish

799 Mr R R HULLEY asked the Minister of Environment Affairs and Tourism

How many tonnes of (a) anchovy and pilchard and (b) non-quota pelagic fish were landed during the 1985 fishing season or the latest specified period of 12 months for which figures are available?

The MINISTER OF ENVIRONMENT AFFAIRS AND TOURISM

(a) 277 094 tonnes anchovy,  
29 518 tonnes pilchards

(b) 75 737 tonnes during the 1985 fishing season.

#### Marlamhills Toll Road

800. Mr L F STOFBERG asked the Minister of Transport Affairs †

(1) What was the total capital investment in the Marlamhills Toll Road Project as at the latest specified date for which figures are available,

The MINISTER OF TRANSPORT AFFAIRS.

(a) (i) The amount cannot be determined at this stage.

(ii) R49 million

(b) 1 to 30 April 1986

For written reply.

#### Own Affairs

#### Octavia Hills: residential units

63. Mr S P BARNARD asked the Minister of Local Government, Housing and Works:†

(1) (a) How many residential units are there in the Octavia Hills flat complex and (b) how many of these units are occupied by White persons at present,

(2) whether these White persons were recently given notice to vacate their residential units in Octavia Hills; if so, (a) when, (b) why and (c) in respect of how many residential units;

(3) whether these persons were offered any alternative accommodation, if so, (a) what alternative accommodation and (b) where;

(4) whether these persons were offered any compensation in respect of moving expenses, if so, what are the particulars of this compensation;

(5) whether any of these persons vacated their residential units voluntarily; if so, how many,

(6) whether he will make a statement on the matter?

The MINISTER OF LOCAL GOVERNMENT, HOUSING AND WORKS:

(1) (a) 126.

801 Mr L F STOFBERG asked the Minister of Transport Affairs:†

(a) What is the (i) actual or (ii) estimated monthly income obtained for road-building purposes from the new levies on fuel and (b) in respect of what specified period is this information furnished?

(b) None All the units are vacant

(2) (a) Yes. 26 November 1985

(b) It was deemed necessary that the occupiers of Octavia Hills be housed elsewhere

(c) 126

(3) (a) and (b) Alternative accommodation were offered to all the occupiers in the following areas by the owner of Octavia Hills, the City Council of Johannesburg

Pioneer	1
Claremont	22
Vrededorp	20
Bella Vista	10
South Hills	6
Jan Hofmeyr	6
Jeppes town	2
Moffat View	2
Reuven	1
Vrededorp	11
Maurice Freeman	1
Nederberg	7

Over and above the aforementioned, 37 other occupiers made arrangements themselves to obtain alternative accommodation

(4) The households of senior citizens were transported at the cost of the City Council. Offers were made to the other occupiers but they decided to arrange for their own transport

(5) All the occupiers vacated their residential units voluntarily

(6) Octavia Hills is almost encircled by an area which is occupied by persons of another population group. When the adjacent properties are developed, the complex will be situated entirely within such an area. In order to realise the principle of own residential areas it was necessary to house the occupiers of Octavia Hills elsewhere

Indicates translated version.  
For written reply.

General Affairs.

24/4/86 Q 252-1420

Bus transport undertakings

Mr L F STOPBERG asked the Minister of Transport Affairs:

(1) (a) What amounts were paid to bus transport undertakings by his Department in respect of subsidies for the transportation of non-Whites in each of the latest specified five years for which figures are available and (b) to what undertakings were these amounts paid;

(2) (a) what formula is used in calculating these subsidies and (b) when was the formula last revised?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) and (b) The hon member is respectfully referred to the Annual Reports of the Department of Transport and of the National Transport Commission for the 1980-81, 1981-82, 1982-83, 1983-84 and 1984-85 financial years which was tabled in Parliament and wherein the required information has been published in detail

(2) (a) After receipt of an application for the subsidisation of commuters' bus fares, a thorough examination of the trading results of the operator concerned is undertaken, by the application of the method of inflation accountancy, to establish an economic rate in respect of a particular service or route, to allow for a return on investment of not more than 5 per cent after taxation. In view

of the prevailing economic circumstances the formula is, however, applied in such a manner that a break-even situation will exist. Having regard to the average wages being paid in the particular area, it is established what amount of the economic fare, that is the actual cost of transporting a commuter plus the allowable profit margin, the commuter can afford. The difference between the amount thus derived and the economic fare is then subsidised.

An important factor in determining the amount of subsidy to be paid is whether the commuters have been resettled or not. In cases of resettlement the fare paid by the commuter before resettlement is taken into account. If fares after resettlement are found to be substantially higher than before resettlement it is adjusted to a level within the means of commuters as it, considering that wages remain unchanged, would be unfair towards them and create dissatisfaction and resistance against resettlement if the full economic fare is levied.

The difference between operating costs in urban areas and rural areas respectively, are also taken into account. Operating costs in urban areas are normally higher than in rural areas on account of the density of traffic and a start-stop situation which influences the fuel consumption, wear and tear on gearboxes, clutches and differentials of buses. On the other hand cognisance is also taken of the fact that operating costs over certain routes in rural areas can be influenced by such factors as mountainous routes and bad roads which also increase overheads.

Prevailing wages are a further factor taken into account as it stands to reason that the more affluent commuters residing and working in the proximity of in-

dustrialised areas and business centres are capable of contributing to a greater extent to their transport costs than lower paid workers in rural areas

(b) During 1979.

Goal-orientated management courses

858 Mr D J N MALCOMESS asked the Minister of Transport Affairs:

Whether the South African Transport Services have instructed any of their staff members to attend so-called goal-orientated management courses, if so, what amount was spent by the South African Transport Services in the 1985-86 financial year on (a) the cost of these courses, (b) the transport of these staff members to and from the courses and (c) accommodation for staff members attending these courses?

The MINISTER OF TRANSPORT AFFAIRS:

No (a), (b) en (c) Fall away

Q 252-1422  
Premature retirement  
870 Mr W V RAW asked the Minister of Transport Affairs:

How many South African Transport Services employees were retired prematurely on the grounds of ill-health in each of the (a) last six months prior to the introduction of the Medical Scheme of the South African Transport Services (Transmed) and (b) latest specified six months for which details are available?

The MINISTER OF TRANSPORT AFFAIRS

(a) 305 (1 October 1981 to 31 March 1982).

(b) 872 (1 October 1985 to 31 March 1986)

(b) None. All the units are vacant.

(2) (a) Yes 26 November 1985.

(b) It was deemed necessary that the occupiers of Octavia Hills be housed elsewhere

(c) 126

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For written reply

General Affairs

24/4/86 QCS-1420

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The MINISTER OF TRANSPORT AFFAIRS:

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The MINISTER OF TRANSPORT AFFAIRS:

No (a), (b) or (c) Fall away.

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FINMAIL 25/4/86

COURIER SERVICES

## Airborne division 269

Remember sky wars in 1981 when SAA banned courier services from its flights? The sequel is due for release any day now  
One of the largest, if not *the* largest, oper-

Financial Mail April 25 1986

ator in the R35m a year business of private conveyance of urgent small packages and documents, Sky Couriers (SC), intends to move off SAA planes by the end of the month. It has chartered four aircraft which will fly in its own livery on a hub and spoke system from the coast into Tempe airport, Bloemfontein, then outwards again

MD Nick Blackburn maintains the move has been forced on SC by an 80% escalation in SAA's charges since July 1984 when the firm's first attempt to establish a charter service was abandoned after opposition from the national carrier. SAA contended the charters represented an unapproved scheduled service

The chances of success this time around are considered much better in view of the State's commitment to privatisation and the firm has plenty of experience to get the exercise going "A lot of water has gone under the bridge since we last tried," says Blackburn "We are reasonably confident there won't be too much flak."

SC will thus get the service going and wait to see if there is any fallout

The company used SAA from its inception in 1977 when Peter Myburgh, now chairman, travelled the late flight between Cape Town and Johannesburg nightly carrying parcels to exchange with his partner at the other end. The business grew as customers came to count on it to get urgent documents between regional offices overnight

The on-board courier system had expanded to seven cities in SA and Windhoek when, in February 1981, SC was served with notice giving it 11 days to get off SAA planes. Myburgh contended at the time that he was being forced out so that SAA could get a bigger slice for its own express service. The airline maintained it could not put up any longer with the inconvenience caused by SC's heavy baggage volume at check-in counters intended for domestic travellers.

In an attempt to keep going, the company embarked on its first charter attempt before returning to SAA in the more customary airfreight capacity, which is now being replaced with charters again

"We have no quibble about SAA's service," says Blackburn "It's just the price"

SC has about 25% of the market in SA and its departure from late night flights which, it avers, are heavily subsidised by express cargo, could create a volume imbalance. That, in turn, could jeopardise the cheap passenger flights. But Blackburn also notes that his operation has already suffered from SAA's flight cutbacks because of reduced passenger traffic

'Pampered' civil servants get the fat

# Railmen's lot getting worse, says Zurich

29/4/86.

BUS DAY

269

THE country's pampered civil service got fatter, bigger and richer while SA Transport Services (Sats) was becoming leaner, smaller and poorer, Federation of Sats Trade Unions chairman Jimmy Zurich said in Johannesburg yesterday.

Speaking at the opening of the federation's half-yearly meeting, Zurich warned that railway workers were disgruntled and uncertain about their future.

Zurich said while railway workers' salaries had been frozen in 1985, R200m was granted to the civil service for job differentiation, and in the latest Budget another R227m was allocated for the same purpose.

The huge staff cut of 50 000 had satisfied everyone, but the federation had not been consulted on the further cut of 25 000.

Transport Minister Hendrik Schoeman attended yesterday's meeting.

Zurich said: "It has become clear to the trade unions that manage-

GERALD REILLY

ment is dismantling the once-powerful transport services to a second class organisation with a small staff and an uncertain future.

"The uncertainty has caused morale in Sats to drop to its lowest level since the great depression of the thirties."

Referring to the threat to certain Sats unions because of dwindling membership, Zurich said the federation would have to develop a stronger, more united and militant image.

On disunity, he said no sooner had the federation passed a vote of no confidence in the cabinet because of the "unacceptable" 10% wage rise than certain unions thanked the minister for the increase.

Zurich warned that if the disunity continued the collapse of the federation was imminent.

He welcomed Schoeman's announcement of a committee to investigate the possibility of establishing negotiating machinery for salaries and service conditions.



**SATS workers  
can take  
early  
retirement**

27/4/86 269

SATS employees will be able to retire two years earlier, according to the Minister of Transport Affairs, Mr Hendrik Schoeman

Mr Schoeman told the annual conference of the SATS Federal Council of Staff Associations yesterday that early retirement would be offered to employees for a trial period of one year from June 1.

There had been uncertainty as to how many workers would take up the offer, so the trial period had been introduced to establish the extent of interest in earlier retirement.

A 10 percent increase in housing allowances and the hourly tariff would also be granted to SATS workers from May 16, Mr Schoeman said

He assured workers that the difficult economic situation would not result in permanent staff workers being paid off —  
Sapa

†Mr J H HOON: Mr Chairman, arising out of the reply of the hon the Minister, does he believe that it is fair that the SABC made such a long time available last night for prince Botha of Swaziland to put his case?

†The CHAIRMAN OF THE HOUSE: Order! I do not regard that question as a question arising out of the hon the Minister's reply.

†Mr F J LE ROUX: Mr Chairman, further arising out of the hon the Minister's reply, can he inform the House—with reference to the talk which he had last night with Mr Freek Robinson about his visit to Swaziland—whether he had anything to do with the last question that was put to him about the events at Brits? Did he have a mutual arrangement with Mr Robinson in connection therewith?

†The MINISTER: Not at all. The fact of the matter is that I originally refused to grant an interview and that the SABC telephoned me at my house at 18h00 and repeated their representations. They said, amongst other things, that there was interest in that visit. I never have foreknowledge of any questions that are put to me by South African or overseas television reporters. Besides, I prefer to speak off the cuff, and I therefore prefer not to have any foreknowledge of any questions. I also had nothing at all to do with it.

†Mr F J LE ROUX: Mr Chairman, further arising out of the hon the Minister's reply, could he perhaps explain to the House what the connection was between his visit to Swaziland and the events in Brits? [Interjections.]

†The MINISTER: No, I cannot, but if questions are put to me, I will answer them directly. [Interjections.]

†The CHAIRMAN OF THE HOUSE: Order! There are many people—I do not speak only of the hon members of the House—who would like to hear the various Ministers' replies. It is required of me to make sure that those people who want to hear the replies, can hear them.

29/4/86 Grose 1448  
HANSWERD Municipalities  
\*2. Mr L F STOFBERG asked the Minister of Finance:†

- (1) Whether the Croeser Working Group made any recommendations in 1981-82 on the profit margins of municipalities in respect of the provision of services; if so, (a) when and (b) what was the purpose of the recommendations;
- (2) whether these recommendations have been approved by the Cabinet, if so, when;
- (3) whether any steps have been or are being taken to ensure that municipalities implement these recommendations; if not, why not; if so, what steps?

The MINISTER OF FINANCE:

- (1) Yes, the Croeser Working Group made recommendations concerning surpluses on trading services.
  - (a) In June 1981, The recommendations (no. 10 11 7) was published in the Report of the Croeser Working Group on the Report of the Committee of Enquiry into the Finances of Local Authorities in South Africa dated 6 May 1982
  - (b) The purport of the recommendation is:
    - (i) That local authorities still be allowed to apply surpluses on their trading services towards covering deficits on their general services; that the matter be kept under constant review by both the provincial authorities and the city councils themselves in order to avoid or limit possible adverse economic effects
    - (ii) That surpluses on trading

services be kept as far as possible to 10 per cent of the revenue of a trading service.

- (2) Yes. The recommendations were approved by Cabinet in June 1981.
- (3) Yes. The recommendations were conveyed to the various Provincial Administrations and the former Department of Co-operation and Development for transmittal to local authorities.
 

Local authorities derive their authority to frame tariffs for trading services from the provincial ordinances, and supervision of those tariffs thus inheres in the Provincial Administrations

Case referred to questions  
HANSWERD 29/4/86  
\*3. Mr L F STOFBERG asked the Minister of Defence:†

- (1) Whether the South African Defence Force is involved in the provision of education to civilians, if so, (a) why and (b) (i) what amount was spent by the Defence Force on such education in the latest specified period of 12 months and (ii) how many man-hours of Defence Force personnel were taken up by this in that period;
- (2) whether he has considered or is going to consider having the cost involved in such education included in the estimates of expenditure of another state department; if not, why not, (a) what other state department and (b) what steps have been or will be taken in this connection;

- (3) whether the involvement of national servicemen in such education has an effect on the quality and duration of their training; if so, to what extent;
- (4) whether he will consider shortening national service; if not, why not;
- (5) whether he will make a statement on the matter?

†The MINISTER OF DEFENCE:†

- (1) Yes.
  - (a) National Servicemen are employed at the request of the Government Department concerned to render assistance with socio-economic upliftment projects such as e.g. agricultural technical services, education, medical services and administration which also are to the advantage of the defence effort.
  - (b) (i) R346 613.
  - (ii) 102 160

- (2) No, because the SA Defence Force also benefits from this assistance.
- (3) No
- (4) No, because it can only be done at the cost of effective training, and a greater service requirement for the Citizen Force and Commando members. Also see paragraphs 27-29 and 50 of the White Paper on Defence and Armaments Supply, 1986, which was laid upon the Table on 21 April 1986.
- (5) No.

Mr R M BURROWS: Mr Chairman, arising out of the hon the Minister's reply, can he state whether the people serving as teachers serve in or out of uniform and whether they are armed?

†The MINISTER: Mr Chairman, basically all the people serve in uniform. They are either armed or not depending on their specific situation. It depends on the decision and the policy of the SADF.

†Pay Issues  
HANSWERD 29/4/86  
\*4. Mr D J N MALCOMNESS asked the Minister of Transport Affairs:†

- (1) Whether he has appointed a committee to investigate methods for the

submission of representations regarding pay issues by South African Transport Services staff unions, if so, who are the members of this committee, if not,

- (2) whether he will give consideration to appointing such a committee, if not, why not?

THE MINISTER OF TRANSPORT AFFAIRS

(1) and (2) Although I have already decided to appoint such a committee the composition thereof has not as yet been finalised

Q con 1451  
Black settlements  
HANSARD 29/4/86  
Mr P G SOAL asked the Minister of Constitutional Development and Planning

- (1) Whether, with reference to his reply to Question No 13 on 8 April 1986, there are any further Black settlements or communities outside the urban areas that are still to be removed or resettled, if so, (a) how many, (b) what are the names of each of these Black settlements or communities, (c)(i) in which province and (ii) nearest to which White city or town is each of these Black settlements or communities situated, (d) when is it intended to remove or resettle them, (e) why is it considered necessary to remove or resettle them and (f) in respect of what date is this information furnished, if not,

- (2) whether any other specified action is to be taken in respect of any Black settlements or communities outside the urban areas, if so, (a) what action, (b) for what purpose, (c) in respect of which settlements or communities and (d) when?

†THE DEPUTY MINISTER OF DEVELOPMENT

- (1) and (2) There are no other areas in respect of which negotiations and definite

HQA

agreements have been reached in terms of which total communities will be resettled. The Government has however received requests to assist people from certain communities with their moving

Mr P G SOAL Mr Charman, arising out of the hon the Deputy Minister's reply, may I ask him what has happened to places such as Mathopestad? They were not included in the original list of 67 with which the hon the Deputy Minister provided me

†THE DEPUTY MINISTER Mr Charman, I clearly stated in the reply that no negotiations and agreements have been entered into with communities. On today's Question Paper the hon the member of Johannesburg North puts a question—Question No 7—about Mathopestad and he will get an answer to that. If there are other specific questions, we will be glad if the hon member would table them

Q con 1452  
Mathopestad  
HANSARD 29/4/86  
Mr P G SOAL asked the Minister of National Health and Population Development

- (1) Whether, since his reply to Question No 11 on 21 May 1985, his Department has found any reference to a request from the residents of Mathopestad for the provision of (a) clinics and (b) any other specified health facilities, if so, what was the nature of the facilities requested in each case,

- (2) whether this request was granted, if so, (a) what facilities were provided and (b) on what dates, if not, (i) why not and (ii) what health or medical facilities are available to the residents of Mathopestad?

THE MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT

- (1) No

- (2) Falls away

Mathopestad  
HANSARD 29/4/86  
Mr P G SOAL asked the Minister of Education and Development Aid.

- (1) Whether, with reference to the reply of the Minister of Co-operation, Development and Education to Question No 14 on 7 May 1985, any meetings have been held with the residents of Mathopestad to determine a date for resettlement, if not, when will such meetings be held, if so, (a) when, (b) where, (c) what are the positions or ranks of the Departmental representatives who attended these meetings, (d) to whom did they speak, (e) on what date will these residents be moved and (f) what was the response of the residents of Mathopestad in this regard,
- (2) whether he will make a statement on the matter?

†THE DEPUTY MINISTER OF DEVELOPMENT AND OF LAND AFFAIRS

- (1) No Further negotiations with the view to resettlement will take place as soon as the investigation regarding the ownership of the land has been completed

- (a) to (f) Falls away

- (2) No

Cricket team

\*8 Mr R A F Swart asked the Minister of Law and Order

Whether a South African Police cricket team has been given any instructions not to enter a Durban and coast cricket league, if so, (a) why and (b) who gave these instructions?

THE MINISTER OF DEFENCE (for the Minister of Law and Order).

No Matches of the cricket league concerned *inter alia* take place on Sundays. Since 1964 it has been the policy of the

HQA

South African Police not to partake officially in organised sport on Sundays.

- (a) and (b) Fall away

Acasia Park: Directors-General

\*9 Mr B W B PAGE asked the Minister of Public Works

Whether any Directors-General are housed in Acasia Park; if so, how many?

†THE MINISTER OF PUBLIC WORKS

Yes, nine

Q con 1454  
National servicemen  
HANSARD 29/4/86  
Mr C UYS asked the Minister of Finance †

- (1) Whether the services of national servicemen who already possess accounting and/or B Com qualifications are made use of in offices of Receivers of Revenue in the Republic; if so, how many persons perform such service;

- (2) whether these persons receive any additional remuneration, if so, what is the amount of the additional remuneration?

THE MINISTER OF FINANCE:

- (1) No The persons with the qualifications mentioned or equivalent qualifications, of whom there are at present 182 in service, were granted extension of initial military service on certain conditions. They are full-time officials of Inland Revenue, are not subject to military discipline and do not receive military pay

- (2) The following allowances are paid to 97 persons in possession of the Chartered Accountants' qualification  
R4 200 per annum in the case of a senior taxation officer,  
R3 000 per annum in the case of an assistant director

	(Whole mass in kilograms)
S A Sea Products Ltd/Snoekies Fisheries, Hout Bay	344 866
M A S Smit, Saldanha Bay	17 870
Southern Sea Fishing Enterprises (Pty) Ltd, Cape Town	97 150
Spartkor (Pty) Ltd, Paternoster	49 003
Stompneusbaai Kreef (Pty) Ltd, Vredenburg	75 615
Stephan Rock Lobster Packers Ltd, Stompneus Bay	175 681
Suid-Oranje Visserye Ltd, Cape Town	38 466
Weskus Kreefprodukte (Pty) Ltd, St Helena Bay	69 349
John Quality (Pty) Ltd, Cape Town	25 983
South Coast rock lobster	(Tail mass in kilograms)
Atlantic Fishing Enterprises (Pty) Ltd, Cape Town	226 160
Hout Bay Fishing Industries (Pty) Ltd, Cape Town	124 310
Lustania Fishing Company (Pty) Ltd, Cape Town	43 550
Seafarer Distributors (Pty) Ltd, Cape Town	14 200
Baratz Fishing Company, Cape Town	24 650
S A Sea Products (Pty) Ltd, Hout Bay	17 130
Long line	
Alkar Fishing (SA) (Pty) Ltd, Cape Town	
Viking Fishing Co (Pty) Ltd, Cape Town	
Seafem Fishing (Pty) Ltd, Cape Town	
Irvin & Johnson Ltd, Cape Town	
Sea Harvest Corporation (Pty) Ltd, Saldanha Bay	
Sea Harvest Corporation (Pty) Ltd, Saldanha Bay	
Harlus Fishing (Pty) Ltd, Saldanha Bay	
J H da Horta, Parow	
E M Pimenta, Paardenland	
Algoa Bay Sea Products, Cape Town	
J M de Olin, Goodwood	
J de Olin Fishing Company, Goodwood	
Ornelas Fishing Company, Cape Town	

- (iii) Although long line licences are not subject to quota restrictions, long line catches by holders of long line licences who are also in possession of trawling quotas, are set off against those quotas
- (iv) No quotas were issued to "A" class commercial line-fishing boat owners. The linefishing boat licences issued to these owners, permit them to catch squid and any other inefish species
- (3) Yes
- (a) Ten
- (b) The total quota of 450 tonnes tail mass South Coast rock lobster is being caught in the Port Elizabeth area and adjacent areas
- (c) The licensees indicated under the heading South Coast rock lobster in the reply to (2)(b)
- (d) The quantities indicated under the heading South Coast rock lobster in the reply to (2)(c)(ii)

- (4) Yes. H G L van Niekerk, G Chetty and S B Chetty
- The following licensees have their headquarters in Cape Town, but also have permanent fish processing and packing factories in Port Elizabeth
- Lustania Fishing Co (Pty) Ltd,  
Seafarer Distributors (Pty) Ltd,  
Baratz Fishing Company,  
Seafem Fishing (Pty) Ltd, and  
Irvin & Johnson
- quest 1481*  
*HANSARD Staff establishment 29/4/86*  
*Minister of Transport Affairs 269*
- (1) (a) What was the authorised staff establishment of the South African Transport Services in the various grades of employment as at the latest specified date for which figures are available, (b) how many (i) Whites, (ii) Blacks, (iii) Coloureds and (iv) Indians were employed in each grade as at that date and (c) what is the policy of the South African Transport Services regarding the promotion of Blacks, Coloureds and Indians to higher grades,
- (2) whether staff of different race groups belong to the same staff association; if not, why not?
- (1) (a), (b), (i) to (iv) There are approximately 2 200 different grades of personnel in the employ of SA Transport Services and it is not practicable to furnish details of the authorised staff establishment per grade or the number of personnel employed in the various grades. However, the total authorised staff establishment for Whites and Coloureds, Indians and Blacks as at 15 March 1986 were 118 642 and 122 916 respectively, whilst 101 124 Whites, 100 850 Blacks, 17 204 Coloureds and 1 889 Indians
- (2) Yes The trade unions whose constitutions, scope of registration and recognition agreements make provision for such membership, represent employees of all racial groups.
- The approximately 221 000 employees of SA Transport Services are represented by eleven registered trade unions of which four represent White members only, three represent members of all racial groups whilst two represent Coloured, one Indian and one Black employees. Each of these trade unions represent exclusive personnel groups of SA Transport Services for which provision has been made in their constitutions. These trade unions are autonomous bodies and are registered in accordance with the Labour Relations Act, 1956
- (c) Blacks, Coloureds and Indians are serving their own peoples in the areas where they predominate and as the need arises promotional avenues are created at the different centres
- Certain of the duties of particular posts have been demarcated and allocated to these population groups, resulting in the creation of more job opportunities and avenues of advancement. For example, a clerk advancing to senior clerk and chief clerk and a constable to sergeant, warrant officer and lieutenant. Suitable employees can also advance to leading shunter, assistant cartage officer and driver-in-charge (Road Transport). Where the job content of posts are the same, grading is equal
- In accordance with the Government's recently announced policy, equal opportunities will be created for the advancement of employees of all population groups

29/4/86 *Qes 1483*  
New York: travel bureau  
HANSAARD 29/4/86  
845 Mr P G SOAL asked the Minister of Transport Affairs

- (1) Whether the South African Transport Services maintains a travel bureau in New York, if so, (a) where in New York, (b) at what total cost and (c) how many persons are employed at this bureau;
- (2) whether any (a) bookings are and (b) other business is carried out at this travel bureau, if not, what is the purpose of the bureau, if so, (i) how many bookings were made at this bureau in the 1985-86 financial year, (ii) in respect of what services were these bookings made, (iii) what total revenue was generated from these bookings in that year and (iv) what other business is carried out at this bureau,
- (3) whether any of these bookings were cancelled in the said financial year, if so, how many?

The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes
  - (a) Suite 1112, 535 Fifth Avenue
  - (b) R546 070 (1985/86 financial year)
  - (c) Four
- (2) (a) and (b) Yes
  - (i) 1 819
  - (ii) Train journeys
  - Scheduled motor coach tours
  - Charter coaches
  - Hotel reservations
  - Car hire
  - Inclusive tours
  - Sightseeing tours
  - Air bookings
- (iii) R1 462 000

HoA

(iv) Pro-active promotions of South Africa as a tourist destination which, inter alia, include the:

- organisation of and participation in travel workshops,
- attendance of seminars relating to travel matters,
- organisation of and participation in promotions and exhibitions of travel clubs,
- liaison with wholesale and retail agents in the travel trade,
- development of tours, compilation of itineraries and the printing of brochures for package tours to South Africa,
- liaison with South African Airways, South African Tourism Board, the South African Embassy and reservation agents for South African hotel groups,
- arrangement of educational tours for travel agents and travel writers to South Africa in conjunction with South African Airways and the South African Tourism Board, and
- advertising of the products of the Transport Services in the media

847 Mr D J N MALCOMESS asked the Minister of Transport Affairs

- (1) Whether flight SA 317 from Johannesburg to Cape Town on 23 March 1986 was delayed, if so, what was the (a)(i) scheduled and (ii) actual time of departure of this flight from Johannesburg and (b) cause of the delay,
- (2) whether delayed flights result in any additional costs to the South African Airways; if so, (a) what additional

costs and (b)(i) what was the total additional cost of the delay of flight SA 317 on the above date and (ii) how is this amount made up?

The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes
  - (a) (i) 11h35
  - (ii) 12h00
- (b) The aircraft was awaiting spares which were urgently required for repairs to an aircraft which was delayed in Cape Town
- (2) Yes
  - (a) The operating of ground equipment is the main component of additional costs which is calculated depending on the time of the delay. Lengthy delays may result in additional costs in respect of refreshments and accommodation
  - (b) (i) Approximately R50,00
  - (ii) The cost for operating an auxiliary power unit

*Qes 1485*  
Afforestation  
HANSAARD 29/4/86  
867 Mr R W HARDINGHAM asked the Minister of Environment Affairs and Tourism

- (a) How many applications for permits in respect of afforestation were (i) received and (ii) granted in the latest specified period of 12 months for which figures are available and (b) what was the total area approved?

The MINISTER OF ENVIRONMENT AFFAIRS AND TOURISM

- (a) (i) 198 for the period 1 April 1985 to 31 March 1986

HoA

(ii) 174 for the period 1 April 1985 to 31 March 1986

*Qes 1486*  
Mimosa No 81 J O  
HANSAARD 29/4/86  
913 Mr P G SOAL asked the Minister of Education and Development Aid

Whether, with reference to the reply of the Minister of Co-operation, Development and Education to Question No 15 on 7 May 1985, the property known as Mimosa No 81 J O in the district of Rustenburg has been developed with regard to (a) schools, (b) water supply, (c) sanitation, (d) roads and (e) health services, if not, why not, if so, what stage of development has been reached in each case?

The MINISTER OF EDUCATION AND DEVELOPMENT AID

- (a) to (d) Yes All these facilities have been completed and the corresponding services are available.
- (e) No Provision of a mobile clinic is not as yet necessary

Own Affairs

Foreign Black students  
HANSAARD 29/4/86 *Qes 1486*  
85 Mr P R C ROGERS asked the Minister of Education and Culture

- (a) How many foreign Black students were enrolled in each faculty of each university for Whites in the Republic as at the latest specified date for which figures are available and (b) what was the country of origin of each such student?

The MINISTER OF EDUCATION AND CULTURE

- (a) and (b) The information required in respect of each faculty at each university is not available but with regard to the number of foreign students and the country of origin of each such student the position for 1984 (latest figures available) was as follows

# City-to-PE bus fare drops 20 percent

*Cape Times 28/1/86 (269)*

Staff reporter

FARES for the South African Transport Services (SATS) Translux bus service from Cape Town to Port Elizabeth will be reduced by almost 20 percent from May 1.

Mr D Heckroodt, SATS regional manager of in the Western Cape, said

in a statement the reduction from R80 to R65 for a single fare and R148 to R120 return was the result of an "excellent response from the public"

"Because of the 100 percent occupancy of the bus and the use of our facilities to the fullest extent we have decided to pass the savings

on to the consumer," he said.

The bus, which leaves three times weekly on Monday, Wednesday and Friday and returns on Tuesday, Thursday and Sundays, has also reduced the travel time from 13 to 12 hours

The bus service is non-racial, a SATS spokesman added

PUBLIC SECTOR - TRANSPORT

1986



MAY - AUG

# SATS finance poser for private enterprise

It was virtually impossible for any private company to rid the South African Transport Services of its financial problems, a businessman involved in the transport sector said yesterday.

Mr Johann Barnard said this was because of the structure of the service.

Addressing a local government conference on privatisation, Mr Barnard said while the urban commuter services were too unwieldy for private enterprise to handle, there were some SATS activities that could be privatised, such as inter-city luxury road travel.

"Regrettably however, SATS is not only hanging on to this inter-city activity, but is opposing private enterprise developing such an inter-city luxury service," he said.

He stressed the importance of the taxi service in South Africa, but said there were "negative results which have already appeared in this mode of transport"

"I am thinking particularly of intimidation, the exploitation of the public under certain circumstances and clear evidence of political involvement."

It was essential taxi operators formed a professional body.

He said bus transport within the framework of the proposed Regional Services Councils, which will provide municipal services on a regional basis, offered challenges to existing bus operators. Municipalities had a golden opportunity to join forces with private enterprise.



(i)	(ii)
Bananas	4 371 x 20 kg
Apples	20 000 cartons
Potatoes	42 714 x 15 kg
Eggs/egg products	100 000 dozen eggs
Citrus	94 000 kg egg powder
Milk Powder	1 000 x 5 kg Grapefruit
	3 250 ton (skimmed)
	1 680 ton (full cream)

**Johannesburg: Rapid rail transit system**  
 HANSEN 15/10/85 GOR 1497  
 927 Mr P G SOAL asked the Minister of Transport Affairs

- (1) Whether, with reference to his reply to Question No 535 on 25 March 1985, the consulting engineers have completed their investigation into the feasibility of introducing a rapid rail transit system for Johannesburg; if not, when is it anticipated that it will be completed, if so, what was the outcome of their investigation,
- (2) whether it has been decided to introduce this system, if so, (a) when will the system be introduced, (b) how will it be financed and (c) how much is it expected to cost,
- (3) whether he will make a statement on the matter?

**The MINISTER OF TRANSPORT AFFAIRS**

- (1) Yes The investigation was carried out to determine whether a full feasibility study should be undertaken or not. The consulting engineers have recommended in their report that such study should in fact be carried out.
- (2) No decision has been taken yet
- (a), (b) and (c) Fall away
- (3) No, not at this stage

Hoa

specified date for which information is available?

**The DEPUTY MINISTER OF INFORMATION**

(1) No

(a) and (b) Fall away.

(2) (a) to (c) Fall away.

**Own Affairs**

**Primary/high schools**  
 HANSEN 15/10/85 GOR 1501  
 68 Mr K M ANDREWS asked the Minister of Education and Culture

- (1) How many (a) primary and (b) high schools are there in the Cape Peninsula, ie in the Cape and Parow School Board areas combined,
- (2) how many (a) pupils, (b) members of teaching staff and (c) classrooms are there in total at such (i) primary and (ii) high schools,
- (3) how many of the teachers at such (a) primary and (b) high schools have obtained (i) a Std 9 or lower certificate, (ii) a Std 9 or lower certificate plus a teaching diploma, (iii) a Std 10 certificate without a teaching diploma, (iv) a Std 10 certificate plus a teaching diploma, (v) a university degree without a teaching diploma and (vi) a university degree plus a teaching diploma;
- (4) what is the total pupil capacity of these (a) primary and (b) high schools;
- (5) in respect of what date is the above information furnished;

**The MINISTER OF EDUCATION AND CULTURE**

- (6) whether any (a) primary and (b) high schools were closed during the latest specified period of five years for which information is available, if so, (i) how many were closed and (ii) what was the capacity of those schools in each case,
- (7) whether any new (a) primary and (b) high schools were built during the above period of five years, if so, (i) which schools and (ii) what was the (aa) pupil capacity and (bb) capital cost of each of those schools,
- (8) whether any new classrooms were built at existing (a) primary and (b) high schools during the above period of five years, if so, (i) how many, (ii) with what total pupil capacity, and (iii) at what total capital cost, in each case?
- (1) (a) 126  
 (b) 65
- (2) (a) (i) 44 635.  
 (ii) 32 845  
 (b) (i) 1 961  
 (ii) 1 528
- (c) (i) and (ii) The data is not readily available.
- (3) The data is not readily available
- (4) (a) 53 150  
 (b) 34 515
- (5) 31 March 1986.
- (6) (a) Yes

Hoa

# Peninsula train service cut back

Staff Reporter

SOUTH AFRICAN Transport Services (SATS) have cut their services in the Peninsula by about 350 trains a week.

Assistant regional manager Mr Willem Louw said yesterday the cuts had been made only in off-peak periods and were aimed at trimming costs. Trains on Sunday that had run every half-hour would now run every 45 minutes and late-night trains — roughly between 10pm and 4am — had been stopped on certain lines. He said SATS had

"done counts" on late-night trains and there were never more than 50 passengers and seldom more than 20.

The Mitchells Plain line was unaffected, he said.

One of several angry commuters who complained to the Cape Times about the new timetable, Mr Dave Muir, a researcher at the University of Cape Town, said SATS had cut about two-thirds of its night-time trains.

"I live in Kalk Bay and I get a train at Rondebosch station at 9 05pm. The next train is at 9 43 and the last train leaves town at 10 40pm. If somebody wishes to go to a movie in town there is no way which they could get home at all."

In future the last trains from Cape Town will leave as follows:

- Cape Town to Simon's Town — 10 30pm
- Cape Town to Strand — 10 12pm
- Cape Town to the Cape Flats — 10 32pm
- Cape Town to Kraaifontein — 10 40pm

The first trains to Cape Town running in the morning will be:

- From Simon's Town — 3 40am
- From Strand — 5 28am
- From the Cape Flats — 2 30am
- From Kraaifontein — 2 30am

## crack of dawn



"The lying Western press is exaggerating the seriousness of our slight nuclear mishap. I'm flying out of here immediately to put the record straight."

## BUSINESS BRIEF

Gold (close)	\$346,25
Rand	\$0,4855/65
FT index (close)	1394,90
BD 100	1196,40

IT COSTS LESS at

# Gran- Bazaars AND Ultramart

# TOMATOES

1st Grade

Approx 5 kg

# 149

BOX

# SWEET POTATOES

# 24c

kg

# APPLES

Class 1

AFRICA'S MOST SOUTHERLY  
VINEYARD AND CELLAR

less than 40% of black employees failed

7 for the  
ant.

**Sats unions want autonomy**

GERALD REILLY

THE 11 SA Transport Services unions want to be totally separated from the public service in the determination of their pay and working conditions.

Federal Council of Sats Trade Unions chairman, Jimmy Zurich (re-elected), said this would be addressed by the committee appointed by Transport Minister Hendrik Schoeman to investigate setting-up negotiating machinery for the 240 000 Sats workers

**AIRLINE MOVEMENTS**

Friday Air Schedule			1215	1355	SA407
Johannesburg to Cape Town			1540	1805	SA415
Dep	Arr	Flight	1735	1915	SA417
0100	0305	SA397	2330	0110	SA495
0710	1040	SA301	Port Elizabeth to Johannesburg		
0730	0935	SA303	0140	0310	SA496
0930	1135	SA307	0800	0930	SA400
1145	1350	SA311	0900	1115	SA401
1250	1455	SA343	1150	1320	SA405
1430	1635	SA325	1415	1630	SA407
1600	1805	SA329	1625	1955	SA415
1630	1830	SA337	Johannesburg to George		
1750	2140	SA349	1805	2025	SA351
1800	2005	SA333			
1805	2135	SA351			
2030	2235	SA335			

WEDNESDAY  
2/15/86

BUSINESS DAY

# PARLIAMEN

R2bn being  
spent on black  
commuters

2/19

### BARRY STREEK

IT NOW costs the State about R2bn a year to transport black commuters — about R1 000 per commuter — every year

The CSIR said in its annual report, tabled in Parliament on Wednesday, that an investigation by the National Institute for Transport and Road Research found a "surprisingly low volume" of about 2,1-million trips per day during peak hours

"Commuting over distances greater than 30km, and the fact that only certain transport modes on certain routes are subsidised, apparently also contributes greatly to the high cost," the report said.

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(2) (a) and (b) Yes, 21 in both cases  
Only after a member has been arrested can it be established during the preliminary investigation or the trial whether he has deserted

Langa/Nyanga/Guguletu/Khayelitsha

890 Mr K M ANDREW asked the Minister of Constitutional Development and Planning

(1) Whether any money was budgeted in the 1985-86 financial year for (a) the collection and disposal of household and commercial waste, (b) street cleaning and sweeping, (c) capital provision for the landscaping and developing of public open spaces for recreational purposes, including sports fields and play parks (d) the on-going maintenance of existing developed sports facilities and parks, (e) the planting of trees and general beautification of streets, (f) the maintenance of such greenery, (g) the surfacing of unmade roads and footways and (h) the provision of street litter bins in Langa, Nyanga, Guguletu and Khayelitsha, respectively, if not, why not, if so, what amounts were (i) budgeted for and (ii) spent on these items in that financial year.

(b) Yes, (i) and (ii) included in (a) above.

(i) Yes,	(i) Peninsula Khayelitsha	R32 000 R1 161 000
(ii) Yes,	(ii) Peninsula Khayelitsha	R844 421

(i) Yes,	(i) Peninsula Khayelitsha	R34 500 R6 000
(ii) Yes,	(ii) Peninsula Khayelitsha	R1 468 R20

(f) and (g) Yes, included in estimated figure under maintenance of streets

(i) Yes,	(i) Peninsula, included in maintenance of streets Khayelitsha	R30 000
(ii) Yes,	(ii) Peninsula, included in maintenance of streets Khayelitsha	R1 454

(h) Yes,

(i) Yes,	(i) Peninsula Khayelitsha	R10 000 R15 000
(ii) Yes,	(ii) Peninsula Khayelitsha	R11 666 R54 344

(2) (a) Yes,

(i) Yes,	(i) Peninsula Khayelitsha	R2 970 000 R80 000
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(b) Yes, included in (a) above

(c) Yes,	(c) Peninsula Khayelitsha	R40 000 R1 395 000
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**THE MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING.**

(1) (a) Yes,	(i) Peninsula Khayelitsha	R2 475 000 R39 600
	(ii) Peninsula Khayelitsha	R3 435 407 R1 27 854

HoA

(d) Yes,  
Peninsula R42 000  
Khayelitsha R7 500

(e) Yes,  
Peninsula R10 000  
Khayelitsha R36 000

(f) and (g) Yes; included in estimated figure under maintenance of streets

(h) Yes,  
Peninsula R12 000  
Khayelitsha R18 000

Separate figures i.r.o. Langa, Nyanga and Guguletu are not available as the Peninsula area is budgeted for as a whole

*WANSABO R1518*  
Mr L F STOFBERG asked the Minister of Transport Affairs †

With reference to his reply to Question No 15 on 18 February 1986, (a) what are the normal conditions of payment of the South African Transport Services, (b) under what circumstances is more than 30 days' credit granted on accounts, (c) how many individuals have such credit facilities, (d) how many of these accounts are more than three months in arrear, (e) what total amount is involved in these arrear accounts, (f) what is the average annual bad debt on these accounts, (g) up to what level are long-standing arrears of large amounts reported and (h)(i) what is at present the longest period for which an account has been in arrear without service on a credit basis being suspended and (ii) what amount is involved?

**THE MINISTER OF TRANSPORT AFFAIRS**

(a) Credit accounts are payable on the 25th of the month following the

HoA

month during which the debits were raised

(b) Provision is not made for extended credit account facilities

(c) to (h)(ii) Fall away.

*WANSABO R1518*  
910. Mr P G SOAL asked the Minister of Constitutional Development and Planning.

(1) Whether, with reference to the reply of the Minister of Co-operation and Development to Question No 1068 on 28 June 1984, a decision has been reached regarding the Zebediela Estate; if not, (a) why not and (b) when is it anticipated that a decision will be reached, if so,

(2) whether the Zebediela Estate is to be incorporated in Lebowa, if not, (a) why not and (b) into which independent Black or national state is it to be incorporated, if so, when?

**THE MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING:**

1 and 2 In terms of the Lebowa consolidation package that was negotiated with the Government of Lebowa and thereafter made known by the Minister of Constitutional Development and Planning on 25 September 1985, the Zebediela Estates must be added to the territory of Lebowa. The Government of Lebowa deemed it necessary to institute legal proceedings against the Government of the Republic of South Africa in respect of the dispute about Moutse which forms part of the consolidation package. Until such time that finality in this regard has been reached, the rest of the consolidation package whereby the Zebediela estates are included, cannot be executed.  
The Government is therefore, under the circumstances, not prepared to consider

the transfer of land to Lebowa on an *ad hoc* basis

(c) R89,00 per subscription

#### Disciplinary infringement

(d) To keep up to date with the opinions expressed therein

921 Mr P G SOAL asked the Minister of Transport Affairs

(e) Aida Parker Newsletter

Whether, with reference to his reply to Question No 18 on 16 April 1985, the matter of the charge of disciplinary infringement preferred against a member of the South African Transport Services staff has been settled; if not, (a) why not and (b) when is it anticipated that it will be settled, if so, what were the findings?

The MINISTER OF TRANSPORT AFFAIRS.

Yes.

(a) Falls away

(b) Suitable disciplinary action was taken

#### Subscriptions to newsletter

933 Mr P G SOAL asked the Minister of Defence

Whether the South African Defence Force has renewed its subscriptions to a certain newsletter, the name of which has been furnished to the Defence Force for the purpose of the Minister's reply, if so, (a) for how many copies, (b) for what period, (c) at what cost, (d) for what reason and (e) what is the name of this newsletter?

The MINISTER OF DEFENCE

Yes

(a) 3 Subscriptions

(b) 1 March 1986 to 28 February 1987

HoA

### QUESTIONS UNDER NAME OF MEMBER

Andrew, Mr K M—

*General Affairs*  
Administration and Economic Advisory Services, 1443

*Own Affairs*  
Education and Culture, 344  
Health Services and Welfare, 1288

Constitutional Development and Planning, 203, 204, 205, 296, 367, 374, 479, 482, 483, 534, 536, 537, 546, 549, 735, 814, 818, 952, 953, 1458, 1547

Barnard, Mr S P—

*General Affairs*  
Finance, 175

Defence, 1539, 1540, 1541, 1543, 1544, 1545, 1546

*Own Affairs*  
Local Government, Housing and Works, 1418

Education and Development Aid, 213, 295, 585, 586, 655, 656, 657, 659, 894, 896, 898, 957, 1004, 1015, 1016, 1094, 1276, 1285, 1286, 1455

Boraine, Dr A L—

*General Affairs*  
Justice, 415

Home Affairs, 435, 1248

Law and Order, 787  
Manpower, 28, 92, 135

Law and Order, 97, 697, 699, 1319

Manpower, 495, 500

Burtows, Mr R M—

*General Affairs*  
Administration and Economic Advisory Services, 198, 1131

National Education, 143

State President, 1066  
Transport Affairs, 294, 700, 1462

Constitutional Development and Planning, 103, 180, 456, 603, 1465

*Own Affairs*  
Education and Culture, 117, 310, 311, 436, 437, 1501

Defence, 217

Bamford, Mr B R—

*General Affairs*  
National Education, 928

Education and Development Aid, 695, 1082, 1083, 1085  
Finance, 436, 866, 1442  
Justice, 345, 419

Barnard, Dr M S—

*General Affairs*  
Administration and Economic Advisory Services, 62

National Health and Population Development, 429, 457, 1117  
Transport affairs, 1466

Agricultural Economics, 513

Constitutional Development and Planning, 647

*Own Affairs*  
Budget, 492

Education and Development Aid, 958  
Justice, 236

National Health and Population Development, 63, 144, 210, 420, 421, 425, 426, 427, 518, 642, 643, 646, 1093, 1303

Law and Order, 997

Health Services and Welfare, 207

HoA

TC SATS 'devours enormous subsidies to survive'

Pa  
Ar

5/5/86

269

STAR

# Hauliers hammer Transport Minister

By Frank Jeans

The Minister of Transport, Dr Hendrik Schoeman, today comes in for a stinging attack from the leader of the country's private hauliers, who refers to his office as being "first and foremost the Ministry for South African Transport Services"

Hitting back at recent suggestions by Mr Schoeman that road hauliers are not paying their full share of national roadbuilding and maintenance costs, Mr Jack Webster, executive director of the Public Carriers Association (PCA), says in a statement "It takes a certain kind of logic to make such accusations"

"It is a matter of public record that SATS devours enormous annual subsidies in order to survive"

Pointing out that SATS was sheltered from the rough and tumble of competition on the open market, Mr Webster maintains that the taxpayer in such a situation acts as a safety net every time

Hauliers, he claims, have no such protection and are unhappy about the way government is handling the issue

"SATS has rejected the internationally-accepted Current Expenditure System for calculating these costs which is used by the Department of Transport and by the National Institute for Transport and Road Research for the published statistics on roads, as well as by the private sector," he says

"Instead, SATS favours a system used by them which would result in an over-recovery of about R100 million from the private sector"

## Actual capital cost

Mr Webster believes that to achieve some equitable arrangement between SATS and the private sector insofar as SATS' method of establishing the road infrastructure cost, a possible compromise formula could be

- The actual capital cost of roadworks as at the end of March this year depreciated over a number of years at the bond rate, plus,

- A percentage of the maintenance cost over a period of years depreciated at the same bond rate, plus,

- A percentage of the current year's expenditure on maintenance

Using this formula, he says, road infrastructure costs for 1985-86 had been calculated and are to be recovered by an increase in licence fees and an additional levy on fuel for all vehicles using roads

Private hauliers also criticise what they say is a wide variation in licence fees in the four provinces and the varying interpretation of regulations in each province

"Operating under the present system is a nightmare," says Mr Webster, "with the PCA going backwards and forwards trying to agree on equitable working arrangements for its members"

"It is clear to us that any minister of transport in this country is first and foremost minister for SATS and cannot be unbiased towards the private sector because of his financial responsibility for Sats.

"In a free enterprise society, this is not good enough and we may be left with no alternative but to ask for drastic changes if the minister will not play fair with us"

Halley's comet

974 Mr W V RAW asked the Minister of Transport Affairs

The MINISTER OF TRANSPORT AFFAIRS.

Whether any special flights were arranged by the South African Airways for the purpose of viewing Halley's comet, if so, (a) how many, (b) what aircraft were used for this purpose, (c) what was the average (i) duration of these flights and (ii) number of passengers per flight and (d) what was the average (i) fare per passenger and (ii) cost to the South African Airways per flight?

(1) Yes

- (a) 311
- (b) 1 January 1984 to 31 December 1985

- (2) (a) (i) Teak, Mahogany, Iroko, Doussie and Oregon Pine
- (ii) Multi-ply wood.

(b) Owing to the large variety of passenger coaches purchased, built and modified over many years, with varying quantities and types of timber, it is not practicable to determine the value

(3) Yes. Due to the poor condition of the timber as a result of screw holes, cracks etc, it was in the past sold together with other scrapped timber as firewood to Transport Services personnel. However, due to the high dismantling cost, scrapped coaches are now sold on application, by public auction or against open tender, provided the amount offered is not less than the reserve price

(a) and (b) Fall away

- (b) Boenigs 737
- (c) (i) 2 hours.
- (ii) 76
- (d) (i) R150
- (ii) R8 006

Obsolete wooden coaches

975 Mr W V RAW asked the Minister of Transport Affairs.

(1) Whether any obsolete wooden coaches have been scrapped by the South African Transport Services, if so, (a) how many and (b) over what specified period.

(2) (a) what types of (i) imported and (ii) local timber were used in the manufacture of these coaches and (b) what was the approximate value per cubic foot or metre in each case,

(3) whether the timber from the scrapped coaches has been sold, if so, at what price; if not, (a) why not and (b) what steps were taken in respect of this timber?

(a) and (b) Fall away

**Germiston: average shift-time**  
 978 Mr W V RAW asked the Minister of Transport Affairs  
 With reference to his reply to Question No 717 on 7 April 1986, (a) what is the average shift-time of drivers based in Germiston and operating goods trains to and from Sentrtrand on the Durban, Kroonstad, Klerksdorp and Witbank lines, respectively, calculated from the time of signing on to the time of signing off, and (b) what percentage of this time represents (i) overtime, (ii) time spent on signing on and off, (iii) time spent on travelling to and from Sentrtrand and (iv) time actually spent on driving these trains?

**269**

The MINISTER OF TRANSPORT AFFAIRS

	Durban (stationed at Volksrust)	Kroonstad	Klerksdorp	Witbank
(a)	9 hours 27 minutes	8 hours 35 minutes	8 hours 30 minutes	8 hours 10 minutes
(b)	(i) 17,9 per cent (ii) 5,1 per cent (iii) *11,1 per cent (iv) 65,9 per cent	6,7 per cent 5,8 per cent 9,7 per cent 77,8 per cent	5,8 per cent 5,8 per cent 9,6 per cent 78,8 per cent	2,04 per cent 3,1 per cent 14,8 per cent 80,06 per cent

\*Personnel report for duty at Germiston and are conveyed to Sentrtrand from where they work through to Kroonstad, Klerksdorp and Witbank Germiston personnel do not work trains as far as Volksrust but interchange en route with Volksrust personnel. On their return journey Germiston personnel, in most instances, work trains which are destined for destinations other than Sentrtrand from where they return with electric locomotives to the Germiston depot. These crews are, therefore, seldom conveyed back to Germiston

**Artisans/apprentices**  
 1003 Mr D J N MALCOMME asked the Minister of Transport Affairs  
 As at 15 March 1986.

- (1) How many (a) white, (b) coloured, (c) Black and (d) Indian (i) artisans and (ii) apprentices were employed by the South African Transport Services as at the latest specified date for which information is available.

(2) whether these artisans have trade unions, if so, (a) how many and (b) what are the names of these unions,

(3) whether any of these unions have restricted membership in terms of race or any other classification, if so, (a) which unions and (b) what restrictions do they apply?

- (1) (a) (i) 11 595
- (ii) 5 010
- (2) Yes
- (a) One
- (b) Artisan Staff Association
- (3) No (a) and (b) Fall away



Halley's comet

974. Mr W V RAW asked the Minister of Transport Affairs:

Whether any special flights were arranged by the South African Airways for the purpose of viewing Halley's comet, if so, (a) how many, (b) what aircraft were used for this purpose, (c) what was the average (i) duration of these flights and (ii) number of passengers per flight and (d) what was the average (i) fare per passenger and (ii) cost to the South African Airways per flight?

The MINISTER OF TRANSPORT AFFAIRS:

(1) Yes

- (a) 311
- (b) 1 January 1984 to 31 December 1985

- (2) (a) (i) Teak, Mahogany, Iroko, Doussie and Oregon Pine
- (ii) Multi-ply wood

(b) Owing to the large variety of passenger coaches purchased, built and modified over many years, with varying quantities and types of timber, it is not practicable to determine the value

(3) Yes Due to the poor condition of the timber as a result of screw holes, cracks etc, it was in the past sold together with other scrapped timber as firewood to Transport Services personnel. However, due to the high dismantling cost, scrapped coaches are now sold on application, by public auction or against open tender, provided the amount offered is not less than the reserve price

- (b) Boeings 737
- (c) (i) 2 hours
- (ii) 76
- (d) (i) R150
- (ii) R8 006

Obsolete wooden coaches

975 Mr W V RAW asked the Minister of Transport Affairs

(1) Whether any obsolete wooden coaches have been scrapped by the South African Transport Services, if so, (a) how many and (b) over what specified period.

(2) (a) what types of (i) imported and (ii) local timber were used in the manufacture of these coaches and (b) what was the approximate value per cubic foot or metre in each case,

(3) whether the timber from the scrapped coaches has been sold, if so, at what price, if not, (a) why not and (b) what steps were taken in respect of this timber?

(a) and (b) Fall away

Germiston: average shift-time  
HAN'S R22 6/5/86  
978. Mr W V RAW asked the Minister of Transport Affairs  
6/5/86  
With reference to his reply to Question No 717 on 7 April 1986, (a) what is the average shift-time of drivers based in Germiston and operating goods trains to and from Sentrstrand on the Durban, Kroonstad, Klerksdorp and Witbank lines, respectively, calculated from the time of signing on to the time of signing off, and (b) what percentage of this time represents (i) overtime, (ii) time spent on signing on and off, (iii) time spent on travelling to and from Sentrstrand and (iv) time actually spent on driving these trains?

The MINISTER OF TRANSPORT AFFAIRS

	Durban (stationed at Volksrust)	Kroonstad	Klerksdorp	Witbank
(a) 9 hours 27 minutes	8 hours 35 minutes	8 hours 30 minutes	8 hours 10 minutes	
(b) (i) 17,9 per cent	6,7 per cent	5,8 per cent	2,04 per cent	
(ii) 5,1 per cent	5,8 per cent	5,8 per cent	3,1 per cent	
(iii) *11,1 per cent	9,7 per cent	9,6 per cent	14,8 per cent	
(iv) 65,9 per cent	77,8 per cent	78,8 per cent	80,06 per cent	

\*Personnel report for duty at Germiston and are conveyed to Sentrstrand from where they work through to Kroonstad, Klerksdorp and Witbank Germiston personnel do not work trains as far as Volksrust but interchange en route with Volksrust personnel. On their return journey Germiston personnel, in most instances, work trains which are destined for destinations other than Sentrstrand from where they return with electric locomotives to the Germiston depot. These crews are, therefore, seldom conveyed back to Germiston

Artisans/apprentices  
HAN'S R22 6/5/86  
1003 Mr D J N MALCOMME asked the Minister of Transport Affairs  
6/5/86  
26/5/86

- (1) How many (a) white, (b) coloured, (c) Black and (d) Indian (i) artisans and (ii) apprentices were employed by the South African Transport Services as at the latest specified date for which information is available,

- (2) whether these artisans have trade unions, if so, (a) how many and (b) what are the names of these unions,

- (3) whether any of these unions have restricted membership in terms of race or any other classification, if so, (a) which unions and (b) what restrictions do they apply?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) (i) 11 595
- (ii) 5 010
- (2) Yes
- (a) One
- (b) Artisan Staff Association
- (3) No (a) and (b) Fall away.

were released by the SA Prisons Service  
This figure is compiled as follows:

Sentenced . . . . .	Male	87
	Female	32
Awaiting trial . . . . .	Male	49
	Female	20
Total . . . . .		188

Furthermore, it can be mentioned that  
the SA Police also released 64 persons of  
whom 14 were sentenced prisoners and 50  
awaiting trial prisoners

**Kabokweni Magistrate's Court**

*HANS SARD*  
*Law and Order*  
*278*  
*251*  
\*13 Mr P G SOAL asked the Minister  
(1) Whether the South African Police took  
any action at the Kabokweni Magis-  
trate's Court near White River in the  
Eastern Transvaal on or about 11  
March 1986, if so, (a) what were the  
circumstances surrounding this inci-  
dent, (b)(i) what action was taken  
and (ii) with what result and (c) how  
many policemen were on duty on this  
occasion,

- (2) whether each policeman on duty at  
this court had been issued with (a)  
rubber truncheons, (b) tear-gas or  
tear-smoke canisters, (c) visors and  
(d) shields, if not, (i) why not and (ii)  
what specified equipment did each  
policeman have, if so, what other  
specified equipment did each police-  
man have on this occasion,
- (3) whether the police fired any shots, if  
so, (a) how many and (b) who gave  
the order to fire,
- (4) whether a warning was issued prior to  
the order being given to open fire, if  
not, why not, if so, (a) in what man-  
ner was the order given, (b) how long  
before opening fire was the warning  
given and (c) what was the response  
to the warning,
- (5) whether any persons were (a) killed

and (b) injured during this incident,  
if so, (i) how many, (ii) what were  
their ages, (iii) what was the cause of  
death or injury in each case and (iv)  
in what part of the body were the  
wounds or injuries in each case,

- (6) whether any persons were arrested as  
a result of this incident; if so, (a) how  
many, (b) in terms of what statutory  
provision and (c) for what alleged of-  
fences;
- (7) whether the court buildings suffered  
any damage during this incident, if  
so, what was the (a) nature, (b) ex-  
tent and (c) cause of the damage,
- (8) whether any investigation has been  
held into this incident; if not, why  
not, if so, (a) who was in charge of  
this investigation and (b) what were  
the findings?

**THE MINISTER OF LAW AND ORDER**

(1) to (8) Since the investigation which I  
have ordered after the incident at the Ka-  
bokweni Magistrate's Office, is not com-  
pleted yet, I do not deem it appropriate to  
comment on the matter at this stage

*15/86 Q con 1604*  
*Roland Mark Hunter*  
*HANS SARD*  
*Mr R R HULLIE* asked  
the Minister of Defence +

- (1) Whether he will table a copy of the  
charge sheet against a certain person,  
whose name has been furnished to  
the South African Defence Force for  
the purpose of the Minister's reply, if  
not, why not,
- (2) whether he will furnish the name of  
the person concerned to the House, if  
so, what is his name,
- (3) whether this person was permitted to  
work with intelligence matters in the  
South African Defence Force; if so,  
(a) why, (b) for what period and (c)  
what level of security clearance did  
he reach and (d) how many times was

he subjected to security tests during  
his Defence Force career,

- (4) whether disciplinary action has been  
taken against any persons in this con-  
nection, if not, why not, if so, against  
whom,
- (5) whether any steps have been taken to  
prevent incidents of this nature in the  
future; if so, what steps?

**THE DEPUTY MINISTER OF DE-  
FENCE**

- (1) No A court order dated 4 August  
1984 prohibits it
- (2) Yes Roland Mark Hunter
- (3) Yes
- (a) In the execution of his service  
requirements
- (b) From October 1983 to Decem-  
ber 1983.
- (c) Secret clearance.
- (d) Once

**THE MINISTER OF TRANSPORT AF-  
FAIRS.**

- (4) No There was no misconduct war-  
ranting disciplinary actions
- (5) Yes It is not in the public interest to  
divulge these

*15/86 Q con 1605*  
*International maritime law*  
*HANS SARD*  
*Mr R R HULLIE* asked the Minister  
of Transport Affairs.

- (1) Whether his Department has held an  
investigation into a possible breach of  
international maritime law by two  
South African trawlers which dis-  
played foreign flags and party identi-  
fication during an excursion in 1985,  
if not, why not; if so, (a) when, (b)(i)  
who were the members of the investi-  
gating panel and (ii) what are their  
qualifications in each case and (c)  
what are the names of the trawlers  
concerned;

(2) whether any officials of the Depart-  
ments of (a) Environment Affairs  
and Tourism and (b) Foreign Affairs  
were required to give evidence in  
connection with this matter, if not,  
why not, if so, what are the (i) names  
of and (ii) positions held by these of-  
ficials,

- (3) whether any other persons were re-  
quired to give evidence in this investi-  
gation, if not, why not, if so, what  
are the (i) names of and (ii) positions  
held by these persons,
- (4) whether the investigation has been  
concluded; if not, (a) why not and (b)  
when is it anticipated that it will be  
concluded, if so, what were the (i)  
circumstances surrounding this inci-  
dent and (ii) findings of the investi-  
gating panel,
- (5) whether any action is to be taken as a  
result of the investigation, if not, why  
not; if so, (a) what action and (b)  
when;
- (6) whether he will make a statement on  
the matter?

(1) No, as the two trawlers concerned  
namely the *Scorpio* and the *Sagitta*  
were not registered in the Republic  
of South Africa at the time the  
breach allegedly occurred

*15/86 Q con 1606*  
*Parow: charges against member*  
*HANS SARD*  
*Mr S VAN DER MERWE* asked  
the Minister of Law and Order

- (1) Whether a certain person, whose  
name has been furnished to the South  
African Police for the purpose of the  
Minister's reply, recently laid any  
charges or made any complaint at the  
Parow police station against a mem-

ber of the Police Force; if so, (a) when and (b) what was the nature of the charges or complaint;

(2) whether this matter has been investigated by the police, if not, why not; if so, (a) what is the (i) name and (ii) rank of the policeman involved and (b) what progress has been made in this investigation;

(3) whether any departmental steps have been or are to be taken against the policeman concerned, if not, why not; if so, what steps,

(4) whether he will make a statement on the matter?

†The MINISTER OF LAW AND ORDER

(1) Yes.

(a) 9 April 1986.

(b) Alleged assault

(2) Yes

(a) (i) and (ii) I do not deem it in the interest of anyone to make known the name of the member, except to say that he is a detective sergeant

(b) The investigation has not been completed yet

(3) Before deciding on departmental steps, the criminal aspect must first be completed

(4) No.

WANSWERS 1607  
Transmitted 6/5/86  
17 Mr D J DALLING asked the Minister of Transport Affairs.

(1) Whether past employees of the South African Transport Services are required to have worked for the South African Transport Services and to have been members of Transmed for

a specific period in order to remain members of Transmed once they have left the employ of the South African Transport Services; if so, what is that period;

(2) whether, during the latest specified period of five years for which information is available, any South African Transport Services employees were allowed to continue as members of Transmed despite not having been employed by the South African Transport Services for the necessary qualifying period, if so, (a) how many, (b) what were the circumstances of each case and (c) who took the decision in this regard?

†The MINISTER OF TRANSPORT AFFAIRS.

(1) Only employees who retire on account of age limit, reduction in or re-organisation of staff, severe bodily injury, permanent ill-health or physical disability not occasioned by their own default, or are retired in terms of section 11 or 14 of the Conditions of Employees (South African Transport Services) Act, 1983 remain members of Transmed, provided they have completed at least 10 years' continuous service

However, employees who (a) sustained 100 per cent permanent disablement in an accident arising out of and in the course of their employment and are retired on account thereof or (b) are retired on account of wounds or illness sustained in or as a result of military service in the South African Defence Force, provided they receive compensation in terms of any act regarding military pensions, will remain members of Transmed irrespective of their period of service.

(2) No. (a), (b) and (c) Fall away

Sebokeng/Vereeniging: commuter line

\*18. Mr G B D McINTOSH asked the Minister of Transport Affairs:

(1) Whether the South African Transport Services are considering constructing a commuter line from Sebokeng via Vanderbijlpark and Sharpeville to Vereeniging; if so, when is it anticipated that this line will be completed; if not, why not,

(2) whether the South African Transport Services have conducted a survey of the numbers of commuters in this area and of potential users of this line; if not, why not, if so, (a) when and (b) what were the findings;

(3) whether he has received any representations regarding the construction of this line, if so, (a) from whom, (b) when and (c) what was his response?

†The MINISTER OF TRANSPORT AFFAIRS

(1) and (2) No No such requests have been received

(2) (a) and (b) Fall away.

(3) No

WANSWERS 1609  
SATV: photographs of Helene Passtoors  
6/5/86 G B D McINTOSH asked the Minister of Law and Order:  
17 Mr D J DALLING asked the Minister of Law and Order:

(1) Whether a certain person, whose name has been furnished to the South African Police for the purpose of the Minister's reply, is being held by the South African Police during her trial; if so, (a) where is she being held and (b) what is her name;

(2) whether he has been informed that photographs of this person were televised by SATV on 14 and 15 April 1986, if so,

(3) whether he intends taking any steps in regard to this matter, if not, why not; if so, (a) what steps and (b) in terms of what statutory provisions?

†The MINISTER OF LAW AND ORDER:

(1) Yes

(a) Johannesburg Prison

(b) Hélène Passtoors

(2) No.

(3) Falls away.

SATV: photographs of Helène Passtoors

\*20. Mr D J DALLING asked the Minister of Justice

(1) Whether a certain person, whose name has been furnished to the Minister's Department for the purpose of his reply, is being held in prison during her trial, if so, (a) in what prison and (b) what is her name;

(2) whether he has been informed that photographs of this person were televised by SATV on 14 and 15 April 1986, if so,

(3) whether he intends taking any steps in regard to this matter, if not, why not, if so, (a) what steps and (b) in terms of what statutory provisions?

†The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Justice).

(1) Yes.

(a) Johannesburg Prison.

(b) Hélène Passtoors.

(2) No, as no offence was committed in terms of the Prisons Act, Act 8 of 1959, as amended.

(3) Falls away

That is a stupid question!

†The CHAIRMAN OF THE HOUSE: Order! With respect to the hon Minister, the

English-speaking persons: Income tax

\*7 Mr H D K VAN DER MERWE asked the Minister of Finance†

Whether he or his Department has made a calculation of the amounts paid into the Treasury by English-speaking persons in South Africa over the years by way of income tax, if so, (a) in respect of what periods and (b) what procedure was followed in this connection?

The MINISTER OF FINANCE.

No.

6/5/86 GC 1599  
HANSARD  
Mr and Mrs Breytenbach: travel documents  
8. Mr H D K VAN DER MERWE asked the Minister of Transport Affairs†

Whether an official or officials of the South African Transport Services recently handed over travel documents to an Afrikaans author and his wife, whose names have been furnished to the South African Transport Services for the purposes of the Minister's reply, if so, (a)(i) when, (ii) on what occasion and (iii) why and (b) what are the names of the author concerned and his wife?

†The MINISTER OF TRANSPORT AFFAIRS.

Yes.

(a) (i) 12 April 1986

(ii) During the presentation of the Rapport Literary Award

(iii) A transaction was concluded with Rapport to present the Rapport prize winner with two overseas economy class return air tickets SA Airways did not know beforehand who the winner would be and a letter was handed to the "winner" in which authority was granted for the issue of the tickets

(b) Mr Breyten Breytenbach and Mrs Yolande Breytenbach

†Mr H D K VAN DER MERWE Mr Chairman, arising out of the hon the Minister's reply, would it not have been reasonable if the departmental official had first established to whom such a prize would be given before the official and thus the department became involved in such a matter? [Interjections]

†The MINISTER Mr Chairman, this is out and out advertising, in conjunction with Rapport, to promote the South African Airways. It was arranged months before the time. Firstly, our condition was that it would only be valid for seats in the economy class and only if there were empty seats. In any case Breyten Breytenbach did not travel by SAA; he travelled KLM. We cannot make it a condition in advance that we will not award the prize if Breyten Breytenbach gets it. Nobody could have foreseen that he would get it. [Interjections] Academics such as the hon members award such silly prizes [Interjections]

†Mr J H VAN DER MERWE Mr Chairman, further arising out of the hon the Minister's reply, would he still have agreed to the awarding of the prize if he had known that Breyten Breytenbach would get it?

†The CHAIRMAN OF THE HOUSE Order! That is a hypothetical question and is not allowed [Interjections.]

†Mr S P BARNARD Mr Chairman, further arising out of the hon the Minister's reply, how many days after the prize was awarded to Breyten Breytenbach, did he leave the country? [Interjections]

†The MINISTER Mr Chairman, I do not know, but Breyten Breytenbach came to receive the prize and has returned. The hon member can make inquiries at the Department of Home Affairs, but I do not know how long he stayed here

†Mr S P BARNARD Mr Chairman, the hon Minister is giving us an evasive answer Surely he should know [Interjections.]

†The CHAIRMAN OF THE HOUSE. Order! The purpose of questions is to elicit information and not to evoke an argument. The hon member may put his question, but speeches or arguments are not permitted under Questions. That is part of debating. The hon member may proceed, but then he must ask a question

6/5/86 GC 1601  
Pay matters  
\*9 Mr W V RAW asked the Minister of Transport Affairs

HANSARD  
Whether a committee has been appointed to negotiate with South African Transport Services staff associations on pay matters and/or increases; if so, (a) what are its terms of reference, (b)(i) what are the names of the chairman, members and secretary of this committee and (ii) what are their qualifications for this task in each case and (c) to whom will the committee report its recommendations for final decision?

The MINISTER OF TRANSPORT AFFAIRS

(a) to (b)(ii) Although I have already decided to appoint such a committee, the composition thereof and its terms of reference have not as yet been finalised

(c) To me personally

6/5/86 GC 1601  
HANSARD  
\*10 Mr J H VAN DER MERWE asked the Minister of Law and Order†

Whether members of the United Democratic Front are allowed to be Police reservists?

†The MINISTER OF LAW AND ORDER.

No  
HANSARD  
Group Areas Act  
\*11 Mr J H VAN DER MERWE asked the Minister of Law and Order†

(1) Whether the South African Police recently received complaints and/or representations about a certain person from Benoni, whose name and address have been furnished to the South African Police for the purposes of the Minister's reply, in connection with a contravention of the provisions of the Group Areas Act, if so, (a) when, (b) what was the (i) nature of the complaints and/or representations and (ii) response to them and (c) what is the name of the person concerned;

(2) whether a charge against the above-mentioned person has at any time been laid with the South African Police in connection with alleged membership of a banned organisation or political party; if so, (a) when, (b) what is the name of the banned organisation or political party and (c) what steps have been taken in this connection?

The MINISTER OF LAW AND ORDER.

(1) No

(a) to (c) Fall away

(2) No.

(a) to (c) Fall away

6/5/86 GC 1601  
HANSARD  
Pass Laws/Influx control  
\*12 Mrs H SUZMAN asked the Minister of Justice:

Whether any persons awaiting trial for offences relating to pass laws and influx control have been released in consequence of a White Paper on urbanisation, the tabling of which was announced on 18 April 1986, if not, why not; if so, what total number of (a) males and (b) females was released?

†The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Justice):

Yes (a) and (b) A total of 188 persons

esday, May 7, 1986 9

TS

*Cape Times 7/5/86*  
**Trial late-night  
train service** *(269)*

**Staff Reporter**

**THERE** will be an additional "trial period" late-night train service as from Monday on the Simon's Town-Cape Town line following complaints from commuters

However, the Minister of Transport, Mr Hendrik Schoeman, yesterday said that if the service was not supported during the one-month trial period it would be discontinued

The train will leave Simon's Town at 10 30pm, Mondays to Saturdays, he said

In a letter to the Cape Times, Mr Schoeman said the South African Transport Services (SATS) was run on business principles and in terms of legislation had

to "balance its own books and run its services on an economic basis"

Current losses on passenger services amounted to some R1 100-million, making it necessary for management to investigate means of reducing these losses

"For these reasons and after careful consideration, it was decided to curtail those train services which were not supported by the travelling public. The trains which have been withdrawn had less than 50 passengers each and it is just not an economically viable proposition to run a train for 50 people"

SATS would continue to rationalize its train services to ensure that costs were curtailed as much as possible, he said

MICK COLLINS

Air-courier companies do not foresee a price war in the industry.

Reacting to a move by Sky Couriers to charter its own aircraft instead of using SA Airways, Sun Couriers MD Barry Saxon said his company did not intend making any changes to its prices or service.

"I'm not sure Sky Couriers is going to save much. My company operates seven aircraft, so we know what's involved. We would have been the first to move if conditions with SAA weren't right.

"If Sky Couriers drops prices, it will have to up volumes to compen-

## No air-courier price war in sight after SAA bypass

sate for revenue loss"

DHL Couriers MD Larry Macartney said his company had no dispute with SAA "As market leaders for overseas business, we aren't involved in the domestic scene to the same extent as others.

"Nonetheless, we are quite happy with prices and service from SAA. The airline has gone out of its way to accommodate us, especially with

late-night passenger flights which provide additional courier facilities

Explaining Sky Couriers' move, Sky MD Nick Blackburn said SAA prices had risen 80% since July 1984.

"The way the airline put its case to us, we were presented with a fait accompli. What we have now done is to charter three aircraft and provide a competitive service for time-sensitive cargo."

15/5/86 (219) BUW DAY

# Furore over R5 Sats levy

ANGRY transport users have called for an urgent meeting with SA Transport Services (Sats), which has slapped a R5/month levy on some 40 000 customers.

The cost to Sats-users will approximate R240 000/year. The levy, which was introduced on March 1, applies to all credit account holders with debit balances below R16 667.

A Sats spokesman said the levy would "act as a buffer" to clients whose premium payments made an "insignificant contribution" towards Sats' insurance policy, but posed a significant insurance risk.

HAMISH McINDOE

Condemning the move as indiscriminate, SA Association of Freight Forwarders executive director Alan Cowell said Sats was "penalising small transport users in the crackdown on a relatively small number of defaulters".

The Transport Consultative Committee — comprising some 18 employer organisations, including the Associated Chambers of Commerce (Assocom) and the Afrikaanse Handelsinstituut — is expected to contact Sats for talks.

# Motherwell bus fare up 20c soon

Post Reporter

AN increase of 20c for a single-journey bus ticket from Motherwell to Port Elizabeth is among several fare increases that have been announced by PE Tramways

The increases have been approved by the Road Transportation Board

The date when they become effective will be announced later.

The general manager of PE Tramways, Mr Fred Stamp, says in a statement.

"Soaring costs common to all industrial and business undertakings have been, in the main, absorbed by the company

"A fares increase in

June, 1983, of 9% covered wage adjustments, and increases of 8% and 3% in February and November 1985, respectively, covered fuel costs

"The subsequent fuel reductions offered relief enabling the company to keep this present application at a reasonable 9%

"Overall, the average increase is 4,15c a passenger, but 33% of passengers will not be affected by the higher fares and 58% would pay between 1c and 4c more

"At the top of the scale 3,5% of passengers would pay between 6c and 8c more and 5,3% would pay an additional 10c or more a trip, mainly on the longer routes"



269

the post

19/5/88



What was the total number of Black persons resettled (a) within and (b) from each province in 1982, 1983, 1984 and 1985, respectively?

The MINISTER OF EDUCATION AND DEVELOPMENT AID.

(a) and (b) The figures requested are not readily available

*Pro deo* legal aid

1009 Mr L F STOFBERG asked the Minister of Justice †

(a) To how many members of the public was *pro deo* legal aid given in court cases, and (b)(i) what amount was spent by the State in this connection and (ii) what was the nature of the cases for which these amounts were made available, in respect of each population group in each of the last five years for which information is available?

The MINISTER OF JUSTICE

(a) The information is not readily available

(b) (i) An amount of R973 010,00 was spent for the period 1 April 1985 until 31 March 1986

(ii) The information is not readily available, but *pro deo* legal aid is given in cases where the accused are charged with capital offences

*2ds/186*  
*HANS VIND 2ds/186*  
*QULIKAS*  
1010 Mr P R C ROGGERS asked the Minister of Justice

How many cases of (a) bankruptcy, (b) placement under judicial management and (c) sequestration in respect of (i) farmers and (ii) agricultural co-operatives were recorded in the Republic in each of the last specified three years for which statistics are available?

Hoa

The MINISTER OF JUSTICE.

The information is not readily available

*QULIKAS*  
*HANS VIND 2ds/186*  
1012 Mr P G SOAL asked the Minister of Education and Development Aid.

(a) What was the (i) adult (aa) male and (bb) female and (ii) child population of the Botshabelo resettlement camp near Bloemfontein as at the latest specified date for which information is available and (b) how many of these persons belonged to each specified tribal grouping as at that date?

The MINISTER OF EDUCATION AND DEVELOPMENT AID.

Botshabelo is not a resettlement camp but a Township proclaimed by Government Notice No 2468 of 19 November 1982

(a) (i) (aa) 55 109

(bb) 64 820

(ii) 150 271

(b) 91% of the inhabitants are South-Sotho, 7% are Xhosa, 1% are Tswana and 1% are made up of Venda and Shangaan (Figures as at 6 May 1986)

*2ds/186*  
*QULIKAS*  
*HANS VIND 1823*  
1026 Mr R M BURROWS asked the Minister of Justice.

(1) Whether records are kept of the number of cases dealing with sex-related crimes involving minor children as victims tried in magistrates' and supreme courts, if not, why not, if so, (a) how many cases involving crimes of this nature were tried by such courts in each of the latest specified three years for which information is available, (b) into which categories did these crimes fall and (c) in how many such cases were the accused convicted;

(2) whether his Department has instituted or intends to institute an inquiry into the handling in court of sex crimes involving minor children as victims; if not, why not, if so, (a) when, (b) under whose auspices and (c) when is it anticipated that a report on this inquiry will be submitted?

The MINISTER OF JUSTICE.

(1) No The Honourable Member is referred to my answer to written Question No 35 of 1986. The code list mentioned therein provides only for information relating to the type of crime, age and sex of the offender. Information with regard to victims of crime is not kept as it is not economically feasible

(2) No The South African Law Commission in its enquiry "Women and sex-related crimes in South Africa" (project 45) dealt with sex-crimes involving minor children as victims. The report regarding the above-mentioned enquiry was tabled in Parliament on 28 May 1985

*2ds/186*  
*HANS VIND 2ds/186*  
*QULIKAS 1823*  
1034 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

(1) Whether there are facilities at stations in the Cape Peninsula for informing passengers using commuter trains of the (a) occurrence, (b) length and (c) cause of delays in the train service; if not, why not, if so, (i) what facilities and (ii) what is the policy of the South African Transport Services regarding the communication of such information to passengers;

(2) whether any steps are being taken to improve the (a) nature of, (b) extent of, and (c) methods of conveying to commuters, information concerning delays, if not, why not; if so, (i) what steps, (ii) at what stations and (iii) when;

(3) whether he will make a statement on the matter?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a), (b) and (c) Yes.

(i) Public address system

(ii) That relevant information should be conveyed timeously

(2) (a), (b) and (c) Yes.

(i) More modern public address systems are presently being installed whereafter it will be possible to make announcements directly from the train control centre

(ii) Cape Town, Bellville and Windermere

(iii) Cape Town and Bellville—30 June 1986 Windermere—during the third quarter of 1987

(3) No

Commuter trains

1040 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

(1) Whether there have been any delays in respect of commuter trains on the Cape Flats line in the Cape Peninsula in 1986, if so, (a) on what dates, (b) what was the average length of the delays on those dates and (c) what was the cause of the delays in each case,

(2) whether any steps are being taken to overcome the problems causing the delays; if not, why not; if so, (a) what steps and (b) when is it anticipated that these problems will be overcome in each case?

The MINISTER OF TRANSPORT AFFAIRS.

(1) Yes

Hoa

# Bus fares <sup>DD</sup> <sup>2/5/86</sup> to rise <sup>269</sup> in June <sup>224</sup> <sup>183</sup>

## Dispatch Reporter

EAST LONDON — Municipal bus fares, except for scholars' weekly tickets, will increase by 5c for all stages from June 2

Scholars' weekly tickets will rise by R1 on the same date

The municipal transport manager, Mr Dennis Jenkinson, said the fare increase for scholars was irrespective of distance travelled

He said the budget had been reviewed and it was decided it was time for an increase. The last increase was approximately a year ago but the increases were not fixed on an annual basis, he said

In spite of the huge fuel increases, which took place over a year ago, plus the subsequent additional fuel increase, the municipal bus fares stayed the same

If the fares had been increased each time there was a fuel increase, the present fares would have been much higher

He said although the fuel prices had come down, the tariffs could not be reduced because of the increasing costs of spare parts, particularly tyres, and maintenance costs

This meant that the tariffs did not necessarily come down, because the fuel prices were reduced, he added

# New bus service begins this week

EVG/PAT  
20/5/86

269

Post Reporter  
AN overnight bus service between Port Elizabeth and Cape Town, costing R40 for a single ticket and R74 for a return ticket, will be launched on Thursday.

The Trans-City service is being introduced by SATS in conjunction with Trans-Lux, its regular and more expensive luxury bus service for tourists.

The Trans-City service will run through the Langkloof. A passenger will be able to take up to 25kg baggage free of charge.

Both services are "international" — open to all races.

A SATS spokesman said the Trans-Lux service, in spite of running in competition with a private company, was so well patronised since it was introduced several months ago that SATS was able to bring down fares considerably.

Asked whether competition from bus services run by private companies was forcing SATS's fares down, the spokesman said "We are not primarily a profit-making concern.

"We are trying to provide a service to the public as economically as possible. Competition is good for us because it gives the public something to measure our own service against."

"We have an 85% to 90% occupancy rate for Trans-Lux, which is tremendous. We hardly expected the service to be received so well."

When Trans-Lux was introduced the price for a single ticket was R80 and for a return ticket R148. The prices now are R65 and R120. There are hostesses, air conditioning and a toilet in the Trans-lux bus.

The Inter-City will run from Port Elizabeth to Humansdorp, Joubertina, Misgund, Avontuur, Oudtshoorn, George, Mossel Bay, Albertinia, Riversdale, Heidelberg, Swellendam, Rivier-sonderend, Caledon and Somerset West, with stops at each of these towns.

A return ticket from Port Elizabeth to George will cost R39 and a single ticket R21.

A return and a single ticket to Caledon will cost R68 and R37. A return and single to Joubertina will cost R22 and R12.

Cost

BU DAY 2/16/86 (269)  
**Sats picks up more road and rail tonnages**

MICK COLLINS

WHILE the slump in trade continues to slow private haulage contractors, SA Transport Services (Sats) has picked up increased rail and road tonnages

Central Statistical Services figures show total actual metric tons (1 000t) carried by private transport contractors

was 51 922 from December to February, as against 68 307 the previous year. For the same period Sats increased market share by 15,5% for its road division and by 2,6% for railways.

# Transport on the road to deregulation

Mercury Reporter

THE first legislation arising from the National Transport Policy Study, concerning the appointment of a Transport Advisory Council, will probably be processed in Parliament this year.

This was said by Mr Ray Smith, director of the Natal Roads Department and president of the Institute of Transport in Southern Africa, at the opening of the Nattrex transport exhibition at the Durban Expo centre yesterday.

He said the National Transport Commission had accepted the recommendations of the NTPS as a framework for the development of a national transport policy.

"This is indeed wonderful news, heralding as it does a new era of deregulation and a much greater degree of free enterprise in the transportation sector, thus ensuring a more dynamic industry."

Four broad policy areas needed to be addressed, Mr Smith said.

In the freight transport section these included economic decisions to be left as far as possible to the market to resolve, that financial inequities between modes of transport be removed, that public safety should be protected by ensuring fit drivers and vehicles with a strict on-the-ground programme of enforcement and that the permit system be abolished and a new Road Traffic Act introduced.

Secondly passenger transport needed the decision-making process to be devolved to the lowest level of government, national guidelines be developed to assist that level, that public road passenger transport operators be required to get an 'operating authority' and that the lowest level of government be responsible for payment of subsidies.

In organisational matters it was proposed that the National Transport Commission and Local Road Transportation Board be abolished. Three new organisations should be established: a transport advisory council with large private sector representation to advise the minister on all matters regarding transport policy; a transport tribunal to monitor transport policy and settle disputes on appeal; and a national roads board.

Finally, the NTPS recommended that co-operation with respect to movement of people and goods across borders be encouraged as far as possible and obstacles be kept at a minimum by bilateral and multilateral agreements.

# SA not likely to need new harbour — Hagen

SPAR 22/5/85 By Kym Hamilton,  
Pretoria Bureau

269

A new South African harbour is unlikely to be necessary, Mr H S Hagen said yesterday at a conference in Pretoria on engineering, keystone to the development and prosperity of Southern Africa

The post-war years represented a golden era in the creation of a railways and harbour infrastructure, he said. But limited funds now challenge engineers to change from providing assets to maintaining and operating the transport system.

The value of the transport system was R14 700 million in March last year, said Mr Hagen.

For many years, railways were seen as the instrument of development. But the 1930s saw the end of railway expansion.

It was ironic that the improvement in the railway network coincided to some extent with the loss of share in overall goods traffic market. The railways share in this market declined to 95 percent in 1957, 71 percent in 1972 and 40 percent during 1985.

Harbours are not merely the interface between land and sea transport, but are an essential link in world trade, said Mr Hagen. At present 50 percent of South Africa's Gross National Product passed through the harbours.

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# Why Matjila quit

26/5/86

Sowetan

269

THE simmering anger of black taximen over their leaders' links with the white-controlled Taxi SA private company has led to the sudden resignation of Mr Knox Matjila from his post as cabbies' leader.

This was said at the weekend by a spokesman for hundreds of taximen from Alexandra, Tembisa, Katlehong, Vosloorus and Thokoza.

The spokesman, Mr Ezekiel Mokone of Vosloorus, said taximen's grievances with Mr Matjila included

- The selling out of taximen's national and personal interests through the Southern Africa Black Taxi Association's controversial contract with the now all-powerful white-con-

trolled Taxi SA private company.

- Mr Matjila has openly admitted in a meeting that the Taxi SA contract with black taximen had been signed before the approval of the general membership could be obtained;

- The alleged "suspension" of Sabta founder and PRO, Mr P M Ngozi, by his executive;

- Mr Matjila's nomination by the Transvaal Taxi Association to serve in Sabta without a mandate from the grassroots;

- Mr Matjila's failure to call meetings in his region to brief his constituency about crucial developments affecting them

1979

TUESDAY, 27 MAY 1986

1980

†The MINISTER: Mr Speaker, the hon member is very welcome to bring the names of those places to my notice, whereafter I will immediately contact the NMC. [Interjections]

27/5/86 a ca 1979  
Hillbrow: children  
Mr A B WIDMAN asked the Minister of Constitutional Development and Planning.

- (1) Whether any member of his Department has received any representations concerning young Black children sleeping on the streets of Hillbrow at night, if so, (a) when, (b) from whom and (c) what was the (i) nature of the representations and (ii) response thereto,
- (2) whether this matter has been investigated, if so, (a) when, (b) what were the findings and (c) what action was taken as a result, if not,
- (3) whether he will investigate this matter, if not, why not, if so, when;
- (4) whether there are any children's homes for Black children in the Johannesburg area, if not, why not, if so, what total number of children (a) can be accommodated in these homes and (b) were accommodated in these homes as at the latest specified date for which information is available,
- (5) whether he will make a statement on the matter?

†The DEPUTY MINISTER OF DEVELOPMENT AND OF LAND AFFAIRS

- (1) Yes
  - (a) From time to time
  - (b) The Johannesburg Child Welfare Society, the SA National Council for Child and Family Care, various church bodies as well as a few individuals.

(c) (i) Expressed concern about the phenomenon of vagrancy in the area concerned

(ii) A concerted effort to combat this deviant social symptom is constantly undertaken by the Department, other appropriate Government Departments, the Johannesburg Child Welfare Society, the SA National Council for Child and Family Care and the City Council of Johannesburg

(2) (a), (b), (c) and 3 This issue is receiving continuous attention of the Department of Constitutional Development and Planning in collaboration with the above-mentioned instances. It must be emphasized that the problem of vagrancy is a world-wide complex sociopathological phenomenon to which solutions are not easily found. It is also a sad fact that vagrants have a poor prognosis for successful treatment in institutions and generally do not benefit from treatment and training provided there. It further appears that community orientated treatment have many problems, the reasons of which may be found in the psychosocial factors which contribute to this phenomenon.

(4) Yes Four registered children's homes and a State place of safety and detention

(a) 310 and 250 children respectively

(b) 274 and 170 respectively as at 30 April 1986.

(5) No  
Mr A B WIDMAN: Mr Speaker, arising from the reply given by the hon the Deputy Minister, since this question relates to a petition handed to Parliament by me and signed

1981

TUESDAY, 27 MAY 1986

1982

by 1 068 people who are residents and ratepayers of Hillbrow, and in view of the complexity of the problem, will the hon the Deputy Minister consider the need to re-habituate and resocialise those twilight children by establishing a permanent rehabilitation centre close to Johannesburg—a centre more or less along the same lines as the well-known Boys' Town?

†The DEPUTY MINISTER: Mr Chairman, the responsibility for these specific matters was not delegated to me by the hon the Minister. Nevertheless, I am sure that if the hon member would personally take up the matter with the hon the Minister, he will pay attention to it and will provide the hon member with a proper reply

†Mr S P BARNARD, Mr Chairman, further arising from the hon the Deputy Minister's reply, is the hon the Deputy Minister aware of the fact that there are thousands of Black children in Jeppestown, Hillbrow and other areas who have absolutely no place to sleep at this moment, causing real problems for the White residents of that White group area? Furthermore, is the hon the Deputy Minister aware of the fact that there is a place where more than 200 Black manworkers are living in one building? To come back to the children, many of them walk the streets the whole day and have no housing

†The DEPUTY MINISTER: Mr Chairman, as I mentioned with reference to the previous question, the responsibility for this matter was not delegated to me. This specific matter is related to Hillbrow and Jeppe, and if the hon member has other problems with regard to Jeppe, I would advise him to also put that question on the Question Paper for the attention of the hon the Minister [Interjections]

27/5/86  
Port Elizabeth Harbour  
Mr D J N MALCOMBS asked the Minister of Transport Affairs

- (1) Whether any bodies have made requests to the South African Transport Services in connection with the use of any part of Port Elizabeth Harbour for the proposed gas conver-

sion project at Mossel Bay; if so, (a) when, (b) what bodies and (c) what was the (i)(aa) nature and (ib) purpose of these requests and (ii) response of the South African Transport Services thereto;

(2) whether he will make a statement on the matter?

The MINISTER OF TRANSPORT AFFAIRS:

(1) (a), (b), (c)(i)(aa), (bb) and (ii) Yes, during recent months prospective tenderers have made tentative enquiries with a view to establishing whether sites could be made available for the fabrication of equipment destined for the Mossel Bay project. The matter is presently under consideration

(2) No.

27/5/86  
Teachers  
Mr M R ANDREW asked the Minister of Education and Development Aid:

(1) Whether any (a) White and (b) Coloured teachers are employed in Black schools controlled by his Department; if not, why not; if so, how many in each case;

(2) whether conditions of services of (a) Black, (b) White and (c) Coloured teachers employed by his Department vary in respect of (i) salary scales, (ii) promotion prospects, (iii) pensions, (iv) medical aid, (v) housing subsidies, (vi) permanence of appointment and (vii) any other specified aspects?

†The MINISTER OF EDUCATION AND DEVELOPMENT AID.

- (1) Yes.
  - (a) 1 766.
  - (b) 28
- (2) (a), (b) and (c)

HOA

HOA



# Sats construction work halves

SOAK By Frank Jeans

269

The chronic downturn in the construction industry is underlined by the activities of one of the largest public sectors in the field — SA Transport Services

In the 1985-86 period, Sats construction projects totalled about R526 million in value, while the current allocation has slumped to R226 million and this work volume is expected to level off further over the next two years to about R200 million

Commenting on the construction recession at a lunch of the Portland Cement Institute's Construction Writers' Club, Mr Mike Myburg, chief civil engineer of Sats said "Construction has one of the poorest productivity records because the economy varies so tremendously

"Workers in the industry are virtually forced to be unproductive because of the uncertainty of work loads"

In such a tight environment, the rail construction teams are constantly involved in cost-pruning exercises, particularly in track costs and maintenance

Our goal in the maintenance area, which at present takes up about 14 percent of all rail expenditure, is a reduction to 10 percent — and in 1986 money terms this represents a saving of R253 million," Mr Myburg said

While there were big cost-savings, there appeared to be no loss of quality control in maintenance, for since 1978 when there were about 100 derailments, the figure had dropped to a current 32

Sats builders were also making innovations in a highly contentious area of the industry — residential property repair where the CSIR estimated that about R1 billion would be spent to stop cracking and subsidence in homes

"Housing is a substantial asset of Sats and we are repairing many of these properties with new methods," says Mr Myburg

Looking ahead, he said he believed that the challenge in Sats construction — and probably generally for the industry — lay not in the magnitude of the projects but in innovation aimed at reducing costs



Mr Arthur Miller

## Close shave for Arthur (4/11)

By Craig Kotze

27/5/86 269

A mere 5 cm saved Briton Mr Arthur Miller from being blasted by a landmine just a few kilometres from where two people died and eight were hurt in a detonation in the Eastern Transvaal on Sunday.

Mr Miller (43), an unemployed teacher who lodges on a farm close to the scene of the killer blast, said

"After the explosion the army would not allow traffic on the road, so I took the Graskop-Hendrina route

"When I came back a police officer asked if it was me who had driven on the road and said they had found a mine on it.

"He said my tyres missed the mine by only 5 cm."

Mr Miller said he was not shocked that he might have become another casualty in the Eastern Transvaal landmine offensive, but "was pleased to escape".

## Bus and consumer boycott at Duduza

RESIDENTS of Duduza near Nigel yesterday started a bus and consumer boycott in protest against the general situation and lack of basic facilities in the township.

The boycotts follow a meeting held by residents in the area a week ago at which a number of demands were made

These included the provision of houses for the homeless, the improvement of the toilet system as residents are still using the old bucket system, the reduction of bus fares from 60 cents to 40 cents, and the release of leaders of the Du-

duza Civic Association from detention.

No official comment could be obtained from the Nigel town clerk who was said not to be available. He is the only person who is in a position to talk to the Press

According to a member of the local civic association, residents had decided to build shacks on open veld because houses were not being built in the area. The shacks were then allegedly razed by members of the police force on Saturday and the building material confiscated.

(S)

Saw far 27/5/86

(S)

269

## Cutbacks drop Sats deficit

GERALD REILLY

SA Transport Services (Sats) revenue deficit in April, compared with the figure budgeted for, was down by R33,629m to R740,249m, according to figures provided by Sats headquarters in Johannesburg yesterday.

The figures show big cutbacks in spending during the first month of the financial year.

Expenditure was down by R24,778m to R728,095m compared with budget.

On railways revenue, Transport Minister Hendrik Schoeman had budgeted for a deficit of R12,685m.

In fact it amounted to R36,479m — the difference between revenue of R512,477m and expenditure of R548,956m.

Harbours ran up a small profit of R1,356m against a revenue expectation of R82,150m. The Airways deficit amounted to R11,385m on a budget expectation of R132,558m.

However, R19,879m was saved on the expenditure account.

30/5/86 STAR

Next step in opening up CBD

# Blacks may get bus stops in city centre

By Shirley Woodgate, Municipal Reporter

Thousands of black commuters who have to walk to work from the outskirts of Johannesburg's central business district could get city centre bus stops next month

Outlining the Johannesburg Chamber of Commerce campaign to upgrade black transport in the city, the president Mr Pat Corbin, said that at present about 118 000 peak hour passengers from Alexandra, Soweto, Tembisa and coloured townships are allowed to travel only as far as the terminus on the perimeters of the central business district

### MUST WALK

From there they must walk to their work in the central business district, adding a further 10 to 15 minutes and 1½ km each way to their daily trips

Black bus routes go through the city along Bree, Jeppe, Sauer and Simmonds Streets but passengers are not allowed to get off en route as no stops have been allowed

The present stops are at Westgate, Faraday, Doornfontein, Bree, Jeppe,

West and Noord streets (see diagram)

"With opening of the CBD it is totally unacceptable that there should be no black stops in the city and we firmly believe there should be equity for all. All commuters must be given a fair deal without delay," he said.

"This is also one of the issues raised by the boycotters, and there is no defence," Mr Corbin said

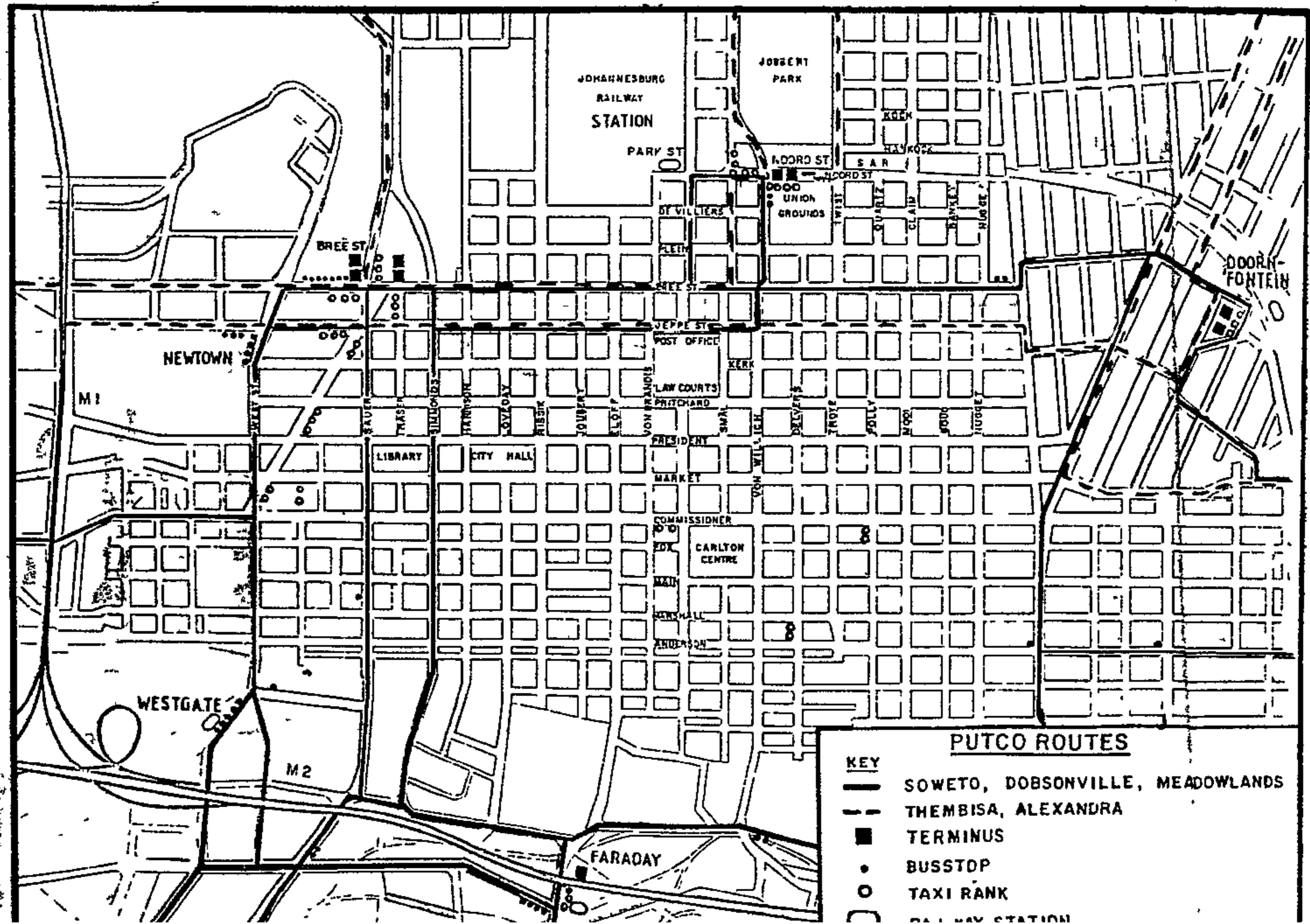
The JCC has the support of the Department of Transport, the Transportation Board, and the City Council

At least two banks — Barclays and Standard — have offered their complete co-operation in having stops sited nearby

Mr Corbin said once the stops had been allocated the next objective would be getting new routes through the city

He mentioned Market, Commissioner and Main Streets and the possibility of using the under-utilised facilities at Van der Bijl Square

Alongside these issues the JCC was also addressing the matter of black taxi ranks, he said Proposals for five ranks in the CBD had been put to the council



# The final switch

269

FIN MAIL  
30/5/86

Next week's full commercial switch-on of SA's R10m Beltel videotex electronic telecommunications and information service heralds a new era for armchair bankers and home shoppers

Software hitches delayed the switch from the market test phase to commercial operation in January, but user interest in the system is nevertheless running high, according to Elmdene's Mike Mortimer, the Beltel consultant

Will home users be able to make full use of the system? The answer is that it is up to them to buy decoders or terminals to gain access. The downside is that it will cost thousands, mainly because of the high import costs due to the low rand

Initially, Posts & Telecommunications (P & T) was bent on the advanced CEPT system which is way ahead of the other standards, ASCII and Prestel. However, CEPT-accessing terminals are pricey, and supplies have been problematic for some time.

P & T bowed to public pressure and decided to allow a three-standard system incorporating the Prestel and ASCII systems. The shortcomings are that Prestel has a limited graphics capability and ASCII is only a text facility — which will probably come on

stream in July

To make matters more complex, Beltel is also available to users in both official languages. The *FM* hears that UK-based software developer System Designers is still having some hassles, but this should not affect its launch.

So far, Beltel has more than 3 000 users and about 80 information providers (IPs). It currently provides some 50 000 pages of information and, in April, users called up 1,7m pages

The enhanced system has the potential to handle 10 000 IPs and 15 000 users initially, and it can be expanded.

## User costs

Cost to users is a R10 registration fee and R5 a month, plus a 3c/minute access fee in office hours. Access is free after hours. Message transmission costs are 5c a page and registered mail is 8c a page. However, IPs can also charge users for accessing their pages through P & T's Beltel accounts

Users are able to register up to four co-users, normally members of the family or company, and to limit the amount they spend on the system

Modems and terminals are available to users. The Commodore home computer

equipment, for instance, takes a modem and cartridge which sells at around R425, while Olivetti is manufacturing an IBM-compatible modem locally for about R470.

What users need to know is what their attachment equipment will access, and whether this is what they need. The Commodore system, for instance, will access Prestel and ASCII only.

IBM has demonstrated its commitment to videotex by taking 500 frames on Beltel. "We are very serious about Beltel as a medium for communicating information about our products and services to customers and the public at large," says a spokesman.

Indeed, Big Blue is considering using Beltel as an alternative marketing channel because of the high rate of access to IBM's pages. Accordingly, it has sold a number of licences to financial institutions wanting to use its facilities.

"IBM's information network service is using an external computer to offer videotex services to companies lacking the resources to run their own systems on Beltel."

Mortimer says that initially most users will be companies which will be able to communicate through the system more economically than by setting up a sophisticated computer network.

WLE Post 1/8/86  
MAY 31/86

# Plan to build parts for oil plant at Coega Yard

Weekend Post Reporter

**A CONTROVERSIAL** proposal in connection with the projected Mossel Bay oil-from-gas scheme will be waiting for the Eastern Cape Strategic Development Team when it gets together a month from now.

Mr Edgar Crews, who farms near Port Elizabeth and knows the Coega River mouth area well, proposes that a shipyard be established at the river mouth, and the jackets and modules for the Mossel Bay project be built there.

"That way we kill two birds with one stone.

"We get the benefits of constructing the jackets and modules in the Eastern Cape and, on top of that, we

have a shipping yard to create jobs and promote commerce.

"But my idea depends on whether the Government will honour its promise to have the jackets and modules constructed in the Eastern Cape."

Last year, the plan was put to several Cabinet Ministers, Mr Crews says in a letter to the Strategic Development Team.

"Attention was drawn to the discovery of a deep, wide channel off the mouth

of the Coega River which was filled with sand which, when pumped out, would provide a deep channel from the open sea to the shore.

"A breakwater would protect the channel, and the sand would reclaim land offshore.

"A ship repair yard would provide a far greater number of work opportunities than the gas project, and the operating costs of both would be reduced by sharing the cost of the

dredging of the channel and the building of the breakwater.

"The gas project contractors would build their special harbour facilities, and the ship repairers their docks and facilities, and pay for their use of the entrance to the shore.

"Attention was drawn to the critical economic situation in the PE/Uitenhage area following the withdrawal of Ford and the loss of motorcar component industries

"The Minister of Mineral and Energy Affairs referred the Coega River plan to Soekor for comment

"Soekor has replied that a feasibility study concluded that, with the importation of overseas technology, the upgrading of an existing yard and the acquisition of special equipment, such as large cranes and jackets, can be built in South Africa.

"However, the ability of Iscor to manufacture the type and quantity of steel

required has not yet been demonstrated

"If most of the steel has to be imported, the study concluded that at an exchange rate of 0.53 dollars to the rand it would be cheaper, quicker and less risky to have the jackets built in Japan and transported to the site, than to build them locally.

"The feasibility study further concluded that, with one exception — a yard in Durban — all local potential yards for the con-

struction of a jacket would require major improvements and/or modification.

"Existing unused quayside facilities in harbours such as Port Elizabeth and Cape Town cannot be used without major modification before, and restoration after, a jacket is built.

The general manager of Soekor, Mr Crews says in his letter to the Strategic Development Team, has ruled out the Port Elizabeth harbour as a construction site for the jackets.

"Logically, the only site for a construction yard and a ship repair yard is at the mouth of the Coega River. "A technical study should be commissioned immediately"

WWS

CAT-70-15 2/6/86 (26) @22

# SATS disputes permits

Staff Reporter

THE South African Transport Services (SATS) has applied to the Supreme Court for an order setting aside a Local Road Transportation Board decision to issue temporary permits to a competing private bus company

The board issued the six disputed permits to Interkaap Ferreira Busdiens (Pty) Ltd on May 19 and 20, allowing its buses to leave Cape Town for Port Elizabeth at 7am instead of 6am

SATS buses also leave at 7am, the court heard on Friday

Mr H.M. Scholtz, for SATS, said Interkaap's original permission to operate on the route was conditional upon its abiding by the given timetables

Mr Alan Nelson, for Interkaap, said the road had since been improved to such an extent that the route took an hour less to travel

Mr Justice C T Howie said that from May 7 temporary permits had been issued, according to which the departure time was 7am

SATS claimed the temporary permits should not have been issued at all for a regular service and said it should have been granted a hearing

as an interested party when the decision was made

Mr Nelson asked for more time, and Mr Scholtz requested a temporary interdict in his favour in the meantime

Mr Justice Howie said it was difficult to decide on whose side the "balance of convenience" fell, but he was compelled to decide SATS had been unable to quantify their possible loss, he said

About 20 percent of Interkaap's passengers did not book in advance, but merely turned up and waited for the bus. These would be inconvenienced, argued Mr Nelson

Mr Justice Howie rejected the appeal for an interim interdict and postponed the matter to June 24

Mr Alan Nelson, instructed by Marais Müller and Partners, appeared for Interkaap. Mr H.M. Scholtz, instructed by Jan S de Villiers and Sons, appeared for SATS



June 1986.

# Secret UK plans to make provision for cut in SA air links

BRITAIN'S national airline, British Airways (BA), has drawn up secret contingency plans to fly to alternative destinations if the British Government gives in to pressure and cuts air links with South Africa.

Meanwhile, however, BA is mounting a strong campaign to resist the imposition of sanctions.

An airline spokesman said in London that strong appeals had been made to the government not to cut links with South Africa.

"We do not see the wisdom of commercial air routes being used to achieve short-

By EVELYN HOLTZHAUSEN and CAS ST LEGER

term political ends," he said. BA officials had pointed out that the airline had routes to countries all over the world, including communist states and others with a human-rights track record much worse than South Africa's.

"It seems, however, that the ferrying of passengers and tourism is seen by governments as a kind of 'trade' and an easy way to implement trade measures against South Africa," he said.

And yesterday BA chairman Lord King reportedly told the Prime Minister, Mrs Margaret Thatcher, directly that air cuts to South Africa would cost the cash-strapped company "tens of millions of pounds".

## Discussions

Meanwhile, air transport experts were unwilling to speculate about alternative airports in the Southern African region which might be used by BA if it were barred from Jan Smuts.

BophuthaTswana's R25-million revamped airport at Mmabatho is ideally suited for modern wide-bodied airliners — but the independence of the homeland is not recognised by Britain, which eliminates it as an alterna-

tive. Curiously, however, there was evidence that discussions had nevertheless been held with BophuthaTswana's Minister of State Affairs, Mr Rowan Cronje, on the possibility of using Mmabatho.

BophuthaTswana's Director of Civil Aviation, Mr Anthony Vice, confirmed that inquiries had been received from both BA and the West German national airline, Lufthansa.

Negotiations were being handled by Mr Cronje — but he was "out of town".

## Inadequate

Another alternative destination may be Harare in Zimbabwe. It has the longest runway in the world, but it cannot accommodate certain types of wide-bodied aircraft.

Gaborone in Botswana, Mbabane in Swaziland and Maseru in Lesotho all have new international airports, but service facilities and ground services are considered inadequate for heavy international traffic.

Of the three, Mbabane could be the best bet. It is willing to permit the use of international rather than local staff to maintain BA's stringent safety standards, and it is within relatively easy reach of Johannesburg for passengers travelling by air or coach.



# Air fares from SA to take off

By ROGER WILLIAMS  
Chief Reporter

AIR FARES to the United States will increase by about 20 percent and to Britain and Europe by about 10 percent from July 1.

SAA announced the adjustments yesterday, following a meeting in Johannesburg last week between all international airlines operating into and out of South Africa.

Mr Karl Twiggs, chairman of the Western Province branch of the Association of South African Travel Agents (ASATA) said in Cape Town the increases were certain to have a further adverse effect on the leisure market.

The SAA statement said the adjustments had become necessary "as a result of the disparity between air fares to South Africa and those out of South Africa".

"The continued weakening of the rand against all major currencies resulted in air fares out of South Africa having dropped in real terms up to 49 percent below similar fares to South Africa.

## Cannot continue absorbing the losses

"International airlines operating from South Africa cannot continue absorbing the losses incurred by the difference in income from tickets sold in South African rands as against tickets sold in other international currencies"

It said the increases will range from five percent to eight percent on normal fares, between 10 and 15 on promotional fares and about 20 on certain special fares exempt from a previous surcharge.

Where the current return air fare from Johannesburg to New York, economy class, is R3 765, the new fare will be R4 386. The business class return fare to London, now R3 890, will rise to R3 977, and the return fare to Sydney, business class, will go up from R5 133 to R5 392.

The effect of the adjustments on fares to Israel was described yesterday as "negligible".

The SAA statement said passengers in possession of tickets issued before June 2, for travel commencing up to and including July 31, would not be affected by the new increases. Passengers with tickets issued before June 2 for travel commencing on or after August 1 would have to pay the difference between the old and new fares.

ing taken on any property but agreements have been reached with property owners for right of access and to carry out investigations on relevant properties

(1), (ii), (iii), (iv), aa and bb  
Fall away

*Q on 2115*

*Immaculata High School*

*HAN'SARD 316196*

19 Mr P G SOALL asked the Minister of Law and Order

- (1) Whether any members of the South African Police took any action at the Immaculata High School in Diepkloof, Soweto, on or about 14 May 1986, if so, (a) what action, (b) why and (c) who took the decision in this regard,

- (2) whether the police removed any items from this school, if so, (a) what specified items and (b) why,

- (3) whether any items were damaged as a result of this action, if so, (a) what items, (b) what was the nature of the damage and (c) why,

- (4) whether any persons were detained on this occasion, if so, (a) how many and (b) why,
- (5) whether he will make a statement on the matter?

The MINISTER OF LAW AND ORDER:

- (1) Yes

(a) A crime prevention operation

(b) To trace pupils who might occupy the school complex to hold meetings and plan to disrupt orderly school attendance

(c) The Soweto Joint Operational Centre

- (2) Yes.

HOA

(b) That inquests be held

- (2) Steps will be considered after completion of the inquest

(a) and (b) Fall away

- (3) No

Films on Sundays

\*21 Mr D J DALLING asked the Minister of Justice:

- (1) Whether his Department has received any applications in the current year to open cinemas for regular business on Sundays, if so, (a) in respect of which cinemas and (b) when were they received,

- (2) whether these applications were granted, if not, why not in each case;

- (3) whether any representations have been received for any restrictions on the exhibition of films on Sundays to be repealed, if so, (a) from whom, (b) when and (c) what was the response thereto,

- (4) whether he will make a statement on the matter?

†The MINISTER OF JUSTICE

- (1) Yes.

(a) A joint application was received from Ster-Kinekor and UIP-Warner in respect of certain Ster-Kinekor and Metro theatres situated in Johannesburg, Pretoria, Durban, Cape Town, Port Elizabeth, East London, Kimberley, Welkom, Witbank and Rustenburg

(b) The application was received on 18 April 1986

- (2) The application is presently under consideration

- (3) Yes

HOA

(a) The Federation of Film Societies of South Africa

(b) 8 April 1986

(c) The application is presently under consideration

- (4) No statement is called for

†Mr H D K VAN DER MERWE. Mr Chairman, arising out of the hon the Minister's reply, I would like to ask him whether Sabbath-keeping is still the Government's firm objective?

†The MINISTER. Mr Chairman, the reply is "yes"

*Western Cape: public relations*  
*HAN'S WARD 316186 Q on 2117*  
\*22 Mr K M ANDREW asked the Minister of Law and Order

Whether any persons under the age of 20 years were arrested on charges of public violence in the Western Cape during the period 1 July 1985 to 31 December 1985, if so, (a) how many and (b) how many of those arrested had been found guilty of public violence as at the latest specified date for which information is available?

The MINISTER OF LAW AND ORDER:

Yes

(a) 1 045

(b) 167

Mr K M ANDREW. Mr Chairman, arising from the hon the Minister's reply and given the small number of convictions, is he not disturbed by the fact that these children are being arrested when they have obviously not actually committed the crimes for which they are being arrested?

The MINISTER Mr Chairman, my reply is no!

Mr K M ANDREW Mr Chairman, fur-

(a) Pamphlets, minutes of meetings of so-called "Student Representative Councils" and newspaper cuttings found on blackboards, walls and in cupboards

(b) For investigation purposes

- (3) Yes

(a) Two gate locks

(b) The locks were cut open

(c) To gain entrance to the premises, after two school caretakers could not provide keys to the locks

- (4) No

(a) and (b) Fall away

- (5) No

*SATS vehicle in townships*  
*HAN'S WARD 316196 Q on 2116*  
\*20 Mr R SIVIE asked the Minister of Law and Order

(1) Whether, with reference to his reply to Question No 22 on 25 March 1986, the Attorney-General has reached a decision regarding the use of a South African Transport Services vehicle by security forces for patrolling townships, if not, when is it anticipated that a decision will be reached, if so, (a) when and (b) what is the nature of that decision,

(2) whether any action is to be taken in this regard, if not, why not, if so, (a) what action and (b) when,

(3) whether there has been any delay in taking such action, if so, what is the reason for this delay?

†The MINISTER OF LAW AND ORDER

- (1) Yes

(a) 17 April 1986

STAR 9/6/86

269

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253

# Anger over bus fares

By Jackie Unwin

An Alberton resident has complained to *The Star* about the disparity in bus tariffs charged by different municipalities

Mr Dave Hamman is fuming because his bus costs for commuting to Johannesburg went up 36 percent recently — far more than the inflation rate, and despite the reduction in fuel prices.

Colleagues who live in Roodepoort and Germiston, about the same distance from Johannesburg, pay far less

## NO STATE SUBSIDY

Mr Hamman's monthly bus bill is nearly R90. He lives in Brackenhurst, which is not on the main bus route to Johannesburg, so he has to double back to the Brackendowns depot. The cost in busing this distance recently went up R1 and now costs him an extra R6 a week. The trip into Johannesburg from Brackendowns, which used to cost R11,10, has gone up to R16 a week. This totals R88 for four weeks.

Alberton management committee chairman Mr Johan van der Merwe said the tariffs are fair in the circumstances.

"Alberton feels commuters should pay for their bus

service — it is unfair to expect non-commuters to subsidise trips.

"Councils, unlike private bus companies, receive no Government subsidy for transport services, so each municipality has the right to decide how far its non-bus-users should subsidise users."

Mr Hamman's complaint prompted a survey of bus tariffs to Johannesburg from various centres.

The ones shown below are either for four-weekly or monthly season tickets and were applicable in May. Some increases are in the pipeline.

**Alberton:** From Alberton (13 km) R50 for four weeks' tickets, from Brackendowns (24 km) R64.

**Roodepoort:** Four weeks' tickets — closest stage to Johannesburg (16 km) R47,60, second closest (20 km) R50,80, third stage (24 to 30 km) R54.

**Germiston:** R40 for a 52-trip ticket valid for the month of issue and the following month from the centre of Germiston (16,2 km). A 52-trip ticket from the northern and southern suburbs of Germiston is R50.

**Randburg:** Peak-period tickets are R46,50 a month, off-peak R28. Distance varies from 16 km to about 21 km.

**Sandton:** R76 a month from the farthest point, Fourways, which is about 30 km, and R62 from Sandton City.

DD 4/6/86 (269)

# Move to prevent Sats closing branch lines

## Dispatch Reporter

EAST LONDON — Attempts are being made to prevent South African Transport Services (Sats) from withdrawing passenger services and uneconomical branch lines in the area

This was confirmed here yesterday by the system manager for Sats, Mr Louis du Toit, following inquiries by the Border Regional Development Association (BRDA)

The BRDA president, Mr Cyril Manthe, said the matter had been discussed at a meeting of the executive and it had been resolved to generate a greater community involvement to retain the services

He said the problems being experienced by smaller towns because of this would be forwarded to the Regional Advisory Committee for Region D

Branch line services such as Seymour/Hofmeyr and Molteno/James-

town were withdrawn about two years ago and Mr Du Toit said constant studies were being undertaken to assess the viability of all lines

He said four years ago there were 500 passenger trains countrywide and these had been slashed by nearly 200

"There will be rationalisation again in November and what is left will almost be halved," he said

Mr Du Toit said transport services could not run uneconomically or they would have to be trimmed. That was a phenomenon throughout the world

In time to come city passenger trains would have to pay for themselves.

He welcomed the idea of community involvement to try to make the service economical. This was also being done by Sats. To this end they had set up a committee to try to save the Hofmeyr/Schoombe line

## BUSINESS

# Concern over freight industry concentration

**Business Editor**  
EAST LONDON — The president of the South African Association of Freight Forwarders, Mr Pat Henegan, has expressed concern at what he views as a monopolistic situation that has arisen in the industry

Mr Henegan, who was re-elected president of the association at its national conference here, said in an interview that mergers had brought about a close alliance of companies like Safmarine, Safren, Saftainer, Renfreight and SA Container Depots. This had created a powerful force that was of great concern to his organisation. The Competition Board was "very much aware" of the situation, he said.

Forwarders were virtually forced to rely on Saftainer to rail their containers to City Deep on the Reef. There were "strong negotiations" with SA Transport Services to break a contract which provided that Saftainer received a discount on the railage of containers to Johannesburg in return for a guaranteed volume of 2 000 containers both ways every month.

Mr Henegan called for the same discount for all movers of containers. "We want the contract broken so that every clearing and forwarding agent can rail containers for the rate that

Saftainer obtains. Sats would suffer no financial loss. The same volume of traffic would move both ways by virtue of the fact that today exports exceed imports and there would be no build-up of empty containers inland."

He welcomed a suggestion by SA Container Depots that they rent out space and facilities to individual agents or groups of agents. This idea, which was revealing serious consideration, would mean that SA Container Depots would merely act as landlords to agents who would do their own loading and off-loading and would be an important step in breaking the present "monopoly situation".

Dealing with issues raised during the conference, Mr Henegan said:

- SAAFF had objected to the SA-Europe Conference Lines' proposal to increase the "turn-in" charge levied on agents from R70 to R100 per TEU.

The lines had argued that the increase was necessary to cover the cost of moving empty containers northwards from Johannesburg. SAAFF's response was that importers were then in effect paying costs which should be attributed to exporters and that only Reef importers were penalised in this way. In view of

the surplus of exports over imports, the charging of a fee for handling empty containers was no longer justified. The lines had agreed to reconsider the issue.

- SATS had provided satisfactory reasons for levying a R5 insurance charge on all ledger accounts operated by agents and had said that the charge, to which SAAFF had objected, would be reviewed during a re-assessment of SATS accounting procedures.

- A requirement by the Department of Customs and Excise that agents raise R10 000 fidelity bonds as a "good behaviour guarantee" had also been accepted. SAAFF had objected to the fact that large concerns which did their own importing were not required to raise these bonds, but the department had explained that whereas it had a lien on goods belonging to a direct importer, it had no lien on goods handled by agents who were third parties who did not own the goods they handled.

- SAAFF had asked for a review of the system of issuing import permits. Previously imports had been classified under general headings but this had changed to a method of classifying them under customs tariff headings which had created considerable confusion.

269 5/6/86

# Cut rates suicidal forwarders told 005/6/86 269

## Dispatch Rates

EAST LONDON — Forwarding agents who operated on cut rates were on a "suicidal course", the president of the South African Association of Freight Forwarders, Mr Pat Henegan, said here.

Mr Henegan, in an address during the association's annual conference, said the clearing and forwarding industry, after suffering as much as most industries during the economic recession, would enter a new phase with the Department of Trade and Industry's prohibition of horizontal price collusion and market sharing and collusive tendering.

"Putting that into plain English, it means that we no longer have a

tariff as such," he said.

Most clearing agents now operated in partnership with overseas agencies to provide a door-to-door service which offered a package deal to clients. "Regrettably experience has taught us that there are many agents in our fraternity who are still operating at cut rates and this new era we are entering will lend itself in a far greater measure to this abominable practice."

Companies that had gone into liquidation were evidence that price cutting was not the answer. "We are a service industry and any reasonably minded client would be quite prepared to pay for services well rendered. Securing

business by cutting rates will be disastrous," Mr Henegan said.

The recent insurance company crash was an example of what happened when business was based on lower than viable market rates. "Unless we come to grips with the issue and set prices at a reasonable trading factor, members of our industry, in the not too distant future, will be running into serious trouble."

Mr Henegan said a substantial upswing in exports had to a degree compensated the forwarding industry for a loss in traditional import business. The increase in exports to the Far East had been particularly dramatic, doubling in value to almost R3 billion in the first quarter of 1985 compared to the first quarter of 1984. Indications were that the first quarter this year had seen a further 66 per cent increase in Far East exports.

Commodities previously disposed of locally had become sought after in certain foreign countries and other markets were opening up, such as in Argentina where the British had lost virtually their entire market as a result of the Falklands war.

"This is one of those unexpected opportunities which have been seized upon by South African exporters who look very much to the forwarding industry to assist them in developing new markets of this type," Mr Henegan said.

5/18/86 **WEDNESDAY**

# Sats postpones R100m capital market issue

269

SA Transport Services (Sats) has postponed its R100m capital market issue scheduled for the first half of June because it does not need the cash immediately.

Sats has also slashed its projected local market borrowing by half to R300m.

It hopes to only use the primary capital market for new issues when interest rates are more conducive to borrowing. It has decided to concentrate on its developed secondary market funding.

Sats believes its secondary market can play a role in lowering borrowing costs. The market for raising long-term money has been enhanced by the Sats 7,5% 2008 bonds.

Trading volumes in May for the 2008 bonds ranked second at R1,09bn only to the heavily traded government bond the RSA

ALAN SENDZUL

RO

13% 2005 (R1,13bn)

It is thus optimistic that a similar act can be followed in the medium-term area with its 12,5% 1991 — a popular maturity area.

Negotiations are under way to market the 1991 bonds in a big way but it is unclear if options will be used to generate the same kind of enthusiasm as has been seen with 2008 bonds.

Nor is it known whether a switch between the two bonds will be offered.

Sats is not saying precisely when it will come to the market, but merchant bankers think a big borrower like Sats must keep in regular contact with its smaller investors who traditionally take up new primary market issues.



**Business Editor**  
EAST LONDON — South Africa was not the wealthy country it had once believed itself to be. It should avoid spending vast sums of money on expensive projects without correctly reading the market, the chairman of the East London Harbour Advisory Board, Mr George Orsmond, said here.

Mr Orsmond, addressing a South African Association of Freight Forwarders banquet, said the government had spent an estimated R2 billion over the past 10 years in equipping the ports to handle containers and large cellular ships. However the very large vessels had not been as successful as anticipated 15 years ago because of a drop in freight and vessels had been withdrawn.

"Had smaller vessels or ro-ro ships been introduced, there would have been no need for the vast expenditure. Trans-shipment of cargo would have been avoided. Berths at Cape Town, Port Elizabeth and East London would have been adequate."

Mr Orsmond said certain farming interests were agitating for the construction of a maize elevator at Richards Bay, yet periodic droughts had caused the elevators at Durban and East London to remain idle for months on end. These two ports were quite capable of handling this year's and future maize crops. The world demanded that maize be carried in smaller ships which could enter most ports, but the farmers were demanding that vessels in excess of 100 000 tons be used.

The Richards Bay railway line was being reconstructed to handle larger quantities of coal exports. "Are we not jumping the gun? The low oil price does not encourage the greater use of coal and we should consider our own coal reserves for the future."

The proposed oil refinery at Mossel Bay "sounded grand" but existing under-used facilities at Cape Town

#### Mr Orsmond

and Durban could handle the entire output of the new wells. "It would be cheaper to move the gas by tanker to the refineries than to build a refinery for a limited life."

Mr Orsmond said the private sector should be invited to participate in all activities involving development. He suggested that the SA Transport Services administration divide its activities and create boards of management on which private sector members could advise government on action to be taken and facilities to be provided.

The infrastructure at all the ports should be maintained and used to the fullest as part of a combined effort to ensure that the export traffic needed for the balance of payments was dealt with expeditiously. Rail rates should not be based on mileage in the export of certain commodities. A flat rate should be made available.

"All ports should be used. It would also result in rail systems throughout the Republic being used to best advantage without concentrating all efforts at one port where it is often necessary to work overtime at great cost," Mr Orsmond said.

5/6/86  
D.D. (269)

# Orsmond: be cautious on big projects

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6/6/86 N/M

# Bus fares to rise 17,5% in Durban

**Mercury Reporter**  
PUTCO and Durban Corporation bus fares are to go up by 17,5% before November

Mr Marshall Cuthbert, general manager of the Durban Transport Management Board, said fares on blue-line and green-line buses in the city would be increased by an average of 17,5% alongside increases by Putco

The increase is one of the biggest. The last one was a 15% rise in February

Putco has applied for the bus fare rise of 17,5% by November 1 to cover general cost increases

The company said it did not include any subsidy that might be paid by the Department of Transport for passengers

'As Putco operates bus services under the jurisdiction of the Local Transportation Boards in Durban,

Johannesburg, Pretoria, KwaNdebele and Bophuthatswana, separate applications have been submitted to each of the respective boards,' a Putco spokesman said

Mr Cuthbert said the high cost on maintenance, increased costs of spare parts because of the rand-dollar exchange rate, and other expenses had to be passed on to the commuters

Fares on most Indian-owned buses in the city were expected to go up as well, a spokesman for the Durban Bus Owners' Association said yesterday

He said no decision had been taken on the percentage increase, but it would be done soon.

## Trains

THE timetable for commuter trains between Durban and Pinetown has been amended

## Seven SAAF men die in car smash

PRETORIA—Seven South African Air Force servicemen were killed on the N1 near Hammanskraal yesterday when their car smashed into a bridge

The accident occurred in the early hours of the morning and the wreck containing the bodies was only discovered next to the road 6 km south of Hammanskraal after day-break

A serviceman who had miraculously survived the accident attracted the attention of passing motorists

It is not known if the men were killed on impact or whether they died during

the night in the freezing cold.

The car, a Volkswagen Passat into which the eight men had crammed, left the road and ran on the island in the middle of the highway for some distance before it smashed into the bridge at high speed

Firemen had to prise the bodies from the wreck.

The injured serviceman is in a satisfactory condition at 1 Military Hospital at Voortrekkerhoogte

An SAAF spokesman said the men's names could not be released until their next of kin had been informed — (Sapa)

6/6/86 N/M (269)

# Bus fares are slashed in bid to beat taxis

Pietermaritzburg Bureau

DRASTIC cuts were made to municipal bus fares on the Indian and coloured services yesterday in an attempt to win back commuters from combi taxi services run by a number of independent operators in the capital

Cash fares for adults dropped by 18 c from 58 c to 40 c a trip in an attempt to undercut taxi operators who charge 50 c a trip between the northern suburbs and the city centre

Inner-circle trips now cost 35 c instead of 53 c a trip, while children's cash fares are now 5 c cheaper.

Clipcard fares were also dropped, from R4,90 to R3,50 for 10 trips

Although some taxi operators felt that the drop in municipal bus fares would 'kill' their business, many felt confident that the public would continue to travel with them rather than catch buses

The Market Square combi taxi rank maintained its normal bustle last night, but some operators felt that this could be attributed to cold weather causing commuters to 'want to get home quicker'.

It was not known what effect the decrease in fares had on the bus service yesterday

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CITY PRESS 26

# Inquiry into 'Trojan Horse'

THE Attorney-General has decided that an inquest should be held into the "Trojan Horse" incident in which several people were shot from an SA Transport Services vehicle in Athlone last October.

Law and Order Minister Louis le Grange told parliament in reply to a question by Reuben Sive (PFP Bezuidenhout) this week that the decision had been taken on April 17 this year.

Other steps would be considered after the inquest.

In the incident - which shocked the world - cops hid in a Sats truck and drove along Thornton Road. When the "decoy" was eventually stoned by youths, cops jumped out and started shooting.

Michael Miranda, 11, Shaun Magmoed, 16, and Jonathan Klassen, 18, were killed.

In a similar incident the next day, two infants were hit by shotgun pellets in their homes - Sapa

(269)  
Cape Times 12/6/86

# Train reshuffle is on new track

By DIANE CASSERE

THE Great Train Service Reshuffle has taken another track with the cancellation of the trial late-night service

The trial service was introduced after complaints from the public when South African Transport Services (SATS) cut back its services in the Peninsula by about 350 trains a week on May 1

Complaints flooded into the Cape Times as late-night workers, particularly those working in hotels and restaurants, found themselves without a train to the southern suburbs and Cape Flats after 10 32pm

Those returning from the southern suburbs were even worse off, with the last train leaving Simon's Town at 9 10pm, more than two hours earlier than previously

On May 7, the Minister of Transport Services, Mr Hendrik Schoeman, announced a trial train service from Simon's Town to Cape Town — corresponding with the one in the opposite direction — at 10.30pm from Monday to Saturday for a month from May 12.

A statement from the SATS regional manag-

er's office said yesterday. "Owing to the lack of support, we have no choice but to discontinue the additional late-night train service after June 14.

## 'Suicide'

"We fully appreciate that our first responsibility is to provide the public with an essential service — which we do — but, to cater for any small minority would lead to financial suicide"

In future, the last trains from Cape Town will leave as follows

● Cape Town to Simon's Town — 10 30pm; and 9 10pm in the opposite direction,

● Cape Town to Strand — 10 12pm,

● Cape Town to the Cape Flats — 10 32pm, and,

● Cape Town to Kraaifontein — 10 40pm.

# SA flights ban would 'devastate' airlines

The Star Bureau

LONDON — Suspension of South Africa's overseas air links — suggested as one of several new sanctions — would "devastate" airlines operating the service, an air travel expert has warned.

Airlines would have to be forced by government regulation to give up the "lucrative, multi-million-rand" route, says Mr Mike Toynbee, of Executive Travel Magazine.

The failure of the Commonwealth's EPG initiative has fuelled the campaign for wider economic sanctions and increases the pressure on governments to consider suspending air travel to and from South Africa.

This is one of several measures Commonwealth nations are urging the international community to use against Pretoria in its campaign for change.

## UNWILLINGLY

But airlines will not willingly ditch their South African flights.

Spokesmen for some of the major carriers were cautiously reticent on the subject, declining to comment on what they preferred to call a "purely hypothetical" situation.

Mr Toynbee believes the South African route is one of the most profitable and that a ban on flights would be "disastrous" for all airlines involved.

"They would have to be forced into it and they would give up with the greatest reluctance. There would be very loud protest.

"Taking business and leisure travel together, suspension would be devastating."

He believed the only way around a ban would be to have a system of connecting flights through Harare — if such a plan were acceptable to Zimbabwe.

13/6/76 BUD DAY (219)

# SAA landing options not yet defined

GOVERNMENT would have to look at providing landing rights in SA for other airlines if SAA's landing options were severely curtailed, says Department of Civil Aviation director-general Ron Meyer

Meyer said contingency plans in the event of the withdrawal of South African

DIANNA GAMES

Airways' landing rights and the possible withdrawal of airlines from SA have not yet been made.

He said a much firmer decision would have to be taken on the issue before any real planning could be done.

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ROAD PERMITS

Family trouble

A legal tussle bound to renew passions on the State's privatisation and deregulation drives is scheduled to resume in the Cape Town Supreme Court on June 24

Sats, wearing its bus line hat, is the applicant in the case in which the Department of Transport's Road Transportation Board is the first respondent. The second respondent is the privately-owned Interkaap bus service.

Each of the competing bus lines main-

tained at a court appearance late last month that the other should not be allowed to operate its schedule in terms of permits granted by the Board

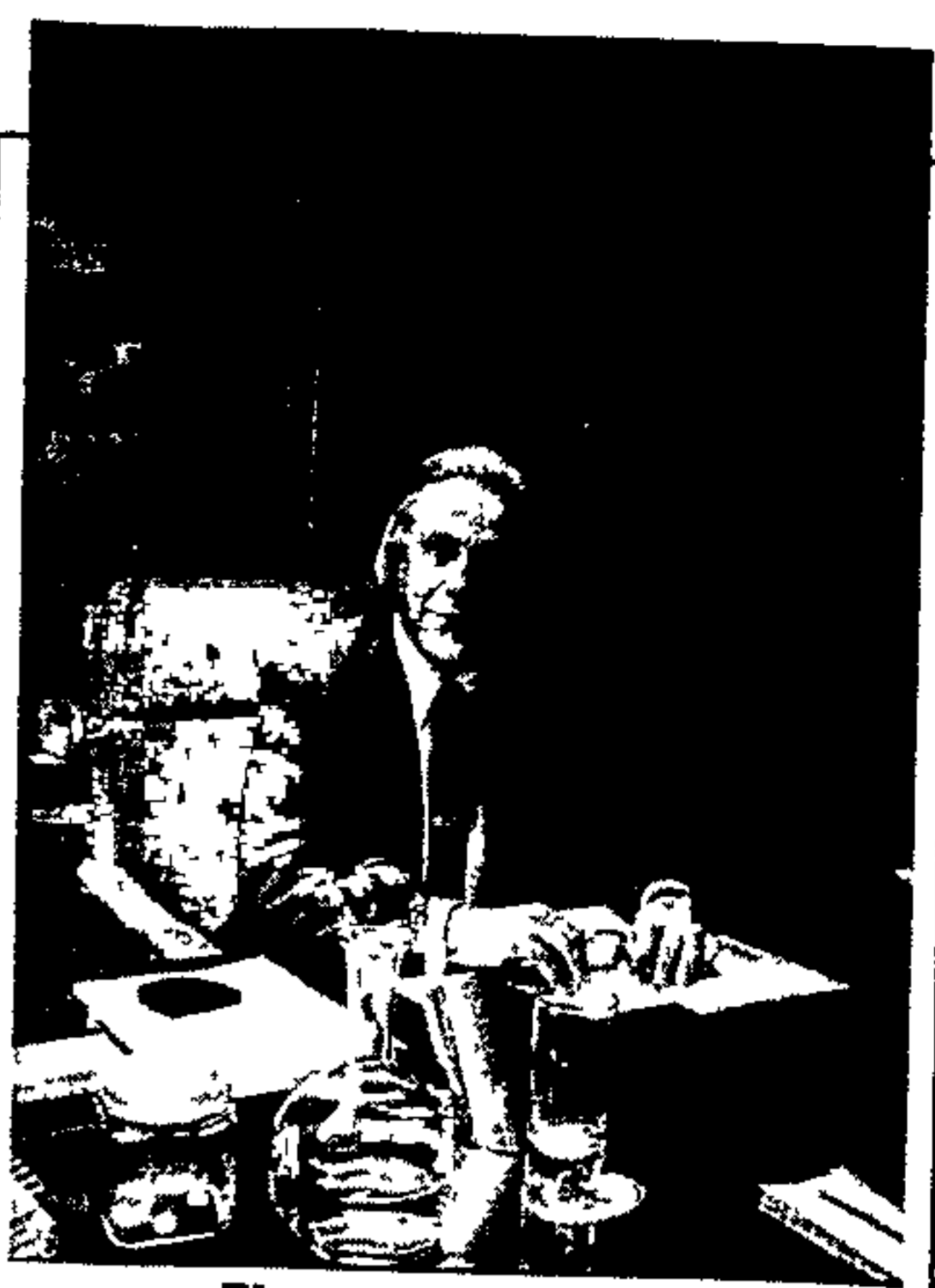
Caught in the middle is Transport Director-General Adriaan Eksteen, who, as national transport chairman, approved the certificates. Other than confirming that both parties are going after the Board in court, he declines to comment.

Sats is applying for an order setting aside a Board decision to issue temporary permits allowing Interkaap to change its Cape Town departure time for Port Elizabeth from 6 am to 7 am, the same time that the Sats buses leave, the court was told last month.

Temporary permits allowing the later departure were sought by Interkaap after it had earlier succeeded in gaining permission to operate over the route. That application, vigorously opposed by Sats, took 42 days to be granted — at no small cost. Yet within four days of the Interkaap approval Sats began operating virtually the same route.

Sats maintains Interkaap's temporary permits for a regular service should never have been issued at all, and it is adamant that it should have been granted a hearing as an interested party when the decision was taken.

Interkaap, which also has the bus service between Cape Town's D F Malan airport and the city centre, says it is seeking relief from Sats competition, which it alleges has



Eksteen ... man in the middle

been made possible by invalid permits. PFP transport spokesman John Malcomess maintains the case is a reflection of the "totally crazy situation" arising from the State's role in the market.

Sats is objecting to Interkaap being allowed to leave later than granted in its initial permit. Interkaap's response is that the improved road on the route has cut more than an hour off its trip, and of course its previous 6 am departure time has obvious drawbacks on Sats's 7 am

Says Malcomess: "The State should not be involved in this type of activity at all. It is wrong for it to use taxpayers' monies to compete against other taxpayers."



Ban on SA aircraft 'is not going to happen'

# SAA flights to the US will stay

STAR 237 269  
17/6/86

The Star Bureau

WASHINGTON — The United States Government will not ban South African Airways flights from landing in the United States, a senior official has said here

The assurance follows weekend reports in the American media that a ban on South African aircraft is one of the measures being considered by the Reagan Administration following the declaration of the state of emergency

But the President's chief spokesman, Mr Larry Speakes, said flatly "It's not going to happen"

Mr Speakes added that President Reagan had not shifted away from his opposition to further sanctions

A ban on SAA is one of the sanctions contained in the Anti-Apartheid Act of 1986 that will come before the US House of Representatives tomorrow

It is also being considered by a group of senators, including Republicans, as a step that may satisfy public demand for punitive action but be less damaging to the South African economy than the Anti-Apartheid Act

## Oppose moves

Mr Reagan and Secretary of State Mr George Shultz have instructed their officials to oppose all sanctions moves in the Congress — a development that some congressmen have predicted will isolate the Reagan Administration from congressional and public sentiment and lead to a major foreign policy defeat

Democratic senator Mr Edward Kennedy warned yesterday "The Administration clings to a policy that puts the US on the wrong side of history."

There are signs that a growing number of Republicans are taking a similar view. One of the President's staunchest congressional allies, Senator Nancy Kassebaum, chairman of the Senate's Africa subcommittee, said "Faced with no means to influence advance (of reform) and little hope for progress, the only action left for us is to protest in the strongest possible terms"

"That is why I say that economic sanctions may now be unavoidable"

A similar veiled threat came on the anniversary of the Soweto uprising from Senator Richard Lugar

who, as chairman of the Foreign Relations Committee, is the President's chief foreign policy agent in the Senate

Senator Lugar repeated his long-standing reluctance to apply sanctions "I am not convinced that sanctions will do anything more than satisfy our moral outrage"

"Sanctions made no sign of difference in Poland and it is apparent that they may only make the white minority government (in SA) circle the wagons even tighter"

But he said he had not ruled out sanctions as a foreign policy tool

"They do send a message," he said

He said he would continue to discuss with Mr Shultz the best diplomatic "tools" that should be used with regard to South Africa

But Mr Shultz said here last night no change was being considered in US policy

In public statements, however, US officials have left open the possibility that the administration is considering further steps against SA

But an informed Administration source said last night "We don't have anything further planned"

# Hauliers hit back at Sats over subsidies

By Frank Jeans

The war of words between Minister of Transport Hendrik Schoeman and private road hauliers continues, with Mr Schoeman coming in for another barrage following his denial that South African Transport Services (Sats) receives subsidies.

The Minister, in a letter to *The Star* of May 21, hit back at comments by Mr Jack Webster, chief executive of the Public Carriers Association (PCA), which suggested that Sats "devours enormous subsidies in order to survive" and said this allegation was "completely incorrect".

Pointing out, too, that Sats was required to remain economically viable in a "virtually already free market", Mr Schoeman also rejected the PCA claim that it enjoyed "sheltered competition".

Now the private road men, said to be "rapidly losing confidence in the Minister of Transport" come back into the fray with some hard facts and figures.

To support his view that there was "bias towards Sats", Mr Webster draws on a statement by Mr Schoeman in Parliament in February 19 when he said Sats' rail passenger services "will be operating at a loss of R1,1 billion during the financial year 1986-87 and that Government reimbursement will amount to about R608 million".

Mr Webster also says that Parliament has been told that total income amounting to R1,6 billion paid out by the Treasury to Sats and "representing a subsidy to cover various losses" is now deemed to be permanent capital and will not be repayable.

"When the Minister replied recently to the PCA's accusations of bias and unfair treatment of the private sector hauliers, he was well aware of these facts," says Mr Webster.

"Yet the tone of his letter was one of injured innocence."

"While he takes this attitude, the Minister must not be surprised if the industry finds it difficult to have confidence in the conduct of his portfolio."

"Whether the sums mentioned are a replenishment, a reimbursement, a subsidy, a supplementary payment, or



Mr Schoeman



Mr Webster.

whatever, they represent a great deal of unearned income being poured down a bottomless hole."

The PCA chief also hits out at "another kind of smokescreen" used by the Minister in discussing the method of calculating road infrastructure costs and road user payments.

These issues, he maintains, are "still under consideration" which avoids the fact that the private sector has no say in how much is spent on road infrastructures, whereas Sats is allowed to decide its own infrastructure costs.

He believes that Mr Schoeman's reaction to PCA complaints "at least shows some concern for a situation which is getting out of hand, while at the same time, there is still no sign of action to put things right."

"On the contrary," he says, "the minister seems to be playing for time because status quo favours Sats."

Mr Webster also makes the point that published statistics show that Sats is increasing its market share "at the expense of the private sector by quoting sub-economic rates."

It can only do this, he claims, because it receives generous subsidies from its harbour operations and from the pipeline, "both monopolies and the profits of which should be paid into the general fiscus."

"Sats has a further advantage because its operations are largely unrestricted by legislation, whereas private sector hauliers are subject to the stringently applied road carrier permit system," he says, "the Minister has asked us to be specific and nothing could be more specific than this."

STAR

20/6/86

269

That

747s may fly under foreign colours

# Secret SAA plan to beat the air ban

23/6/86  
STAR

269

By Michael Chester

South African Airways has laid elaborate strategies to lease out several of its jumbo 747 jetliners so that they can be flown under the colours of neighbour states, according to travel industry sources.

Amid growing threats of bans on several key overseas routes, the sources say contingency plans have been drafted to counter any possibility of the withdrawal of landing rights for SAA in the United States, Western Europe and Australia.

Minister of Transport Mr Hendrik Schoeman has declined to comment on the reports, but said in a statement to *The Star*: "We are not prepared to be isolated and are continuously busy with practical plans in co-operation with countries which are prepared to do a good business deal."

"I am not prepared to comment on your information and I am not prepared to divulge our plans".

In Johannesburg, travel sources say strategy options being considered by SAA to counter the wave of banning threats from overseas include

● Leasing several Boeing 747s — perhaps at least three — to Zambia, and providing South African crews to fly regular new services on international routes. The planes would be resprayed and flown with Zambia Airways colours.

● Leasing other jumbos to Swaziland under an identical scheme.

● Possible expansion of the deal which SAA struck with Mauritius about two years ago — a similar leasing arrangement under which there is already a regular once-a-week service between the island and London.

Negotiations are believed to be under way with at least five overseas airlines to increase the number of flights they make in and out of South Africa — on the understanding that they pay a special surcharge to SAA.

They are Olympic Airways of Greece, Alitalia of Italy, Sabena of Belgium, KLM of Holland, and UTA of France

Each of the five airlines would be invited to increase the number of their weekly flights from two to three

SAA is using the argument that it is entitled to a slice of the profits on services to South Africa because of the savings open to overseas airlines since they are not forced — like SAA — to fly round "the bulge" of West Africa to avoid flying over hostile black countries

The Star Bureau in London reports that the British Government is likely to rule against stopping direct flights from South Africa when senior Ministers meet today

Prime Minister Mrs Margaret Thatcher is said to have ruled out an SAA ban on both financial and legal grounds.

It would cost British Airways about R240 million in revenue if flights were halted, and a ban on SAA landing rights would lead to legal wrangles and could take up to two years to implement.

SA air links with Seychelles to be restored in October

1991

# Botswana in bid to lure SAA business

STAR

24/6/86

(initials)

269

The Star's Africa News Service

## Gaborone

Botswana is making a bid to lure air passengers who at present are travelling on direct flights abroad to and from Jan Smuts Airport.

Air Botswana has announced that it is starting a regular service from the country's new international airport to Harare — one of them timed to link up with a British Airways flight to London.

The number of passengers opting to use this service could rise sharply if SAA's foreign landing rights are curtailed as part of forcing more political change in South Africa

And The Star's transport reporter, Zenaide Vendeiro, reports that

air links between South Africa and the Seychelles will be restored on October 4 when a Hong Kong-based airline begins a weekly service between Johannesburg and Victoria

This results from the withdrawal in January of the weekly British Airways service from Johannesburg to the Far East via the Indian Ocean island.

The withdrawal was caused by the sharp downturn in traffic resulting from the weak rand

Seychelles tourism officials have noted that only 2 000 South Africans visited the island last year — 43 percent fewer than in 1984. The island's tourism industry is in the doldrums and it cannot afford to lose 2 000 visitors, so it was eager to restore the air link

TFC Airlines, formed in Hong Kong just a few weeks ago, was awarded the route by the governments of South Africa and the Seychelles. It has no other services.

Mr Eberhard Gennrich, managing director of Development Promotions, appointed as the airline's general sales agent for South Africa, said yesterday that the airline was not connected with South Africa or TFC Tours, but used the name because it is well known in South Africa

The socialist government in the Seychelles banned SAA flights to the island in September 1980 "in line with UN and OAU calls to cut links with South Africa because of its apartheid policies"

## No connection

It cannot, therefore, be seen to be doing business with a company connected with South Africa

TFC Airlines' flights will leave Jan Smuts Airport at 8 05 am on Saturdays, and arrive in Victoria at 4 54 pm local time

Return flights will leave Victoria at 9 am on Sundays and arrive in Johannesburg at 1.25 pm. Return fares are expected to cost R900, and single fares R500

Caledonian Airways are said by sources to be planning to extend their London-Lusaka flights to Gaborone, but no confirmation could be obtained from the airline at the time of going to press

Air Botswana says it will fly to Harare on Tuesdays, Thursdays and Fridays. The Thursday flight will connect with the British Airways flight to London

Botswana's new R75 million international airport at Gaborone, named the Sir Seretse Khama Airport, was opened in December 1984. It can handle aircraft as large as Boeing 747 jumbos. But the ancillary services are considered inadequate for regular international traffic by large jets

Regular flights between Jan Smuts and Sir Seretse Khama have been flown for some time by SAA and Air Botswana. Now Comair has joined the field

with the upgrading has been taken place.

- (1) Whether the negotiations have taken place and (b) agreement has been reached with any persons or organizations in respect of the (i) nature of the upgrading and (ii) persons or categories of persons who are to be permitted to settle there after upgrading if so, with what (aa) persons and (bb) organizations if not why not?

**THE DEPUTY MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING**

- (1) Yes—the vacated portion of KTC will be upgraded as the first phase of upgrading the whole area
- (a) As soon as the various parties concerned have been negotiated with
- (b) Installation of services such as streets, stormwater drainage, sewerage, water reticulation, community services and high-mast lighting
- (c) (i) and (ii) As soon as the various parties concerned have been negotiated with
- (d) Not yet determined

(2) (a) These particulars are not known at this stage and will depend on the final details of upgrading

- (b) Not yet decided upon
- (3) (a) Yes, mutual negotiations have taken place
- (b) (i) No
- (ii) No
- (aa) and (bb) Fall away

Mr K M ANDREW Mr Chairman, arising out of the hon the Deputy Minister's reply, may I ask him whether the intention

with the upgrading of KTC and Crossroads is essentially to provide a site and service scheme as opposed to core houses of some other type of housing scheme?

The DEPUTY MINISTER Mr Chairman with the upgrading of these two areas naturally amongst other things more streets will be built and serviced sites provided in accordance with the Government's policy assistance will be given by means of loans or in other ways so that the people who cannot provide in their own housing needs can also acquire houses

Mr S S VAN DER MERWE Mr Chairman, further arising out of the hon the Deputy Minister's reply and his reference to the evacuated part of KTC and Crossroads—the previous question also dealt with this—I would like to ask whether the Government has any further evacuation of this nature in mind

The DEPUTY MINISTER Sir, no we did not evacuate those parts. The evacuation took place when the factions started fighting each other. Now we have these evacuated areas, and we will plan those areas thoroughly. We would very much like to upgrade and plan the whole of Crossroads. That is the aim of the Government, and I hope that we will have success in this and that we will get the cooperation of all the groups involved as soon as there's peace between the different factions in these areas

Mr S S VAN DER MERWE. Why do you not reach consensus

Mr K M ANDREW. Mr Chairman, further arising out of the hon the Deputy Minister's reply, may I ask him whether the question of the refugees in the various church halls in the Peninsula is being handled by his department or whether it is an initiative of the Police

The DEPUTY MINISTER Mr Chairman, I think the hon member should put that question on the Question Paper. I cannot reply to it at this stage

Mr K M ANDREW Mr Chairman, further arising out of the hon the Deputy Minis-

24/10/86

I would like to ask him whether his response to the previous question means that he does not know in this instance who is taking the initiative

The CHAIRMAN OF THE HOUSE ORDER: It is not necessary to reply to that question

*Own Affairs*

**New provincial education structures**

\*1 Mr R M BURROWS asked the Minister of Education and Culture

- (1) Whether he has completed the formulation of new provincial education structures, if not, why not, if so, (a) what are these structures and (b) when were they completed,
- (2) whether these structures have been made public, if so, when,
- (3) whether he will make a statement on the matter?

The DEPUTY MINISTER OF EDUCATION AND DEVELOPMENT AID (for the Minister of Education and Culture):

- (1) No, the Amendment Bill in terms of which the new provincial education structures will be established, was only laid upon the Table in the House of Assembly on 11 June 1986, (a) and (b) fall away,
- (2) falls away,
- (3) no

*Bus transport for pupils*

\*2 Mr R M BURROWS asked the Minister of Education and Culture.

- (1) Whether his Department or any of the provincial education departments has policies regarding the financing of bus transport for pupils; if so, what are these policies for each Department under his control,

- (2) What total amount was spent on such transport in the 1985-86 financial year

The DEPUTY MINISTER OF EDUCATION AND DEVELOPMENT AID (for the Minister of Education and Culture) (Reply laid upon the Table with leave of House)

The required information is furnished separately in respect of each provincial education department and the Department of Education and Culture

*Cape*

- (1) Yes, it is policy to establish departmental transport services, carried out by private contractors, to convey pupils between their nearest suitable school and their homes, on condition that there is no hostel accommodation available at the school, that the pupils reside more than three kilometers from the school and that no suitable public transport is available. For this service the parents pay bus fees which range from R22,50 to R37,50 per pupil per quarter, depending on the distance between their homes and the school,
- (2) R5 255 893

*Orange Free State*

- (1) Yes, bus schemes undertaken by private bus contractors are established for the transport of pupils from the boarding point nearest to the parental home to the nearest suitable school. All primary school pupils living 3 km or further away from a school, may be transported but under exceptional circumstances a pupil living nearer than 3 km from the school may, with special approval by the Director of Education, use bus transport. The general policy is accepted that it is not in the interest of secondary pupils to be transported by bus daily,

24/6/86

BUD DAY

269

# Sats says R300m was spent on ports

SOUTH African Transport Services (Sats) has refuted claims that R2bn has been spent on improving port facilities during the past 10 years

Responding to a claim by East London Harbour Advisory Board chairman George Orsmond, a Sats spokesman said "About R330m was spent on port facilities in the past 10 years to handle container and large cellular ships. That money was spent by Sats and not by government"

Orsmond said that had smaller ro-ro (roll-on, roll-off) ships been introduced there would have been no need for the vast expenditure by government and also claimed that

- The Richards Bay coal line was being reconstructed despite low oil prices,
- Rail rates should not be based on mileage in the export of certain commodities

The Sats spokesman said "The reconstruction of the Richards Bay coal rail line was based on long term projections of exports by mining companies and various international authorities"

As far as rail rates were concerned,

MICK COLLINS

he said Sats was a state-owned autonomous organisation which was run on business principles and, therefore, was obliged to balance its books

However, Orsmond said yesterday he did not agree with Sats' figures

He said "In Port Elizabeth R88m was spent just on development of the quays The Schoeman Dock in Cape Town cost R102m while in Durban some R132m was spent."

Orsmond said there was also the massive cost of developing back-up facilities at Kazerne, Cape Town, Durban and Port Elizabeth

He said "Added to all that we had a situation where we had to have the biggest and best ships to move the containers

"Shipping companies were stung for millions when nine large cellular vessels were bought. Four ro-ro ships were also bought

"Some of these vessels have been withdrawn from service which shows they weren't needed in the first place"

## Exports up to anti-race bar countries

Industrial Staff

EXPORTS to countries known to be politically antagonistic towards SA hit new highs in 1985

Figures compiled from the *Monthly Abstract of Trade Statistics* show that exports to the Netherlands doubled to R1,1bn in 1985 from R562m in 1984.

Exports to Australia shot from R156m in 1984 to a massive R216m in 1985 while goods to Ireland rose by R20m to a new record of R84m.

Exports to Luxembourg more than trebled to R661m last year compared to R218m in 1984.

Spain's intake doubled from R146m to R283m while Italy's buyers scooped goods to the value of R901m as against R567m the previous year.

SA Foreign Trade Organisation (Safto) director Anne Moore confirmed last year's totals

"In real terms, trade volumes improved by about 20% in 1985 over 1984," she said.

# Upgrade continues at Jan Smuts

By Zenaide Vendelso,  
Transport Reporter

Threats to curtail South African Airways' foreign landing rights — which could result in a sharp drop in passengers going through Jan Smuts Airport — will not affect the airport's multimillion-rand development plan

A Directorate of Civil Aviation spokesman yesterday said the main aim of the plan was to improve passenger handling and not to increase the airport's capacity

Mr Stewart Huckwell, director of airport systems and development, said improvements to the airport were necessary regardless of the number of passengers it handled

## THIRD PHASE

The DCA was awaiting approval from the Treasury's Priorities Committee before embarking on the third phase of the four-phase plan, he said

This involved improvements to the existing terminal building at a cost of more than R20 million

The improvements include the construction of two-level corridors leading to the entrances of 13 passenger-loading bridges connected directly to the aircraft

The first phase of the plan involved the construction of a new parallel runway at a total cost of R40 million and of a new control tower. The runway has been completed and the control tower is under construction

## SECOND PHASE

A new operations centre between the two parallel runways — the second phase — is under construction and is expected to be completed in 1988. The centre will have a new 65 m control tower, air traffic control tower and meteorological centres, an avionics centre, a power lighting block and a fire station

Mr Huckwell said planning of the fourth phase — a large new domestic terminal between the parallel runways — had been shelved. The airport would only need such a terminal in 1995

When the terminal was built, the existing terminal would be used solely for international passengers.

STAR

25/6/88

269

## SAA loses youth fare

SOUTH AFRICAN AIRWAYS (SAA) cheap youth fare to Europe is no longer valid for flights to London as it has not been approved by the UK Civil Aviation Authority

AN SAA spokesman said yesterday the R1 297 fare to London, which was to come into operation on July 1, was rejected because the British authority "does not differentiate between market segments".

Passengers who have already bought tickets will, however, be flown to alternative destinations in Europe, such as Amsterdam, Brussels or Paris.

Travel to Europe, the US and the Far East are not affected and people under 21 qualify for the youth fare to those areas. — Sapa



# DURBAN TRANSPORT MANAGEMENT BOARD

Alice Street, Durban

Telephone. 321481

26/4/86  
N/M

## FARE INCREASE

(Blue Line Service)

The public is hereby notified that the following new fare structure will be introduced on the Board's Blue Line Service as from **TUESDAY, 1 July 1986.**

New priced coupons will be available from 25 June 1986 at the Transport Information Bureau, corner of Gardiner and West Streets and agents sale outlets from 27 June 1986.

### COUPON

(10 Journey Coupon)

*(Handwritten scribble)*

*(Handwritten scribble)*

CASH

*(Handwritten: 269)*

STAGE	EXISTING	NEW FARE
1	R5,65	R6,50
2	R6,80	R7,80
3	R7,95	R9,15
4	R9,20	R10,60
5	R10,05	R11,55
6	R11,00	R12,65
7	R11,80	R13,60
Child	R5,65	R6,50
Scholar	R4,20	R5,00
Senior Citizen	R1,60	R1,70

STAGE	EXISTING	NEW FARE
1	R0,82	R0,85
2	R0,97	R1,00
3	R1,07	R1,24
4	R1,18	R1,37
5	R1,33	R1,54
6	R1,43	R1,65
7	R1,58	R1,83
Child	R0,82	R0,85

**Child's Fare:** R0,85 Cash or Stage 1 coupon irrespective of distance travelled.

### Colour of new Coupons as shown below:

Stage 1	Turquoise
Stage 2	Brown
Stage 3	Pink
Stage 4	Gold
Stage 5	Mauve
Stage 6	Yellow
Stage 7	Green
Scholars	Red
Concessions "P"	Orange

Commuters are advised to pay particular attention to the validity period printed on the existing coupons, which are not refundable. Old fare coupons are valid only up to and including **Friday 29 August 1986.**

M.G. CUTHBERT  
GENERAL MANAGER

Australia to  
cancel SAA,  
says paper

23/6/66 The Star's Foreign News Service

MELBOURNE — South African Airways' rights to fly to Australia will be terminated by the Australian government within a week, according to the *Sydney Sunday Telegraph*.

The newspaper quoted senior government sources for its story, which could not be confirmed today.

The newspaper said the cancellation would be the first major step in a new round of sanctions against South Africa.

SAA now flies once a week between Sydney and Johannesburg. The plane is almost always full and it is necessary to book well ahead to be sure of a seat.

The paper said the Australian government was also likely to expel South African tourism agents from Melbourne and withdraw export grants to Australian companies trading with South Africa.

The newspaper said the moves would be announced immediately the Australian Foreign Minister, Mr Hayden, returned from overseas on June 30.

The government would also discuss closing the South African Embassy in Canberra, and even wider sanctions are under consideration but these are not likely to be implemented until after the Commonwealth conference in London in August, the paper added.

D.D. 26/6/86

## SATS to merge parcel complex

Dispatch Reporter

**EAST LONDON —** The South African Transport Services here will amalgamate the East London parcels complex with the goods depot at Cambridge next month

This was disclosed yesterday by the regional manager here, Mr L D du Toit.

He said the decision had been taken in order to render a more efficient and effective service. The merger would be take place on July 1, he added.

Mr Du Toit said in a statement that parcel consignments tendered for dispatch or collection would in future be handled at the goods depot at the concourse in Cambridge.

Boards would be erected to direct customers to the point of business to avoid confusion.

All money transactions would be handled by the cashier at the goods office building which is situated to the left of the main entrance to the goods depot

Cartage orders and all inquiries regarding parcel transactions should be directed to the personnel accommodated at Room 6 of the same building, Mr Du Toit said

This could also be done by phoning the personnel responsible for the parcels services.

Mr Du Toit emphasised that the amalgamation would effect no change to the parcels service itself

SATS to reduce its money-losing lines in November

# Inter-city train services to be cut

269 269 SPAR 27/6/86

By David Braun,  
Political Correspondent

Cape Town  
South African Transport Services is to cut its money-losing inter-city passenger train services by 30 percent from November.

Minister of Transport Affairs Mr Hendrik Schoeman announced this today

The number of inter-city trains will be reduced from 288 a week to 202.

Mainline trains between Johannesburg and Cape Town are to be cut by 53 percent, and between Johannesburg and Durban by 35 percent.

But under new scheduling, passengers will be offered a daily Trans-Karoo service between the Transvaal and the Cape, and a daily Trans-Natal service between Johannesburg and Durban

Services between Johannesburg and Pretoria will not be affected because this is classified as a suburban route

An SATS spokesman said today that it was difficult to assess how much would be saved by the cuts

The overall cost of running SATS passenger services was R1 100 million, which — after a State refund for services to resettlement areas — left an annual loss of about R500 million.

He said the number of passengers using inter-city services dropped by 4 million to 20 million between 1984 and 1985. The drop was attributed mainly to the economic slump.

## Bus links

He added that SATS was continually assessing its services, and the possibility of supplying bus services — such as the recent one to have a bus link between Johannesburg and Durban — was always a possibility.

In a statement released in Cape Town, Mr Schoeman said that as a result of the decreasing number of passengers over the last several years, SATS had from time to time withdrawn underused inter-city trains and made other service adjustments to suit the reduced demand.

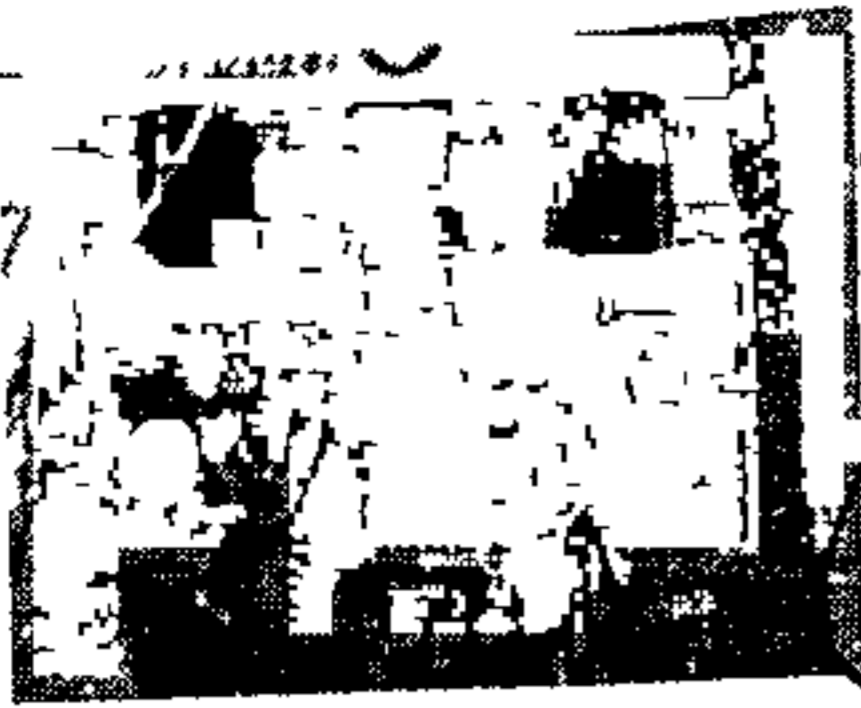
The new service is to be operated from November 3.

The reduction in trains was the only way to limit cost increases and avoid massive tariff increases, he said

The Progressive Federal Party spokesman on transport, Mr John Malcomess, welcomed Mr Schoeman's announcement.

"As a businessman it sounds to me like a sound decision. Speaking as a politician, the country is finding it very difficult to afford the enormous bill that the taxpayer is having to pay to SATS for running unprofitable services."

He called on Mr Schoeman to ensure that the National Transport Commission issued more inter-city bus service licences to allow private operators to fill the gap left by the reduced train services



## 86 inter-city trains to be taken off rails

By DAVID BRAUN Political Staff

SOUTH African Transport Services is to cut its inter-city passenger train service which is losing a lot of money, by 30 per cent from November 3.

Transport Affairs Minister Mr Hendrik Schoeman made the announcement today.

The number of trains a week will be reduced from 288 to 202.

Mainline routes between Johannesburg and Cape Town and between Johannesburg and Durban are to be cut by 53 per cent and 35 per cent respectively.

However, on the new schedule, a train will run daily between the Transvaal and the Cape and between Johannesburg and Durban.

In a statement released in Cape Town, Mr Schoeman said that because of fewer passengers, Sats has, from time to time, withdrawn under-used inter-city trains.

The new service was based on present passenger figures and with a few minor exceptions no service had been completely withdrawn.

The purpose was to carry more passengers on a train as this was the only way to limit cost increases and avoid big fare increases, Mr Schoeman said.

"It is unfortunately unavoidable that a

(Turn to Page 3, col 1)

AKGWS 27/6/86 269

## 30 pc cut in train service

Continued from Page 1

limited number of people will now have less convenient connections and fewer through coaches at their disposal, but the service as a whole should be better suited to the needs of the majority of our passengers,' he said.

The number of trains a week between Johannesburg and Cape Town will be cut by 16 leaving 14 — or one in each direction, daily.

Between Johannesburg and Durban 22 trains will be removed, leaving 34 services.

### DAILY SERVICE

The number of trains between Johannesburg and Port Elizabeth will be cut by eight reducing the service from a daily train in each direction to three trips a week each way.

The daily service between Johannesburg and East London will be cut to four a week each way.

Services between Cape Town and Durban will be cut by one train a week in each direction.

Services between Johannesburg and Pretoria are not affected as this is classified as a suburban route.

# Inter-city train service to shrink

Staff Reporters

THE number of inter-city trains is to be reduced from 288 to 202 from November 3, according to an announcement by the Minister of Transport Affairs, Mr Hendrik Schoeman

Both the service between Cape Town and Port Elizabeth and that between Johannesburg and Port Elizabeth will be affected by the cuts

The new service was based on current passenger figures, which were decreasing, and had been planned to be "regular and convenient"

He said the purpose of the reduction was to obtain better occupation, as this was the only way to limit cost increases and avoid "massive" tariff hikes

Mr Schoeman said it was unfortunately unavoidable that a limited number of people would now have less convenient connections and fewer through coaches at their disposal but the service generally should be better-suited to the needs of the majority of passengers

Four trains a week are to be scrapped from the Port Elizabeth-Cape Town schedule and from November 3 there will only be one train a week in each direction. A SATS spokesman, Mr Leon Els, said the train from Cape Town would run on Fridays and the train from Port Elizabeth would leave on Mondays

He said although the measures seem drastic it should be borne in mind that SATS was operating a daily bus service between Cape Town and Port Elizabeth. The bus journey was shorter than by rail and the tickets were less expensive, he said

Eight trains a week have also been cut from the Port Elizabeth-Johannesburg schedule and there will now be three trains a week from each city

The PE-East London schedule is not affected

# Rand inches up

Financial Staff

The unrelenting pressure against the dollar on world foreign exchange markets is helping to underpin the local currency which for the past 10 days has shown resilience against the background of the local political situation

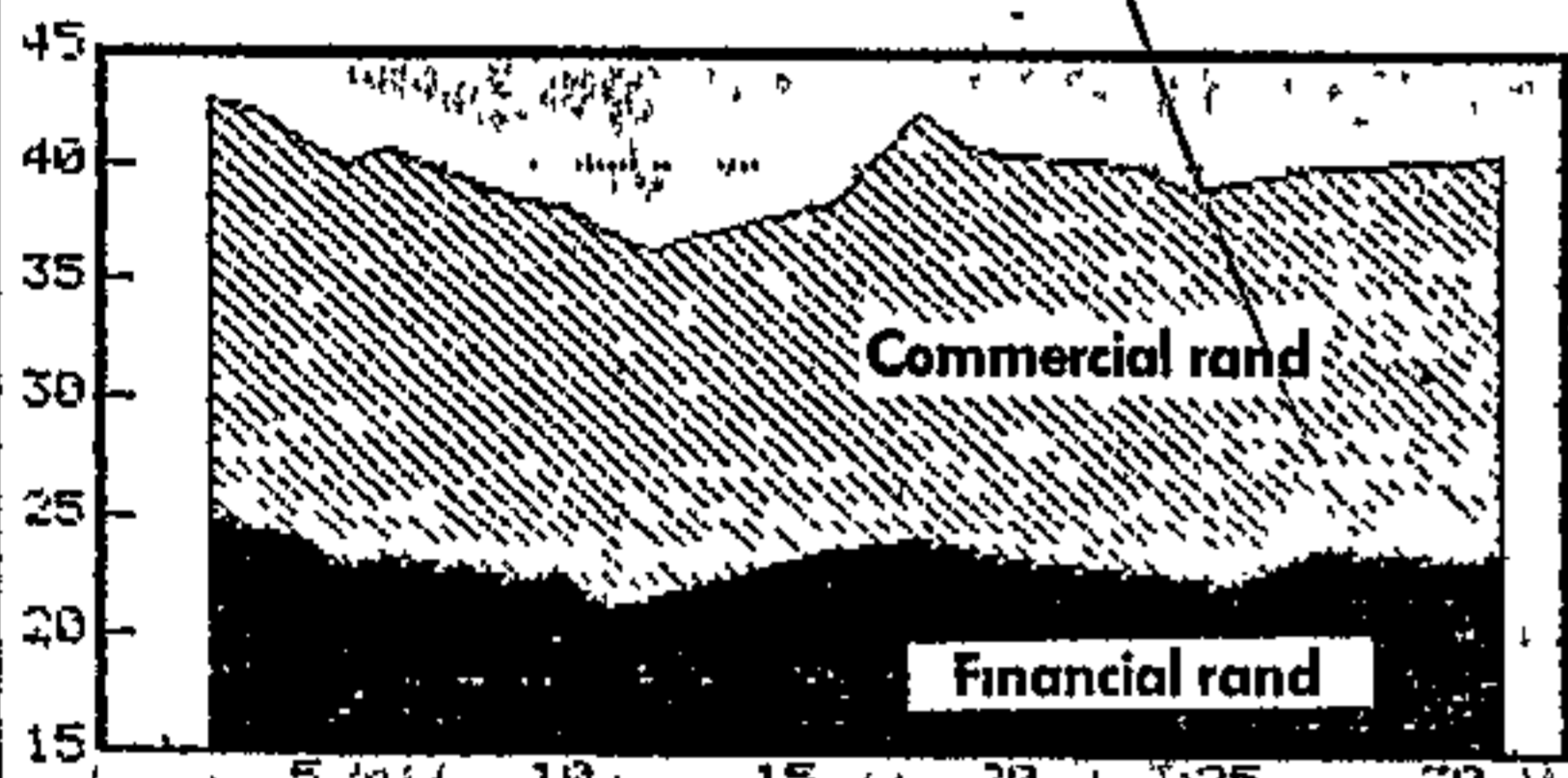
This morning the currency opened firm at 40,45 US cents — slightly up on last night's close of 40,40c. The rand has risen from below 40c at the beginning of last week, but generally the market has lacked fireworks, and volumes have remained low with little need for any Reserve Bank intervention

The financial rand too has firmed recently and this morning opened at 23,30c from yesterday's 23,25c close.

Dealers expect the currency to rise slightly in the week ahead as the benefits of a weaker dollar and a stronger gold price will only combine to affect the exchange rate substantially when importers come back into the market during the next few days

The usual month-end demand was not present last week, as importers had covered forward when the rand hit its lows during June.

Against sterling the rand has also been steady and has held a level around the R3,80 mark from over R4 a couple of weeks ago.



The rand's performance against the dollar.

# SATS tariff increases will hit ore exports warns Ellis

By Stan Kennedy

South African Transport Services' apparent determination to link rail tariffs to some kind of inflation index is eroding South Africa's competitive position in world markets on low value exports such as manganese and chromium ores, says Mr Steve Ellis, chairman of Samancor

In the annual report for the year to March 31, he says a continued high inflation rate without a compensatory weakening of the rand will produce the same effect.

The electricity tariff increased by 25 percent in 1985

While South African tariffs compared favourably with those in other countries, the "extraordinary increases" over past years were unexpected when the ferroalloy industry was expanded largescale in the 1970s

"Samancor continues to undertake research into alternative technologies for the production of alloys which are less dependent on electrical power to ensure the group's competitiveness

"Several projects have been identified and encouraging results are being obtained from this research," he says

With lower sales tonnages and prices being forecast for some of its major products and, together with higher costs resulting from the high inflation

rate and the possibility of a higher average rand/dollar exchange rate, a reduction in profits must be expected

Attributable income last year was a record R227,6 million — a 149 percent increase on the previous year. Turnover increased by 51 percent to R803,4 million

Mr Ellis says that Western steel production is expected to remain virtually unchanged this year. Due to high stock levels and the lower projected steel production in Japan, there will be a lower level of manganese ore sales in the 1986/87 year

Manganese ore contracts are being concluded at dollar prices which are five to six percent below those received in the past year. The high level of manganese alloy sales, which increased 35 percent, is expected to continue, but prices could again come under pressure

Stainless steel production in the Western world declined 7,9 percent. Although demand for the group's chrome remained firm, excess supply resulted in dollar prices falling by about 10 percent.

Sales tonnage fell by two percent but the weaker rand more than offset the combined effects of lower sales tonnage, lower prices and higher production costs and profits from the chrome alloy activities increased.

Capex totalled R35,8 million compared with the estimate of R58,9 million because of delays in expenditure on certain projects



Mr Steve Ellis

# Australia <sup>3 PM</sup> expected <sup>26</sup> to ban SA Airways <sup>27/86</sup>

The Star's Foreign  
News Service

MELBOURNE — South African Airways may be notified a week from today that it has 12 months to terminate its weekly service to Australia.

Next Wednesday is the day that Prime Minister Mr Bob Hawke addresses the biennial Labor Party conference on foreign affairs. It is expected he will announce a ban on the airline.

It is likely he will reveal other sanctions such as a ban on new investment in South Africa, a ban on agricultural imports and a halt to South African tourist promotion.

Today the national daily *The Australian* took a cautionary stance in the matter when it reminded its readers of Foreign Minister Mr Bill Hayden's warning on sanctions last year.

Hayden then was reported as saying sanctions on South Africa could threaten 7 000 jobs in Australia.

Susan Fleming reports several Johannesburg travel agencies are convinced that landing rights for SAA are about to be withdrawn.

## DENIALS

SAA and the Australian Embassy in Pretoria have denied that landing rights will be withdrawn — despite reports of an Australian Cabinet meeting yesterday at which broad approval was given to new sanctions.

The proposed sanctions included the severing of air links with South Africa and the scaling down of diplomatic, trade and tourist ties.

The secretary of the Association of South African Travel Agents (ASATA), Mr John Bing, said South Africans would probably travel to Australia via Singapore, Hong Kong or Harare if landing rights were withdrawn.

SAA and the Australian Embassy in Pretoria have both denied that SAA planes will be barred from landing in Australia in a year's time.

"It is speculation," said a SAA spokesman.

A spokesman for the Australian Embassy said no details were available. "There are many rumours floating around at the moment and there is a lot of speculation which is dressed up as fact," he said.

Mr Bing said ASATA had written to its sister body in Australia asking it to inform the Australian Government that air transportation "should not be used as a political football".

"If air links are severed it will create a great deal of hardship for family and friends who wish to visit Australia," said Mr Bing.



2/7/85 269

# Last flight to Aussie sometime next year?

By Zenaide Vendeiro, Transport Reporter

Next year marks the 30th anniversary of the direct air link between South Africa and Australia. It seems likely it will also mark the end of the link.

Australian Prime Minister Mr Bob Hawke is expected to announce a ban on SAA when at his party's foreign affairs conference on Wednesday.

In terms of the agreement between South Africa and Australia in 1957, SAA must get a year's notice to terminate its services.

SAA inaugurated its share of the "Wallaby Service" in November 1957, with a flight from Johannesburg to Perth, via Mauritius and Cocos Islands, using a DC-7B aircraft. Australia's national carrier, Qantas, operated a Super Constellation aircraft between Sydney and Johannesburg.

The frequency of the service was soon increased from fortnightly to weekly.

## FIRST JET

In March 1967, SAA introduced the first jet service between the countries with a Boeing 707 and the service was extended through to Sydney, with Cocos eliminated as an intermediate stop.

SAA opened offices in Sydney in 1967, and in Melbourne and Perth the following year.

Qantas increased its frequency to twice-weekly in 1970, followed by SAA the following year.

The Australian airline stopped flights to South Africa in 1977 because of the unprofitability of the route and political pressure.

But demand on the route later grew so much that SAA introduced the larger Boeing 747SP aircraft on the route in 1978 and was granted an extra flight a week.

Qantas was keen to resume Johannesburg flights but the Australian Government refused the application in February 1981, urging the airline to use Nairobi and Harare.

Then the Australian Government came under pressure to withdraw SAA landing rights altogether. Critics said making SAA rich seemed a curious way of imposing sanctions.

## PROTEST

In the early 1980s there were several actions against the airline.

Australian trade unions imposed a week-long ban on the handling of SAA aircraft in September 1981 in protest against jailing of black trade union leaders in South Africa.

There was a similar action in protest against the death in detention of trade union leader Dr Neil Aggett — in February the following year.

In November 1983, Qantas began flying to Harare. As almost all passengers on this route were destined for South Africa, SAA laid on a connecting flight between Johannesburg and Harare.

Qantas finally closed its Johannesburg office in 1983.

In May of that year SAA flights to Australia were cut to one a week. In retaliation, the Minister of Transport Affairs,

Mr Hendrik Schoeman, announced that SAA would withdraw its connecting flight to Harare but this decision was later reversed "in the interests of passengers".

## POPULAR

In October 1983, Mr Hawke ordered that Government members flying to African destinations boycott SAA. But ordinary passengers on either side of the Indian Ocean preferred to fly SAA rather than take the circuitous route via Harare. The airline was carrying about 38 000 passengers a year and paid the Australian Government over R1 million in landing fees in 1984.

In mid-1985 flights were so popular passengers had to book months in advance.

Another confrontation between SAA and Australian unions came last October, the culmination of a protest against the Australian cricket tour. SAA preferred to cancel its weekly flight to Sydney.

As the international sanctions campaign against South Africa hardened, so did the Australian Government's attitude towards SAA.

In July last year SAA asked permission to operate five extra flights over the Christmas season to accommodate thousands of passengers on its waiting list. Australia delayed making a decision until late November, when most passengers had already made alternative arrangements.

This ensured that the special flights were poorly supported.

## Court tussle over rights to inter-city routes

# Firm bids to beat SATS bus plan

3/7/86 STAR 269

By Zenaide Vendeiro,  
Transport Reporter

A bus company has launched Supreme Court action to stop the South African Transport Services (SATS) from competing on an inter-city bus route it pioneered two years ago and developed into a popular service.

Greyhound Bus Lines applied for an urgent interdict in the Pretoria Supreme Court two weeks ago to have permits granted to SATS by the National Transport Commission (NTC) in May revoked.

The permits give SATS the right to operate a bus service between Johannesburg and Durban in competition with Greyhound, which won the right to

operate the route in 1983.

It is believed the NTC also granted SATS and Greyhound permits to operate competitive services from Johannesburg to Cape Town, East London and Port Elizabeth. SATS was awarded certain other routes as well.

### Traffic drop

The hearing is being considered as a major test case which could have a profound effect on the road-passenger industry. The NTC will have an opportunity on July 28 to reply to the application.

SATS has been losing millions of rands a year on its inter-city rail services and this year reduced these services from 356 to 202 a week. Passengers using

inter-city services dropped by 4 million to 20 million between 1984 and 1985.

Another factor is that, as a result of the slump in tourism, the corporation's fleet of luxury tour buses is being under-used.

SATS and Greyhound first locked horns in 1981 when the company applied for a permit to operate a Johannesburg-Durban luxury coach service. SATS opposed the application on the grounds that the rail service was adequate and that most trains ran with empty seats, indicating that a bus service was unnecessary.

Greyhound's application was rejected by the Local Road Transportation Board and, on appeal, by the NTC.

The bus company made a new application which was approved by the Johannesburg Local Road Transportation Board in 1982 and upheld by the NTC in 1983 after a hard-fought appeal by SATS.

It finally launched its service in June 1984. The service was so popular that the company lodged applications to operate services to Cape Town, Port Elizabeth and East London.

In January last year, SATS applied for 23 national routes.

SATS told the NTC hearing it was opposed to any form of inter-city coach service. If, however, the NTC decided there was a need for such a service, SATS should be given an exclusive permit.

ARGUS: 4/07/86

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# Rail artisans angry over cheap loans

By DICK USHER, Labour Reporter

ANGER about R1,5-million for cheap loans to top South African Transport Services officials is spreading and the Cape divisional committee of the Artisan Staff Association discussed the issue today

Area executive officer Mr JLD Oosthuizen said the committee was shocked that while employees had been told there was no money for market-related salaries and were waiting for housing loans, top officials were given loans at four percent interest

"Our executive in Johannesburg has written to the Minister of Transport and the President

and we will wait for the replies before taking further action," said Mr Oosthuizen.

## REPAYMENT DEMANDED

The Cape action followed a decision at the recent biannual meeting of the regional council of the ASA of the Northern Transvaal to demand that officials who had received money for cheap loans repay them immediately to Sats at current interest rates.

The loans were approved by Mr. Bart Grove, general manager of Sats.

Mr Oosthuizen said the regional executive, which represents about 4 000 artisans, would probably discuss the issue with membership this month once it heard from the national executive.

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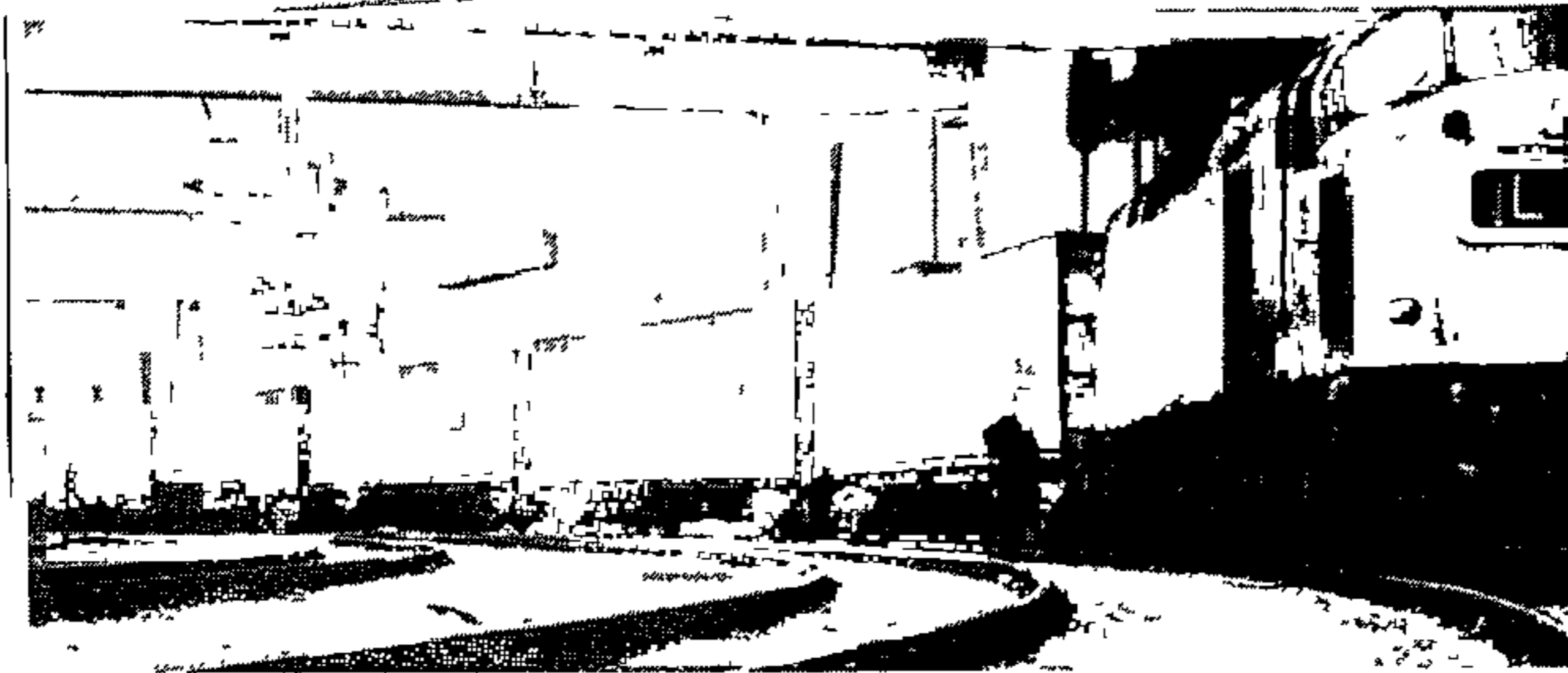
## A bigger slice

Sats has finally turned the corner and is beginning to win back some of the market share it lost to the private sector over the past five years

An obviously pleased Koos Meyer, chief director, commercial, claims that in the three months from December 1985 to February 1986 Sats's goods traffic increased by 2,6%, from 38,9 Mt to 39,9 Mt, compared with the same period the previous year. And the increase was achieved in a period when goods carried by private operators decreased by a whopping 24%, from 73,6 Mt to 56 Mt.

Even if the figures prove to be a flash in the pan, they should not be disregarded. They reflect the fact that Sats's market-orientated policies are paying off, that the State body is using private enterprise principles to turn the tables on its efficient and well-organised opposition.

The last time Sats conveyed more revenue-earning traffic than private carriers was in fiscal 1980 when, according to figures given to the *FM*, it took 50,3% of the total transport cake — carrying 178,1 Mt.



SATS' goods traffic ... winning back market share

Since then it has lost ground to private carriers every year. This is the dismal chronicle of events. In fiscal 1981 Sats conveyed 179,8 Mt for gain, but its share of the market dropped to 46,3%. In 1982 it carried 183,8 Mt but its share dropped to 42,5%. In 1983 traffic fell to 154,8 Mt and its share came down to 38,5%. Although there was a marginal traffic increase in 1984 to 155,2 Mt the market share fell further, to 35,5%.

Sats's market share was still going down in 1985 when the 164,7 Mt it moved was 33,7% of total traffic.

Meyer attributes Sats's recovery to several factors — among them, the introduction of mini-containers last October. These are cutting costs, reducing pilferage and improving delivery times.

The reduction of train running times between major centres is also reducing delivery times. The actual running time of a train between Kazerne and Cape Town has been

cut from 35 to 29 hours.

Of major importance, says Meyer, is the fact that Sats now regards itself as a business rather than a civil service operation. This means

- It has become more aggressive in the marketplace,
- Advertising spending has increased in real terms and marketing staff "now walk the streets looking for business", and
- More attention is paid to after-sales service.

Furthermore, a new push for contract

business means that 41% of high-rated traffic and 45% of all container traffic is now being carried on a contractual basis. At the same time there has been a 1% increase in high-rated traffic.

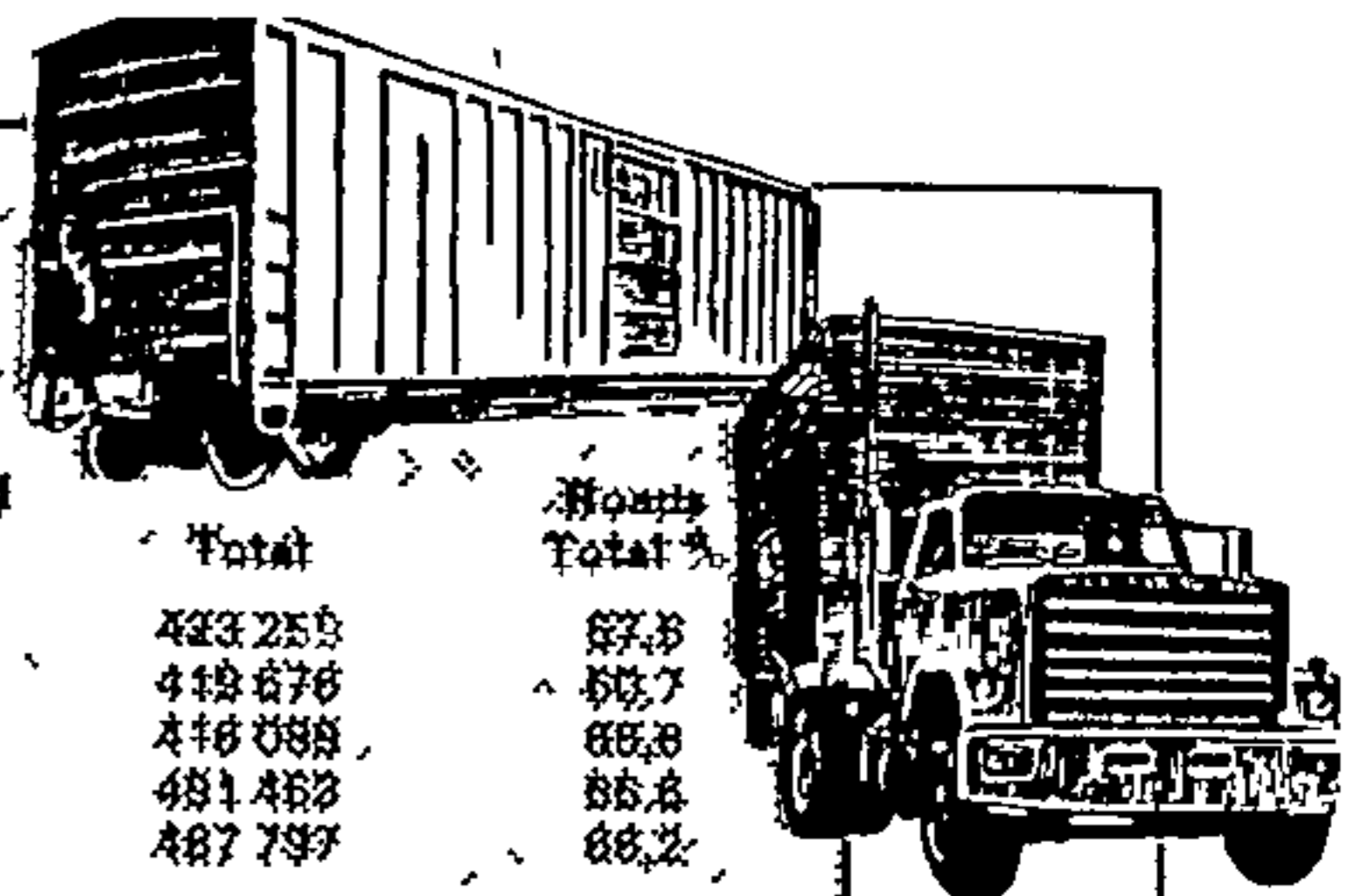
Meyer says officials have been positioned where they can provide the best service. There has been movement from head office to the workforce, and regional managers have been primed to provide services that clients demand. "And," adds Meyer, "we constantly monitor our performance to see how we can improve."

## RAIL REBOUND

Tons conveyed for inward (1 000 t)

Year	Rail	Road	Private road transport	Total	Hours Total %
1981	179 886	3 088	239 576	422 250	67,3
1982	164 807	3 572	261 197	429 576	62,7
1983	143 134	4 303	268 572	416 009	66,8
1984	164 305	4 152	322 080	490 462	66,2
1985	164 768	4 183	318 248	487 199	66,2

Source: Central Statistical Service



By Zenaide Vendeiro  
Transport Reporter

## Nationwide coach network might soon criss-cross SA

South Africans can look forward to a nationwide network of long-distance coach services similar to those operating in the United States.

Route permits were granted to South African Transport Services (SATS) and a few private carriers by the National Transport Commission (NTC) in April.

Services will operate from Johannesburg, Pretoria, Bloemfontein, Kimberley, Durban, Port Elizabeth, East London, Cape Town, De Aar and Upington.

On some, the State-owned corporation will be in competition with private operators.

A SATS spokesman said yesterday that it had received

timetables from the NTC for about 10 routes covering most major centres "SATS is busy developing its coach network, and should begin operating services in August."

Further information about the services will soon be available at railway stations in main centres and at SAR travel offices.

The Johannesburg-Durban route, which Greyhound Bus Lines pioneered two years ago and developed into a profitable service, is the subject of a major court battle.

The company recently ap-

plied in the Pretoria Supreme Court for an urgent interdict against the NTC to have the route permit granted to SATS revoked. The return date for the application is July 28.

When Greyhound applied for the rights to the route in 1981, and again in 1982, SATS opposed it on the grounds that rail services were adequate.

The SATS spokesman said yesterday that the four other interests had applied for permits for the Johannesburg-Durban route. These were Greyhound, Interkaap, Busdiens, Sandton Coach, and Bhyat.

# SAA could lose its best cash spinner

By Zenaide Vendeiro,  
Transport Reporter

The threatened South African Airways service to Australia is probably one of its most profitable routes. Although SAA will not close its revenue from that source, the average load factor on the weekly flights is known to be about 80 percent — compared to an average of 70 percent on its next best route.

## Rudolph stands by invitation to Aussie mayor

By Colleen Ryan,  
Political Reporter

Johannesburg's mayor, Professor Harold Rudolph, has defended his decision to invite the Mayor of Sydney, Mr Doug Sutherland, to visit the city as part of its centenary celebrations.

Mr Sutherland left Australia amid a storm of controversy when fellow city councillors claimed that his visit to Johannesburg would be seen as an endorsement of apartheid.

He rejected this by saying that Johannesburg was controlled by groups opposed to apartheid and the Government.

He is scheduled to arrive in South Africa tomorrow morning.

Professor Rudolph, a Progressive Federal Party city councillor, told *The Star* that he had invited Mr Sutherland to visit Johannesburg because "I believe in building bridges".

"The fact that you visit a country does not mean you support what goes on in the country. If the Australians sent a soccer team to Russia it would not mean they supported communism," he said.

On the controversy surrounding the centenary, he said, "Johannesburg is having its centenary year. You can't go from 1985 to 1987 without passing it." Black organisations are steadfastly boycotting the centenary.

● The Johannesburg City Council is controlled by a coalition of the National Party and Independent Ratepayers' Association.

The SAA load factor to Australia is among the highest in the world for a scheduled international service.

SAA carried 59 721 passengers to Australia in the financial year 1982/83, when it operated two flights a week.

The number dropped by 38 percent to 36 995 when SAA was compelled to withdraw one of the services. In 1984/85, 35 030 passengers flew with SAA.

Cargo traffic decreased by 12 percent from 1 251 tons in 1982/83 to 1 097 tons in 1983/84. A total of 1 142 tons was carried in 1984/85.

The *Star's* Foreign News Service reports that a top Zambian Airways official has denied it is involved in plans to help SAA get around any possible international boycott.

Last week it was reported that SAA had drawn up emergency plans to avoid any possible actions planned overseas against it.

Reports said the plans included the leasing of aircraft to countries such as Swaziland, Zimbabwe and Zambia. This would enable SAA to fly international routes under the colours of national airlines from African countries.

Zambia Airways' general manager for sales and in-flight services, Mr Earnest Muwowo, said its routes cannot take any more planes.

5/7/86 STAR  
269

269

# R31-m train control system signals a streamlined service

By SHARKEY ISAACS  
Staff Reporter

SIGNALS on the Simon's Town railway line between Salt River and Wynberg are being inte-

grated into the new R31-million centralised traffic control (CTC) system

But during the past fortnight teething problems have caused

breakdowns in the mornings and afternoons

South African Transport Services say that by September the system, with additional lines at bottlenecks, will make life easier for commuters by streamlining suburban services

The Argus went to the depot at Windermere to watch the new system in operation.

Scores of lights are displayed on a wall-size display panel in the control room.

It's just after 6.30am and thousands of suburban commuters are streaming to stations from Simon's Town to Mitchell's Plain

Control officers monitor lights on the panel linked to the computerised signal relay system.

Lights chart the movement of the 205 trains which run during the morning peak between 6am and 8.30am

White lights show each train's route and red lights with numbers in front show which section of the track each train occupies at any time

Green lights indicate all is in order for the train to proceed and red lights are stop signals

## MOVEMENTS

A computer printout continually provides details of all train movements and notes when each train stops and leaves each station.

If a problem occurs — for instance, if a red signal does not turn green when it should — the driver uses his direct telephone link to the control room to report the fault or find out what is wrong

Control room and technical personnel then trace the fault

Mr Josias "Sas" Schoeman, Sats operations manager in the Western Cape, said faults were often sorted out within minutes but each hold-up had a ripple effect on a number of trains

The whole greater Cape Town suburban system will eventually be automatic with only backup personnel to assist if something goes wrong

The lines from Kensington to Bellville via Montaville and Thornton to Tygerberg are already on the system and functioning perfectly.

Mr Schoeman said he believed problems on the Salt River-Wynberg section had been sorted out and the system was expected to "click" and function normally this week

● A signal breakdown at 7.30am today delayed trains on the Simon's Town line up to 16 minutes

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8/7/88

# Massive transport subsidy

269

By Jaap Boekkooi

The State spends an average of R200 a year for each black bus commuter on the Rand, R500 in Pretoria and more than R1 200 in kwaNdebele, says an interim report by the Council for Scientific and Industrial Research.

Black commuter subsidies in the country as a whole now cost the Government R500 million a year, or one-quarter of the R2 000 million spent yearly on all black commuter transport in South Africa and neighbouring areas, adds the report.

The cost equals almost a quarter of the annual subsistence income in Soweto.

Some 170 000 black commuters now make use of taxis and because of greater time savings, less crime and overcrowding than on buses, this form of transport produces countrywide savings of R18 million a year over bus transport.



# Bus shock for PE residents

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269  
9/7/88

By KIN BENTLEY

ALL buses into Ibhayi (New Brighton, Kwazakhele and Zwide) in Port Elizabeth have been withdrawn following a spate of arson attacks over the past three days.

This represents one-third of the 5 000 trips a day made by PE Tramways

Buses would now run to the township perimeters. The services into Motherwell, Walmer Township and Uitenhage would continue, the general manager of PE Tramways, Mr Carl Coetzer, said today

Many township residents turned up late for work in the city this morning when they were forced to find alternative transport

It would take until tomorrow to schedule new services to the outskirts of the affected townships, he said

Mr Coetzer said the attacks this week had been the first disruption of the bus service to the townships since early December

Since the weekend four buses, a light delivery vehicle and a ticket van had been destroyed in arson attacks

There had been "numerous" other attacks in which about half a dozen vehicles had been "slightly damaged"

Asked when the service to the township would be resumed, Mr Coetzer said "I can't predict what will happen. As soon as I can make contact again with people in authority, I'll talk to them"

Mr Coetzer said since January last year, 85 PE Tramways vehicles had been totally destroyed. These included 68 buses (20 of which were double-deckers) and 17 support vehicles

● Fare increases on most routes came into effect from July 1

# Township bus position remains 'unchanged'

269

By KIN BENTLEY

THE bus situation in Port Elizabeth was "unchanged" today, according to Mr Carl Coetzer, general manager of PE Tramways

This follows the withdrawal of services into three black townships yesterday

He said he had not yet made contact with black leaders in the PE townships of New Brighton, Zwide and Kwazakhele, from which buses were withdrawn because of a spate of arson attacks over the past week

Yesterday Mr Coetzer indicated that he would like to speak to "identified" black leaders to determine ways of resuming the service

The Divisional Commissioner of Police in the Eastern Cape, Brigadier Ernest Schnetler, was reported as saying yesterday that he was not prepared to grant indemnity to any black leader wishing to meet Mr Coetzer

"How can I support alternative structures in the country," he said

Reacting to this today, Mr Andrew Savage, PFP MP for Walmer, said he had "a degree of sympathy" with the South African Police, who were forced to deal with political structures in the black townships which lacked credibility

"It is not their job to create policy," he said

He said the police's task was made "impossible" by the Government's insistence on "maintaining structures with no credibility"

Mr Savage indicated that he would be keen to discuss the issue with Brigadier Schnetler, whom he believed was acting on instructions "from the top"

These instructions, he added, were closely connected to the imminent implementation of regional services councils and new State-appointed provincial executive committees

to negotiate, but he could not foresee this happening

A "definite axis of power" had emerged in the "new alliance between Mr Le Grange and Mr Chris Heunis", (the Minister of Constitutional Development and Planning), whose political future hinged on the implementation of the new constitutional structures which he had devised

He said the rest of the Cabinet was "peripheral and takes second place" to this power axis, which had the support of the State President, Mr P W Botha

Adding that he would be keen to attempt to organise a meeting between Mr Coetzer and Mr Henry Fazzie, vice-president of the United Democratic Front in the Eastern Cape, Mr Savage said he believed, however, that he would have great difficulty in locating Mr Fazzie

The Government's future rested on the acceptability of its alternative structures at local and provincial government level and its statutory council, he said

Mr Savage said only the Minister of Law and Order, Mr Louis le Grange, could grant black leaders indemnity from arrest should they come forward

# Nobody left to stop boycott

By DANIEL DHLAMINI

THE bus boycott in the western Transvaal and West Rand entered a unique phase this week - commuters refused to board buses, although most of their demands have been met, because they haven't been given the go ahead from their leaders

Their leaders are all in detention

This became evident two weeks ago when buses

were reintroduced, but ran empty in the townships

This week - for the first time in Potchefstroom - Western Greyhound provided a bus for pensioners to collect their money. This was one of the demands made by the Jouberton Youth Congress

But the gesture did not drive the masses back to the buses

West Rand residents of Mohlakeng, Bekkersdal, Munsieville and Kagiso

townships have been boycotting since January. And in Western Transvaal, the boycott of Western Greyhound in Jouberton started in February

Kanana and Khuma townships followed a month later

Joyco said at the time that the boycott was sparked off by the company's failure to provide 15 buses to transport mourners during unrest victims'

funerals  
Western Greyhound general manager Colin Humprey denied that his company had bowed down to the commuters' demands

The company always provided free transport for pensioners on collection day and free transport to some funerals, he said

He said bus services at Orkney's Kanana township were still disrupted, but

269  
KAT PL  
there was slight progress at Stilfontein and Klerksdorp

West Rand Greyhound Bus Line spokesman J Nesbitt said the company was always eager to meet the people to discuss their problems

With some "concessions" made by his company, buses were reintroduced in the area - but commuters would still not get into them, he said

## Bugging probe is completed

An investigation into the alleged bugging of a railway union meeting during stormy wage negotiations earlier this year has been completed.

Mr Jimmy Zurich, Artisan Staff Association president, said he was told by Minister of Transport Affairs Mr. Hendrik Schoeman that the railways police denied knowledge of the incident.

Mr Zurich said "The Minister said neither he nor the manager of SATS, Dr Bart Grove, would ever sanction such action. As far as our union is concerned, the matter is closed."

The bugging controversy arose in February when the Federal Council of SATS trade unions was demanding a 25 percent pay increase for railway workers. — Transport Reporter

# Committee in PE to probe further use of harbour

By DENISE BOUTALL

THE future usage of the Port Elizabeth harbour for tourism and recreation came under the spotlight today when the Burggraaf Committee started its three-day investigation in the city.

In an interview in the harbour administration building where the committee is holding discussions with various representative groups, the chairman, Mr Arie Burggraaf, said their brief was to establish to what extent sections of the country's commercial harbours could be used for other purposes bearing in mind the commercial, fishing and security needs.

The investigation had been prompted by demand for increased facilities for water sports.

This week's three-day visit to the city was the committee's first.

Mr Burggraaf said the committee was looking at the long-term usage of the port.

He refused to speculate on when the report on the PE harbour would be completed.

Priority was currently being given to completing the report on the Cape



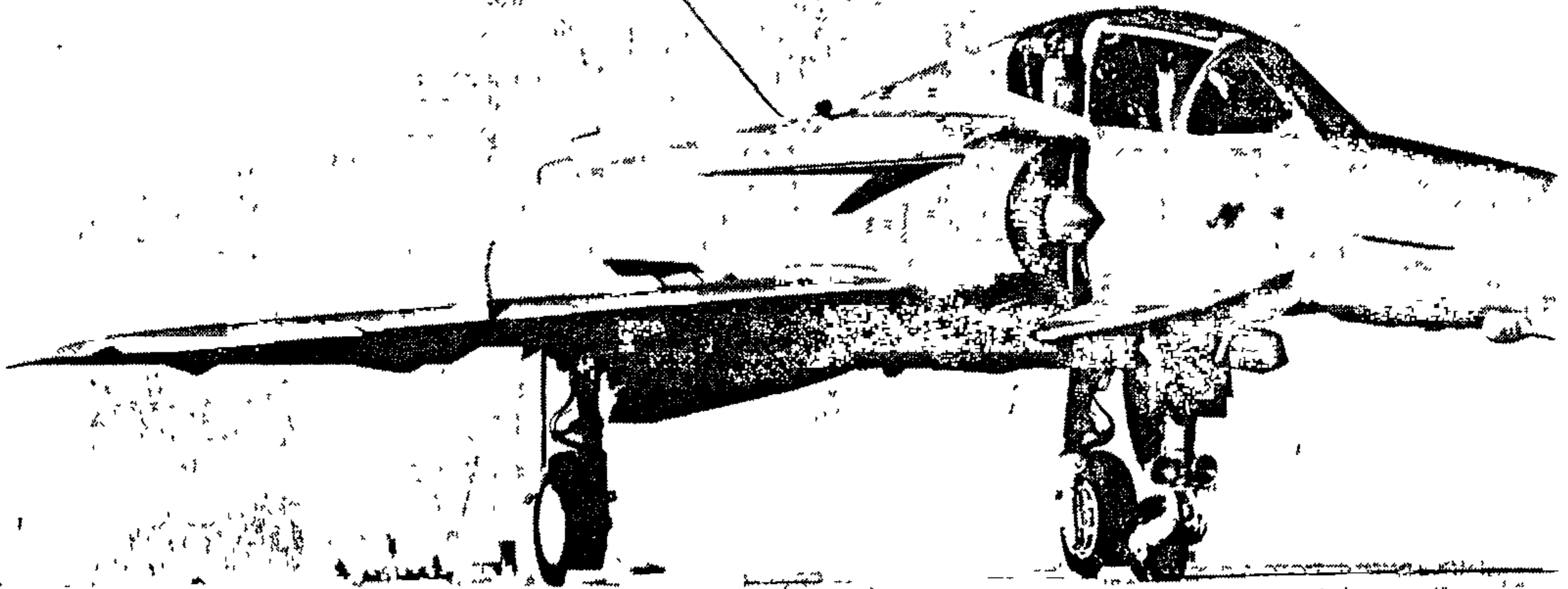
Mr ARIE BURGGRAAF (right) and Mr SIDNEY CHAIT, Port Elizabeth regional engineer (harbours).

#### Town harbour

The eight-man committee consists of four representatives of the South African Transport Services and four from the Department of Environmental Affairs and Tourism. Mr Burggraaf is the SATS' inspecting engineer, harbours.

In June the Minister of

Environmental Affairs and Tourism, Mr John Wiley, said in Parliament that the committee would investigate making pleasure boat facilities available, improving harbour fishing facilities and providing for development by the private sector of marine commercial activities.



South Africa's new Cheetah jet fighter. The aircraft — a modified Mirage III — will be armed exclusively with weaponry made in South Africa

# Earp: SA's new fighter a match for MiGs

EAST LONDON — South Africa has transformed the air force's ageing Mirage 3 aircraft into a sophisticated fighter which the Minister of Defence, General Magnus Malan, describes as being "at the forefront of technology"

The new fighter, to be known as the Cheetah, would be a match for sophisticated Soviet MiG 23 aircraft in Angola, the chief of the air force, Lieutenant General D J Earp, told military correspondents at the Atlas Aircraft Corporation, where the Cheetah was developed

Its handling and all-South African weaponry could in, many respects, be compared to the best in the world

Extensive changes meant the aircraft could no longer be regarded as a Mirage 3, General Earp said "As part of the Atlas modernisation programme, considerable changes have been made to the airframe and avionics systems. The result is that the SAAF will have at its disposal another very formidable fighter aircraft"

Obvious changes from the French-made Mirage 3, which was first taken into service in 1963, are a longer nose, to accommodate more avionics,

By

**ANDRE JORDAAN**

Daily Dispatch

Military Correspondent



and canards — additional small wings mounted high on the fuselage to improve the aerodynamic characteristics

Atlas says the Cheetah programme includes new performance levels, the replacement of many structural components and the upgrading of the on-board flight systems. About 50 per cent of the original aircraft is reconstructed and equipped with "the latest navigational and weapon systems"

The general manager of Atlas, Mr G Ward, said test flying had almost been completed. The development had taken a number of years and Atlas had found that, since the 1977 arms embargo, South African expertise in areas such as electronics and computers had been able to keep abreast of the air force's aviation needs

General Earp said it would take a few months before the Cheetah had

gone through air force commissioning procedures to become fully operational. It had a likely operational life of 10 to 15 years but further upgrades might be possible in the future

He described the two-seater aircraft's role as "essentially a fighter aircraft — with all that implies. It has other capabilities beyond air-to-air, but I would not like to be more specific"

The second seat could be used, "among other things", for training purposes, General Earp said

Asked to what degree South Africa was now self-sufficient in its fighter aircraft needs, he said a considerable amount of the Cheetah's content was local

Referring to other recent developments like the Alpha prototype combat helicopter, an advanced gas turbine engine and remote-controlled reconnaissance aircraft, he said "Every time we do a little more, we learn a little more. Atlas is now reaching the point where its only restrictions are time and money"

General Earp would not give an indication of the cost of the Cheetah programme "But, like all modern aviation, it

does cost a great deal of money."

General Malan said the Cheetah heralded a new era of self-sufficiency and enhanced operational capacity for the air force "It is indeed a modern, sophisticated and highly effective trump card in our military arsenal," he said

It was well known that there had been a build-up of weapons on South Africa's borders "All South Africans must agree that this jump in our defensive capability can only add to a greater peace of mind and a warmer sense of security"

South Africa had embarked on the Cheetah project primarily for its own defence "We do not seek confrontation with anyone. But in choosing to defend ourselves, we have to do it with the best means at our disposal"

The upgrading project made good business sense, as had been proved elsewhere "A modern-day fighter aircraft costs more than R70 million. The conversion of existing aircraft therefore remains the most cost-effective approach," General Malan said

More reports page 9

**ANOTHER FIRST FROM CELLAR CASE**

## THE WINE CELLAR CASE VI

Business

# Ships' officers training talks

SOUTH AFRICAN ship-owning interests have this month been discussing co-ordination of the training of deck and engineer officers for the national commercial fleet, and for better uses for the General Botha nautical college at the Cape.

Representatives of the two commercial carriers, Safmarine and Unicorn, and the various trawling companies pooled their ideas for improving efficiency of the training methods.

There is a major move toward closer working between the navigation and engineering sections,

especially in the first year when the basics are similar. There was also a suggestion that the new entry cadets to the commercial shipping should spend a period at the Saldanha naval college for instruction in officer department and duties

The sea careers are now an equal opportunity source of employment and cadets this year in various companies include white, coloured, Indian, and Zulu entries, and they all have to follow the same training syllabus and secure the same certificates of competency. The fishing industry

does not call for deep-sea certificates, however

The idea is for the deck and engineer cadets to be trained in the same complex, but provision of requisite machinery would prove costly, and in any case the marine engineers follow courses parallel in some grades to mechanical engineer students at the technikons, and it would not be practical for the non-marine students to train with their sea-going compatriots in a nautical college

Mercury  
New 2/9/86

## coach service

Mercury Reporter

SOUTH African Road Transport has launched a new luxury coach service, Translux, between Durban and Port Elizabeth.

The Translux coach operates between Durban and Port Elizabeth on Mondays and Wednesdays, leaving at 7 a.m. and from Port Elizabeth to Durban on Tuesdays and Saturdays, also at 7 a.m.

The service costs R79 (single) and R146 (return).

And from August 1, the air-conditioned Translux coaches will compete with Citiliner and Greyhound Intercity coaches between Durban and the Transvaal.

Translux will operate on a daily basis from Durban to Johannesburg and Pretoria. A single fare to Johannesburg costs R45 and a return fare R88.

The Greyhound fare to Johannesburg is R49 (single) and R88 (return). The Citiliner fare is R45 and R88.



Monday, July 21, 1986

# Residents angered by cement dust

Mercury Reporter

RESIDENTS of Hillcrest, outside Durban, say they have been waiting for nearly a year for something to be done about clouds of cement dust which float into their homes

They fear the dust could be hazardous to health

South African Transport Services has confirmed that experts from its Johannesburg laboratory are to visit Hillcrest soon to monitor the dust level

The dust is caused by the offloading of cement at a railway siding in the town, from where it is transported by truck to Inanda, where a R100-million dam is being built

'The time has come for someone to shout loudly from the rooftops about this dust menace,' Mr Cedric Pengelley, who lives opposite the railway siding, said

this week.

Residents sent a petition complaining about the dust to the Hillcrest Town Board in August last year

In September, Kloof's medical officer of health, Dr J I Maxwell, wrote to the SATS regional manager asking for something to be done

## Anxiety

Dr Maxwell said it had been ascertained that about 10 SATS cement trucks were emptied at the siding every day and it was likely that this operation would continue for some years

'This state of affairs is justifiably causing great anxiety and possible damage to property of the residents living nearby

'In addition, possible respiratory illnesses may also result from prolonged contact with cement particles,' Dr Maxwell said in his letter

Following further complaints from residents in January, Dr Maxwell again wrote to the regional manager requesting 'urgent attention and action'.

'But nothing has been done about it,' Mr Pengelley complained

Another resident, Mrs Joy Ries, has complained of 'chestiness'

'I can't prove that this is because of the dust, but when my daughter used to live with us she came out in a terrible rash

'She went to see her doctor about it, but after she moved into Durban, the rash suddenly cleared up,' said Mrs Ries

SATS spokesman Mr Allan Lubbe said yesterday that SATS was aware of the problem

'We do not stand indifferent to it and we are doing everything to rectify the situation

'We have taken a lot of precautionary measures and the matter has gone as far as the Minister of Transport Affairs, Mr Hendrik Schoeman'

The ground next to the siding was now being sprayed daily with water to reduce dust levels and a filtering system used to capture dust during transfer was being cleared daily

Senior personnel also visited the site regularly on inspection duties

Mr Lubbe said SATS had now ordered a new R4 000 filter which was expected to arrive soon

'It is a very good filter which we hope will eliminate all pollution'

SATS had also been in contact with its chemical laboratories in Johannesburg to arrange for experts to visit Hillcrest to measure the level of pollution in the area



Mr Cedric Pengelley of Hillcrest and the dusty rail where cement is loaded for use at the Inanda Dam. 'has come for someone to shout loudly from the rooftops about this dust menace,' says Mr Pengelley

## Bureau wants child day-care centres for

Municipal Reporter

THE Women's Bureau of Durban is to lobby the City Council for an amended by-law requiring child-care facilities for all races in suburb and township developments, public buildings,

new office blocks and flats within the next five years

The Durban Bureau, a 3 000 member non racial apolitical organisation, suggests that the amenities could then be rented out to entrepreneurs

The bureau's request

claims the 'agency obligation to assume the responsibility of child as work' is a 'burden' on the rate and de economy

'The shortage of prohibitive those starting - creates - everyone from ers to bureau chair Tarr

'We want it that the gene of the as its overall will be child care cen'

Manco chair Hotz has asked officer of health Richter, to letter and

'I agree that enough day ca it is desperate areas - but tion may not be or even said

## MOTH bowlers in remembrance parade

Pietermaritzburg Bureau

MORE than 1200 bowlers belonging to the Memorial Order of Tin Hats (MOTH) from all over the country assembled at the Collegians Club in Pietermaritzburg yesterday for the official opening of the 16th MOTH National Bowling Tournament.

At the opening, attended by Mr Robin Dales, Mayor of Pietermaritzburg, Mr Howard Vercoe, the

national chairman of MOTH, rolled the symbolic first wood of the tournament

The bemedalled bowlers, accompanied by the band of the Royal Natal Carbineers, then assembled for an annual remembrance parade down Church Street from the library to the Memorial Arch on the corner of Church and Longmarket streets

A remembrance service was conducted at the Me-

memorial Arch by the Rev Brian Fennel and a wreath was laid by the chairman of the tournament committee

The traditional two-minute silence was observed before a bugler played the Last Post and Reveille

The tournament, which begins on Monday, will see MOTH teams from all four provinces, Transkei and South West Africa in action at 13 venues throughout the Pietermaritzburg area

Each team will play two games daily, with the finals being held at Collegians

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## ***SATS: dispute not cause of extra cost***

CAPE TOWN — South African Transport Services (Sats) yesterday denied charges that a dispute with a French contracting firm involved in the Hex River Mountains rail tunnel project would cost the government some R200 million in extra costs

A Sats spokesman, Mr Leon Els, confirmed that a dispute over the interpretation of some "technical clauses" in the contract with the French firm Comiat, which is building the 13,5 km tunnel, had been declared.

The matter will be settled by arbitration and both parties — Sats and Comiat — were preparing documents for the yet unspecified date of the occasion, he said

An Afrikaans Sunday newspaper this week claimed that compensation arising out of the dispute could be as high as R200 million

However, Mr Els said the dispute could mean that a penalty running into "millions" could be imposed as the contract had overrun its period

The tunnel is expected to be completed by 1988

D.D 22/7/86  
269

## 'R200m dispute' denied by SATS

Political Reporter

SOUTH AFRICAN Transport Services (SATS) yesterday denied that a dispute with a French contracting firm involved in the Hex River Mountain rail tunnel project would cost the government some R200 million in extra costs

The Afrikaans Sunday newspaper Rapport this week claimed that compensation arising out of the dispute could be as high as R200m

Mr Leon Els, SATS spokesman, confirmed yesterday that a dispute over the interpretation of some "technical clauses" in the contract with the French firm Comiat, which is building the 13,5-km tunnel, had been declared, but said that while the dispute could involve "millions", it would not be as much as the R200 million suggested

The matter would be settled by arbitration at an as yet unspecified date

Original costs of the contract had been budgeted at R27m, excluding escalation and infrastructure costs. The Minister of Transport Services, Mr Hendrik Schoeman, told Parliament this year that the new estimate for the project was around R128m.

A spokesman for Comiat in Johannesburg, Mr John Tope, yesterday confirmed that the dispute would be resolved by arbitration. This would not delay work on the site near De Doorns, which was going ahead round the clock, he said. The tunnel is expected to be completed by 1988

Major Reubin Sive, PFP deputy transport spokesman, said he would request details from Mr Schoeman in a question in Parliament

# Rail tunnel row goes to arbitration

Transport Reporter

The multimillion-rand dispute between SA Transport Services and civil engineering contractor Comiat SA over the Hex River rail tunnel is to be arbitrated

A SATS spokesman said yesterday both parties were preparing documents for resolution of the dispute out of court.

Comiat SA was awarded the contract for construction of the 13,3 km tunnel through the Hex River Mountains in 1980.

It was due for completion in 1984 but, because of adverse soil conditions, a fault zone in the soil configuration, and the Langsburg floods, completion is not now expected until the end of 1988 or 1989.

The amount in dispute is believed to approach R100 million.

Cost of the entire project, including construction of three shorter tunnels, is now R128 million — more than double the initial figure.

The SATS spokesman said the dispute concerned interpretation of contract clauses dealing with rock and ground formation

# R250m W Cape rail system change

ARGMS  
24/7/86

269

By PETER FABRICIUS, Staff Reporter

A R250-million project to revamp the Cape Flats commuter rail network, providing a service to Khayelitsha and relieving congestion on the Mitchell's Plain line, has been unveiled by South African Transport Services.

Pinelands, Maitland, Oude Molen and Raapenburg stations will be demolished over the next few years to make way for new track. Some will be rebuilt.

Pinelands and Ndabeni stations may be closed as soon as December this year.

Ten new stations and several bridges will be built or extended.

The two main aims of the four-phase plan are to extend the line to Khayelitsha and relieve congestion on the Mitchell's Plain and Sarepta lines.

Details of the plan were given by Mr Peter Lombard, Sats resident engineer for the Western Cape.

Congestion on the Mitchell's Plain and Sarepta lines, where commuters hang outside overcrowded coaches, is being tackled by extending coach sets from 11 to 14 in October.

This entails lengthening several platforms and providing new services at the Paarden Eiland workshops.

Work on the four-part project has begun and the last stages should be completed in August 1989.

In a R50-million phase, due to be completed in August 1989, the number of lines between Maitland and Hazendal will be increased to four, involving:

- The demolition of Pinelands, Maitland, Oude Molen, Ndabeni and Raapenburg stations. Raapenburg and Oude Molen will not be rebuilt.

- The rebuilding of Maitland station.

- The rebuilding of Pinelands and Ndabeni stations between December 1986 and mid-1988 by adding overhead station concourses over new platforms. Oude Molen, which is 700m from both stations, will be used while Pinelands and Ndabeni are being rebuilt. It will then be demolished.

- The building of a rail bridge at Maitland and the rebuilding of the road bridges in Berkley Road and Forest Drive, Pinelands.

## Khayelitsha line

In another R62-million phase, the Khayelitsha line will be built in time for the first train at the end of 1988.

Work on 10 bridges for this line will start before the end of 1986.

Work on an overhead station complex at Mandalay has begun.

In a R78-million phase the Maitland to Salt River line is being increased to four lines and the Salt River to Woodstock line, to six lines.

Rail bridges are being built where the line crosses Cannon Street in Maitland, Voortrekker Road in Salt River and Church Street in Woodstock.

Work on this part of the project, which will improve distribution of commuters at Salt River station, was progressing well, Mr Lombard said.

## Concourses

A R54-million phase involves expansion of the Nyanga to Bontheuwel line and overhead station concourses at Bontheuwel, Netreg and Nyanga stations.

A rail link between Khayelitsha and Kuils River and the extension of the Khayelitsha line to Swartklip on the False Bay coast are being considered.

But under new Sats policy of not embarking on unprofitable projects, this will happen only if the money is provided by the Government or private sector.

The Government is subsidising the Khayelitsha line.

**INSIDE: Weather**

# SATS initiative at Saldanha Bay

*Cape Times 26/7/86*  
By EBRAHIM MOOSA *269*

SOUTH AFRICAN Transport Services (SATS) is determined to turn the under-used Saldanha-Sishen railway line and the port facilities at Saldanha Bay into a profitable venture

Mr Neels Hubinger, SATS Area Manager (North-Western Cape), said in an interview with the Cape Times yesterday "We are very positive that the economic base of the N-W Cape should be broadened."

SATS's renewed initiative is part of an effort to pay off the R814-million capital burden. The huge debt is part of massive losses suffered on the Sishen-Saldanha iron-ore export project when forecasts of an economic boom did not materialize because of a world-wide slump in steel demand.

Saldanha Bay port is already being used by SATS as a major outlet for salt exports from the N-W Cape hinterland, and the cultivation of black mussels through the process of aqua-marine cultivation, which would make it the first such project in the Republic, has been initiated.

It is estimated that Saldanha could export up to 30 000 tons of salt a year. However, an additional 3,5-km railway spur leading to the quayside will have to be built at a cost of nearly R1,75 million, said Mr Hubinger.

The aqua-marine tender of 1 550 hectares of sea area at the SATS port has already been awarded to a Port Elizabeth-based firm. This project will produce an estimated 43 500 tons of black mussels a year during the 10-year tender period. In this project SATS has a guaranteed revenue for the first two years and is expected to make a profit of around R1-million, said Mr Hubinger.

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# R250m SATS upgrade

Staff Reporter

THE R250-million South African Transport Services rail-upgrading scheme will destroy three 75-year-old Peninsula stations but should bring relief to millions of commuters in the next few years.

Commuters accustomed to Ndabeni, Oude Molen and Pinelands stations will soon have to acquaint themselves with a new venue when SATS closes them to lay extra lines later this year.

During the closure of Ndabeni and Pinelands in December this year, commuters will have to use Oude Molen. However, after Ndabeni and Pinelands are reopened some 18 months later, Oude Molen, which is in the middle and only 700m away from either of her neighbouring stations, will be demolished not to be rebuilt.

This was yesterday confirmed by a SATS spokesman, Mr Leon Els, who said the changes were part of a R250-million suburban rail-improvement project which included lengthening existing platforms, the building of several new stations and traffic bridges and extension of the rail link to Khayelitsha, which is expected to be completed during 1987.

Mr Els said the two main aims of the four-phase plan were to extend the existing line to Khayelitsha and to relieve the congestion on the Mitchells Plain and Serepta lines.

He said the current 11-coach sets would be extended to 14 which required longer platforms.

It was hoped that the R50-million phase, which included increasing the lines between Maitland and Hazendal to four, the building of a rail bridge at Maitland and the rebuilding of both Berkley Road and Forest Drive bridges in Pinelands, would be completed by August 1989.

He said the groundwork had been done for the R62-million Khayelitsha line.

The cost of increasing existing lines to four between Maitland and Salt River and to six between Salt River and Woodstock would cost R78 million, he said.

A further R54 million would be spent on expanding the Nyanga line to Bonteheuwel and on overhead concourses at Bonteheuwel, Netreg and Nyanga stations.

# Hauliers will protest after tonnage drop

GERALD REILLY

PRIVATE road hauliers' anger is mounting at what they see as unfair competition from SA Transport Services (Sats) after publication the latest tonnage figures.

According to Central Statistical Services, in the three months to the end of April tonnage carried by private road transport services dropped by 31.1% — from 68.9-million tons to 47.5-million — compared with the same period last year.

Tonnage carried by Sats increased by 1.2% to 39.7-million tons. The total carried by Sats road services dropped by 2.3% to 1.07-million tons.

Deputy chief executive of the Public Carriers' Association, Ian Moss, said the figures reflected the steep downturn in traffic brought about by the recession.

They also reflected the severe impact of State competition in a vital sector of the economy — and the private sector was suffering badly.

The PCA was evaluating government policy against a background of the National Transport Policy document, particularly where it dealt with the competition clash between government and the private sector.



AR66AS 25/7/86

NATIONAL/INTERNATIONAL

# Sats trims private sector contract work

By DICK USHER, Labour Reporter

FRESH shocks face the building and civil engineering industries — South African Transport Services is to cut back on private contracts and do more work departmentally.

The move has come about because of the economic downturn and the need for Sats to keep workers employed

Industry spokesmen were unwilling to comment until the effects of the move become clearer, but it is understood there is dissatisfaction about the possible effects on contractors

At a meeting between Sats unions and chief engineers of the civil engineering, signals and telecommunications, electrical and mechanical departments, the unions were told that Sats was thinking of schemes that could bring it into competition with the private sector for contracts that had previously been reserved for the private sector

But a Sats spokesman said this was not the case

Sats personnel had been reduced from 279 000 to 218 000 in three years, but it was still necessary to ensure that staff were used productively

## "Smaller cake"

"We have always done certain work departmentally and some has been done by the private sector

"But because of the downturn the cake has become smaller and certain work that could have been done by the private sector is being done departmentally," he said.

He emphasised that this applied only to Sats projects, not to outside schemes

Possibilities would be microwave towers for Sats's internal communication network and houses for employees under the Sats home-ownership scheme

Mr J Benwell, president of the Salaried Staff Association (Salstaff), said Sats capital expenditure had been cut by about half for the 1986/87 financial year and the management was seeking other forms of employment for staff who would have been working on projects

"All staff associations are concerned about the possibility of staff being laid off and we will support any measures that will obviate this," he said

## "Doing their best"

"Our service conditions are such that Sats cannot just lay off staff and they are doing their best to keep staff actively employed"

According to the South African Federation of Civil Engineering Contractors, June contracts awarded amounted to a modest R112-million

In the building industry up to 70 000 jobs have been lost in recent years and several large groups have had huge losses

**SUNRISE**

26/7/86

# Tunnel row men call in arbiter

269

By Zenaide Vendeiro,  
Transport Reporter

An arbiter has been appointed to resolve the multimillion-rand dispute between the SA Transport Services and civil engineering contractor, Comiat SA, over the Hex River tunnel.

The arbitration process is expected to be completed in March or April, but work on the tunnel will proceed in the meantime.

SATS chief civil engineer Mr Mike Myburgh has declined to identify the arbitrator but says he is a respected member of the South African civil engineering fraternity with considerable arbitration and tunnelling experience.

Both parties are remaining silent about the contractual difficulties in the construction of the 13,3 km rail tunnel, the longest yet built in South Africa.

## RE-NEGOTIATION

The arbitrator will have to decide whether conditions under which the R27,6 million contract was awarded to Comiat in 1980 have changed so radically that re-negotiation is warranted.

The tunnel was originally scheduled for completion within four years but adverse soil conditions and the Langsberg floods have resulted in a delay of about four years.

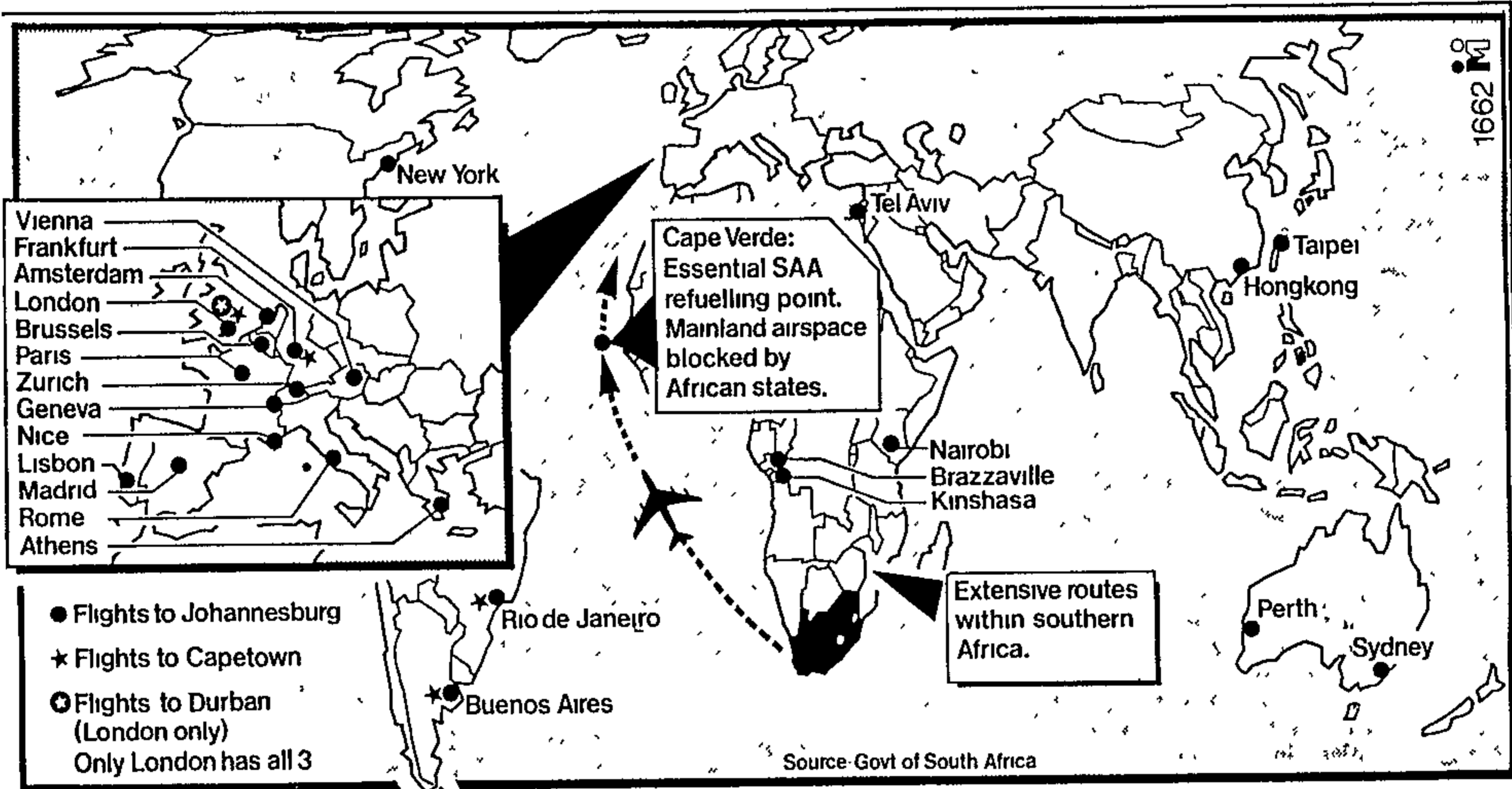
The cost of the tunnel has rocketed to R73 million, making it also the most expensive yet built in South Africa.

The tunnel forms part of the Kleinstraat-De Doorns deviation through the Hex River mountains.

The entire project, which includes the construction of three subsidiary tunnels, the laying of 30 km of rail track, three crossing stations and a rail-over-road bridge, was aimed at eliminating the bottleneck on the section caused by tortuous curves and steep gradients, and at reducing operating costs.

The cost of the scheme is now estimated at R128 million, more than double the original figure of R62,7 million.

# a's 14-year battle with sanctions



Where South Africa flies: Nearly 600 000 international passengers a year

## Moving target: SAA and its international links

By GAVIN WILSON  
ECONOMIC measures which have been proposed to put pressure on the South African government include restrictions on tourism and air traffic. What would be involved in such steps and who would be affected?

Nearly 800 000 people visited South Africa in 1984, of whom 385 000 were holidaymakers, according to the government's bulletin of statistics.

Many of these visitors came from other parts of Africa (341 000). Most of the others journeyed from Europe (304 000), followed by North and South America (91 000), Asia (36 000) and Oceania (20 000).

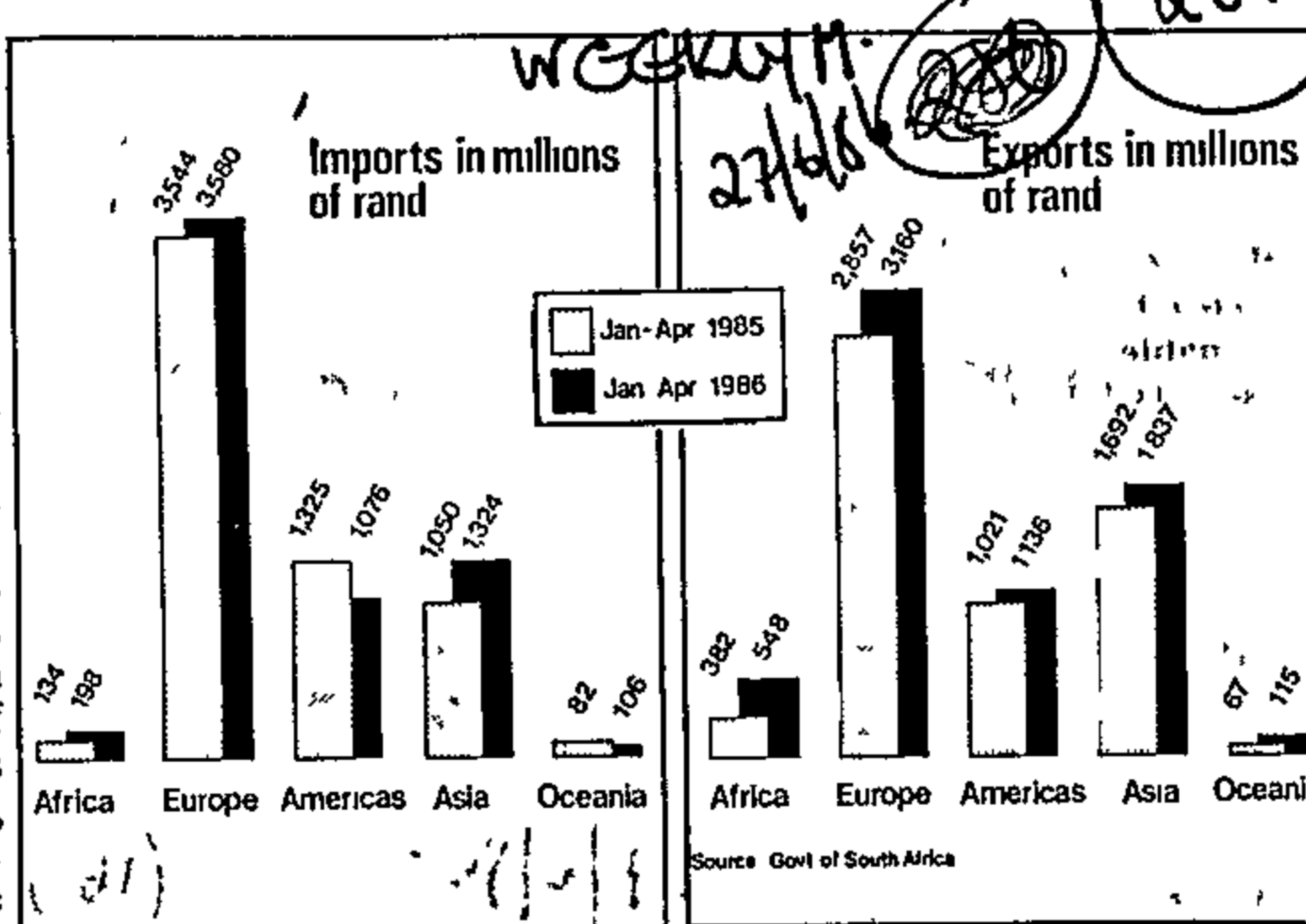
Among European countries it is Britain, with its strong business connections and family ties, which easily provides the highest number of visitors (139 000). West Germany is next with 57 000. The United States, which also has many economic interests in South Africa, is the source of 71 000 visitors each year.

Until 1984 the number of visitors to South Africa had been increasing steadily. But government figures show that the continuing unrest throughout the country has taken its toll of tourism.

Hotel occupancy rates for February 1986 were down 22 percent from the previous February, with the largest decreases in Witwatersrand (down 32 percent), Little Karoo (25 percent) and the Cape Peninsula (33 percent).

Hotels revenues have shown a corresponding decline, with annual losses for the industry measured in millions of rands.

As an earner of foreign exchange, however, tourism pales by comparison with goods such as gold. Oxford-based researcher and



Imports and exports, South Africa's balance of trade

academic Richard Moorsom says "Tourism is quite important, but it's not a vital sector of the economy."

Perhaps of more importance to South Africa in terms of tourism is the way it can be used to "buy friends" as a propaganda tool, says Moorsom.

Tourists never see life in the townships. Instead, they return home with positive images of game parks, beaches and spectacular scenery.

One of the proposals for curtailing the tourist trade from Britain is a ban on promotion and advertising. Some of the impact of such a measure would be reduced because many tourists currently make the trip south to visit members of the family and

nearly 600 000 international passengers a year to destinations in Europe, North and South America, Australia, Israel and the Far East.

SAA also flies to a number of other African nations — Zimbabwe, Mozambique, Zambia, Malawi and Mauritius.

This means that even if the European Community banned flights to South Africa it would not prevent air connections being made through neighbouring countries. Thus a British visitor could fly to Harare, Zimbabwe, and catch a connecting flight to Cape Town.

Even without sanctions, SAA has only a fragile link with its European ports of call. Apart from its neighbours, the airline is officially banned from landing or even flying through the airspace of other African nations. But the distance to Europe is beyond the range of a passenger plane, so the airline must land on the Cape Verde Islands off the coast of Senegal to refuel. Cape Verde is a member of the Organisation of African Unity (OAU) and so could become part of any OAU decision to boycott.

Unofficially, however, industry insiders say special freight services operate under cover of darkness to countries such as Senegal, which deal with the South African airline but are too embarrassed to admit it.

Others benefit from the continued airlinks to South Africa as well. Although airlines seldom divulge specific information about traffic volume on a given route, it is believed that British Airways makes R60-million a year on flights to South Africa, with London-Nairobi-Johannesburg said to be its second busiest route — Gemini News Service.

presumably would not be deterred by a lack of promotion.

Such a move, however, is being touted as a sanction which would not harm the British economy. It might even benefit the economy if holidaymakers stayed home or travelled to less expensive destinations, though some revenue would be lost from South African tourists who took Europe off their itineraries.

Nothing would choke the flow of tourists and other visitors to South Africa more than a total ban on air links with the outside world, although observers feel this is very unlikely given the current political climate. South African Airways (SAA) flies

next p.

28/6/86 N.M. 269

# Historic rail line is closing

## Mercury Reporter

NATAL'S second last narrow-gauge railway line, that between Ixopo and Donnybrook, is to close on Tuesday, South African Transport Services deputy regional manager, Mr Neil Oosthuizen, confirmed yesterday.

And Mr Oosthuizen confirmed that while negotiations were still in progress it was likely that the province's last narrow-gauge railway line, the 'Banana Express' from Port Shepstone to Harding, would also be shut at the end of September.

If the Banana Express is closed, South Africa will have only one narrow-gauge line left — Port Elizabeth's Apple Express.

A last historic journey on the 49 km-long Ixopo/Donnybrook line has been organised for July 12 by the Ixopo and District Historical Society.

Expressing regret at the

closure yesterday, Mr Des Eatwell, chairman of the Narrow-gauge Preservation Group, said narrow-gauge lines were disappearing at an alarming rate both here and overseas.

Mr Oosthuizen said the cost of running the line had become exorbitant and SATS would instead be introducing a road transport service.

The last train journey leaves Ixopo for Donnybrook at 8 am on July 12. The return journey, lasting one-and-a-half hours, leaves Donnybrook at 10 30 am. On both trips a local historian will point out places of interest, and bus transport will be available for return trips.

A braai luncheon will be held at the Ixopo Memorial Hall and those attending the occasion have been asked to wear period dress.

The 60 cm-wide line was officially opened in 1908. Garrat-type steam engines are used.

No change in deficit budget estimate

# Sats completes first quarter with R29,8m surplus

(269)

BUSINESS

28/7/86

SATS completed the first quarter of the financial year with a R29,8m surplus.

A senior Sats source told *Business Day* this, however, did not alter Transport Minister Hendrik Schoeman's budget estimate of a R98m deficit for the whole year.

Traffic was historically heavier and revenue higher in the first quarter. The April-June result did not mean Sats had turned round into a surplus situation, he stressed.

Sats' economy and cost-cutting campaign, the source said, was still in full operation and the first quarter's results were proof of this. All services' revenue for the period totalled R2,241bn, and expenditure R2,211bn.

Contributing massively to the small surplus was a cut in SA Airways expenditure of R54m against a budgeted figure of R416m.

Revenue was down on the budget ex-

GERALD REILLY

pectation of R403,450m by R33,905m.

Railways budgeted for revenue of R1,6bn in the first three months. In fact, the actual figure fell short by R37,6m. However, there was saving of R22,8m on expenditure which amounted to R1,662bn.

The budgeted deficit amounted to R87,9m, while the actual loss was R102,629m.

Harbours' revenue at R250,406m fell short of the budget expectation by R2,937m.

Expenditure was down by R1,283m. The surplus expectation was R82,013m against the realised surplus of R80,358m.

Pipeline revenue was down by R0,953m to R61,358m. Expenditure was also down on budget by R0,180m to R15,853m.

The budgeted surplus was R46,278m against actual surplus of R45,505m.

# SATS drives off amid court battle

By Zenaide Vendeiro, Transport Reporter

A luxury coach service between Pretoria and Durban — a route which is the subject of a major court battle — was launched by the SA Transport Services in Pretoria last night

The route is one of many inter-city bus routes awarded to SATS and private bus operators earlier

this year

Greyhound Bus Lines, a private company which pioneered the Johannesburg-Durban route two years ago, recently applied in the Pretoria Supreme Court for an urgent interdict against the National Transport Commission to have the route permit granted to SATS revoked

The case will continue today

SAR  
269  
29/7/86



Inspecting the new intercity Translux bus, which will be used on the Pretoria-Durban route, are (top to bottom) Margie Weller and Jane Stubbs, of a Boksburg travel agency, and Amanda Ripley, a Translux hostess.

Despite the uncertainty surrounding the route, SATS last night invited travel agents on the Witwatersrand to acquaint themselves with the service

Called "Translux", it will begin on August 1, offering daily trips in either direction

The 10-hour journey costs R49 single and R96 return between Pretoria and Durban, and R45 single and R88 return between Johannesburg and Durban

The service heralds the start of a nationwide network of long-distance coaches run by SATS

## COMPETITION

Initially, it will provide services between Cape Town and Durban via Port Elizabeth and East London and between Pretoria and Bloemfontein via Johannesburg. The network will later include Kimberley, De Aar and Upington

On a number of routes, SATS will be in competition with private firms

Further information about the services is available at railway stations and SAR Travel

The long-distance bus services could mean the beginning of the end for inter-city rail services

They have recorded losses of millions of rands each year

Bus battle  
judgment  
by tomorrow

Pretoria Correspondent

Judgment in the battle between South African Transport Services (SATS) and Greyhound Bus Lines (Pty) Ltd over the lucrative bus route between Johannesburg and Durban has been reserved in the Pretoria Supreme Court until tomorrow

The application was launched by Greyhound, which alleged it would suffer "immediate, substantial and irreparable harm" if SATS were allowed to commence its service

269 SOWETAN 2/12/78

# New luxury buses take to the road

SOWETAN Reporter

THE South African Transport Services' road transport division is to introduce a luxury inter-city passenger service from this Friday.

The prestige service to be known as "Translux" will operate daily between Durban and Pretoria, via Vereeniging and Johannesburg.

The Neoplan 45-seater buses will be used on these routes. The buses are claimed to afford passengers a high standard of comfort and refinement.

Passengers travelling by "Translux" will enjoy the further advantage of being free from the hassles normally associated with modern motoring. They will not be subjected to the fatigue of long distance car travel.

The buses feature, among other things, air conditioning, plush contoured reclining seats, panoramic windows, sunfilter blinds, wall-to-wall carpeting, toilet facilities and stereophonic music.

A fully trained stewardess will be in attendance to assist passengers.

Tea, coffee, cool drinks, biscuits and sandwiches will be available free of charge and alcoholic beverages will be sold on the bus.

Reservations may be made at the main line reservation office at any station, Sartravel or travel agent. Reservations are recorded on the Sasbes computer system and can be made countrywide.



# Sats could be on a different track if reports accepted

By DICK USHER  
Labour Reporter

MAJOR changes to South African Transport Services are expected to be recommended in two important reports which are due soon

Both reports are expected to recommend sweeping changes to organisational and financial structures and service conditions

Because Sats, with 218 000 staff, is the major employer in the public sector, any changes arising from recommendations in the reports are likely to have far-reaching effects on other public sectors

The De Villiers commission, announced by Minister of Transport Mr Hendrik Schoeman in his 1985 budget speech, is understood to have completed its report and a report-back will probably be held early next month

The commission is headed by Dr Wim de Villiers who also headed an earlier inquiry into

Escom which made important recommendations about the organisation's structure and organisation

Its terms of reference were to investigate Sats organisational structures with reference to privatisation, financial and staff structures and other matters

Union spokesmen said privatisation was of particular concern to them

"There is quite a lot of work Sats does which could be more competitively done by private enterprise," said a Salstaff spokesman

"But these projects give work to a lot of staff and we are worried what will happen to these people if they are given to private enterprise"

Still hearing evidence, but expected to complete its work in time for legislation to be introduced in the next parliamentary session, is a three-man committee under Professor Nic Wiehahn

## Negotiation

The committee was appointed earlier this year to investigate improvements in the system of wage negotiation and service conditions after the Minister had turned down a demand by unions for a 25 per cent wage increase

A major area which the committee is expected to look at is the problem that Sats employees have because their unions are registered under the Labour Relations Act, but negotiations on working conditions fall under the Conditions of Employment (Sats) Act

This prohibits strikes and defines other procedures for settling disputes which are different from those governing other workers

## Price war cheers the beer-drinkers

Staff Reporter

BEER-drinkers are cashing in on a mini price war among liquor chains

Several bottle stores are advertising "specials" on beer and some prices have hit a five-month low, according to a spokesman for one group.

Mr Barry Smith, general manager of SA Breweries in the Western Cape, said the wholesale price of beer had been constant since the last m-

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SATS wins  
route battle

The battle between the South African Transport Services and Greyhound Bus Lines over the bus route between Johannesburg and Durban ended in the Pretoria Supreme Court yesterday in favour of SATS.

Greyhound had alleged it would suffer if SATS were allowed to commence its service between the Reef and the coast — Pretoria Correspondent

## Greyhound lose bus plea

The Argus Correspondent

PRETORIA — The battle between the Government-run South African Transport Services (Sats) and Greyhound Bus Lines (Pty) Ltd over the lucrative bus route between Johannesburg and Durban has ended in the Supreme Court, Pretoria in favour of Sats

The application was launched by Greyhound, which alleged that it would suffer "immediate, substantial and irreparable harm" if Sats was allowed to run a service between the Reef and the coast

In Mr Justice Spoelstra's finding yesterday Greyhound was also refused leave to appeal against the decision.

Transport  
legislation 269  
to be aired

A proposed package of legislation which, if implemented, will bring about de-regulation and greater competition in the transport industry, will be discussed at the Annual Transportation Convention to be held in Pretoria next week.

The Minister of Transport Affairs, Mr Hendrik Schoeman, will open the convention.

The legislation package has been recommended by the National Transport Policy Study which completed its work in March.

Its objectives included the promotion of effective and fair competition, greater private initiative and greater user choice.

It also sought to reduce unnecessary Government intervention and simplify regulations.

# CSIR looks at UK's city bus services

By Zenaide Vendeiro  
Transport Reporter

De-regulation of city bus services in Britain has turned the decline in passengers into an increase — and the same could happen in South Africa

This is the conclusion of a report to be published next week by the CSIR's National Institute for Transport and Road Research

The report says that the British Government announced two years ago that it intended to abolish the permit system and allow free competition. Municipal and State-owned undertakings were to be converted to companies operating without subsidies

Most bus operators then began to look at what customers wanted rather than what monopoly operators wanted to give them, says author, Mr Paul Browning. Most wanted a more frequent service

In one town, the system was converted entirely to a minibus operation replacing single-deck buses. Each route had six times as many buses an hour operating twice as fast and fares remained the same

Mr Browning believes the same result would be experienced in South Africa. "What is needed is a combination of de-regulation, privatisation and a phasing out of subsidies"



By Toni Younghe

A young Canadian at Johannesburg Zoo's polar bear the cold Saturday when they went to rub noses for the first time

Geebee, an 18-month-old bear, started from the icy water with hostess Big-n-Tall, instead to examine the R500 000 polar bear

Geebee is the youngest and probably most precious

The preservation of the bear — an endangered species — has become a

... fined for

# Sats and Interkaap agree to share bus route

W/C ARGUS  
2/18/86

269

Weekend Argus Reporter

THE battle over the lucrative Cape Town-to-Port Elizabeth bus route has ended in an out-of-court settlement allowing both South African Transport Services and the independent line, Interkaap, to ply the route

Originally Sats took Interkaap Ferreira Busdiens and the chairman of the Local Road Trans-

portation Board to the Cape Supreme Court to challenge the validity of Interkaap's bus permits

Interkaap hit back with its own court action aimed at keeping Sats off the road

In the end Interkaap and Sats agreed they could operate together — on one condition

## Diversion through Oudtshoorn

From September 5 Sats will be restricted to a "semi-luxury" bus service on the Cape Town-Garden Route-Port Elizabeth run

Only Interkaap will be allowed to run a "luxury" bus service on this route

There is another twist Sats can run a "luxury" bus to Port Elizabeth — but it has to make a diversion through Oudtshoorn

This could add up to 90 minutes to the travelling time

A luxury bus, according to the settlement papers, is equivalent to the service presently being run by Interkaap or the Sats "Translux" service. It must have air-conditioning plus at least one of the following

- An attendant;
- Bar service,
- Toilet, and
- Seating arrangement of two pairs of seats a row

The semi-luxury bus is the equivalent of the Sats "TransCity" service. This has at least 62 seats with two sets of three seats in each row. It has no air-conditioning, attendant, bar service or toilet

● In a report from Pretoria The Argus said on Thursday that Interkaap had been forced to close its bus service because of competition from Sats. This was incorrect

Airline denies sales and lease-backs

# SAA offloads planes as ban threat looms

4/8/86 STM 269

By Zenaide Vendeiro and Michael Chester

South African Airways has sold several of its Boeing 747 jetliners — worth R300 million each — to overseas banks in massive lease-back deals.

Informed sources say sanctions being formulated in Europe, North America, Australia and Africa have targeted on air links with South Africa, with the result that SAA has set in motion contingency plans to beat the looming bans

SAA has denied the overseas sales and declined to give details of its anti-boycott plans. But earlier this year it was reported that SAA was negotiating sell and lease back aircraft its international fleet.

Two separate sources have now told *The Star* that these deals went through

This means that if landing rights are revoked, SAA will not be stuck with aircraft it cannot use

SAA has already leased eight aircraft "as part of the airline's efforts to eliminate excess capacity and streamline international and domestic services according to demand", said the sources

Three Boeing 747s used on international routes have been leased, one to Air Mauritius and two to aviation brokers

Short-distance aircraft leased include one Boeing 737 to Lan Chile, another 737 to a broker, and three Airbus A300s to Ward Air of Canada

Hit by shrinking passenger loads on overseas routes because of anti-South African feeling, the airline is continually looking at the profitability of services

## Poor demand

Industry sources say SAA intends to trim its operations in Europe and concentrate on profitable links with London, Frankfurt and Zurich

It has already informed travel agents that the weekly flight to Brussels will be cancelled temporarily from October 20

SAA says poor demand on the route necessitated the suspension

When demand picks up, the service will be reinstated, as has been done previously with flights to Britain and Athens

SAA has also closed its office in Melbourne and its sole New Zealand base in Auckland

And while SAA has ruled out further closures at this stage, a question mark hangs over offices in Amsterdam, Paris, Athens and Rome

Eksteen tells of White Paper

# Key sections of transport study for Parliament

BUDDA (269)  
S/8/86

KEY proposals contained in the wide-ranging National Transport Policy Study (NTPS) will be tabled as a White Paper in the August parliamentary session, said Transport Ministry director-general and NTPS chairman Adrian Eksteen.

The White Paper will frame government's response to the NTPS recommendations handed to the ministry in March.

At the opening of the Annual Transport Convention in Pretoria yesterday, Eksteen said he hoped to have all new legislation finalised during the 1987 session of Parliament.

He told delegates that draft legislation on certain policy recommendations would also be submitted at the next session of Parliament.

But precisely what is to be steered through the August session is not clear.

And whether government's broad support for the NTPS means the *ad verbatim* acceptance of all proposals also remains a matter for speculation.

Proposals put forward by the NTPS include

- Eliminating cross-subsidisation within the SA Transport Services (Sats),
- Devolving a passenger-transport

HAMISH McINDOE

policy to the lowest possible level of government;

Allowing vehicles designed to carry up to 15 passengers to operate as taxis,

Scrapping the permit system on freight transport, and

Transferring control of public transport to the Regional Services Councils

Eksteen said adoption of the NTPS would lead to an independent Sats operating on a cost-related basis.

But he stressed "The transport services must be given time to align its tariff structure closer to cost and to eliminate cross-subsidisation of services."

On the new freight transport policy, Eksteen said private operators would have full access to the long-distance market once the "financial inequities which currently exist" were removed.

In April, Transport Minister Hendrik Schoeman told the House of Assembly that essential legislation could be piloted-through in 1987, with implementation over a period of three years from 1988.

"I envisage that by 1991 all recommendations of the study acceptable to government will have been instituted," he said.



# Sanctions 'won't harm transport'

SMK (269)

Sanctions would have a very limited effect on the South African transport sector, the Minister of Transport Affairs, Hendrik Schoeman, said yesterday.

He said the fear of sanctions was greater than the effects of sanctions themselves. Previous boycotts against South Africa, which served to make the country more independent.

Mr Schoeman made these remarks in his opening address to the Annual Transportation Convention in Pretoria, which was being attended by more than 50 delegates from 14 countries.

The convention is concentrating this year on a new national transport policy recommended by the National Transport Policy Study (NTPS) and accepted in principle by the Minister.

Mr Adriaan Eksteen, director-general of the Department of Transport, said a White Paper on the NTPS as well as

The Annual Transportation Convention being held at the CSIR conference centre in Pretoria this week is focusing on proposed changes to national transport policy including deregulation.

Reports by ZENAIDE VENDEIRO Transport Reporter

draft legislation on some of its proposals would be tabled in Parliament in the next session of Parliament.

A full legislative package, he said, would be piloted through Parliament next year and implemented over a period of about three years as from 1988.

Mr Eksteen said he expected all proposals acceptable to the Government to be instituted by 1991.

and Southern African co-ordination.

Regarding freight policy, the study called for the deregulation of the market by the abolition of the permit system and by allowing greater participation by the private sector.

It also called for the removal of financial inequities which existed between different transport modes.

Finally, the new freight policy called for the establishment of a Road Freight Quality System, which was designed to promote public safety and enhance the quality of operators.

The new passenger transport policy recommended by the NTPS states that decisions such as the granting of permits and the payment of subsidies be made at the lowest possible level of government such as the Regional Services Councils.

Proposals regarding the organisation of transport administration were aimed at creating a structure within which an orderly and efficient transport system could function.

# Equal competition 'backed by SATS'

The state-owned South African Transport Services had no reason to fear competition and supported deregulation of the transport market if certain conditions were met, Mr G M Holz, SATS deputy general manager, said yesterday.

Mr Holz was addressing the Annual Transportation Convention on the corporation view of the new freight transport market recommended by the National Transport Policy Study.

He said certain conditions had to be met to enable SATS to compete on an equal basis. These included:

- Relieving SATS of the burden of providing uneconomic services or compensating it fully for these services. Mr Holz said the obligation to provide uneconomic services left SATS no alternative but to load tariffs on some services to make up losses on others. This distorted tariffs, he said.

- Forcing private carriers to pay the true cost towards the provision of road infrastructure as SATS did towards rail infrastructure.
- Allowing SATS to operate on business principles and charge cost-related tariffs.

Mr Holz added: "SATS is willing to conduct its business on the same principles as if it were a private enterprise." The corporation, he said, saw the future as an exciting challenge.

"The thought that SATS will compete in the market place on an equal basis, without unnecessary restrictions being imposed on it, paves the way for optimistic ideas in a new transport environment."

289  
11/6/81

# Rightists walk out while black youth talks

## Municipal Reporter

MEMBERS of the Herstigte Nasionale Party and Conservative Party walked out of yesterday's Durban bus desegregation hearing during the first speech by a black applicant, Mbongeleli Joshua Mazibuko of the Inkatha Youth Brigade.

'The obduracy and insensitivity of this board in turning down many similar applications in the past is really pulling the rug out from under South Africans who still believe in peaceful change,' said Mr Mazibuko

### 'Diatribes'

'It is ridiculous that people who are thought not civilised enough to mix with whites in buses are in fact the ones who nurture whites from childhood'

Mr Martin Louw, an HNP executive member, and Mr Pat Mohr, CP vice-chairman in Port Natal, left the hearing

Mr Mohr said Mr Mazibuko's comments were 'a political diatribe'

Just after returning, Mr Mohr objected on similar grounds to comments by Civic Action League member Athol Bowles, who said 'They have a habit of touching and rubbing up against people and we have not got a touch culture.'

Mr Bowles said desegre-

gation would create an ugly racial scene

Civic Action League chairman Arthur Morris argued against opening the buses 'in the interests of racial harmony'

'We do not want an integrationist utopia,' he said.

Ms June Hallen, of Women For Peaceful Change Now, told the Local Road Transportation Board 'The racial prejudices of a small vociferous minority cannot be allowed to stand in the way of the best interests of our city and our country'

Black nursing assistants in Tafta's home help service for frail white senior citizens were unable to move speedily to other clients because of segregated busing, said Mr Derrek Moe, DTMB transport consultant

Three representatives from the University of Natal staff and student organisations said segregation hampered the effectiveness of the institution, which had about 3 000 black students.

'Staff are unable to schedule classes, tests and tutorials after 5 p m because black students cannot then use the allocated service and have to break the law to comply with study requirements,' said Dr Jeff McCarthy of the University of Natal Joint Academic Association

An announcement of a decision on the application is expected later this week.

this because w

# It's business as usual for airlines, airports

HARARE — Regular commercial flights continued yesterday between South Africa and Zambia and Zimbabwe despite the agreement to ban all air links with South Africa.

It was not immediately clear when services between Zambia and Zimbabwe and South Africa would be cut, as agreed by six Commonwealth leaders in London.

Spokesmen for airlines that will suffer most from the ban declined to comment until they received instructions from the Zimbabwe Government.

"All I can say is that nothing has changed and our flights are running normally," a spokesman for South African Airways told reporters in Harare. "We are continuing to take bookings months ahead."

Business Day reports that SAA could lose hundreds of millions of rands through the bans.

But it could take 14 months before air links are severed and if Commonwealth countries and airlines renege on international air treaties before then South Africa would have a watertight case in

the World Court.

The Minister of Transport, Mr Hendrik Schoeman, yesterday slapped restrictions on "any further discussion" or comment from his department or the SAA on the issue or any related issue such as existing bi-lateral agreements affecting SAA.

Dr Andre Thomashousen of the Institute of International and Comparative Law at Unisa said that "theoretically air traffic cannot be completely cut off". In terms of international law, this would amount to war against SA

Mr Leon Kok of the SA Institute of International Affairs yesterday said the bans would ultimately force SAA — which would then be stranded with large sums of idle capital — to turn to contingency plans, which might include leasing out or selling off some aircraft.

Most airline sources and legal experts canvassed for an opinion agreed that most parties involved are likely to be "only too glad to circumvent" air curbs placed on South Africa and that it is likely frontline states would serve as a go-

between for SAA flights.

Spokesmen for airlines in Harare and their representatives in Johannesburg whose services would be heavily affected because of their direct flights to South Africa said they have so far received no instructions on what the ban means or its implementation.

Air Malawi's Johannesburg manager, Mr Mike Mangisa, said "Embargoes are State matters and we will do whatever our Government tells us to do". The Zimbabwe airline said it was operating as usual.

"We have had no instructions thus far and until such time as our Prime Minister tells us what to do we will operate normally," an official who did not want to be named said.

Royal Swazi Airways' Mr Mick Macdonagh said they would handle bookings for their six weekly flights to South Africa and operate them as before until their government announced any changes.

The South African Tourist Board (Satour) is continuing its efforts to promote South Africa. No official notification of

a decision taken by the six Commonwealth partners to withdraw all consular facilities in South Africa had been made by yesterday evening to the various consular offices in South Africa.

Satour's chief director Mr Campbell Smith, said they were monitoring the situation and were in constant touch with their offices in Canada, Australia, Zimbabwe and the UK. Mr Smith said Britain was an important market for South Africa and Satour had made contingency plans to deal with sanctions — Sapa-AP

SA's energy options 'are envied' by most nations

South Africa is the envy of most oil-importing nations as it has many options open to it in the event of oil embargoes, shortages or price hikes, Dr Ernest Uken of the National Institute for Transport and Road Research said yesterday.

However, the costs of developing alternative fuels were very high and many obstacles still had to be overcome.

The cheapest alternative source was conserving available fuel by sound traffic management and educating the motoring public.

"Unlike the direct alternative sources of energy," he said, "fuel conservation requires no major technological breakthroughs nor the investment of vast sums of money."

#### INVESTMENTS

Dr Uken gave details of investment in alternative fuels.

● The oil-from-coal plant, Sasol 2, cost R2503 million to erect — more than all the country's conventional refineries put together. Sasol 3, which reached full production in 1984, cost R3276 million, excluding township development and housing.

● Soekor's off-shore search for oil, which finally bore fruit 100 km off Mossel Bay, cost R600 million. Off-shore oil-from-gas development will cost R3100 million and the onshore processing plant a further R1700 million. A pipeline barge will cost a further R32 million.

● Capital outlay for methanol development will be R2000 million and will be financed jointly by AECI, Shell and Anglo American Coal.

● Feasibility studies have shown that manufacturing ethanol from maize or sugar-cane is viable. The conversion to methanol has been successful in Brazil but it remains to be seen to what extent conversion will take place in South Africa, where a coal-based economy is favoured. A 5000 litre a day ethanol-from-meales plant would cost about R250 000.

# Urban growth spells trouble for transport

Urban transport will become an even bigger headache than at present if policy changes encouraging faster urbanisation, such as the relaxation of influx control, materialise.

So said Mr Barry Lessing, assistant general manager of South African Transport Services' passenger and road transport services, in his address yesterday at the Annual Transportation Convention on the future role of rail commuter transport.

He said the urban population would increase from 15,8 million in 1980 to 28,6 million in the year 2000 if Government urbanisation policy for blacks were relaxed even slightly.

Of this number, 22 million would be concentrated in the four metropolitan areas, making exceptionally heavy demands on urban transport.

Rail commuter services would not survive if SATS was not fully compensated for the huge losses on these services and was forced to continue cross-subsidisation, said Mr Lessing.

These losses increased in real terms from R390 million in 1976 to R488 million in 1984, he added. Main reason was the

The Annual Train Convention being held at the CSIR conference centre in Pretoria this week is focusing on proposed changes to national transport policy including deregulation.

Reports by ZENALDE VENEIRO, Transport Reporter.

severe under-utilisation of commuter rail infrastructure.

Facilities were geared to handle the 87 percent of daily passengers flowing through stations in two four-hour peaks.

But capital investment in rail commuter services amounted to R1600 million and capital costs such as financing and depreciation continued when trains stood or ran empty, Mr Lessing pointed out.

Government compensation was inconsistent and insufficient to cover losses. SATS was, therefore, forced to finance some losses by "higher-than-necessary profits" on other services, thereby distorting the market.

Mr Lessing added that "the continued necessity to cross-subsidise could put SATS into a vicious downward spiral".

SATS would have to peg some freight prices artificially high and would lose market share — reducing its revenue. Losses on commuter services, on the other hand, would keep increasing, necessitating further cross-subsidisation.

Mr Lessing said SATS would survive if it acted as an agent only, providing rail commuter services on behalf of some other authority (such as the Regional Services Councils).

This authority would specify the requirements of the service in terms of fare levels, frequency, levels of comfort and running times.

SATS would quote a price and the authority would compensate the corporation for the difference between costs quoted and revenue earned.

"If (compensation) requirements are not met," concluded Mr Lessing, "it will not only lead to degeneration of rail commuter transport, but commuters, communities and eventually the country could suffer socially, economically and even politically."

Councils will run passenger transport

The Regional Services Councils will take over public passenger transport under the new transport policy recommended by a Government study.

Details of the National Transport Policy Study recommendations for a new passenger transport policy were revealed at the annual Transportation Convention yesterday by Dr M J Vermeulen.

He said the new policy, which would relax restrictions on competition, would make the RSCs responsible for

● Issuing operating authorities (permits) to operators. These authorities could be withdrawn if operators did not comply with strict safety and quality requirements.

● Deciding on the number of taxis, including kombi-taxis, in their areas.

● Opening bus services to public tender for a fixed period. An RSC would set its own conditions for the service in its area, but would have to subsidise bus companies for losses.

● Subsidising South African Transport Services for losses on existing commuter rail services in their areas. On new services, the RSCs would set conditions for the kind of service it required.

As it was unlikely that the RSCs would be able to compensate operators without assistance from the central government, funds for passenger transport would be channelled from Government to the councils.

Dr Vermeulen said the quality of all public passenger services would improve as a result of the increased competition proposed by the new policy.

# Call for police to ride shotgun on buses, trains

The lack of personal security on trains and buses is a big deterrent to users, says Mr Ivan Speed of the Cape Town City Engineers Department.

He told the Transportation Convention that metropolitan areas are bound to grow fast despite decentralisation policies.

The main modes of public transport will be the bus and the train, said Mr Speed. It is therefore essential that steps be taken to protect commuters.

Among his proposals were:

- Linking public transport vehicles to police cars with an emergency radio frequency;
- Providing adequate services at peak hours to avoid overcrowding;

- Re-introducing conductors on buses;
- Introducing smaller buses providing a greater level of comfort at a higher fare;

- Experimenting with the presence of police at all times at certain terminals and stations;

- Employing plain-clothes police or security men to ride on public transport, as is done in Detroit in the United States;

- Establishing metropolitan public transport police forces.

These steps are aimed at providing short-term improvement to personal security on public transport, said Mr Speed. The most effective way to improve security is to study and reduce the causes which lead to anti-social behaviour.

...e grows

NY 184: 269

## SAA loss could be many millions

Mercury Correspondent

JOHANNESBURG—South African Airways could lose hundreds of millions of rands through Commonwealth countries' bans on air links with South Africa.

But it could take 14 months before air links were severed and if Commonwealth countries and airlines renege on international air treaties before then South Africa would have a watertight case in the World Court.

The bans would ultimately force the SAA — which would then be stranded with large sums of idle capital — to turn to contingency plans which may include the leasing or selling of aircraft, possibly to neighbouring states.

So said Leon Kok of the S.A. Institute of International Affairs (SAIIA) yesterday.

Transport Minister Hendrik Schoeman slapped restrictions on 'any further discussion' or comment from his department or the SAA on the issue.

### Bombing

Dr Andre Thomashousen of the Institute of International and Comparative Law at Unisa said that if Britain joined the Commonwealth countries' decision and West European countries and the US followed suit, it would, in terms of international law, amount to war against South Africa.

"Theoretically air traffic cannot be completely cut off South Africa would then be entitled to take the appropriate retaliatory measures, for example bombing their ships or retaliating against nationals," he said.

Initial reports on the mini-summit's resolution which refer to the air links are still unclear.

Dr Thomashousen said it was unlikely that airlines coming from Commonwealth countries would be denied access into South Africa.

Johannesburg is the main destination for the airlines of South Africa's neighbouring states, accounting in some cases for about three-quarters of their airline's international services.

Argus 7/18/86

# Govt curbs Sats inter-city bus service

The Argus Correspondent

JOHANNESBURG — The Government has halted the development of a national inter-city bus network by South African Transport Services and is considering privatising existing services

This was announced yesterday in a joint statement by the Minister of Transport Affairs, Mr Hendrik Schoeman, and the Minister for Administration and Economic Advisory Services, Mr Eli Louw

The decision has been hailed by the private sector as an encouraging sign that transport policy is likely to fall in line with the general Government policy of privatisation, Mr Paul Browning, a transport consultant, said today

## "Competition curbed"

"The industry will be extremely pleased by the possibility that the inequitable competition of the public sector is going to be curbed," he added

Mr Peter Davies, manager of Greyhound Bus Lines, said the Government had shown faith on privatisation.

"It is commendable and wonderful news"

The Government statement was issued in response to comments and inquiries received regarding the new inter-city buses services introduced by Sats, which could appear to be contrary to the Government's privatisation policy.

It said Sats decided a few years ago to enter the market of inter-city bus services to reduce inter-city rail services. Consequently, rail services had been reduced and would be further reduced in November

Buses valued at R4,8-million were acquired and services were introduced on the Cape Town-Port Elizabeth-Durban and the Pretoria-Bloemfontein routes.

## Received permits

Recently Sats had received permits to operate services between Bloemfontein and Cape Town, Port Elizabeth, East London, Durban, Uppington, between De Aar and Cape Town, Kimberley, East London, Port Elizabeth and between Kimberley and Windhoek

It had been decided, the statement said, not to introduce services on those routes in accordance with the Government's policy "to deregulate as far as possible and to allow self-regulation through market forces where feasible".

The service between Pretoria/Johannesburg and Durban — the subject of a recent court battle between Sats and route pioneer, Greyhound Bus Lines — would begin shortly as planned

However, attention could be given to the privatisation of this and other existing services, the statement said

# SATS (269) inter-city buses to be halted

By Zenaide Vendeiro,  
Transport Reporter

The Government has called a halt to the development of a national inter-city bus network by the South African Transport Services (SATS) and is considering privatising existing services.

This was announced yesterday in a joint statement by the Minister of Transport Affairs, Mr Hendrik Schoeman, and the Minister for Administration and Economic Advisory Services, Mr Eli Louw.

Until a few days ago SATS was advertising its new inter-city buses extensively, and fought a court case for the right to run a Johannesburg-Durban service.

Existing services on three routes will continue to be operated but are being considered for privatisation in accordance with the Government's new national transport policy.

The decision has been hailed by the private sector as an encouraging sign that transport policy is likely to fall in line with the general Government policy of privatisation, transport consultant, Mr Paul Browning said today.

## FAITH

Mr Peter Davies, manager of Greyhound Bus Lines, today said the Government had shown faith in its determination to privatise.

The statement said SATS decided a few years ago to enter into the market of inter-city bus passenger services in order to reduce inter-city rail services.

Existing buses to the value of R4,8 million were used and services introduced on the Cape Town-Port Elizabeth-Durban and the Pretoria-Bloemfontein routes.

Recently SATS had received permits to operate services to between Bloemfontein and Cape Town, Port Elizabeth, East London, Durban, Upington, between De Aar and Cape Town, Kimberley, East London, Port Elizabeth and Kimberley and Windhoek, said the statement.

The service between Pretoria/Johannesburg and Durban — the subject of a recent court battle between SATS and route pioneer, Greyhound Bus Lines — would begin shortly as planned.

However attention could be given to the privatisation of this and other existing services.

# Timing of Commonwealth ban on air links yet to be decided

By Zenaide Vendero,  
Transport Reporter

There is still no indication on when the ban on air links with South Africa, agreed upon by six Commonwealth nations after a mini-summit in London this week, will be implemented.

Only three of the six Commonwealth countries — Australia, Zambia and Zimbabwe — have direct air links with South Africa.

South African Airways has not received official notification from these states on the termination of services and Air Zimbabwe and Zambia Airways are awaiting instructions from their governments.

Observers expect the return from London of Zimbabwe Prime Minister, Mr Robert Mugabe, to see the start of Zimbabwe's sanctions measures, including the severance of direct air links.

But Zambian President Kenneth Kaunda has said that implementation will be discussed at a meeting of the 50-nation Organisation of African Unity (OAU) in Rwanda, Burundi, in the next few days.

The International Air Transport Association, of which Australia, Zambia and Zimbabwe are members, stipulates a 14-month notice for cutting established air services. However, an Australian Foreign Ministry spokesman has said the Govern-

ment will try to stop SAA's weekly flights as soon as possible, despite the IATA agreement.

The governments of Zambia and Zimbabwe, the most vociferous proponents of punitive measures against South Africa, may take a similar line.

They have also called on other African countries which still maintain air links with South Africa, such as Malawi and Mozambique, to implement the ban.

There are 12 flights a week between Johannesburg and Lilongwe, shared evenly by the two airlines, and two return services a week between Johannesburg and Maputo.

## EXCLUDED FROM BAN

South Africa's most dependent neighbours, Botswana, Lesotho and Swaziland, are not expected to be held to the ban.

There are 36 flights a week between Botswana and South Africa, 14 of them by SAA, 16 flights a week from Lesotho and 12 a week from Swaziland to Johannesburg. All the Maseru-Johannesburg and Manzini-Johannesburg routes are flown by Air Lesotho and Royal Swazi Airways.

Flights to South Africa account for about 75 percent of their airline's international services.

Prime targets of the ban are expected to be Cape Verde, the Ivory Coast and Mauri-

tius, at which SAA aircraft land to refuel on flights to North America, Europe, Australia and the Far East.

Major European carriers which intend to continue operating to South Africa are concerned that African nations will refuse landing rights to aircraft bound for South Africa.

European airlines, such as British Airways, Lufthansa, KLM, UTA, Sabena and Olympic Airways, link Johannesburg with Brazzaville (Congo), Kinshasa (Zaire), Nairobi (Kenya), Lusaka (Zambia), Harare (Zimbabwe) and the Seychelles.

These countries, with the exception of Zimbabwe and Zambia, banned direct air links with South Africa some time ago.

Australia's national carrier, Qantas, fears that South Africa — Zimbabwe's only reliable source of aviation fuel — will cut off supplies to Harare in retaliation for the bans and the airline is believed to be investigating an alternative destination in Africa.

However, about 85 percent of passengers on Qantas flights to Harare take connecting flights to Johannesburg and the airline stands to lose this traffic if it is forced to terminate the Harare service.

British Airways has two flights a week which stop in Harare on flights to and from South Africa, which could also be affected.

## Clamp expected soon on Zimbabwe goods

The Star's Africa News Service

HARARE — A clamp-down on the movement of Zimbabwean goods entering South Africa is imminent at the Beit Bridge border, according to Press reports.

The Herald, Zimbabwe's main daily newspaper, quoted a customs clearing agent as saying his company had been told that from now on all Zimbabwean vehicles would be searched.

A circular from South African customs said that all vehicles would have to be unloaded, and customs clearing agents would have to be present during the searching, the agent said.

It is widely expected that the new procedures will retard the movement of tourists and heavy road traffic.

Exporters in Harare said they were still unclear on the mechanisms announced last week for the import licensing system for Zimbabwean exports into South Africa. But they said they feared it would slow down traffic.

"In the present political climate, it's inevitable that the brakes will be put on," said one.

## IMPORT LICENCES FOR ALL GOODS NOW

The Herald quoted a spokesman for the South African Trade Mission in Harare as saying that import licences to South Africans would be "freely available."

He said the system of licences, previously applying to only a relatively small range of goods, would now cover all goods entering South Africa from Zimbabwe.

The paper quoted figures showing that between January and November last year South Africa bought goods worth R263 million from Zimbabwe — 10.9 percent of all Zimbabwe's exports. The goods consisted mainly of textiles and clothing, but also significant amounts of tobacco, cotton and other raw materials.

The paper also noted that in 1984 Zimbabwe paid R126 million to South Africa for transport services, including insurance.



# SA pilots oppose curb on foreigners

8/8/86 SPM 269

By Zenaide Vendeiro, Transport Reporter

South African civil aviation authorities have decided to restrict the validity of foreign pilot's licences in a move clearly aimed at creating

more work opportunities for local pilots.

However, the restrictions have not been welcomed by the local aviation industry and the Commercial Aviation Association (CAA) has asked the Director-General of Transport, Mr Adriaan Eksteen, to lift them.

The association believes the decision invites counter-restrictions and will tend to further isolate South Africa in the world community.

The Directorate of Civil Aviation (DCA) says that in future foreigners seeking a South African commercial or higher pilot licence need to write all examinations as if they were applying for such a licence for the first time.

In the past, they needed only to write an examination on "air law" for their licences to be valid in South Africa.

Provision is made for the DCA to grant validation on less strict conditions "in exceptional cases", such as when an employer has been unable to find a suitably qualified local pilot.

The procedure remains unchanged where validation is sought purely for

private use

The Commercial Aviation Association (CAA) thinks the DCA should restrict itself to matters of safety and standards and should not become involved with the freedom of movement of air crew internationally.

It says there are usually good reasons why local employers have to take on foreign pilots.

For example, a high percentage of unemployed local pilots are "unemployable" because they lack experience or the necessary ratings.

Employers face increased insurance rates if they employ these pilots and prefer to import qualified pilots.

The CAA says the measure invites counter-restrictions, which will prevent South African pilots working overseas or obtaining foreign licences.

STAR  
by August 11 1986 7 3

## Passenger reports men thrown off moving train

Transport Reporter 269

The South African Transport Services is investigating an allegation that two black passengers were thrown off a moving train between Johannesburg and Randfontein last week because they were travelling in a "whites-only" coach.

A SATS spokesman said today they had received a complaint from a white woman who claimed the men boarded the 2 30 pm train at Grosvenor Station on Thursday.

At the next station, Langlaagte, a ticket conductor and a civilian forcibly removed the men from the train while it was still in motion, she alleged.

The SATS spokesman said such action, if it was true, was unacceptable. "The two men should have been asked to occupy coaches set aside for them, either the "grey" coaches — which are open to all races — or the third class coaches," he said.

# SATS accused of tariff war on Frontline states

The iron grip of the South African Transport Services (SATS) on South Africa's neighbours has come under fire with accusations of a "tariff war" against Maputo

The SATS is also accused of being part of Pretoria's policy of making the Frontline states even more dependent on South Africa's ports

In Johannesburg an African affairs expert accused the SATS of "being told by Pretoria" how it should operate its transport network "to the North"

The SATS's Chief Director Commercial Mr Koos Meyer yesterday hotly denied these accusations "We even go so far as to supply Maputo with the name, telex and telephone number of any firm, be it in Zaire or Zambia or Malawi, we sign a contract with, as well as the special tariff charged"

A senior research officer at the South African Institute of International Affairs, Mr Bryan Bench, however, says the SATS is waging what could be called a "tariff war" against Maputo

He is backed by Mr Francisco Diniz, director of Maputo harbour, who accuses South Africa of "commercial aggression" against Mozambique According to Mr Diniz the SATS's lower tariffs are politically motivated and also harm the port of Beira

The example of coffee exports is cited Mr Diniz says the SATS's tariffs make it cheaper to ship a container of coffee from Mutare to Durban, nearly 2 000 km away, than to send it 300 km to Beira.

# SAP to absorb Railways police from October

By Frans Esterhuyse, Political Staff  
THE South African Railways Police will be dissolved and its members and functions transferred to the South African Police on October 1, in terms of a Bill published in Cape Town.

*Amus 14/8/81*  
be introduced in Parliament by Minister of Transport Affairs Mr Hendrik Schoeman.

Ranks and salaries will not be reduced as a result of the transfer and credited service will be deemed to have been rendered in the SAP.

The proposed legislation, amended by a parliamentary standing committee, is to

The Bill also provides that service conditions of Railways policemen will be governed in terms of the Public Service Act, the Police Act and the Government Service Pension Act.

The title of the proposed legislation is the Transfer of the South African Railways Police Force to the South African Police Bill.

*Handwritten text, possibly a signature or name, partially obscured by a thick black line.*

15/8/86 BUS DAT (267)

# Timber reports unfair, says Sats

REPORTS that increased rail tariffs are driving timber industry profits below acceptable levels have been queried by Sats

Marketing director Andre Heydenrych feels the reports are unfair in that negotiations with the Timber Growers' Association (Satga) are continuing and nothing has been finalised

"We had a meeting with Satga as recently as last Monday. Our proposals were turned down, but the way was left open for negotiation"

He says historically revenue from timber — R100m a year — does not cover costs fully

MICK COLLINS

"Before deregulation, timber was heavily subsidised by more lucrative commodities — steel, sugar, fuel and cement

"Now that deregulation is with us, and we subscribe fully to the concept, tariffs must fall in line with the going economic rate"

Heydenrych says a third tariff package will be presented to Satga towards the end of October

"And until this package has been presented, I don't foresee any increase in tariffs"

published soon and both into twice-weekly night  
are already at the centre of sittings.

# Employers must still pay transport levy

Mercury Reporter

EMPLOYERS are still obliged to pay 'transport levies' to help subsidise public transport for their black workers

A cryptic circular sent to employers by the NPA's Community Services Office (formerly the Natalia Development Board) seems not to have made the matter much clearer

Employers have been bewildered by the circular's explanation of how to calculate the transport levies payable, which reads as follows:

'Calculate the average daily number of blacks in your employ by dividing the sum of the respective daily total numbers of adult black employees not housed on the premises at which they work, by the

number of days in the month. Any fraction in the result must be taken as one (1).'

'Yes, it can become awfully complicated,' an office spokesman admits

But all it means, he says, is that employers have to calculate the average number of 'adult black' employees who 'live out' and pay R3 a month to the office for each.

The calculation is simplified if the number of employees does not fluctuate during a month.

'In days gone by employers had to register their employees but now that there's no registration, our offices don't know how many people live where,' he says

'But the transport levy is still applicable.'

## Four injured in collision

Pietermaritzburg  
Bureau

THREE women and a baby boy were injured when a car collided with a stationary vehicle on Town Hill outside Pietermaritzburg yesterday afternoon

An ambulance spokesman said all four patients were taken to Grey's Hospi-

had possible internal injuries but the others had minor injuries

An NPA traffic spokesman said the accident happened when a Transvaal registered car travelling south collided with a stationary vehicle.

# New incentive for PE, U'hage

Eve Post 18/8/86

269

By **BOB KERNOHAN**  
Business Editor

**AN anxious four-month wait by Port Elizabeth and Uitenhage industry for improved industrial incentives is over.**

Mr Dougie de Beer, chairman of the Government's Decentralisation Board, said from Pretoria today that improved transport incentives and increased preference on State tenders would be introduced from September 1.

Equalisation of steel prices — announced seven weeks ago — would also be introduced, although certain aspects of this had to be finalised.

The announcement by Mr De Beer — who was in the city on Friday for discussions with the Midland Chamber of Industries — means that the PE-Uitenhage area will receive the same benefits on steel, transport and tender preference as the East London area.

"The transport incentive will be increased from 40% to 60% and State tender preference from 4% to 5%."

Mr De Beer said local authorities and industries be advised of the changes and the increased transport subsidy passed on to them by SATS.

The Minister of Trade and Industries, Dr Dawie de Villiers, first announced on May 2 that the Government would move "expeditiously" on improving incentives.

Since this and a subsequent announcement by the Minister of Constitutional Planning and Development, Mr Chris Heunis, local businessmen and industrialists have become increasingly impatient that promises be turned into action.

Major reason for the delay was that the independent SAC states had to be consulted on any changes to laws, which were first introduced in 1982 and revised in October last year.

Professor Charles Wait, chairman of Region D's recently appointed economic task force, said today he was sure local reaction would be favourable.

"What we need now is for the forces which are geared to market PE-Uitenhage to grab this new development and make every possible effort to sell the area as an industrial centre."

Mr Adam Bage, vice-president of the MCI and finance director of Volkswagen, said "We are very glad at last the effective date of the improved incentives has been announced and that is as soon as September."

"Coming on top of the improved sales performance of the local vehicle industry, the announcement should give a further welcome boost to the confidence of PE-Uitenhage."

— COUNCIL OF MINISTERS

# SATS rail tariffs row is hotting up

South African Transport Services (SATS) is locked in a tariffs controversy with two major Southern African ports which could have a major impact on the Government's determination to get it alone on sanctions

While coal exporters are up in arms over SATS's plans to increase rail tariffs to Richards Bay, Maputo accuses SATS of waging a "tariff war" and accelerating the decline of its port.

According to a report in the latest edition of the financial weekly *Finansies en Tegniek*, SATS remains determined to increase tariffs on the Richards Bay line, even though coal exporters will be hardest hit by sanctions

If the line continues to lose money, SATS could decide to close it down, says *Finansies en Tegniek*

SATS has a mandate from the Government to close down unprofitable lines. Should the Government decide to come to the aid of coal exporters, it will not be able to force SATS to lower its tariffs. Subsidies will have to be paid directly to exporters

In an interview with *The Star*, Dr Gert Coetzee, SATS's Assistant General Manager (Trade), challenged the director of Maputo port, Dr Francisco Diniz, to prove that SATS is waging a tariff war. "The question of contract rates over SATS's lines has on numerous occasions been discussed by myself with Dr Diniz, as well as my general manager, Dr Bart Grove, and the national director of their railways, Dr P Mendes.

"The example of coffee is quoted. According to the tariff book published by Zimbabwe's railways, the cost of a 6 m container — I assume that it will carry 8 tons of coffee beans — would be R1 530 from Mutare to Beira. For the same distance, our published rate will be R506. Their rate is therefore three times higher."

Last week Mr Bryan Bench, senior research officer at the South African Institute of International Affairs, said in an interview with *The Star* that SATS was waging a "tariff war" against Maputo to make Frontline states even more dependent on South African ports.

## Phone-in service for export update

A telephone service has been introduced to keep exporters and freight forwarding agents informed of the situation at border posts during the clampdown by South African customs officials on goods moving to Zimbabwe and Zambia.

Mr Louis van Niekerk of Renfreight Forwarding Africa said staff at border posts would provide a daily status report, enabling exporters to advise customers of changes in schedules and to take payment delays into account.

Exporters are invited to phone Abie Smit or Yvonne Palm at (011) 613-7131

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CRIME

Albus 21/10/86 269

# 'Protect train passengers'

By FRANS ESTERHUYSE  
Parliamentary Staff

A PLEA has been made to the Government for action to protect train passengers against increasing crime on trains and at railway stations

Mr Tian van der Merwe (PFP Green Point) told the Assembly that the Government indulged in "its own political paranoia" while ordinary people were "increasingly at the mercy of thieves, robbers and murderers"

He was speaking in the second-reading debate on the Transfer of the South African Railways Police Force to the South African Police Bill

The Bill provides for the dissolution of the South African Railways Police Force and the transfer of its members and functions to the SAP from October 1

Mr van der Merwe said the transfer could result in less attention being given to the traditional job of the railway police — the protection of railway property and particularly the protection of passengers and railway staff on trains and at stations



Mr Schoeman

Mr van der Merwe

Mr van der Merwe said he had called on the Minister of Transport Affairs to ensure that there was at least one policeman on duty on every suburban station and on all passenger trains

The reply was that this could not be afforded and that there was not enough staff

Mr van der Merwe said this answer was no longer good enough. Policemen were being used to enforce "ridiculous" restrictions on all political activity while ordinary crime was neglected

Replying, the Minister of Transport Affairs, Mr Hendrik Schoeman, said the SAP would continue providing protection on trains and stations

SMC (269)  
22/10/80

## Duduza boycotts are still in force

The joint consumer and bus boycott launched by Duduza residents in May this year is still in force.

In the West Rand township of Kagiso, pupils at two secondary schools, Kagiso and Mosupatse-la, started boycotting classes last week.

Duduza residents said yesterday that the boycott of the Nigel municipal buses had not been abandoned. Residents were boarding buses owned by the Brakpan municipality only.

The boycott was launched in protest against the detention of six civic leaders.

Income is needed to meet hefty new rates bill

# SATS to free vast tracts of city land

STAR

269

25/8/86

By James Clarke

The Government plans to throw open large slabs of railway-owned land — including “airspace” above railway lines — for commercial development in central Johannesburg and in other towns and cities.

South African Transport Services (SATS) has “immediately available” in Johannesburg — for development as retail, residential or office accommodation — an area 10 times larger than the 2,6 ha Carlton Centre site.

The SATS’ 26 ha site stretches over railway property between End Street and Rissik Street. It excludes the scores of hectares west of Rissik, and the station itself.

SATS has set up a special department, named Business Development, to work with private enterprise and local authorities to “optimise, not maximise” its land holdings throughout South Africa.

SATS does not intend releasing all its land at once, a spokesman said. “We are working with local authorities and private enterprise”

He said all projects will be aimed at enhancing urban environmental quality.

All State and semi-State departments are now having to pay rates and taxes on land holdings. Though the national figure for SATS will not be known for almost a year, it was recently rumoured that it would not be less than R60 million.

The administration is now looking at ways of deriving income, mainly by designing potentially high-income urban projects and leasing the space out to private enterprise.

Some projects will occupy airspace — the column of air above railway lines.

The SA Transport Services Act was recently amended to allow SATS to begin developing unused railway land. Although it does not have to apply for rezoning, the Act does stipulate that it must “seek agreement” with local authorities.

## Revitalisation

Apart from the 26 ha now available in Johannesburg, SATS has identified well over 100 ha in Pretoria’s CBD and its Capital Park area, and 32 000 ha elsewhere in South Africa.

It is working on projects to revitalise its extensive holdings in seaside cities and, for instance, is examining innovative waterside projects in Durban, Cape Town, Port Elizabeth and Saldanha Bay.

In Johannesburg it has been holding talks with the municipality, various institutions and private developers for some months.

In a few weeks, SATS and an unnamed PWV city will jointly announce the first significant inner-city development under the new policy.

The head of the new SATS division, Mr H J Loubser, told *The Star*: “We are fully aware of the potential impact of our actions and of the responsibility which goes with it. We will work with private initiative and at all times bear in mind the interests of the public and its local authorities.”

● See Page 13.

TUESDAY, 26 AUGUST 1986

Klipfontein: person shot

\*5 Mrs H SUZEMAN asked the Minister of Law and Order

(1) Whether a certain person, whose name has been furnished to the South African Police for the purpose of the Minister's reply, was shot by a member of the South African Police in Klipfontein on or about 16 June 1986, if so, (a) why, (b) what was the age of this person and (c) what were the circumstances surrounding this incident,

(2) whether an investigation has been held into this incident, if not, why not, if so, (a) when, (b) what is the rank of the person who was in charge of this investigation and (c) what were the findings,

(3) whether he will make a statement on the matter?

The MINISTER OF LAW AND ORDER

(1) No

(a) to (c) Fall away

(2) Yes

(a) 17 June 1986

(b) A Detective Sergeant in the South African Police

(c) The investigation has not yet been completed

(3) No

\*6 Mr K M ANDREW asked the Minister of Education and Development Aid.

(1) Whether any Black pupils wrote Sid 10 examinations during the second quarter of 1986, if not, why not, if so, how many pupils (a) passed, and (b) failed the examinations,

(2) whether any such pupils obtained matriculation exemption?

\*7 The DEPUTY MINISTER OF EDUCATION AND DEVELOPMENT AID.

(1) 6 858 standard 10 pupils wrote examinations during the second quarter of 1986

Due to the investigation of alleged irregularities in respect of a number of candidates no final statuses can be published at this moment

(a) and (b) Fall away

(2) Falls away

\*7 Mr K M ANDREW asked the Minister of Constitutional Development and Planning

Whether any food, blankets, clothing, medicines and/or other items have been provided by the State to persons from the Crossroads and KTC areas who moved to the tents in Khayelitsha, if not, why not, if so, (a) what specified items, (b) when, (c) what was the total cost to the State of providing these items and (d) in respect of what date is this information furnished?

The DEPUTY MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

Yes

(a) Tents, mealmeal, samp, sugar-beans, sugar, powdered milk, soup powder, blankets, pots, salt and plastic bags for food

(b) As from 4 June 1986 up to 21 August 1986 Action still proceeding

(c) R843 942,72 (eight hundred and forty three thousand nine hundred and forty two rand and seventy two cents)

(d) For the period 4 June 1986 up to 21 August 1986

\*8 Mr K M ANDREW asked the Minister of Law and Order

TUESDAY, 26 AUGUST 1986

Whether any persons who illegally possessed arms or ammunition surrendered such arms or ammunition as a result of the indemnity from prosecution offered in terms of Government Notice No 2787 dated 10 December 1985, if so, how many (a) arms and (b) rounds of ammunition had been so surrendered as at the latest specified date for which information is available?

\*9 The MINISTER OF LAW AND ORDER

Yes

(a) 30 817 arms

(b) 22 195 rounds of ammunition

SA Embassy in France

\*9 The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Foreign Affairs

(1) Whether a certain person, whose name has been furnished to the Minister's Department for the purpose of his reply, was attached to the South African Embassy in France, if so, (a) when, (b) in what capacity and (c) what is the name of this person,

(2) whether this person was asked by the French Government to leave France in or about January 1986, if so, (a) why and (b) what action was taken by the Embassy as a result,

(3) whether this person subsequently returned to France in an official capacity, if so, (a) when, (b) why, (c) in what capacity and (d) who took the decision in this regard,

(4) whether any action was taken against this person by the French Government following his return to France, if so, (a) what action, (b) when, (c) why and (d) what was the response of the Embassy to this action,

(5) whether he will make a statement on the matter?

The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Foreign Affairs)

The Minister of Foreign Affairs indicated that he will discuss this matter personally with the hon Leader of the Official Opposition

\*10 Mr P C CRONJÉ asked the Minister of Transport Affairs

(1) Whether a commuter railway line has been planned between Pietermaritzburg and the Edenvale area, if so, (a) what route will it follow, (b)(i) how many stations will there be on this line and (ii) where will these stations be situated and (c) when will construction commence,

(2) whether any new commuter rail services are being planned for the Greater Durban area, if so, (a) where and (b) when will construction commence, in each case?

\*11 The MINISTER OF TRANSPORT AFFAIRS

(1) No (a), (b)(i), (b)(ii) and (c) Fall away

(2) Yes

(a) Between Umgeni station and Inanda settlement area.

(b) No decision has as yet been taken

\*11 The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Foreign Affairs

(1) Whether, following decisions on sanctions reached by the Commonwealth mini-summit early in August 1986, the South African Government has had any direct communications with the (a) President or Government of Zambia and (b) Prime Minister or

# Train chaos in Peninsula

CAPE TIMES 27/11/86 269

**Staff Reporters**  
ABOUT 50 000 train commuters were delayed for up to three hours during yesterday afternoon's rush-hour, when an electrical short cut off power to signals and points between the Woodstock and Cape Town stations.

Mr Luther Diedericks, public relations officer for the South African Transport Services (SATS), said the short affected every suburban train leaving or entering the station from 4:30pm onwards.

He said SATS were sorry about the delays. "You feel so helpless, but there was nothing we could do."

## By radio

"Because of safety considerations, we had to guide trains from Woodstock by radio, and they could only be authorized to move once the situation had been visually monitored."

Mr Diedericks said there were thousands of people on Cape Town station, whiling away the time in the coffee bar or queuing to use the public telephones.

The cause of the short

was not yet known, as the problem still had to be located.

The train service would be back in operation by this morning. "Either we will have found and solved the problem or we will have time to plan train movements."

He said that later trains last night were operating smoothly, and radio control was being used.

The Cape Times was inundated with complaints from commuters, who had to wait in cold weather for their trains.

Many who were trapped on stationary trains near their destinations climbed out of the windows and walked.

An angry passenger who spent nearly 2½ hours on a train from Wittebome to Cape Town said he was tired of hearing "feeble excuses offered by the SATS for the appalling service."

"The System Manager owes the public a full explanation. Something is seriously wrong with our train service and something must be done about it."

**DEPARTEMENT VAN MANNEKRAG**

No. R. 1769

29 Augustus 1986

**WET OP MANNEKRAGOPLEIDING, 1981****MANNEKRAGOPLEIDINGSKOMITEE VIR DIE SUID-AFRIKAANSE VERVOERDIENSTE.—WYSIGING VAN LEERVOORWAARDES**

Ek, Pieter Theunis Christiaan du Plessis, Minister van Mannekrag handelende kragtens artikel 13 van die Wet op Mannekragopleiding, 1981, wysig hierby Goewermentskennisgewing R. 254 van 11 Februarie 1983, soos verbeter by Goewermentskennisgewing R. 562 van 18 Maart 1983, soos gewysig by Goewermentskennisgewing R. 1611 van 3 Augustus 1984, soos gewysig by Goewermentskennisgewing R. 1096 van 6 Junie 1986, met ingang van die derde Maandag na die datum van publikasie van hierdie kennisgewing deur klousule 1 met die volgende klousule te vervang:

**“1. KWALIFIKASIES OM MET VAKLEERLINGSKAP TE BEGIN**

Die minimum leeftyd en opvoedkundige kwalifikasies om met vakleerlingskap te begin, is 16 jaar en Standaard VIII met Wiskunde of Standaard VIII sonder Wiskunde maar met Wiskunde as geslaagde vak op minstens die peil van die Nasionale Tegniese Sertifikaat, Deel I (N1).”

P. T. C. DU PLESSIS,  
Minister van Mannekrag.

No. R. 1780

29 Augustus 1986

**WET OP ARBEIDSVERHOUDINGE, 1956****DRANK- EN SPYSENIERSBEDRYF, DURBAN — WYSIGING VAN HOOFOOREENKOMS**

Ek, Pieter Theunis Christiaan du Plessis, Minister van Mannekrag, verklaar hierby—

- (a) kragtens artikel 48 (1) (a) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van die Ooreenkoms (hierna die Wysigingsooreenkoms genoem) wat in die Bylae hiervan verskyn en betrekking het op die Onderneming, Nywerheid, Bedryf of Beroep in die opskrif by hierdie kennisgewing vermeld, met ingang van die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 28 Februarie 1987 eindig, bindend is vir die werkgeversorganisasie en die vakvereniging wat die Wysigingsooreenkoms aangegaan het en vir die werkgevers en werknemers wat lede van genoemde organisasie of vereniging is; en
- (b) kragtens artikel 48 (1) (b) van genoemde Wet, dat die bepalings van die Wysigingsooreenkoms, uitgesonderd dié vervat in klousule 1 (1) (a), met ingang van die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 28 Februarie 1987 eindig, bindend is vir alle ander werkgevers en werknemers as dié genoem in paragraaf (a) van hierdie kennisgewing wat betrokke is by of in diens is in genoemde Onderneming, Nywerheid, Bedryf of Beroep in die gebiede in klousule 1 van die Wysigingsooreenkoms gespesifiseer

P. T. C. DU PLESSIS,  
Minister van Mannekrag.

**DEPARTMENT OF MANPOWER**

No. R. 1769

269 29 August 1986

**MANPOWER TRAINING ACT, 1981****MANPOWER TRAINING COMMITTEE FOR THE SOUTH AFRICAN TRANSPORT SERVICES.—AMENDMENT OF CONDITIONS OF APPRENTICESHIP**

I, Pieter Theunis Christiaan du Plessis, Minister of Manpower acting in terms of section 13 of the Manpower Training Act, 1981, hereby amend Government Notice R. 254 of 11 February 1983, as corrected by Government Notice R. 562 of 18 March 1983, as amended by Government Notice R. 1611 of 3 August 1984, as amended by Government Notice R. 1096 of 6 June 1986, with effect from the third Monday after the date of publication of this notice, by the substitution of the following clause for clause 1:

**“1. QUALIFICATIONS FOR COMMENCING APPRENTICESHIP**

The minimum age and educational qualifications for commencing apprenticeship shall be 16 years and Standard VIII with Mathematics, or Standard VIII without Mathematics but with a pass in Mathematics at least on the National Technical Certificate, Part I (N1) level ”.

P. T. C. DU PLESSIS,  
Minister of Manpower

No. R. 1780

29 August 1986

**LABOUR RELATIONS ACT, 1956****LIQUOR AND CATERING TRADE, DURBAN.—AMENDMENT OF MAIN AGREEMENT**

I, Pieter Theunis Christiaan du Plessis, Minister of Manpower, hereby—

- (a) in terms of section 48 (1) (a) of the Labour Relations Act, 1956, declare that the provisions of the Agreement (hereinafter referred to as the Amending Agreement) which appears in the Schedule hereto and which relates to the Undertaking, Industry, Trade or Occupation referred to in the heading to this notice, shall be binding, with effect from the second Monday after the date of publication of this notice and for the period ending 28 February 1987, upon the employers' organisation and the trade union which entered into the Amending Agreement and upon the employers and employees who are members of the said organisation or union; and
- (b) in terms of section 48 (1) (b) of the said Act, declare that the provisions of the Amending Agreement, excluding those contained in clause 1 (1) (a), shall be binding, with effect from the second Monday after the date of publication of this notice and for the period ending 28 February 1987, upon all employers and employees, other than those referred to in paragraph (a) of this notice, who are engaged or employed in the said Undertaking, Industry, Trade or Occupation in the areas specified in clause 1 of the Amending Agreement.

P. T. C. DU PLESSIS,  
Minister of Manpower.

# PE's first 'bustrain' swinging into action

By SHIRLEY PRESSLY

PORT ELIZABETH'S first "bustrain" will swing into operation on Monday when it will be used on a city service from the Windvogel transfer point in the coloured townships to Constantia Centre in the heart of the city.

The "bustrain" was introduced to the media this week by PE Tramways when it took the Press party to the King's Beach parking lot and then to Greenacres and back to PE Tramways in Valley Road in a champagne launch.

What is the "bustrain"?

It is 20 metres long and can take 156 passengers with seating for 112

It is an articulated bus with a "concertina" section between the forward and rear portions. The two sections are linked by a simple ball and socket-type coupling, which is a more sophisticated version of a caravan-type hitch

Riding in the middle section, dubbed the "Superbowl" by PE Tramways staff, where six seats are mounted on a turntable, is a strange sensation and bound to be a

hit with schoolchildren.

It was raining on the day of the Press launch and it also rained champagne inside the "Superbowl" as members of the media frantically tried to keep the bubbly from spilling from their glasses

Mr Derek Holt, the PE Tramways assistant general manager (technical), said an anti-jackknife device had been installed in the middle of the "bustrain". In the event of a total brake failure, the safety brakes would automatically take over

The bus is tapered at the back and the turning circle of 13,1 metres is the same as for a conventional bus.

"Because it carries so many people it makes an big impact on a queue," said Mr Holt.

Local content has been used in the vehicle, made by Busaf Port Elizabeth Works. It was built on a chassis from a burnt-out bus

Mr Holt said projectiles like stones would bounce off the plastic windows.

The "bustrain" had been designed with the safety of passengers in mind with a sliding door at the back.

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30/8/86

W.E. POA

269

# Public Sector - TRANSPORT - General

SEPT — DEC

1986

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# Bustrain plan could prove to be a big saver

11/9/86 EVE POST

269

Post Reporter

A MULTI-MILLION rand project to recycle the chassis of burnt-out buses in the form of "bustrains" could soon come to fruition in Port Elizabeth — and save PE Tramways hundreds of thousands of rands.

The company's first bustrain came into operation on the Windvogel-Constantia Centre route in the city today

Although PE Tramways bought 42 new buses last year, it was "due for 10 to 20 bustrains", the managing director of the company, Mr Carl Coetzer, said today

This was because since January, 1985, it had lost 71 buses (67 of them large ones, with a replacement value of R10,7 million) in township arson attacks. Of those, 21 chassis were suitable for "total restructuring"

While the economic climate was not conducive to large capital outlays, he said if the business climate continued to improve, he hoped PE Tramways would place a further order "within a month or two"

The manufacturer of the first bustrain, Busaf Port Elizabeth Works, stands to secure a lucrative contract if PE Tramways decides to place the order

The general manager of Busaf, Mr Rob Duff, said today he was looking at increased national market penetration

Construction of Port Elizabeth's first bustrain took about four months, with 100% South African content and the labour and much of the material being PE-sourced

He said it was a prototype for PE Tramways, but the company had built 85 similar bustrains — mainly for use in places like Bophuthatswana — since 1975.

The front section of the bus was built on the reconditioned chassis, while the trailer was constructed from scratch

consistently stated that it will implement United Nations Security Council Resolution 435 (1978) provided an agreement can be reached on the withdrawal of the Cubans from Angola

(b) It is South Africa's position that the people of South West Africa/Namibia should themselves decide on their constitutional future in circumstances of peace and security. Consequently it is unacceptable that the future of South West Africa/Namibia should be determined through violence as advocated and practiced by SWAPO backed, amongst others, by some 40 000 Cuban troops stationed across the border in Angola

The Government realises that the people of South West Africa/Namibia, cannot wait indefinitely for their independence. Should it therefore eventually become evident that no possibility exists to achieve an agreement on the withdrawal of the Cubans, all the parties most directly involved in the present negotiations will have to consider how the Territory may achieve independence which will be internationally acceptable

The South African Government is continuing to work for an internationally acceptable independence for South West Africa/Namibia. It will continue to search for a reasonable formula for Cuban withdrawal from Angola. In this regard, the hon the Leader of the Official Opposition is referred to a letter which I addressed to the Secretary-General of the United Nations on 28 July 1986 and of which a copy will be made available to him.

*2479*  
*2/9/86*  
*219*  
Hex River Mountain railway tunnel  
\*3 *MANSON* asked the Minister of Transport Affairs:

- (1) (a) (i) What is the most recent estimate of the cost of completing the Hex River Mountain railway tunnel and (ii) in respect of what date is this

information furnished and (b) (i) what was the original contract price of constructing this tunnel and (ii) when was the original contract price agreed upon,

(2) whether there have been any delays in the completion of this tunnel, if so, (a) what was the cause of the delay in each case and (b) what has been the effect of these delays on the completion date of the tunnel;

(3) whether any dispute has arisen between the South African Transport Services and the company contracted to complete the tunnel, if so, (a) when, (b) what was the (i) cause and (ii) nature of the dispute and (c) what action has been taken to resolve this dispute,

(4) whether the dispute has been resolved, if not, when is it anticipated that it will be resolved, if so, (a) when, (b) how and (c) what agreement was reached with the contractors regarding the matters in dispute,

(5) whether he will make a statement on the matter?

†THE MINISTER OF TRANSPORT AFFAIRS

(1) (a) R73 017 000,00  
(ii) July 1985

(b) (i) R26 770 082,00  
(ii) 13 August 1980

(2) Yes.

(a) A dispute between S A Transport Services and the contractor.

(b) A delay of between 2½ to 3 years

(3) Yes

(a) During 1981

(b) (i) and (ii) Underground conditions and the completion period

(c) In terms of the conditions of the contract it is being settled by arbitration

(4) No. The case has been placed on the Supreme Court roll for March 1987

(a) and (b) Fall away

(c) None

(5) No

May R SIVE Mr Chairman, arising out of the reply of the hon the Minister, can he tell us if work is still proceeding satisfactorily despite the dispute and when does he expect the tunnel to be finished?

The MINISTER Mr Chairman, the work is still continuing satisfactorily under the circumstances in that problems are being experienced with the soil. I think it is possible that it will be completed by the middle of next year

*2481*  
*2/9/86*  
*MANSON*  
\*4 Mrs H SUZMAN asked the Minister of Law and Order:

(a) How many persons have been detained in terms of section 28 of the Internal Security Act, No 74 of 1982, since 12 June 1986 and (b) in respect of what date is this information furnished?

THE MINISTER OF LAW AND ORDER

(a) None.

(b) 22 August 1986

Detainees

\*5 Mrs H SUZMAN asked the Minister of Law and Order:

(a) How many persons have been detained in terms of section 29 of the Inter-

nal Security Act, No 74 of 1982, since 12 June 1986 and (b) in respect of what date is this information furnished?

†THE MINISTER OF LAW AND ORDER:

(a) 132 persons.

(b) 24 August 1986.

Detainees

\*6 Mrs H SUZMAN asked the Minister of Law and Order

(a) How many persons have been detained in terms of section 50 of the Internal Security Act, No 74 of 1982, since 12 June 1986 and (b) in respect of what date is this information furnished?

THE MINISTER OF LAW AND ORDER

I do not deem it in the interest of the public to furnish information of this nature

*2482*  
*2/9/86*  
*MANSON*  
\*7 Mr K M ANDREW asked the Minister of Constitutional Development and Planning:

(1) Whether persons whose dwellings were destroyed during unrest in 1986, will be allowed to rebuild their dwellings in the Nyanga Bush, Nyanga Extension, Portland Cement and KTC sites, if not, (a) why not, (b) what will be done with these sites, (c) who will be allowed to settle there and (d) who took the decision in this regard, if so, (i) when will such persons be allowed to begin building their dwellings and (ii) what assistance will be given to them by officials of his Department in the reconstruction and development of these areas;

(2) whether any effort has been made to establish the identity of the original residents of these sites, if not, why not, if so, (a) what has been done in

# Work-plan helps Sats cut handling costs

BEULAH BROWN

2/9/86  
BESONDAY  
269

THE City Deep container terminal of the SA Transport Services (Sats) succeeded in cutting personnel cost for the handling of an average 170 000 containers a year by 35% through re-organising staff and an intensified motivation programme — without any form of industrial unrest

This achievement qualified Sats for the 1986 National Productivity Institute Award

The container terminal's two main functions are an operating function — the loading and emptying of railway trucks — and a cartage function involving the collection and delivery of containers to and from clients

Before April 1982, the operating staff worked three eight-hour shifts a day

This meant that crane drivers, internal managers and some administrative personnel had to work three eight-hour shifts a day

The one-on-one-off method was used to load and empty trucks

This method meant trains were pulled in under the cranes, and all containers had to be off-loaded before the train was reloaded again

However, this system meant rails at the crane yard were engaged for unacceptably long periods and also the method ignored the arrival and departure patterns of the containers

At this stage, the personnel cost per container was R14 62

During April 1982, measurement of the labour productivity at the container terminal was initiated

Bonuses for workers also came un-

der the spotlight, with specific attention being given to Sunday and overtime labour

It was realised that labour productivity would have to be increased to keep cost levels down, and thus keep tariffs competitive

A deliberate motivation programme was initiated, managers of container terminals had personal interviews with their staff

These intensified-productivity talks resulted in Sunday time and overtime being reduced from 41 500 hours a month in 1982/83 to 7 300 hours a month in 1984/85 — without any industrial unrest

The one-on-one-off method of unloading and reloading trucks was stopped

Now trucks are unloaded in the morning and empty trains are then taken back to the shunting yard

In the afternoon, the trains are shunted back for reloading

A basic time is laid down for the unloading and reloading of the truck

The three eight-hour shifts were reduced to only two eight-and-a-half hour shifts

Also, if necessary, overtime is still permitted, but Sunday time has been stopped completely

Savings through these measures resulted in personnel cost per container dropping from the previous R14,62 in 1982/83 to R9,43 in 1984/85, and an accumulated saving of R833 300 a year on personnel costs

Station 2134 on  
0001 and we'll s  
full details.

**FASTFREIGHT**  
THE PACKAGED

consistently stated that it will implement United Nations Security Council Resolution 435 (1978) provided an agreement can be reached on the withdrawal of the Cubans from Angola

(b) It is South Africa's position that the people of South West Africa/Namibia should themselves decide on their constitutional future in circumstances of peace and security. Consequently it is unacceptable that the future of South West Africa/Namibia should be determined through violence as advocated and practiced by SWAPO backed, amongst others, by some 40 000 Cuban troops stationed across the border in Angola.

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Nyanga/Portland Cement/KTC sites  
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(2) whether any effort has been made to establish the identity of the original residents of these sites, if not, why not; if so, (a) what has been done in



# STAATSKOERANT

VAN DIE REPUBLIEK VAN SUID-AFRIKA

REPUBLIC OF SOUTH AFRICA

# GOVERNMENT GAZETTE

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Vol. 255

KAAPSTAD, 3 SEPTEMBER 1986  
CAPE TOWN, 3 SEPTEMBER 1986

No. 10412

KANTOOR VAN DIE STAATSPRESIDENT

STATE PRESIDENT'S OFFICE

No. 1822

3 September 1986

No 1822

3 September 1986

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word:—

It is hereby notified that the State President has assented to the following Act which is hereby published for general information —

No. 83 van 1986: Wet op die Oorplasing van die Suid-Afrikaanse Spoorwegpolisiemag na die Suid-Afrikaanse Polisie, 1986.

No 83 of 1986: Transfer of the South African Railways Police Force to the South African Police Act, 1986

269



## WET

Om voorsiening te maak vir die ontbinding van die Suid-Afrikaanse Spoorwegpolisiemag, die oorplassing van lede van die Suid-Afrikaanse Spoorwegpolisiemag na die Suid-Afrikaanse Polisie, en vir aangeleenthede wat daartoe in verband staan

(Afrikaanse teks deur die Staatspresident geteken )  
(Goedgekeur op 25 Augustus 1986 )

**DAAR WORD BEPAL** deur die Staatspresident en die Parlement van die Republiek van Suid-Afrika, soos volg —

Ontbinding van die Suid-Afrikaanse Spoorwegpolisiemag en oorplassing van lede daarvan

1 (1) Die Suid-Afrikaanse Spoorwegpolisiemag bedoel in artikel 43 van die Suid-Afrikaanse Vervoerdienstewet, 1981 (Wet No 65 van 1981), word hierby ontbind en die funksies van die Suid-Afrikaanse Spoorwegpolisiemag word hierby aan die Suid-Afrikaanse Polisie oorgegedra

(2) Alle persone wat onmiddellik voor die inwerkingtreding van hierdie Wet lede van die Suid-Afrikaanse Spoorwegpolisiemag was, word, ondanks enige ander wetsbepaling, oorgeplaas na die Suid-Afrikaanse Polisie

(3) Alle in subartikel (2) bedoelde persone wat na die Suid-Afrikaanse Polisie oorgeplaas word, word geag ingelyf te wees by die Suid-Afrikaanse Polisie vir die doel van artikel 2 (b) van die Polisiewet, 1958 (Wet No 7 van 1958)

(4) 'n Offisier van die Suid-Afrikaanse Spoorwegpolisiemag word by oorplassing geag by kommissie aangestel te gewees het kragtens die bepaling van artikel 3 van die Polisiewet, 1958 (Wet No 7 van 1958)

Diensvoorwaardes

2 (1) Die diensvoorwaardes van alle in artikel 1 (3) bedoelde persone word vanaf die inwerkingtreding van hierdie Wet beheer en gereel kragtens die bepaling van die Staatsdienswet, 1984 (Wet No 111 van 1984), die Polisiewet, 1958 (Wet No 7 van 1958), en die Regeringsdienspensioenwet, 1973 (Wet No 57 van 1973). Met dien verstande dat die uitdienstingsleeftyd wat bedoelde persone voor die in artikel 1 (3) bedoelde oorplassing gehad het, na sodanige oorplassing onveranderd bly

(2) Die rang en salaris wat onmiddellik voor die inwerkingtreding van hierdie Wet op 'n in artikel 1 (3) bedoelde persoon van toepassing was, word nie by sodanige oorplassing verlaag of 30 verminder nie

(3) Diens wat 'n in artikel 1 (3) bedoelde persoon onmiddellik voor die inwerkingtreding van hierdie Wet in die Suid-Afrikaanse Spoorwegpolisiemag tot krediet gereken is, word, behoudens die bepaling van die Staatsdienswet, 1984 (Wet No 111 van 1984), en die Polisiewet, 1958 (Wet No 7 van 1958), vir die doel waarvoor bedoelde persoon vir 'n voordeel, toekenning of kwalifikasie op grond van dienstare in aanmerking kom, geag diens te wees wat in die Suid-Afrikaanse Polisie gelewer is

## ACT

To provide for the dissolution of the South African Railways Police Force, the transfer of members of the South African Railways Police Force to the South African Police, and for matters incidental thereto

(Afrikaans text signed by the State President )  
(Assented to 25 August 1986 )

**BE IT ENACTED** by the State President and the Parliament of the Republic of South Africa, as follows —

1 (1) The South African Railways Police Force referred to in section 43 of the South African Transport Services Act, 1981 (Act No 65 of 1981), is hereby dissolved and the functions of the South African Railways Police Force are hereby transferred to the South African Police

(2) All persons who, immediately prior to the commencement of this Act, were members of the South African Railways Police Force, are, notwithstanding any other enactment, transferred to the South African Police

(3) All persons referred to in subsection (2) transferred to the South African Police shall be deemed to have been enrolled in the South African Police for the purpose of section 2 (b) of the Police Act, 1958 (Act No 7 of 1958)

(4) An officer of the South African Railways Police Force shall be deemed upon transfer to have been appointed by commission in terms of the provisions of section 3 of the Police Act, 1958 (Act No 7 of 1958)

Dissolution of the South African Railways Police Force and transfer of members thereof

20 2 (1) As from the commencement of this Act the conditions of service of all persons referred to in section 1 (3) above are governed and regulated by the provisions of the Public Service Act, 1984 (Act No 111 of 1984), the Police Act, 1958 (Act No 7 of 1958), and the Government Service Pension Act, 1973 (Act No 57 of 1973). Provided that the retirement age applicable to such persons before the transfer referred to in section 1 (3), remains unchanged after such transfer

(2) The rank and salary applicable to a person referred to in section 1 (3) immediately prior to the commencement of this Act shall not be reduced as a result of such transfer

(3) Service rendered in the South African Railways Police Force to the credit of a person referred to in section 1 (3) immediately prior to the commencement of this Act, shall, subject to the provisions of the Public Service Act, 1984 (Act No 111 of 1984), and the Police Act, 1958 (Act No 7 of 1958), for the purpose of a benefit, award or qualification for which such a person will be considered on the grounds of his years of service, be deemed to be service rendered in the South African Police

Conditions of service



Wet No 83, 1986

WET OP DIE OORPLASING VAN DIE SUID AFRIKAANSE  
SPOORWEGPOLISIEMAG NA DIE SUID AFRIKAANSE POLISIE,  
1986

Pensioenreëlings

3 'n In artikel 1 (3) bedoelde persoon word 'n lid van en bydraer tot die Regeringsdienspensioenfonds soos ingestel by die Regeringsdienspensioenwet, 1973 (Wet No 57 van 1973), en sy pensioengewende diens by die Nuwe Spoorweg- en Hawesuperannuasiefonds soos bepaal deur die Spoorweg- en Hawepensioenwet, 1971 (Wet No 35 van 1971), of die Spoorweg- en Hawepensioenfonds vir Nie-Blanke Werknemers soos bepaal deur die Wet op Spoorweg- en Hawepensioene vir Nie-Blanke, 1974 (Wet No 43 van 1974), word as pensioengewende diens vir die doel van genoemde Regeringsdienspensioenfonds gereken. Met 10 dien verstande dat daar uit die Nuwe Spoorweg- en Hawesuperannuasiefonds of uit die Spoorweg- en Hawepensioenfonds vir Nie-Blanke Werknemers, na gelang van die geval, aan die Regeringsdienspensioenfonds die bedrag betaal word wat deur die Regeringsdienspensioenfonds vereis word, en sodanige per-15 soon het daarna geen verdere vordering teen die Nuwe Spoorweg- en Hawesuperannuasiefonds of die Spoorweg- en Hawepensioenfonds vir Nie-Blanke Werknemers nie.

Dissiplinerende aange-  
leenthede

4 (1) Enige dissiplinerende stap ten opsigte van beweerde wangedrag wat 'n artikel 1 (3) bedoelde persoon voor die datum van 20 inwerkingtreding van hierdie Wet ten laste geleë word, kan deur 'n bevoegde lid van die Suid-Afrikaanse Polisie voortgezet of ingestel word asof die beweerde wangedrag na bedoelde datum voorgekom het.

(2) Appelle wat uit dissiplinerende stappe teen 'n artikel 1 (3) 25 bedoelde persoon voortvloei en wat by die inwerkingtreding van hierdie Wet nog nie afgehandel is nie, word nie deur die bevoegde gesag van die Suid-Afrikaanse Vervoerdienste afgehandel nie, maar word deur 'n bevoegde lid van die Suid-Afrikaanse Polisie afgehandel ingevolge die regsbepalings van toepassing op 30 lede van die Suid-Afrikaanse Polisie.

(3) Waar 'n in artikel 1 (3) bedoelde persoon skuldig bevind is op 'n dissiplinerende aanklag en nog nie sy reg tot appel uitgeoefen het by die datum van inwerkingtreding van hierdie Wet nie, kan bedoelde persoon binne 30 dae na bedoelde datum appél teen sy 35 skuldigebevoegdheid en/of vorms by die bevoegde gesag van die Suid-Afrikaanse Polisie aanhangig maak en word sodanige appél ingevolge die regsbepalings van toepassing op lede van die Suid-Afrikaanse Polisie behandel.

Oorgang van bates

5 (1) Die roerende bates wat onmiddellik voor die inwerking- 40 treding van hierdie Wet uitsluitlik deur die Suid-Afrikaanse Spoorwegpolisiemag gebruik is, gaan, sonder 'n verpligting om daarvoor vergoeding te betaal, op die Suid-Afrikaanse Polisie oor.

(2) Tensy in hierdie Wet uitdruklik anders bepaal, word alle 45 laste, rege en verpligtinge gesetel in of bindend vir die Suid-Afrikaanse Spoorwegpolisiemag of die Suid-Afrikaanse Vervoerdienste namens of ten behoeve van sodanige Mag aan die Suid-Afrikaanse Polisie oorgeleë.

(3) Ondanks die bepalinge van subartikel (2) word 'n hofge- 50 ding wat voortspruit uit 'n handeling of versum van 'n lid van die Suid-Afrikaanse Spoorwegpolisiemag en wat by die inwerkingtreding van hierdie Wet reeds teen die Suid-Afrikaanse Vervoerdienste ingestel is, teen die Suid-Afrikaanse Vervoerdienste voortgezet. Sodanige hofgeeding wat by die inwerkingtreding van hierdie Wet nog nie ingestel is nie, kan na inwerkingtreding van hierdie Wet slegs teen die Minister van Wet en Orde ingestel word. Met dien verstande dat die bepalinge van artikel 64 van die Suid-Afrikaanse Vervoerdienste wet, 1981 (Wet No 65 van 1981), *mutatis mutandis* geld ten opsigte van alle eisoreake wat 60 voor die datum van die inwerkingtreding van hierdie Wet ontstaan het.

Beskikbaarstelling  
van onroerende  
bates

6 Onroerende bates waarvan die Suid-Afrikaanse Vervoer-  
dienste eienaar of gebruiker is en wat onmiddellik voor die in-  
werkingtreding van hierdie Wet deur die Suid-Afrikaanse Spoor- 65  
wegpolisiemag vir funksionele doeleindes gebruik is en wat na

TRANSFER OF THE SOUTH AFRICAN RAILWAYS POLICE FORCE  
TO THE SOUTH AFRICAN POLICE ACT 1986

Act No 83, 1986

Pension arrange-  
ments

3 A person referred to in section 1 (3) becomes a member of  
and a contributor to the Government Service Pension Fund as  
instituted by the Government Service Pension Act, 1973 (Act  
No 57 of 1973), and his pensionable service with the New Rail-  
5 ways and Harbours Superannuation Fund as provided by the  
Railways and Harbours Pensions Act, 1971 (Act No 35 of  
1971) or the Railways and Harbours Pension Fund for Non-  
White Employees as provided by the Railways and Harbours  
Pensions for Non-Whites Act, 1974 (Act No 43 of 1974), shall  
10 be regarded as pensionable service for the purpose of such Gov-  
ernment Service Pension Fund. Provided that the amount re-  
quired by the Government Service Pension Fund is paid over to  
the Government Service Pension Fund, either from the New  
15 Railways and Harbours Superannuation Fund or from the Rail-  
ways and Harbours Pension Fund for Non-White Employees,  
whichever is applicable and thereafter such person shall have no  
further claim against the New Railways and Harbours Superan-  
20 nation Fund or the Railways and Harbours Pension Fund for  
Non-White Employees.

20 4 (1) Any disciplinary action in connection with alleged mis-  
conduct attributed to a person referred to in section 1 (3) prior  
to the date of the commencement of this Act, may be proceeded  
with or instituted by a competent member of the South African  
Police, as if such alleged misconduct had been committed after  
25 the date referred to.

(2) Appeals resulting from disciplinary action instituted  
against a person referred to in section 1 (3) and not finally dis-  
posed of at the commencement of this Act, shall not be finally  
30 disposed of by the relevant competent authority of the South  
African Transport Services, but shall be disposed of by a com-  
petent member of the South African Police in terms of the legal  
provisions applicable to members of the South African Police.

(3) Where a person referred to in section 1 (3) had been con-  
35 victed on a disciplinary charge and had not as yet exercised his  
right of appeal at the date of the commencement of this Act,  
such person may, within 30 days from such date appeal against  
his conviction and/or sentence to the competent authority in the  
South African Police, and such an appeal shall be dealt with in  
40 accordance with the legal provisions applicable to members of  
the South African Police.

5 (1) The movable assets exclusively used by the South Afri-  
can Railways Police Force immediately prior to the commence-  
ment of this Act, shall be transferred to the South African Police  
without any obligation to pay compensation therefor.

(2) Unless the contrary is specifically provided for in this Act,  
45 all liabilities, rights and obligations binding upon or vested in the  
South African Railways Police Force or the South African  
Transport Services for or on behalf of that Force shall be trans-  
ferred to the South African Police.

(3) Notwithstanding the provisions of subsection (2), litigation  
50 resulting from an act or omission of a member of the South Afri-  
can Railways Police Force and which, at the commencement of  
this Act, had already been instituted against the South African  
Transport Services, shall be continued against the South African  
55 Transport Services. Such litigation which at the commencement  
of this Act had not been instituted shall after such commence-  
ment be instituted only against the Minister of Law and Order.  
Provided that the provisions of section 64 of the South African  
Transport Services Act, 1981 (Act No 65 of 1981), shall *mutatis*  
60 *mutandis* be applicable to all claims arising prior to the date of  
the commencement of this Act.

6 Immovable assets of which the South African Transport  
Services is the owner or user and which were used for functional  
purposes by the South African Railways Police Force immedi-  
65 ately prior to the commencement of this Act and which the South

Transfer of assets and  
liabilitiesDisciplinary  
mattersDisposition of im-  
movable assets

WET OP DIE OORPLASING VAN DIE SUID-AFRIKAANSE SPOORWEGPOLISIEMAG NA DIE SUID-AFRIKAANSE POLISIE 1986

die inwerkingtreëding van hierdie Wet vir sodanige doeleindes deur die Suid-Afrikaanse Polisie benodig word, kan by wyse van onderlinge reëling tussen die Suid-Afrikaanse Vervoerdienste en die Departement van Openbare Werke en Grondsaak tot beskikking van die Suid-Afrikaanse Polisie gestel word

7. 'n Woning, woonstel of enkelkwartier wat onmiddellik voor die datum van inwerkingtreëding van hierdie Wet deur die Suid-Afrikaanse Vervoerdienste aan 'n lid van die Suid-Afrikaanse Spoorwegpolisiemag verhuur is, word vanaf bedoelede datum vir 'n tydperk van twaalf maande of sodanige addisionele tydperk as 10 wat die behoeftes van die diens mag noodsaak en soos met die Suid-Afrikaanse Vervoerdienste ooreengekom mag word, deur die Suid-Afrikaanse Vervoerdienste aan bedoelede huurder verhuur asof bedoelede huurder gedurende daardie tydperk 'n werknemer van die Suid-Afrikaanse Vervoerdienste was. Met dien verstande dat bedoelede huurder oor die bevoegdheid beskik om gedurende daardie tydperk die huurooreenkoms, ooreenkoms of bepaling van sodanige ooreenkoms, te beëindig

Lenningsooreenkoms ingevolge behuisingkemas

8 (1) 'n Lenningsooreenkoms wat ingevolge 'n behuisingkema van die Suid-Afrikaanse Vervoerdienste met 'n lid van die Suid-Afrikaanse Spoorwegpolisiemag aangegaan is en van krag is onmiddellik voor die datum van inwerkingtreëding van hierdie Wet, bly vir 'n maksimum tydperk van twaalf maande vanaf bedoelede datum van krag asof bedoelede persoon gedurende daardie tydperk 'n werknemer van die Suid-Afrikaanse Vervoerdienste was (2) Indien die lenningsooreenkoms bedoel in subartikel (1) vir 'n lenningsbedrag van meer as vyftigduisend rand voorsiening maak, word die maksimum tydperk waarby sodanige ooreenkoms na die datum van inwerkingtreëding van hierdie Wet van krag bly, benevens die tydperk bedoel in subartikel 30 (1), met 'n verdere tydperk van vier jaar verleng en geld die bepaling van subartikel (1) mutatis mutandis vir sodanige verdere tydperk van vier jaar. Met dien verstande dat die tersaaklike rentekoers of rentekoerse soos in die betrokke lenningsooreenkoms bepaal vanaf die begin van sodanige verdere tydperk van vier jaar jaarliks met twee persent verhoog word

Oorbetalings van onbestede saldo

9 Die onbestede saldo van die bedrag wat in die Vervoerdienstebegrotingswet, 1986 (Wet No 26 van 1986) bewillig is vir die doel van die Suid-Afrikaanse Spoorwegpolisiemag, soos deur die Ouditeur-generaal gesertifiseer, word ten opsigte van die oordrag van dienste aan die Suid-Afrikaanse Polisie in ses gelike maandelikse paaiemente aan die Staatskassastrekening oortbetaal

Oorgang van Polisie-reserwe en beëindiging van reserwestreke

10 (1) Die Polisie-reserwe bedoel in artikel 46 van die Suid-Afrikaanse Vervoerdienstewet, 1981 (Wet No 65 van 1981), 45 word opgeneem in en ingedeel by die Polisie-reserwe bedoel in artikel 34A (1) van die Polisiewet, 1958 (Wet No 7 van 1958) (2) Die aanstelling en lewering van dienste deur reserwiste bedoel in artikel 51 van die Suid-Afrikaanse Vervoerdienstewet, 1981 (Wet No 65 van 1981), word hierby beëindig

Beleëns van lid van Suid-Afrikaanse Spoorwegpolisiemag

11. 'n Verwysing in enige Wet na 'n lid van die Suid-Afrikaanse Spoorwegpolisiemag word geag 'n verwysing te wees na 'n lid van "die Mag" soos omskryf in artikel 1 van die Polisiewet, 1958 (Wet No 7 van 1958)

Herroeping van Wette

12. Die Wette in die Bylae by hierdie Wet verneld, word 55 hierby herroep vir sover dit in die derde kolom van die Bylae aangedui word

Kort titel en inwerkingtreëding

13. Hierdie Wet heet die Wet op die Oorplasing van die Suid-Afrikaanse Spoorwegpolisiemag na die Suid-Afrikaanse Polisie, 1986, en tree in werking op 1 Oktober 1986

TRANSFER OF THE SOUTH AFRICAN RAILWAYS POLICE FORCE TO THE SOUTH AFRICAN POLICE ACT 1986

African Police needs for such purposes after the commencement of this Act, may by way of mutual agreement between the South African Transport Services and the Department of Public Works and Land Affairs be placed at the disposal of the South African Police

7 A residence, apartment or single quarters which the South African Transport Services leased to a member of the South African Railways Police Force immediately prior to the date of commencement of this Act, shall, from the said date, be let to such member by the South African Transport Services for a period of twelve months or such additional period as the exigencies of the service may necessitate and as may be agreed upon with the South African Transport Services as if the said lessee were an employee of the South African Transport Services during that period. Provided that the said lessee may terminate the tenancy during such period in accordance with the provisions of the agreement of lease

8 (1) A loan agreement entered into with a member of the South African Railways Police Force in terms of a housing scheme of the South African Transport Services and which is operative immediately prior to the commencement of this Act, shall remain in force for a maximum period of twelve months as from such date as if the said person had been a member of the South African Transport Services during that period (2) If the loan agreement referred to in subsection (1) above provides for a loan amount of more than fifty thousand rand the maximum period for which such an agreement remains in force after the date of commencement of this Act shall in addition to the period referred to in subsection (1), be extended by a further period of four years and the provisions of subsection (1) shall mutatis mutandis be applicable to such further period of four years. Provided that the relevant rate or rates of interest provided for in the relevant loan agreement shall be increased annually by two per cent as from the commencement of such further period of four years

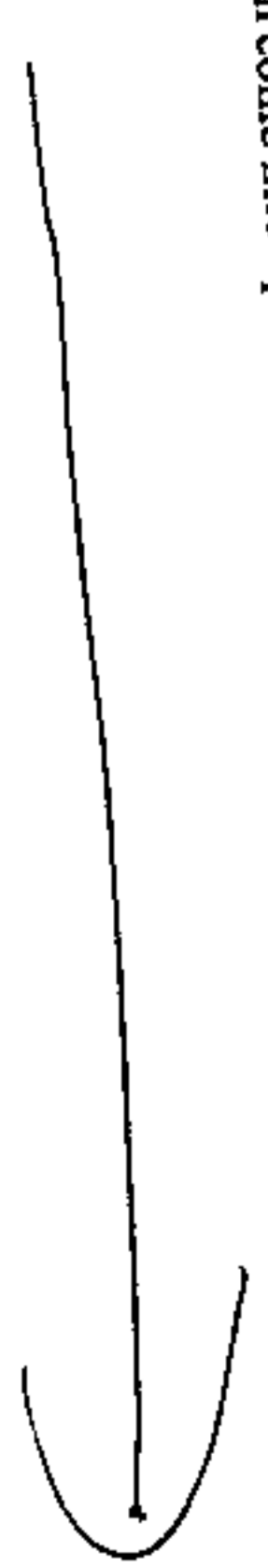
9. The unspent balance of the amount provided for in the Transport Services Appropriation Act, 1986 (Act No 26 of 1986), for the purpose of the South African Railways Police Force, as certified by the Auditor-General shall, in regard to 40 the transfer of duties to the South African Police, be paid over in six equally divided monthly payments to the State Revenue Account

10. (1) The Police Reserve referred to in section 46 of the South African Transport Services Act, 1981 (Act No 65 of 1981), shall be included in and classified under the Police Reserve referred to in section 34A (1) of the Police Act, 1958 (Act No 7 of 1958) (2) The appointment of and rendering of services by the reservists referred to in section 51 of the South African Transport Services Act, 1981 (Act No 65 of 1981), are hereby terminated

11. Reference in any Act to a member of the South African Railways Police Force shall be deemed to be a reference to a member of "the Force" as defined in section 1 of the Police Act, 1958 (Act No 7 of 1958)

12 The Acts referred to in the Schedule to this Act are hereby repealed to the extent set out in the third column of the Schedule

13 This Act is called the Transfer of the South African Railways Police Force to the South African Police Act, 1986, and shall come into operation on 1 October 1986





Wet No 83, 1986 WET OP DIE OORPLASING VAN DIE SUID-AFRIKAANSE  
SPOORWEGPOLISIEMAG NA DIE SUID-AFRIKAANSE POLISIE,  
1986

Bylae

WETTE HERROEP

No en jaar van wet	Kort titel	In hoeverre herroep
Wet No 65 van 1981	Suid-Afrikaanse Vervoer- dienstewet, 1981	Artikels 43 tot en met 51
Wet No 16 van 1983	Wet op Diensvoorwaardes (Suid Afrikaanse Vervoer- dienste), 1983	Subartikels (4) tot en met (6) van artikel 9 artikel 15 (1) (b), die voorbehoudsbepaling by artikel 19 (2) (a), en artikel 30

TRANSFER OF THE SOUTH AFRICAN RAILWAYS POLICE FORCE  
TO THE SOUTH AFRICAN POLICE ACT 1986 Act No 83, 1986

Schedule

ACTS REPEALED

No and year of Act	Short title	Extent of repeal
Act No 65 of 1981	South African Transport Services Act 1981	Sections 43 up to and including 51
Act No 16 of 1983	Conditions of Employment (South African Transport Services) Act, 1983	Subsections (4) up to and including (6) of section 9, section 15 (1) (b), the proviso to section 19 (2) (a) and section 30

X

DALE DSP. 3/9/86

269

# Concession to wool farmers

**Business Editor**

**EAST LONDON** — South African Transport Services have agreed to postpone the implementation of a higher tariff structure which could have cost wool farmers between R3 million and R4 million in additional freight charges over the next three wool seasons.

This was announced yesterday by the chairman of the National Woolgrowers' Association's transport committee, Dr F de K Kotze, following negotiations with Sats. Dr Kotze said the concession would also apply to mohair producers.

A spokesman for the Wool Board in Port Elizabeth said that Sats, in addition to recent general tariff increases, had proposed to base wool transport charges on higher tariff scales because wool's low weight and high volume made it less profitable to transport in relation to other types of freight.

He said arguments which had been presented to Sats during the negotiations included the possibility of wool farmers switching to road transport and problems encountered by the wool industry after the recent drought.

Dr Kotze said Sats had originally intended to abolish a 15 per cent discount on its "Tariff 8"

scale for full truck loads on April 1 next year. The rate would now remain unchanged until September 1, 1989.

Sats had also agreed that any number of farmers could now pool their consignments on one truck. The previous stipulation had been only two producers per short truck and four per long truck. Dr Kotze said farmers could achieve the greatest benefit from this concession by ensuring that 6,5 tons per short truck was loaded. That meant they should compress their bales to around 165 kg and load 40 bales per short truck.

Smaller quantities of wool would now be railed at Sats' Tariff 6 scale for the next two seasons. Sats had originally intended to base charges on the higher Tariff 5 scale from October this year and to shift to the Tariff 4 scale on April 1 next year. These higher scales would now come into effect on September 1, 1988 and January 1, 1990.

Dr Kotze appealed to wool producers to take advantage of the concessions. Wool could now be transported by rail at a competitive rate and the postponement of the higher charges would make a significant contribution to curbing production costs, he said.

Alexandra is to be upgraded, if so, (a) when, (b) what total amount has been set aside for this purpose and (c) what projects will be included in the upgrading of this area?

for the end of June 1986 and not for a three month period as requested.

THE MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

- (1) (a) 122 589
- (b) 140 000

As at 31 March 1986

- (2) (a) Yes.

(i) 2 951 houses and 18 blocks of flats,

(ii) Since the establishment of Alexandra

- (b) No, because the State does not provide informal housing

(i) and (ii) Fall away.

- (3) Yes

(a) Since 1979,

(b) 405 houses and 18 blocks of flats.

- (4) Yes, a trucket system and waterborne sewerage

- (5) (a) Yes

(i) 4 soccer fields, 2 basketball courts, 7 netball courts.

(ii) In Alexandra

- (b) Yes

(i) 1 Library

(ii) In Alexandra

- (6) Yes, as a result of administrative difficulties statistics are only available

HoA

- (a) R1 004 418
- (b) ± 1 300

(7) Yes, the whole area is being re-planned and redeveloped. Projects amounting to R29m have been approved by the National Housing Commission and will be undertaken soon

The completion date of the re-development process is dependent on the availability of funds and the acceptance by the residents of the new type of housing offered and the cost thereof. It is estimated with reservation that the whole project should be completed within approximately eight years.

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

THURSDAY, 4 SEPTEMBER 1986

Indicates translated version,

For written reply 2536 4/9/86  
General Affairs HANDMAID

Port Elizabeth, New Brighton: accommodation complex

1190 Mr D J N MALCOMESS asked the Minister of Transport Affairs:

- (1) (a) When was the South African Transport Services accommodation complex at New Brighton in Port Elizabeth built, (b) what was the cost of building this complex, (c) how many accommodation units are there in the complex and (d) what rentals were being charged for these units as at the latest specified date for which information is available,

- (2) whether this complex is fully occupied, if not, (a) how many units were vacant as at the latest specified date for which information is available and (b) when was this complex last fully occupied,

persons not employed by the South African Transport Services, if so, (a) from whom, (b) when and (c) what was the (i) nature of the representations and (ii) response thereto?

- (3) whether the South African Transport Services intend opening this complex to persons who are seeking accommodation but are not in their employ, if not, why not, if so, when,

THE MINISTER OF TRANSPORT AFFAIRS

- (4) whether he or any member of the South African Transport Services has received any representations regarding the opening of this complex to

- (1) (a) The complex was completed during 1984
- (b) R10,25 million.
- (c) 1 764 beds
- (d) Tariffs are calculated on the following sliding scales with effect from 1 May 1986.

Salary Scale	Tariff per month
Not exceeding R4 170 per annum	R48,00 per month (R1,60 per day)
R4 171 to R5 520 per annum	R53,40 per month (R1,78 per day)
R5 521 to R6 870 per annum	R56,40 per month (R1,88 per day)
R6 871 to R8 220 per annum	R65,40 per month (R2,18 per day)
more than R8 220 per annum	R72,00 per month (R2,40 per day)

- (2) No

- (a) 1 416 beds as at 20 August 1986

(b) As a result of measures to increase productivity, staff numbers have decreased and to date the complex has not as yet been fully occupied. It is the intention to convert four of the seven residential blocks to flats for family housing which will accommodate 112 families of employees of Transport Services

(ii) The request was agreed to members of the Municipal Police Force  
Bogie truck

1214 Mr W V RAW asked the Minister of Transport Affairs

- (3) It is already the policy to accommodate employees of the Government and private sector on request by their employers
- (4) Yes

- (a) The Town Council of Ibhayi, Port Elizabeth
- (b) 21 April 1986
- (c) (i) Request to accommodate

THE MINISTER OF TRANSPORT AFFAIRS.

- (2) whether this contract is to be discontinued, if so, (a) why and (b) on what date will it cease to be operative?
- (1) No (a), (b) and (2)(a) and (b) Fall away

HoA

## Focus on Sats loans

PARLIAMENT should close loopholes that allowed SA Transport Services (Sats) to grant low-interest loans to senior staff and avoid paying GST on goods, George Bartlett (NP Amanzimtoti) said yesterday. Speaking in the House of Assembly during the debate on the report of the Standing Select Committee on the Accounts of Sats, he said these practices could be looked on as undesirable.

Bartlett said Sats had consulted a Receiver of Revenue about the GST avoidance. He had said there had been no contravention of the law.

Harry Schwarz (PFP Yeoville) said the Receiver of Revenue had been proved wrong in court before and that the matter should be referred to the special Income Tax Court — Sapa.

4/9/88 (769/843047)

Zurch, Chairman of the Federation of Trade Unions of the South African Transport Services

(a) and (b) Fall away

(2) To enquire into the establishment of a negotiating body for the South African Transport Services relating to salaries and service conditions

**Operation Optimism**

\*20 Mr H D K VAN DER MERWE asked the Deputy Minister of Information.†

Whether the Bureau for Information is or has been rendering any (a) financial and/or (b) other assistance in connection with the so-called Operation Optimism, if so, (i) to which institutions or persons and (ii) what are the particulars of this assistance?

The DEPUTY MINISTER OF INFORMATION.

The question is not clearly worded. If the question refers to institutions or people outside the public service context, the answer is,

(a) No

(b) No (i) and (ii) Fall away

*Over 2547 5/9/86*  
Suburban trains

\*24 Mr K M ANDREW asked the Minister of Transport Affairs.

(1) Whether any suburban trains on the

(a) Cape Peninsula and (b) Cape Flats lines have run more than ten minutes late during the past three months, if so, (i) how many trains in each case, (ii) what were the causes of the delays and (iii) in respect of what period is this information furnished,

(2) whether any steps have been taken to prevent further delays, if not, why not; if so, (a) what steps and (b) when is it expected that such steps will bring about an improvement,

HOA

formal, preliminary enquiries were directed via the South African Embassy in Bonn. The response to these enquiries was that it was not Government policy to dispose of radio-active waste originating from outside the boundaries of the RSA, within the Republic.

**Vaalputs: nuclear waste disposal facility**

\*27 Mr R R HULLEY asked the Minister of Mineral and Energy Affairs:

(1) Whether the nuclear waste disposal facility at Vaalputs in Namaqualand has been taken into use, if not, when will it be taken into use, if so, (a) on what date was (i) construction completed and (ii) the first waste disposed of at this site and (b) what is the nature of the waste that had been disposed of at this site as at the latest specified date for which information is available.

(2) whether any radio-active waste originating from outside the Republic (a) has been disposed of and (b) has been scheduled to be disposed of at this site, if so, (i) when and (ii) where did this waste originate, if not,

(3) whether it is intended to use this site for the disposal of radio-active waste material originating from outside the Republic.

The MINISTER OF MINERAL AND ENERGY AFFAIRS.

(1) No, it is planned to commission the facility on 21 November 1986

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

(b) Falls away

(2) (a) No.

(b) No

(i) and (ii) Fall away

(3) Present Government policy is not to store radio-active waste from outside the RSA at Vaalputs

HOA

Steve Biko: film

\*28 Mr P G SOAL asked the Deputy Minister of Information

(1) Whether he recently made a statement or an announcement on the issuing of permits to foreign citizens to work in the Republic on a film on the life of Steve Biko, if so, (a) what was the purpose of the statement or announcement and (b)(i) on what date, (ii) why and (iii) in terms of what (aa) statutory provision or (bb) other specified authorisation did he make it,

(2) whether he will make a statement on the matter?

The DEPUTY MINISTER OF INFORMATION

(1) Yes (a) If a foreigner wishes to make a film in South Africa on any subject, the individual would require a work permit for this purpose. No permit has been issued or will be issued to any foreigner for the purpose of making a film on the life of the late Mr Steve Biko

South Africans or individuals with permanent resident status in South Africa, are free to make films on any subject

(b) (i) 26 August 1986

(ii) In response to various media enquiries

(iii) (aa) The Statement was not based on any specific statutory provision

(bb) The Minister of Home Affairs' authorisation

(2) No

*5/9/86*  
Soweto City Council

\*31 Mr S S VAN DER MERWE asked

*Over 2550*

*266*

the Minister of Constitutional Development and Planning

of the public and the incident is still being investigated by the SA Police.

- (1) Whether a Soweto councillor was shot by policemen of the Soweto City Council on or about 26 August 1986, if so, (a) what were the circumstances surrounding this incident, (b) what is the name of the councillor, (c) what are the (i) ranks of and (ii) positions held by the policeman who shot him and (d) what was the condition of the councillor as at the latest specified date for which information is available,
- (2) whether any other Soweto councillors were killed or injured on this occasion, if so, what were the circumstances surrounding the incidents in which they were killed or injured,
- (3) whether any other persons were killed or injured by policemen of the Soweto City Council on this occasion, if so, (a) how many were (i) killed and (ii) injured and (b) what were circumstances surrounding these deaths or injuries,
- (4) whether the shooting of this councillor has been or is being investigated, if not, why not, if so, (a) by whom and (b) what were the findings,
- (5) whether any action has been taken as a result, if not, why not, if so, what action?

- (5) Falls away

Teachers: central registration body

\*32 Mr R M BURROWS asked the Minister of National Education

Whether, with reference to his reply to Question No 30 on 8 April 1986, any further steps have been taken to establish a central registration body for all teachers in South Africa, if not, why not, if so, (a) what steps have been taken in 1986 and (b) in respect of what date is this information furnished?

THE MINISTER OF NATIONAL EDUCATION

No The teaching profession has not yet succeeded in formulating a viewpoint on the establishment of a registering body

- (a) Falls away

- (b) Falls away

Own Affairs

Pupils who are not white

\*1 Mr G B D McINTOSH asked the Minister of Education and Culture

(a) How many pupils who are not classified as White are at present enrolled at schools administered by the Natal Provincial Education Department and (b) in respect of what date is this information furnished?

THE MINISTER OF EDUCATION AND CULTURE

- (a) 5

- (b) 25 August 1986

- (4) (a) A Councillor was wounded in a shooting incident by a member

Rent Control Act

\*2 THE LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Local Government, Housing and Works.

Whether an investigation is taking place into revised income qualifications for protected tenants in terms of the Rent Control Act, No 80 of 1976, if so, (a) by whom is this investigation being undertaken, (b) what progress has been made in the investigation, (c) when is it anticipated that the investigation will be completed and (d) on what date is it anticipated that the amended regulations will be promulgated?

- (1) No

- (2) Falls away

Private Schools Bill

\*5 Mr R M BURROWS asked the Minister of Education and Culture

- (1) Whether any draft regulations have been drawn up for promulgation in terms of the *Private Schools Bill* (House of Assembly) [B 125—86 (HA)] once this Bill has been enacted, if not, why not, if so, (a) when and (b) by whom,

- (2) whether he will make copies of these draft regulations available before the said Bill comes up for discussion in the House, if not, why not, if so, when?

THE MINISTER OF EDUCATION AND CULTURE

- (1) Yes,

- (a) after the draft regulations had been discussed with the four provincial education departments and representatives of private schools, and adjustments had been made,

- (b) by the Department of Education and Culture, Administration House of Assembly in consultation with the Section Legal Services of the Administration House of Assembly,

- (2) no, because regulations may not be promulgated before an act has been promulgated

Rationalisation

\*6 Mr R M BURROWS asked the Minister of Education and Culture.

Whether he has taken or intends to take any steps to bring about rationalisation in respect of the number of vacant places in White schools and colleges in South Africa

THE MINISTER OF LOCAL GOVERNMENT, HOUSING AND WORKS

- (2) whether he intends taking any steps in respect of these families, if so, (a) what steps, (b) why and (c) when?

(b), (c) and (d) Good progress has been made with the investigation and the relevant proclamations will be promulgated shortly

\*3 Mr S S VAN DER MERWE asked the Minister of Local Government, Housing and Works

- (1) Whether any Coloured families are still residing in the White group area previously known as District Six in Cape Town, if so, how many,

THE MINISTER OF LOCAL GOVERNMENT, HOUSING AND WORKS

- (2) whether he intends taking any steps in respect of these families, if so, (a) what steps, (b) why and (c) when?

ca, if not, why not, if so, (a) what steps and (b) when?

**THE MINISTER OF EDUCATION AND CULTURE**

Yes. It should be borne in mind that rationalisation is an on-going and time-consuming process that is multi-dimensional in character and needs to be supported by adequate research. It cannot therefore be effectively concluded within a short period of time. The Department is at present investigating the rationalisation of all types of schools, technical colleges and colleges of education. I shall therefore be in a position to provide you with a more conclusive reply as the research unfolds.

(a) and (b) fall away

*Written replies to questions set down for oral reply on Tuesday, 16 September 1986*

**General Affairs**

*261* Cape Town railway station: restaurants  
*2555* Mr S. S. DER MERWE asked the Minister of Transport Affairs

- (1) Whether the restaurants on the Cape Town railway station are open to members of all race groups, if not, (a) why not, (b) who takes the decisions on these matters and (c) what dining facilities are available to each race group at this station, if so, when was the decision taken to open these restaurants to all race groups,
- (2) whether any persons who are not white were refused admission to and/or service in these restaurants on the evening of 26 August 1986, if so, (a) how many persons, (b) why and (c) who took this decision,
- (3) whether this matter has been investigated; if not, why not, if so, (a) by whom, (b) what were the findings and (c) what action has been taken as a result.

(4) whether he will make a statement on the matter?

**THE MINISTER OF TRANSPORT AFFAIRS**

- (1) Yes
  - (a) Falls away
  - (b) The decision is in accordance with Government policy
  - (c) Cafeteria facilities are available for all race groups with effect from September 1985
- (2) No (a), (b) and (c) Fall away
- (3) (a), (b) and (c) Fall away
- (4) No

**Minister of Communications**

*257* Mr E. K. MOORCROFT asked the Minister of Communications: Whether the Alexandria telephone exchange is due to be automatised, if so, when?

**THE MINISTER OF COMMUNICATIONS**  
 Yes, the Department's provisional planning provides for the equipment at Alexandria to be ordered for delivery during the 1990/91 financial year. At this early stage it is not possible to indicate when the exchange will be ready for service.

*For written reply*

**General Affairs**

*2556* Unrest-related incidents  
 Mr R. R. HULLER asked the Minister of Law and Order

How many persons were killed in unrest-related incidents in each month from July 1985 up to and including July 1986?

**THE MINISTER OF LAW AND ORDER**

Minister of National Health and Population Development.

What was the average recorded atmospheric (a) lead level, (b) sulphuric acid level and (c) level of other specified significant pollutants measured at the monitoring points in the Cape Town area in winter and summer, respectively, over the latest specified 12-month period for which figures are available?

**THE MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT**

The following averages for (a) lead (b) sulphur dioxide—a precursor to the formation of sulphuric acid—and (c) particulates in air, are all expressed in micrograms per cubic metre.

Winter March 1985 to August 1985

July	1985	58
August	1985	126
September	1985	70
October	1985	82
November	1985	58
December	1985	62
January	1986	64
February	1986	81
March	1986	107
April	1986	87
May	1986	137
June	1986	110
July	1986	71
Total		1113

*2557* Average recorded atmospheric level  
 Mr K. M. ANDREWS asked the Minister

	Lead	Sulphur dioxide	Particulates
(i) Cape Town City Hall	1,1	11,8	30,5
(ii) Foreshore	1,7	14,3	31,5
(iii) Epping Market	0,9	9,2	34,0
(iv) Paardeneiland	1,3	4,7	27,0
(v) Salt River	0,9	12	18,5
(vi) Greenpoint City Hospital	0,7	9	19,0
(vii) Bellville South	0,6	7,7	30,0
(viii) Elsiesrivier	0,6	9	33,5
(ix) Tamboerskloof	0,4	8	9,5
(x) Cape Peninsula	0,6	9	20,5
(xi) Goodwood	0,8	8	28,5
(xii) Parow	0,6	10	15
(xiii) Pinelands	0,6	7	17
(xiv) Edgemead	0,5	9,8	13,5

Summer September 1985 to February 1986

	Lead	Sulphur dioxide	Particulates
(i) Cape Town City Hall	0,5	9,0	18
(ii) Foreshore	0,8	12,3	18
(iii) Epping Market	0,6	7,3	19,5
(iv) Paardeneiland	0,7	5,8	17,5
(v) Salt River	0,4	10,7	12,5
(vi) Greenpoint City Hospital	0,4	9,5	10
(vii) Bellville South	0,2	12,7	15
(viii) Elsiesrivier	0,2	9	17
(ix) Tamboerskloof	0,2	4	7
(x) Cape Peninsula	0,2	14	11,5

Zurch, Chairman of the Federation of Trade Unions of the South African Transport Services

(a) and (b) Fall away

(2) To enquire into the establishment of a negotiating body for the South African Transport Services relating to salaries and service conditions

**Operation Optimism**

\*20 Mr H D K VAN DER MERWE asked the Deputy Minister of Information +

Whether the Bureau for Information is or has been rendering any (a) financial and/or (b) other assistance in connection with the so-called Operation Optimism, if so, (i) to which institutions or persons and (ii) what are the particulars of this assistance?

The DEPUTY MINISTER OF INFORMATION

The question is not clearly worded. If the question refers to institutions or people outside the public service context, the answer is,

(a) No

(b) No (i) and (ii) Fall away  
Q on 25/9/86  
Suburban trains  
26/9

\*24 Mr K M ANDREW asked the Minister of Transport Affairs

(1) Whether any suburban trains on the (a) Cape Peninsula and (b) Cape Flats lines have run more than ten minutes late during the past three months, if so, (i) how many trains in each case, (ii) what were the causes of the delays and (iii) in respect of what period is this information furnished;

(2) whether any steps have been taken to prevent further delays, if not, why not; if so, (a) what steps and (b) when is it expected that such steps will bring about an improvement,

HoA

(3) whether he will make a statement on the matter?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) and (b) Yes

(i) Cape Peninsula 457 of a total number of 45 305 trains (1,0%)  
Cape Flats 374 of a total number of 6 890 trains (5,4%)

(ii) Overhead and signalling power failures and initial problems with the introduction of Centralised Traffic Control

(iii) June 1986 to August 1986

(2) Yes

(a) Maintenance work is continually being carried out for the upkeep of the track and overhead equipment and everything possible is being done to eliminate problems experienced with the introduction of Centralised Traffic Control

(b) Improvements are already perceptible and further improvements should be realised during September 1986

(3) No

\*25 Mr R R HULLLEY asked the Minister of Mineral and Energy Affairs

Whether he or his Department has received any application for radio-active waste products originating from outside the borders of the Republic to be disposed of within the borders of the Republic, if so, (a) from whom, (b) when and (c) what was the response to these applications?

The MINISTER OF MINERAL AND ENERGY AFFAIRS-

(a), (b) and (c) Yes, during 1980 two in-

formal, preliminary enquiries were directed via the South African Embassy in Bonn. The response to these enquiries was that it was not Government policy to dispose of radio-active waste originating from outside the boundaries of the RSA, within the Republic

Vaalputs: nuclear waste disposal facility

\*27 Mr R R HULLLEY asked the Minister of Mineral and Energy Affairs-

(1) Whether the nuclear waste disposal facility at Vaalputs in Namaqualand has been taken into use, if not, when will it be taken into use, if so, (a) on what date was (i) construction completed and (ii) the first waste disposed of at this site and (b) what is the nature of the waste that had been disposed of at this site as at the latest specified date for which information is available,

(2) whether any radio-active waste originating from outside the Republic (a) has been disposed of and (b) has been scheduled to be disposed of at this site, if so, (i) when and (ii) where did this waste originate, if not,

(3) whether it is intended to use this site for the disposal of radio-active waste material originating from outside the Republic?

The MINISTER OF MINERAL AND ENERGY AFFAIRS

(1) No, it is planned to commission the facility on 21 November 1986

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

(b) Falls away

(2) (a) No

(b) No

(i) and (ii) Fall away

(3) Present Government policy is not to store radio-active waste from outside the RSA at Vaalputs

HoA

Steve Biko: film

\*28 Mr P G SOAL asked the Deputy Minister of Information

(1) Whether he recently made a statement or an announcement on the issuing of permits to foreign citizens to work in the Republic on a film on the life of Steve Biko, if so, (a) what was the purport of the statement or announcement and (b)(i) on what date, (ii) why and (iii) in terms of what (aa) statutory provision or (bb) other specified authorisation did he make it,

(2) whether he will make a statement on the matter?

The DEPUTY MINISTER OF INFORMATION

(1) Yes (a) If a foreigner wishes to make a film in South Africa on any subject, the individual would require a work permit for this purpose. No permit has been issued or will be issued to any foreigner for the purpose of making a film on the life of the late Mr Steve Biko

South Africans or individuals with permanent resident status in South Africa, are free to make films on any subject

(b) (i) 26 August 1986

(ii) In response to various media enquiries

(iii) (aa) The Statement was not based on any specific statutory provision

(bb) The Minister of Home Affairs' authorisation

(2) No

\*31 Mr S S VAN DER MERWE asked  
Soweto City Council  
HoA



It's a nine-to-one ratio now

# Export shipments far outstripping imports, says Sats

DAVID FURLONGER

EXPORT shipments through SA's main harbours are running at up to nine times the level of imports

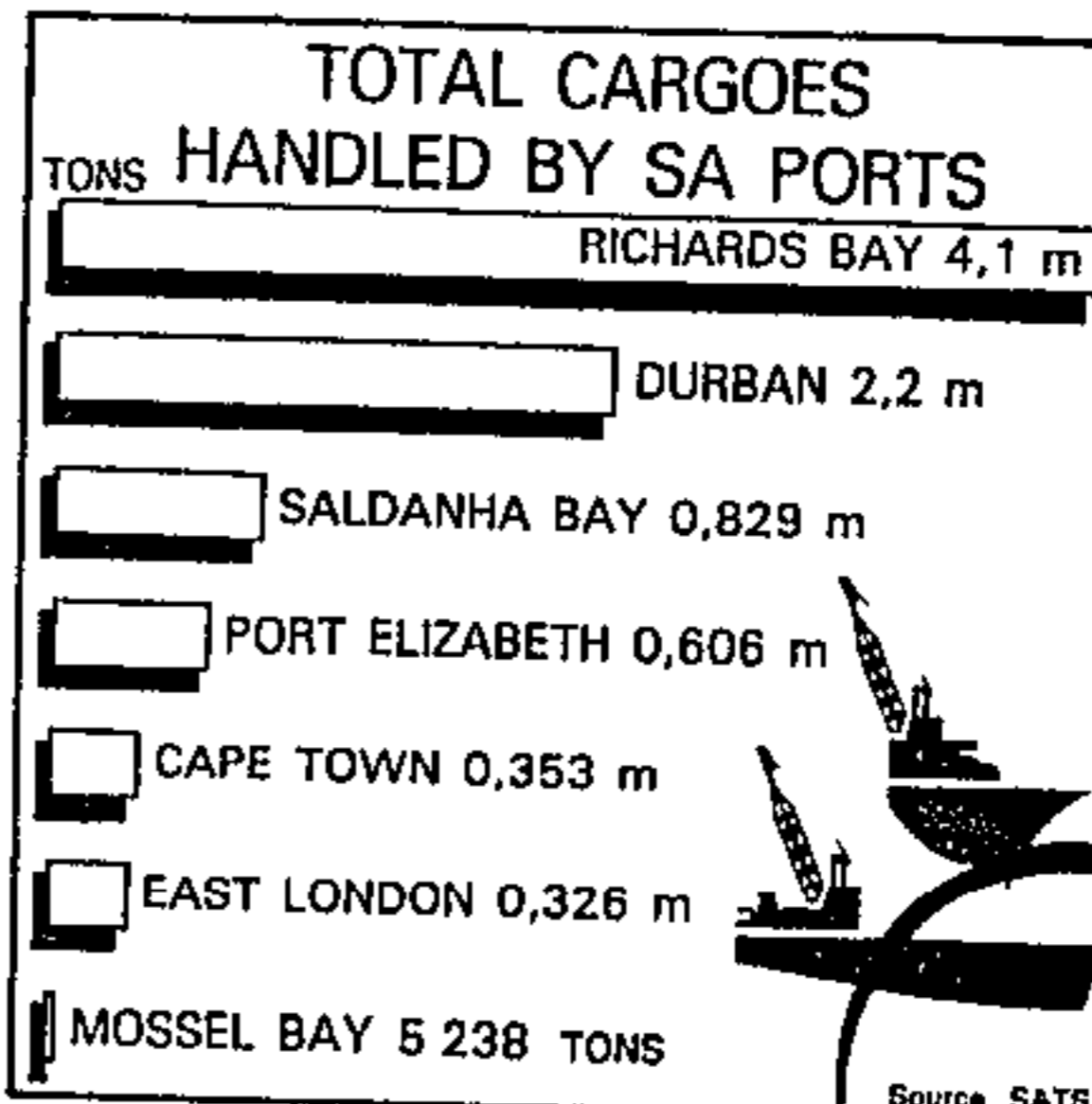
Figures from SA Transport Services show exports in July totalled 7,2-million tons, compared with imports of 970 000 tons

Although official figures for other months this year include trans-shipment of local cargoes from one port to another, they show clearly the extent to which imports are lagging

Trans-shipment is so small — of the total 8,38-million tons handled by harbours in July, only 175 000 tons were trans-shipped — that total figures give a clear picture of import-export levels

In April, harbours imported 872 000 tons, compared with exports of 6,8-million, in May, the figures were 926 000 and 8,1-million, and in June 856 000 and 5,8-million tons.

Seaborne mineral imports in July, excluding trans-shipment, totalled 194 000 tons, of which nearly half — 94 000 tons — are listed under "other mineral pro-



ducts" as classified information

Of the 1,5-million tons of minerals exports, 1,3-million tons are classified

Other major imports included fruit, vegetable and grain products (160 000 tons), chemicals, plastics and rubber (190 000), and vehicles, aircraft and spares (89 000)

Leading exports, in tonnage terms, included fruit, vegetable and grain products (581 000), timber and paper products (597 000), and base metals (617 000)

## DV bus service to end soon

**Dispatch Reporter**  
EAST LONDON — The Ciskei Transport Corporation will be withdrawing bus services to the Buffalo Flats and Ziphunzana/Duncan Village areas at the end of next month, following a R6 million trading loss this year.

The acting managing director of the CTC, Mr J Armstrong, said the losses suffered by the company as a whole had forced it to review all its operations.

Mr Armstrong said the CTC would not oppose applications to the Road Transportation Board by other bus operators to take over the routes. The company was also prepared to sell buses to the new operator for use on the routes.

The area manager (south) of the CTC, Mr D L Odendaal, said the cut-back in services affected 26 buses out of a total of 231, but none of the employees who normally worked the Buffalo Flats and Ziphunzana/Duncan Village routes would be dismissed.

"The staff will be retained to help out in other areas," he said.

Mr Odendaal said the services to be discontinued were uneconomical and were being "cross-subsidised" by other routes.

BUSINESS DAY, Thursday, September 11 1986

Isacor boss: Development drive has cut costs

# Big capex injection for steel

TO KEEP pace with increasing technological demands and minimise production costs, primary-steel producers had committed R760m to capital expenditure, Isacor chairman Floris Kotzee said yesterday.

Opening the SA Institute of Steel Construction conference in Johannesburg, he said it had been possible, through the development campaign, to limit price increases to a level well below increases in the average producer-price index

Mick Collins

"The two major steel producers, Isacor and Highveld, operated at 83% of capacity last year, in spite of a lagging economy. They have a combined capacity of 7.1-million tons a year, and excess capacity is utilised to export value-added products to 78 countries."

"At present Isacor is devoting considerable efforts to promote the use of steel in housing and schools." Addressing the problem of the minimal use of structural steel in

high-rise buildings, Kotzee said the industry would launch a drive to persuade developers to move away from reinforced concrete.

"Why, when structural steel is used so extensively in the industrial building sector, is it so seldom used as the medium of construction for multi-storey buildings in SA?"

"It is possible that the professionals responsible for the construction of multi-storey buildings today generally do not have the expertise to produce cost-effective steel-framed buildings," he said

# Transport a victim of Govt brake

CHRIS CAIRNCROSS

AN IMPORTANT victim of this year's aborted second session of Parliament is the deregulatory package promised by government for public transport.

A White Paper response to the wide-ranging National Transport Policy Study (NTPS) investigation, whose report and recommendations were submitted to government earlier this year, was originally scheduled for release during the session

Its publication has now been delayed with Transport Department officials confirming that government's views will now be aired only after Parliament reconvenes in January.

This delay puts paid to promises made by Transport Minister Hendrik Schoeman that the deregulatory process would gather momentum this year with the definite phasing out of the road permit system

The further stalling over making fundamental decisions concerning the future of a vitally important sector of the economy has aroused the ire of the private sector, particularly private road hauliers, who will probably be affected most by any of the changes that may be proposed. It has also caused some of govern-

ment's critics to declare it represents just another example of "the way administration in this country has come to a standstill"

Government continues delaying important decisions to the economy's detriment. The fact that on this issue it has allowed momentum to fade also engenders concern that many NTPS proposals will be stillborn

"The longer it takes this administration to announce its game plan, the longer it will take to effect any form of implementation. Impetus set up by the NTPS has been lost," said a member of the private sector's transport consultative committee

## 18 Vaal families go as eviction campaign heats up

SOPHIE TEMPEL

EVICTIIONS are being carried out daily in the Vaal, particularly in cases where people owe the council about R1 200 on rent

Between Tuesday and yesterday 18 families were evicted from their homes in the area

Eight families were evicted in Sharpeville yesterday while 10 others were thrown out in Boipatong on Tuesday. The evictions were carried out under the supervision of Lekoa Council policemen and officials

A month ago several other families were evicted in Sharpeville, Boipatong, Zamdela and Bopheleng

Lekoa town clerk N P Louw yesterday confirmed the evictions and said: "The council has obtained court orders to evict more than 1 800 families who have not been paying their rent since September 1984"

"We will evict people who are in arrears with their rent on a daily basis, if there is a need to do so" "Several other people have received summonses to appear in court for non-payment of rent"

Among the families believed to have been evicted from their homes in Boipatong is chairman of the township's civic association and school principal Marcos Mathare

So Sats GM Bart Grové must have shattered a few dreams when, speaking on privatisation and deregulation, he spelled out Sats' firm intention of continuing as a multi-modal transport operation

Opening Grindrod's R2m warehouse and distribution centre in Cape Town, he said Sats was not prepared to operate in a vacuum, and "will render a full transport service in the interests of the whole country, according to business principles"

Then, to deliver a loud and clear message that Sats is not prepared to sell-off profitable operations and be left with the loss producers, he added "Door-to-door conveyance requires various functions such as transportation from the original to the final destination and related services"

This can be interpreted as a firm response to those who claim that Sats should not be in the road transportation business, and should withdraw, allowing private enterprise to take that function over

Grové did not slam the door completely. He said that Sats was "prepared to co-operate with private enterprise to provide a multi-modal service"

He has for years been a staunch supporter of logical privatisation, which he interprets as any action to ensure that the private sector's share in the economy is as large as possible "and the government's share therein is as small as possible."

Said Grové "Privatisation is not merely the transfer of public sector functions to the private sector. It also entails deregulation, and we in Sats support the idea of deregulation in the transport field"

But, he warned, "deregulation, whatever form it takes, is not a bandwagon on which the private sector can enjoy random rides. The opportunities offered go hand in glove with responsibilities which private road hau-



**Sats' Grové ... dashing hopes**

liers will have to accept"

In a deregulated atmosphere, Sats should be allowed to choose the type of traffic it wishes to convey and the transport modes it wishes to use "And it should be allowed to decline to render socio-economic or uneconomic services, or be fully compensated for them," he said

Clearly, cross-subsidising loss-making services sticks in his craw. He believes it will be possible to reduce harbour charges, which are said to inhibit coastal trade, if cross-subsidisation can be phased out

One item of good news Grové believes the recession has bottomed

F(1) MAIL 12/9/86  
SATS 269

## Staying on the road

As government's tentative moves towards privatisation progressed, not a few envious glances have been cast at the profitable parts of Sats' transport operations

# Railways and S A P to merge ranks soon

## Crime Reporter

BY NEXT month, thousands of South African Railways Police staff will be wearing South African Police uniforms with the transfer of the force to the S A P

The transfer, which officially takes place on October 1, will bring the entire 52-year-old Railways Police force into the S A P fold

The Deputy Commissioner of Railways Police, Gen Pieter du Plessis, said both bodies were assessing their systems to find ways of linking the two in the most efficient way.

## Accommodation

'The phasing out of the Railways Police will take from October until March next year and in this interim period we will function the same way as now,' he said.

He said final decisions, affecting accommodation, staff and other areas, would be taken by both commissioners at the end of March

Gen du Plessis hoped S A P uniforms would be issued to all Railways Police staff by next month, but if that were not possible, the rest would wear their old uniforms with S A P badges

When asked how salaries would be affected by the transfer to the S A P, Gen du Plessis said salary plans had already been made

'Not a single member of SARP will get less than he or she is getting now while there will be others who will be better off'

He said there would be no 'enormous increases' in salary and there was no likelihood of retrenchments

'On the contrary, we need them all to do the jobs they are doing right now,' he said

It was too early to know where Railways Police staff would eventually be accommodated

'I do not think there will be any hardships for anyone, and I would like to assure staff that they have no reason to fear for their future — we are going across to our colleagues where we are welcome,' he said

A handing-over ceremony, to be attended by the Minister of Law and Order, Mr Louis le Grange, and the Minister of Transport, Mr Hendrik Schoeman, will be held at Esselen Park near Kempton Park on September 30

## Pay rise

JOHANNESBURG—The Commercial, Catering and Allied Workers' Union of South Africa had concluded its negotiations with Foschini with an R85 a month across-the-board increase for all permanent black staff, the union said yesterday — (Sapa)

**KENNISGEWING 645 VAN 1986****DEPARTEMENT VAN MANNEKRAG  
WET OP ARBEIDSVERHOUDINGE, 1956  
AANSOEK OM REGISTRASIE VAN 'N  
VAKVERENIGING**

Ek, Adam Johannes Jacobus Barnard, Assistent-nywerheidsregistrator, maak ingevolge artikel 4 (2) van die Wet op Arbeidsverhoudinge, 1956, hierby bekend dat 'n aansoek om die registrasie ontvang is van die Bloemfontein Municipal Black Workers' Union. Besonderhede van die aansoek word in onderstaande tabel verstrekk.

Enige geregistreerde vakvereniging wat teen die aansoek beswaar maak, word versoek om binne een maand na die datum van publikasie van hierdie kennisgewing sy beswaar skriftelik by my in te dien, p/a die Departement van Mannekrag, Mannekraggebou 449, Schoemanstraat 215, Pretoria (posadres: Privaatsak X117, Pretoria, 0001).

**TABEL**

*Naam van vakvereniging.*—Bloemfontein Municipal Black Workers' Union.

*Datum waarop aansoek ingedien is.*—1 Julie 1986.

*Belange en gebied ten opsigte waarvan aansoek gedoen word.*—Swart werknemers in diens by die Plaaslike Owerheidsonderneming soos onderneem deur die Stadsraad van Bloemfontein in die munisipale gebied Bloemfontein.

*Vir die doel beteken—*

“Plaaslike Owerheidsonderneming” die onderneming waarin werkgewers en hul werknemers met mekaar geassosieer is vir die instelling, voortsetting en afhandeling van enige handeling, skema of aktiwiteit wat deur die Stadsraad van Bloemfontein onderneem word.

*Posadres van applikant.*—Posbus 7643, Bloemfontein, 9300.

*Kantooradres van applikant.*—Munisipale Tehuis, Bloemfontein.

Die aandag word gevestig op onderstaande vereistes van artikel 4 van die Wet:

- (a) Die mate waarin 'n beswaarmakende vakvereniging verteenwoordigend is, word ingevolge subartikel (4) bepaal volgens die feite soos hulle bestaan het op die datum waarop die aansoek ingedien is, en wat die lidmaatskap betref, word alleen lede wat ingevolge artikel 1 (2) van die Wet op voormelde datum volwaardige lede was, in aanmerking geneem.
- (b) Die prosedure voorgeskryf by subartikel (2) moet gevolg word in verband met 'n beswaar wat ingedien word.

A. J. J. BARNARD,  
Assistent-nywerheidsregistrator.  
(12 September 1986)

**KENNISGEWING 646 VAN 1986****DEPARTEMENT VAN MANNEKRAG  
WET OP ARBEIDSVERHOUDINGE, 1956  
AANSOEK OM REGISTRASIE VAN 'N  
VAKVERENIGING**

Ek, Adam Johannes Jacobus Barnard, Assistent-nywerheidsregistrator, maak ingevolge artikel 4 (2) van die Wet op Arbeidsverhoudinge, 1956, hierby bekend dat 'n aansoek om die registrasie ontvang is van die Zakhani Transport and Allied Workers' Union. Besonderhede van die aansoek word in onderstaande tabel verstrekk.

**NOTICE 645 OF 1986****DEPARTMENT OF MANPOWER****LABOUR RELATIONS ACT, 1956****APPLICATION FOR REGISTRATION OF A  
TRADE UNION**

I, Adam Johannes Jacobus Barnard, Assistant Industrial Registrar, do hereby, in terms of section 4 (2) of the Labour Relations Act, 1956, give notice that an application for registration has been received from the Bloemfontein Municipal Black Workers' Union. Particulars of the application are reflected in the subjoined table.

Any registered trade union which objects to the application is invited to lodge its objection in writing with me, at the Department of Manpower, 449 Manpower Building, 215 Schoeman Street, Pretoria (postal address: Private Bag X117, Pretoria, 0001), within one month of the date of publication of this notice.

**TABLE**

*Name of trade union.*—Bloemfontein Municipal Black Workers' Union.

*Date on which application was lodged.*—1 July 1986.

*Interests and area in respect of which application is made.*—Black employees who are employed in the Local Authority Undertaking as undertaken by the City Council of Bloemfontein in the municipal area of Bloemfontein.

For the purpose of the above—

“Local Authority Undertaking” means the undertaking in which employers and their employees are associated for the institution, continuation and completion of any action, scheme or activity undertaken by the City Council of Bloemfontein.

*Postal address of applicant.*—P.O. Box 7643, Bloemfontein, 9300.

*Office address of applicant.*—Municipal Hostel, Bloemfontein.

Attention is drawn to the following requirements of section 4 of the Act:

- (a) The representativeness of any trade union which objects to the application shall in terms of subsection (4) be determined on the facts as they existed at the date on which the application was lodged and, as far as membership is concerned, only members who are in good standing in terms of section 1 (2) of the Act as at the aforesaid date shall be taken into consideration.
- (b) The procedure laid down in subsection (2) must be followed in connection with any objection lodged.

A. J. J. BARNARD,  
Assistant Industrial Registrar.  
(12 September 1986)

**NOTICE 646 OF 1986****DEPARTMENT OF MANPOWER****LABOUR RELATIONS ACT, 1956****APPLICATION FOR REGISTRATION OF A  
TRADE UNION**

I, Adam Johannes Jacobus Barnard, Assistant Industrial Registrar, do hereby, in terms of section 4 (2) of the Labour Relations Act, 1956, give notice that an application for registration has been received from the Zakhani Transport and Allied Workers' Union. Particulars of the application are reflected in the subjoined table.

KENNISGEWING 645 VAN 1986

DEPARTEMENT VAN MANNEKRAG  
WET OP ARBEIDSVARHOUDINGE, 1956  
AANSOEK OM REGISTRASIE VAN 'N  
VAKVERENIGING

Adam Johannes Jacobus Barnard, Assistent-  
idregerstrateur, maak ingevolge artikel 4 (2) van  
op Arbeidsvahoudinge, 1956, hierby bekend dat 'n  
al Black Workers' Union Besonderhede van die  
word in onderstaande tabel verstrek  
geregisteerde vakverening wat teen die aansoek  
maak, word versoek om binne een maand na die  
in publikasie van hierdie kennisgewing sy beswaar  
by my in te dien, p/a die Departement van Man-  
kragegebou 449, Schoemanstraat 215, Preto-  
ria Privaatsak X117, Pretoria, 0001)

TABEL

van vakverening — Bloemfontein Municipal  
Workers' Union  
waarop aansoek ingedien is — 1 Julie 1986

en gebied ten opsigte waarvan aansoek gedoen  
word is, naamlik die Plaaslike Ower-  
heid in die munisipale gebied Bloemfontein  
met betrekking tot —

die Owerheidsowerheid "die onderneming"  
die werkers en hul werkers met mekaar  
sien is vir die instelling, voorsetting en ahan-  
van enige handeling, skema of aktiwiteit wat  
e Stadsraad van Bloemfontein onderneem word  
van applikant — Posbus 7643, Bloemfontein,  
die van applikant — Munisipale Teltuis,  
in  
die word gevestig op onderstaande verases van  
die Wet

ate waarin 'n beswaarmakende vakverening  
nwoordigend is, word ingevolge subartikel (4)  
volgens die feite soos hulle bestaan het op die  
waarop die aansoek ingedien is, en wat die  
skap betref, word alleen lade wat ingevolge  
1 (2) van die Wet op voormelde datum vol-  
ge lade was, in aanmerking geneem  
procedure voorgeskryf by subartikel (2) moet ge-  
ord in verband met 'n beswaar wat ingedien  
word.

VARD,  
eiderregerstrateur

ENNISGEWING 646 VAN 1986  
ARTEMENT VAN MANNEKRAG  
OP ARBEIDSVARHOUDINGE, 1956  
SOEK OM REGISTRASIE VAN 'N  
VAKVERENIGING  
Johannes Jacobus Barnard, Assistent-nywer-  
ur, maak ingevolge artikel 4 (2) van die Wet  
-trouidinge, 1956, hierby bekend dat 'n aan-  
-justrasie ontvang is van die Zakkhen Trans-  
n onderstaande tabel verstrek

NOTICE 645 OF 1986

DEPARTMENT OF MANPOWER  
LABOUR RELATIONS ACT, 1956  
APPLICATION FOR REGISTRATION OF A  
TRADE UNION

I, Adam Johannes Jacobus Barnard, Assistant Industrial  
Registrar, do hereby, in terms of section 4 (2) of the Labour  
Relations Act, 1956, give notice that an application for  
registration has been received from the Bloemfontein Mun-  
icipal Black Workers' Union. Particulars of the application  
are reflected in the subjoined table

Any registered trade union which objects to the applica-  
tion is invited to lodge its objection in writing with me, c/o  
the Department of Manpower, 449 Manpower Building,  
215 Schoeman Street, Pretoria (postal address Private Bag  
X117, Pretoria, 0001), within one month of the date of  
publication of this notice

TABEL

Name of trade union — Bloemfontein Municipal Black  
Workers' Union

Date on which application was lodged — 1 July 1986

Interest and area in respect of which application is  
made — Black employees who are employed in the Local  
Authority Undertaking as undertaken by the City Council of  
Bloemfontein in the municipal area of Bloemfontein

For the purpose of the above —  
"Local Authority Undertaking" means the undertaking  
in which employers and their employees are associated  
for the institution, continuation and completion of any  
action, scheme or activity undertaken by the City  
Council of Bloemfontein

Postal address of applicant — P O Box 7643, Bloem-  
fontein, 9300

Office address of applicant — Municipal Hostel, Bloem-  
fontein

Attention is drawn to the following requirements of sec-  
tion 4 of the Act

- (a) The representativeness of any trade union which ob-  
jects to the application shall in terms of subsection (4)  
be determined on the facts as they existed at the date  
on which the application was lodged and, as far as  
membership is concerned, only members who are in  
good standing in terms of section 1 (2) of the Act as at  
the aforesaid date shall be taken into consideration
- (b) The procedure laid down in subsection (2) must be  
followed in connection with any objection lodged

A J J BARNARD,  
Assistant Industrial Registrar  
(12 September 1986)

NOTICE 646 OF 1986  
DEPARTMENT OF MANPOWER  
LABOUR RELATIONS ACT, 1956  
APPLICATION FOR REGISTRATION OF A  
TRADE UNION  
I, Adam Johannes Jacobus Barnard, Assistant Industrial  
Registrar, do hereby, in terms of section 4 (2) of the Labour  
Relations Act, 1956, give notice that an application for  
registration has been received from the Zakkhen Transport  
and Allied Workers' Union. Particulars of the application  
are reflected in the subjoined table

Enge geregisteerde vakverening wat teen die aansoek  
beswaar maak, word versoek om binne een maand na die  
datum van publikasie van hierdie kennisgewing sy beswaar  
skriftelik by my in te dien, p/a die Departement van Man-  
krage, Mannekragegebou 449, Schoemanstraat 215, Preto-  
ria (posadres Privaatsak X117, Pretoria, 0001)

TABEL

Naam van vakverening — Zakkhen Transport and Allied  
Workers' Union

Datum waarop aansoek ingedien is — 20 Junie 1986

Belange en gebied ten opsigte waarvan aansoek gedoen  
word — Persone in diens van die Paddpassiersbedryf en die  
Vervoeronderneming (Goedere) in die landstrosdistrikte  
Alberton, Benoni, Boksburg, Brakpan, Germiston, Johan-  
nesburg, Nigel, Pietersburg, Potchefstroom, Pretoria,  
Randburg, Randfontein, Roodepoort, Springs en Witbank  
Vir bogenoemde doel beteken —

"Paddpassiersbedryf" die bedryf waarin werkers  
(uitgesonderd werkers wat uitsluitlik skoolkinders  
vervoer tussen hulle woonplekke en die skole wat hulle  
bywoon) en werkers met mekaar geassosieer is vir  
die vervoer teen vergoeding op enige openbare pad,  
van enige persoon deur middel van 'n kragaangetrewe  
voertuig (uitgesonderd 'n voertuig in besit van en  
beheer deur die Suid-Afrikaanse Vervoerdienst of 'n  
plaaslike owerheid) wat bedoel is om gelyktydig meer  
as sewe persone, met inbegrip van die drywer van die  
voertuig, te vervoer, en omvat alle werksaamhede wat  
met voormelde bedrywighede gepard gaan of daartoe  
voortspruit, en

"Motorvervoeronderneming (Goedere)" beteken  
die onderneming waarin werkers en werkers met  
mekaar geassosieer is vir die vervoer van goedere, teen  
verhuur of beloning deur middel van motorvervoer  
en omvat die vervoer van grond, gruis of sand wat  
bedoel is vir verkoop, heis sodanige vervoer vering  
word teen verhuur of beloning

Posadres van applikant — Troyestraat 77, Johannesburg,  
2001

Kantooradres van applikant — Troyestraat 77, Johannes-  
burg

Die aandag word gevestig op onderstaande verases van  
artikel 4 van die Wet

- (a) Die mate waarin 'n beswaarmakende vakverening  
verteenwoordigend is, word ingevolge subartikel (4)  
bepaal volgens die feite soos hulle bestaan het op die  
datum waarop die aansoek ingedien is, en wat die  
lidmaatskap betref, word alleen lade wat ingevolge  
artikel 1 (2) van die Wet op voormelde datum vol-  
waardige lade was, in aanmerking geneem
- (b) Die procedure voorgeskryf by subartikel (2) moet  
gevolg word in verband met 'n beswaar wat ingedien  
word

A J J BARNARD,  
Assistent-nywerheidsregerstrateur  
(12 September 1986)

Any registered trade union which objects to the applica-  
tion is invited to lodge its object in writing with me, c/o the  
Department of Manpower, 449 Manpower Building, 215  
Schoeman Street, Pretoria (postal address Private Bag  
X117, Pretoria, 0001), within one month of the date of  
publication of this notice

TABEL

Name of trade union — Zakkhen Transport and Allied  
Workers' Union

Date on which application was lodged — 20 June 1986

Interest and area in respect of which application is  
made — Persons employed in the Road Passenger Transport  
Trade and the Transport Undertaking (Goods) in the Magis-  
terial Districts of Alberton, Benoni, Boksburg, Brakpan,  
Germiston, Johannesburg, Nigel, Pietersburg, Potchef-  
stroom, Pretoria, Randburg, Randfontein, Roodepoort,  
Springs and Witbank

For the purpose of the above —

"Road Passenger Transport Trade" means the trade in  
which employers (other than employers exclusively  
conveying schoolchildren) attend) and employees are  
associated for conveying for reward on any public road  
any person by means of a power-driven vehicle (other  
than a vehicle in possession of and controlled by the  
South African Transport Services or a local authority)  
intended to carry more than seven persons simulta-  
neously, including the driver of the vehicle and in-  
cludes all operations incidental thereto or consequent  
thereon, and

"Motor Transport Undertaking (Goods)" means the  
undertaking in which employers and employees are  
associated for the transportation of goods by means of  
motor transport for hire or reward and includes the  
transportation of soil, gravel or sand which is intended  
for sale, whether or not such transportation is per-  
formed for hire or reward

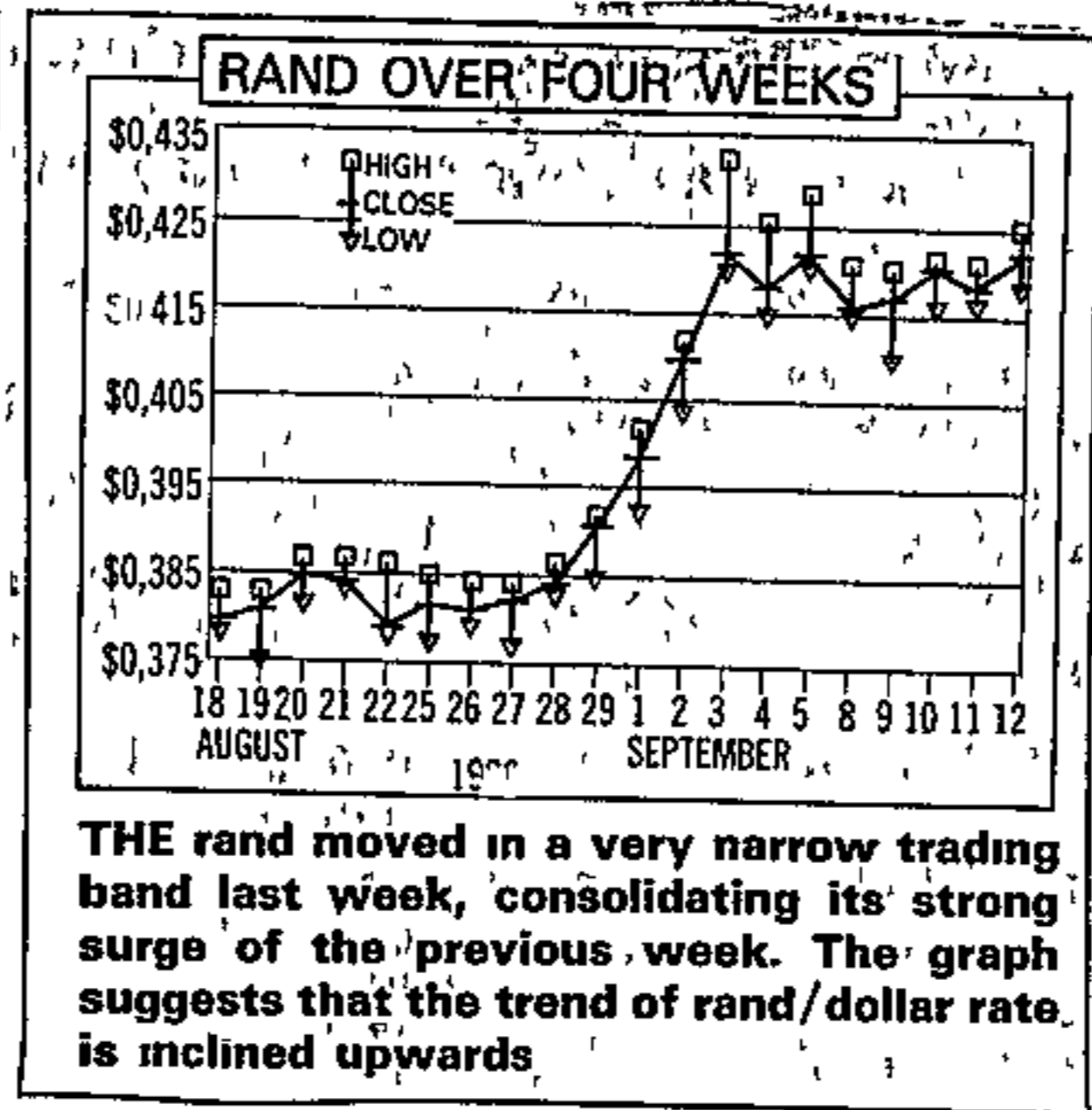
Postal address of applicant — 77 Troye Street, Johannes-  
burg, 2001

Office address of applicant — 77 Troye Street, Johannes-  
burg

Attention is drawn to the following requirements of sec-  
tion 4 of the Act

- (a) The representativeness of any trade union which  
objects to the application shall in terms of subsection  
(4) be determined on the facts as they existed at the  
date on which the application was lodged and, as far  
as membership is concerned, only members who were  
in good standing in terms of section 1 (2) of the Act as  
at the aforesaid date shall be taken into consideration
- (b) The procedure laid down in subsection (2) must be  
followed in connection with any objection lodged

A J J BARNARD,  
Assistant Industrial Registrar  
(12 September 1986)



## Sats rings up R75m surplus

BUDDAY 269  
5/9/86  
GERALD REILLY

DRASTIC spending cuts and higher productivity are given as reasons for the R75m surplus rung up by SA Transport Services (Sats) in the first four months of the financial year.

Sats says the all-services revenue amounted to about R3,039bn, compared with expenditure of R2,964bn. However, compared with a budget expectation for the April-July period, revenue was down by R91,427m against a budget expenditure cut of R104,899m to about R2,964bn.

Railway revenue was down by R40,221m compared with a budget expectation of about R2,150bn. Spending was cut by R34,674m to R2,227bn. Harbours revenue increased against budget by R5,535m to R347,360m. Spending cut by R796,000 to R228,550m.

Airways revenue was R53,137m less than budget, but there was a huge cut in spending of R69,476m to R486,959m.



# Council to act on bus pullout

Dispatch Reporter

EAST LONDON — The city council is to do "everything in its power to see to it that the people of Duncan Village and Buffalo Flats are afforded a bus service," the chairman of the action committee, Mr Neville Randall, said yesterday.

The withdrawal of 26 Ciskei Transport Corporation (CTC) buses serving the areas was discussed at an action committee meeting

The bus company said it would not oppose applications by other par-

ties to operate buses in the two areas and would consider selling buses to new operators

Mr Randall said council was concerned about the effects of the move, particularly because it would affect 2 100 schoolchildren who relied on the service

"Council will do everything in its power to try to come up with something.

"Many councillors feel that this is a golden opportunity to invite private enterprise to provide the service, as I cannot see council tak-

ing over the service

"We also want to ask the CTC to come in with us on this to try to solve the problem. We also want to ask the South African Black Taxis Association to see how they can help out," Mr Randall said

The Coloured Management Committee had asked the council to take over the service, but council has informed the manager of the CTC that it does not wish to do so

A spokesman for the CTC said earlier that the service to the two areas was "not viable"

# Number of telephones in South Africa now 4.1-m (219)

More than 46 000 new telephones were installed in South Africa in the first three months of this financial year, the Postmaster-General, Mr Jimmy Taylor, said yesterday

Mr Taylor said the installation brought the total number of telephones countrywide to 4,1 million at the end of June. About 200 000 more telephones could be installed by the end of the financial year.

Mr Taylor said the demand for telephone service remained high. The waiting list had decreased by only 1 000.

## CAPEX BUDGET UP TO R1 444-M

The Post Office budget for capital expenditure to expand the telecommunications system came to R1 444 million in the present financial year. This was nearly 11 percent higher than the R1 303 million of the previous financial year.

Mr Taylor said more than R506 million would be spent on switching equipment for telephone and other exchanges.

About R144 million had been budgeted for subscriber equipment while R141 million would be spent on exchange cables. Transport costs for the expansion and maintenance of the communications system would be about R28,5 million — Sapa

# Bus stop race bar to go in Jo'burg CBD

Municipal Reporter

More than 50 000 black, coloured and Indian bus commuters are on the brink of being allowed bus stops in the Johannesburg city centre. Until now they have been forced to walk up to 3 km to work from terminuses on the outskirts of the central business district.

This will be the first time in the city's history that boarding rights previously reserved for whites will be extended to other races who are permitted to travel through, but not stop, in the city centre.

In addition to the creation of about 25 new stops, additional black routes are to be introduced through the CBD, said the president of the Johannesburg Chamber of Commerce, Mr Pat Corbin, whose efforts were largely responsible for the improvements.

He considered the removal of racial implications from transport a logical move after the declaration of the CBD

as a free trading area and personally approached all affected property owners and businesses for support.

"Their reactions were positive. Most of them said the move was long overdue and only one refused to have a black bus stop sited near his business."

The city's traffic and security, and metropolitan planning departments had backed the plan all the way, he said.

"Now the ball is in the management committee's court as we await the final go-ahead."

## ROUTES FINALISED

Routes for Indians and coloured people have been finalised and Mr Corbin was confident that black routes would be operational within four weeks.

A new black route is to be introduced via Doornfontein, End, Marshall and Anderson streets. This would be the first of many additions or alterations to the existing bus routes in the CBD, Mr Corbin said.

BUS DAY 24/9/80.

~~259~~

269

~~259~~

# Report pinpoints dissatisfaction

THE Council for Scientific and Industrial Research's National Institute for Transport and Roads Research (NITRR) is urgently studying the deregulation and improvement of Black commuter transport countrywide.

In research carried out by the NITRR in the Pretoria area, the findings were that overcrowded buses and trains and infrequent or unreliable services, which often result in late arrival at work, are

SOPHIE TEMA

major issues affecting black commuters.

Areas also studied include Soweto, GaRankuwa, Olifantsfontein, Meyerton, Rustenburg and Cape Town.

The Pretoria study was the largest with more than 1 000 commuters interviewed

Studies elsewhere in SA, al-

though less detailed, suggest that the problems experienced and the attitudes of Black commuters are similar in most areas.

The report summarises 14 separate studies of black commuting in the Pretoria area which have shed new light on the problems of the long-distance commuter.

The report shows that commuters expect very high standards for seat availability and punctuality of service at very low fares.

DD 24/9/86 (269)

## Buses: BCI steps in to survey alternatives

### Dispatch Reporter

EAST LONDON — The Border Chamber of Industries (BCI) is launching a drive to ease a possible disruption of transport for workers after an announcement by the Ciskei Transport Corporation (CTC) bus company that it will be withdrawing its Duncan Village and Buffalo Flats service next month.

A letter signed by the head of the chamber's transport portfolio, Mr David Saunders, is being sent to the organisation's 75 members for information on how the move will affect their operations.

The chamber is doing a survey because of concern that industry will not have a regular service for workers, especially those on night shift.

"The results of the survey would be made available to any prospective entrepreneur contemplating taking over the service when the CTC withdraws," a spokesman for the BCI said yesterday.

The CTC announced the withdrawal earlier this month and said the service would be withdrawn at the end of next month because of a

### R6 million trading loss

About 28 buses are used on the Buffalo Flats and Duncan Village runs and fears have been expressed that many workers' transport would be disrupted when the service was withdrawn. This would be detrimental to industry, especially firms sited on the West Bank.

The withdrawal has been condemned by the chairman of the Duncan Village Residents' Association, Mr Chief Ndindwa, who called the move "absurd" and said the residents had not been consulted.

The chairman of the city council's action committee, Mr Neville Randall, has said council would do all in its power to see to it that people were afforded a bus service.

He said the council would try to get interested parties together and that many councillors felt it was a golden opportunity for private enterprise to take over.

Mr Randall did not think that the city council's bus service, which is running at a loss of more than R1 million a year, would be able to service the area.

CHRIS CAIRNCROSS

SAFREN would like to provide a telex service for business.

This message medium has long been a monopoly of the Department of Post and Telecommunications

The suggestion comes from Safmarine Computer Services (SCS) CE Ian Shevlin, whose division is spearheading Safren's aggressive diversification into high-technology information processing and communications

Shevlin said in Cape Town that Safren was probably the largest user of domes-

# Telex tempts Safren

24/9/88 BUS DAF

262

262

the telex links and had developed a sophisticated telecommunications network within the group second only to that provided by the Post Office.

He estimated that as many as 6 000 messages were processed through this network each day

Post Office regulations prevent SCS from doing this but, with deregulation and privatisation accepted in principle,

at least by government, this is one area where the private sector might be permitted to compete with the Post Office

Shevlin stressed the proposed telex service was no more than an idea and reaction of authorities had to be tested

SCS is the smallest operating division within Safren, whose main activity is in shipping.

It was set up in 1975 to provide an inhouse computer network to track Sa-

from containers and for internal accounting SCS's functions have been dramatically expanded over the past two years

In 1984 its R7m turnover came mainly from a computer bureau service

In the 1985 financial year turnover rocketed to R40m and is projected to climb to about R67m during the current financial year, according to Shevlin

Some of this growth is the result of higher sales of its services but most is due to a series of takeovers and development of new activities over the past 18 months

Mastercard

# Fuel, vehicle licence fees set to rise

MOTORISTS face increased vehicle licence fees and petrol prices to pay for recommendations in a Transport White Paper being studied by government

Transport director-general Adriaan Eksteen told an "Outlook for Trucks" conference in Johannesburg yesterday the recommendations would cost motorists R253m a year.

And he said it was now accepted existing transport policies ran contrary to national economic policy.

The cumbersome road freight permit policy cost the country more than R60m a year, while distorted tariff systems resulted in expensive and uneconomic

25/9/76 BUD DA  
DAVID FURLONGER

transport.

The major recommendations were

- An end to internal cross-subsidisation between SA Transport Services (Sats) activities, whereby uneconomic services are subsidised by money-making ones,
- Sats should be compensated openly for the financial burden of uneconomic services, by way of direct subsidisation,
- Uneconomic services should be paid for by whoever needed them — in the case of urban transport, by Regional Service Councils,

259  
180 153  
 Fares and freight rates should become market-related.

Provincial traffic ordinances be rationalised into a single National Road Traffic Act.

Eksteen said the direct cost of those changes must be borne by road-users

He said "The Department of Transport has calculated that an additional R253m must be recovered annually from road-users. This can be achieved by increasing the licence fee for all vehicle classes as well as the levy on diesel fuel now going towards the National Road Fund"

PRICE MOVES AT A GLANCE

ARGUS 25/9/86

## SA-Maputo railway 269 sabotaged and closed

MAPUTO — The railway from South Africa to Maputo has been sabotaged and is closed

According to the official Mozambican news agency quoting a Ministry of Transport source, the attack occurred last night in Mozambique six kilometres from the South African border town of Komatipoort

The line has often been sabotaged by Mozambique National Resistance guerrillas, who oppose President Samora Machel's Marxist government — Sapa-AP

Racing 40, Sport 40, 41, 42, 43 and 44



DD27/9/86 (269)

# Fond farewell for Railways Police

**Dispatch Reporter**  
**EAST LONDON** — The South African Railways Police held its last official staff function at the Robbie de Lange Hall here last night.

Colonel Sydow will be succeeded by Colonel H Schutte, from Windhoek, who will assume duty as the Commanding Officer of the South African Police's transport policing branch here

The Railways Police will be amalgamated with the South African Police on October 1

In a message to his successor, Colonel Sydow said, East London was a pleasant area to work in. He had been particularly impressed with the co-operation between the different racial groups within the different police forces in the area

Colonel Sydow has been with the Railways Police for 39 years and said at the function last night that if he had to choose his career again he would "do the same"

The last Railways Police Christmas party will be held at the hall today

## Results delayed

**UMTATA** — The results of Transkei's general election are not expected to be announced until at least Wednesday

The chief electoral officer, Mr V B Mgwigwi, said in a statement yesterday "all had gone well" during Thursday's elections

"We are still waiting for the results and figures from all 25 constituencies"

"There are also results to come from polling offices in South Africa"

"This may take longer than we expect but, if everything goes well, we hope to have the full results within a week or two," he said.

A high percentage poll was expected — **DDR**



The Regional Commissioner of the South African Railways Police, Colonel Johan Sydow, left, with Mrs Gloria Hitge, Mrs Marieta du Toit and the regional manager of the South African Transport Services, Mr Louis du Toit, at the Railways Police's last dance last night.

## Alfresco sleepers air views on night shelter

Nobody thought of asking the Ronderbosch vagrants what they thought of the proposed night shelter under Belmont bridge, so I visited them

"There you are, in the bush," said Jacobus triumphantly.

Jacobus, after whipping out a testimonial from a Mr Le Roux in Hout Bay who attested

**Scott-free**  
The **JOHN SCOTT** column

mustn't make too much noise or the people will complain? Confided is

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# Traffic control at station, airport may be transferred

## Municipal Reporter

TRAFFIC control at Port Elizabeth's airport and railway station will probably be taken over by the municipal traffic department

Requests for the take-over of duties have been received by the municipality from both the airport manager and the general manager of South African Transport Services

In a report tabled at this afternoon's meeting of the City Council's Works and Traffic Committee, the Chief Traffic Officer, Mr Andy Augustyn, says the airport manager has informed him

that because of the combining of the South African Police with the Railways Police, traffic control would no longer be undertaken at the airport

A similar request for the railway station included the management of a parking meter system

Mr Augustyn said a policy decision was needed on whether the council was prepared to provide the service, and if so, negotiations were needed on

● How long the service would be required

● The transfer of infrastructure such as, traffic

signs and parking meters

● The State's contribution to subsidise additional staff

Because the roads at the airport and railway station were open to the general public and therefore public roads, regulations and by-laws could be imposed because they were within the municipal area

● A proposal to link the traffic department to the Cape Provincial Administration by computer will also be considered by the Works and Traffic Committee

● A request for a cycle path along Westview Drive is also on the agenda

30/9/86



269

# Council considers opening buses to all

The Johannesburg City Council is to investigate phasing out racial discrimination in the city transport services.

This follows the unanimous adoption of a motion by New Republic Party councillor Mr Ron Selley at last night's council meeting.

Commenting after the meeting, Mr Max Neppe (PFP) said his party fully agreed with the desegregation of buses. When a similar motion had been introduced in June the PFP had pushed for the total elimination and not merely the phasing out of apartheid in transport services.

"However Mr Selley withdrew his motion when he presented it last time and could do so again if we insisted on a change of wording. We decided to accept it as it stood and to debate the matter in full when the report and recommendations of the transport department are made to the management committee."

Mr Neppe said three preliminary steps had to be carried out immediately.

The road carrier permit of the Johannesburg Transport Department had to be amended to remove references to race, conflict with other carriers regarding routes in an integrated system had to be resolved, and agreement had to be reached with trade unions that there would be no job reservation in the manning of buses.

● See Page 8.

269 2/10/87

## SATS runs up R79m surplus

Mercury Correspondent

JOHANNESBURG—SATS has run up a substantial surplus of nearly R79m in the first five months (April to August) of the current financial year

The major reason, according to SATS, is substantial cuts in spending. This amounted to R118,939m against the budget estimate.

Revenue was down by R97,632m against budget. Actual revenue for the five months for railways amounted to R2 641,474m and expenditure R2 807,708m — a deficit of R166,234m.

Harbours revenue amounted to R430,791m and expenditure R286,737m a surplus of R144,054m.

SA Airways' revenue totalled

R644,960m against expenditure of R620,487m.

Revenue for all SATS services amounted to R3 820,707m, against expenditure of R3 742,075m — a surplus of R78,632m

In August total revenue amounted to R781,740m and expenditure R778,196m surplus of R3,544m for the month

(48) 00 2/10/86  
Jo'burg  
transport  
apartheid  
to go?

JOHANNESBURG

The Johannesburg City Council is to investigate phasing out racial discrimination in the city's transport services.

This follows the unanimous adoption of a motion by a New Republic Party councillor, Mr Ron Selley, at a council meeting this week.

Commenting after the meeting, Mr Max Neppe (PFP) said his party fully agreed with the desegregation of buses. When a similar motion had been introduced in June the PFP had pushed for the total elimination, not merely the phasing out of apartheid in transport services.

"Because all the routes are common to more than one service and the fares for black services are 60 per cent of those used by whites, coloured and Asians, we believed that it will not be possible to implement integration in phases route by route" he said — Sapa.

(269) 00 2/10/86

the state

## SAA has rethink on European services

28/10/1986

JOHANNESBURG—South African Airways was evaluating its European services and might consider combining several of its more unprofitable services, an airline spokesman said yesterday.

SAA staff in several European capitals fear for their jobs because of rumours that several flights will be discontinued.

The airline's international director, Mr Henry van Wyk, flew to Amsterdam last week for a meeting with all SAA managers in Europe, according to an SAA source there.

Mr van Wyk was said to have told the managers that SAA might discontinue most European flights from next year and concentrate on its profitable services to London and Frankfurt.

### Share

On abandoned routes, SAA would enter into agreements with other airlines for a share of their revenue in return for being allowed to operate to and from South Africa.

This was denied by the SAA spokesman. He admitted that SAA was 'having a very good look at all services in relation to the demand'.

'Patronage has been a bit down both locally and overseas. We are looking at possibly combining some flights, particularly in the low season,' he said.

South African travel agents have been predicting large cuts on SAA's overseas operations for some time.

Most SAA services to European capitals, one agent said, were operated as 'flag-waving exercises'.

SAA was forced to fly around the bulge of Africa, so it had greater fuel bills and longer flights than those of European carriers.

The airline could be transformed into a smaller, more efficient and profitable one, the agent said — (Sapa)

### Locusts

JOHANNESBURG—A locust plague of unprecedented proportions is threatening farmers in the Northern Cape, Eastern Cape, Western Transvaal and the southern parts of the Orange Free State — (Sapa)

# Decision on SAA

## 'is apartheid chicken roosting'

3/10/86  
269



Mr J MALCOMESS

By BARBARA ORPEN  
Post Reporter

THE withdrawal of South African Airways' landing rights in America was sad, but yet "another apartheid chicken coming home to roost"

This is the view of Pro-

gressive Federal Party opposition spokesman on Transport Affairs, Mr John Malcomess. He was commenting on the decision adopted by the US Senate yesterday to cut off South Africa's United States landing rights within 10 days.

Mr Malcomess called on the Government to provide alternative services for a direct route to the US.

Condemning SAA's response to provide four extra flights on the European route as neither "adequate or desirable", he said this was unprofitable because of the cost of flying around the bulge of Africa, and it was time-consuming and expensive for the passenger.

He suggested it would be possible to find an international airline to provide a profitable service.

"Failing that, a service from neighbouring countries, such as Botswana, and New York would be almost as good.

"I know this does not help SAA, but it does help SA and I call on the Government to do everything possible to provide such a service."

●Prospective travellers with SAA to New York have been asked to make alternative travel arrangements at their nearest travel agents.

A spokesman for SAA said passengers who had already booked on SAA flights to and from New York would be contacted.

But prospective travellers should contact SAA offices or their travel agents because contact telephone numbers were not always available.

SAA is still uncertain when the US ban on landing rights will become effective.

Their legal advisers in New York were not sure last night whether the period of grace was 10 or 90 days "but because we cannot keep our passengers in suspense, we will act as if the ban will become effective within 10 days", he said.

A statement clarifying the time limit, as well as arrangements for passengers already booked to fly to and from New York, was likely to be...

late today, Mr Vander Veer said.

DD 23/10/86 269

# SAA risks air safety — claim

**Dispatch Correspondent**  
**JOHANNESBURG** — An allegation was made in the Rand Supreme Court yesterday that a decision by the South African Transport Services to retire pilots as a cost saving measure was jeopardising the safety of SAA passengers on international flights

The president of the South African Airways Pilots' Association, Mr Theunis de Villiers Steyn, made the allegation in papers in support of a successful application to invalidate an order by the Minister of Transport Affairs to terminate the employment of 10 senior SAA pilots from May 1.

The association brought the application, on behalf of Mr Donald Fenton and Mr Raymond Pike, against the minister and Sats, claiming that the minister's retrospective order of June 1, served on Mr

Fenton and Mr Pike by a Sats official, was ultra-vires the Employment Act

Mr Justice A M van Niekerk ruled invalid the minister's order, which effectively ordered the early retirement of Mr Fenton, 55, and Mr Pike, 54, after declaring ultra-vires under the Employment Act the delegation of power by the minister to an official of Sats to order the pilots' termination of service.

Mr De Villiers Steyn alleged that the forced retirement of Mr Fenton and Mr Pike, and six other senior inter-continental pilots who have accepted early retirement in accordance with the minister's order, was an effort by Sats to curtail costs even at the expense of the safety requirements implicit in the Flight and Duty Time Agreement of April 1 last year.

He alleged that Sats had regularly requested pilots to exceed the provisions of duty stipulated in the agreement, concluded by the Pilots' Association and Sats to ensure adequate rest periods for flight crews on international flights.



# Information for transport

Transformation

269 Political Staff W/K Argus 4/10/86

THE entire transport structure in South Africa, including the South African Transport Services (Sats), is about to be turned on its head

The tight regulatory controls which limited free enterprise in transport and gave Sats a lop-sided monopoly over the years are target number one

Then a start will be made on privatising large segments of the Sats empire

Indications of the Government's rethink of transport policy were given by the Director General of Transport, Mr A B Eksteen, at the recent "Outlook for Trucks" conference organised by the magazine *Transport Management*

Mr Eksteen is also chairman of the National Transport Commission

## More equitable method

A draft White Paper on the new transport policy is to go before the Cabinet sub-committee on economic affairs next week. The White Paper was expected to be tabled in Parliament at the start of next year's session of Parliament

It would be rapidly followed by three new Acts of Parliament consolidating earlier legislation while introducing the new approach

The three proposed laws are

- A Transport Act which will deregulate the transport system and scrap the National Transport Commission replacing it with an advisory council.
- A National Roads Act which will bring the planning and construction of all roads under one body and govern a new and more equitable method of raising money for road construction, and
- A Road Traffic Act which will consolidate all existing central government and provincial legislation and bring a new penalty point system for heavy vehicle drivers and operators into operation

And an investigation is being carried out by SATS at the moment to consider which services could be privatised. These services included harbours, pipelines and road transportation

The transport structure is not the only target of Government plans to deregulate and privatise

The Post Office is also under the spotlight

Mr Eksteen said at the conference the White Paper had been drawn up as a result of the National Transport Policy Study Group investigations and would be published next year along with major changes to legislation

Mr Eksteen made it clear that Sats would no longer be

protected, the practice of cross-subsidising unprofitable Sats services from the profitable ones would be halted and segments would be privatised

Current transport policy was "contrary to the widely stated principles of national economic policy which emphasises the beneficial role of competition"

## Difficult to police

The direct cost of applications was R60-million a year. This led to a distortion of tariffs and the inefficient allocation of resources



In any case it was difficult to police the permit system while it had been found that 20 percent of freight being moved between Johannesburg and Durban was "illegal"

Apart from the direct saving there would be gains in the form of lower transport costs and better service

It was estimated that there would be a six percent increase in the surplus in the transport industry as a result but the elimination of inequities would lead to greater benefits

The proposed policy was that market forces should decide as far as possible "what is moved, how it is moved, at what price it is moved, to which destination it moves and at what level of service it is moved and by whom"

The cross-subsidisation of the various SATS services where profitable services were used to subsidise unprofitable service would be stopped

This would lead to tariff increases for some services

Mr Eksteen said there would, however, be provision for these services to be directly subsidised

# U S-bound passengers will fly via Europe

Mercury Reporter

259  
SANCTION-BUSTING moves by South African Airways to accommodate passengers booked on flights to the United States include complex globe-trotting destinations — at no extra expense.

Passengers flying to the U S will have to get connecting flights from Zurich, London, Lisbon or Frankfurt to reach New York, but SAA have said they will pay all extra costs incurred for as long as possible.

The arrangements follow the sanctions package passed by the U S Senate which bans SAA landing rights.

Yesterday an SAA spokesman said every effort would be made to get passengers booked on SAA flights to New York to their destination with minimum inconvenience.

'Arrangements will be made to supply additional seats, from the time the ban is imposed, on flights with the necessary connections to the U S, via London, Frankfurt, Zurich and Lisbon. No-one need fear that they will be stranded,' said the spokesman.

No extra expense would be incurred by passengers, he said, emphasising that even those tourists who still had to book flights would benefit from the new arrangements which are expected to be put into operation almost immediately.

A stipulation for those flying on the Youth and Super Apex fares to the U S is that they have to fly American Airlines from Europe to the U S

Passengers already booked on SAA flights to and from New York will be contacted by the airline, but prospective travellers have been requested to contact SAA or their travel agents to make alternative arrangements.

In Johannesburg, the chairman of Sator, Mr Danie Hough, said his organisation would ensure that tourist traffic between South Africa and the U S would continue in spite of the ban on landing rights, reports Sapa.

'The South African Tourism Board is making an evaluation ... to ensure that the tourist traffic between the two countries continues.'

# SANCTIONS

The impact on the man  
in the street. — Page 7

The effect on exporters.  
— Page 7

More reaction. — Page 7

Cycle to disaster. —  
Page 4

## SAA ban:

## US flights

## via Europe

By ROGER WILLIAMS  
Chief Reporter

SA AIRWAYS passengers to the United States are to be re-routed via Europe, at no extra cost, when the US withdrawal of landing rights from South African aircraft is enforced — probably on October 12

The chief executive of SAA, Mr Gert van der Veer, announced late yesterday that the airline's fares and conditions would remain on the present level Super Apex and Youth fares to the United States would also remain valid via Europe on SAA, but the transatlantic sectors must be used on aircraft operated by American Airlines only

The public would be notified as soon as final flight details were available, Mr Van der Veer added

● The withdrawal of landing rights will bring to an end a direct transatlantic service used by nearly 100,000 passengers a year

SAA, the only airline at present with a regular direct service between this country and the US, operates four return flights a week between Johannesburg and New York

Last year the airline carried 96,855 passengers and 5,702 tons of freight on this route

### Inconvenience

Additional flying time of at least six hours and the inconvenience of no longer being able to fly direct are the price US sanctions will impose on air travellers between South Africa and the US.

Some Cape Town travel agencies were inundated with calls from intending travellers wanting to know the implications for them of the sanctions package

"There are a lot of details we are not clear on ourselves," said one of the agents, "and we don't expect to get clarification from SAA before next week."

Mr Van der Veer had said earlier that the ban may come into effect as early as October 12, and that SAA would supply additional capacity from that date on flights to Europe connecting with flights to the US

Passengers who had already booked on SAA flights to and from New York would be contacted, he said, but prospective travellers were requested to make alternative arrangements at their nearest SAA office or travel agent.

It came in the form of Mr Botha's warning this week that the South African transport system would not carry American wheat imported by neighbouring states if the United States Congress overrode President Reagan's veto of its sanctions against the Republic

When the Senate voted on Thursday to support the stand by the House of Representatives, the rejection of the veto was confirmed. South Africa's neighbours are now waiting to see if Pretoria will carry out Mr Botha's threat

Mr Botha's statement has the appearance of a threat of retaliation by Pretoria rather than a warning of an unavoidable consequence of American sanctions, for there is no practical reason why South African Transport Services could not still transport American wheat to neighbouring states, even if Pretoria were boycotting it

There was an immediate reaction yesterday in Swaziland, when a local newspaper reported fears that South Africa would block a large cargo of American wheat already on its way

However, the American Embassy quickly issued a statement denying that the wheat was on its way to Swaziland

By Gerald L'Ange,  
The Star's Africa  
News Service

It explained that the American and Swaziland governments had been discussing a grant of American agricultural commodities to Swaziland "to offset the impact of a change in the US sugar-quota system", which apparently has reduced Swaziland's allocation

One of the commodities being discussed was wheat, but no agreement had yet been reached, the embassy said. Discussions were still going on with several governments

Mr Botha's threat appeared to be more rhetorical than real, however, for he did not talk about SATS refusing to carry wheat imports to the neighbouring states from countries other than the United States

In other words, SATS would still transport wheat bought by, say, Botswana from Canada

#### HOME-GROWN

As far as can be ascertained, neighbouring states, in any case, buy little wheat from the United States. They are believed to get it mainly from South Africa, Canada and Australia

It could not be established, however, whether any of the wheat sold by South Africa to neighbouring countries

(150 000 tons this year) has included wheat bought by South Africa from the United States (156 000 tons) or whether the Republic supplied only home-grown wheat to its neighbours

The biggest consumer of wheat in the region, apart from South Africa, is Zimbabwe, which uses 240 000 tons a year. Of this, between 50 000 and 100 000 tons is imported from Australia, Canada, Europe and the Argentine. None has been bought from the United States

Mr Botha's statement, nevertheless, represents the most explicit threat yet made on behalf of the South African Government to deflect the impact of anti-apartheid sanctions on to neighbouring states

It differs in an important respect from previous statements that sanctions might force South Africa to repatriate migrant workers from neighbouring countries. The migrant workers would have to make way for South Africans put out of work by sanctions. However, a refusal to carry American wheat to neighbouring states would be political rather than a logistical

South Africa's veiled threats to use neighbouring states as a shield against economic sanctions have now become specific. Foreign Minister Mr P. W. Botha has made the first direct threat of South African retaliation against its neighbours for sanctions imposed by third countries

# Pik's wheat warnings may is 'gloves off' signal it

# Will electric 'trams' run again?

By RAYMOND HILL  
 WORK on an ultra-modern electrified light-rail transport system for Port Elizabeth could begin within two years

It would revolutionise commuter travel in the city, and would be the first in the country.

A draft report on a feasibility study has recently been completed by a group of experts. The system would operate between the city centre and the northern areas and black townships.

The report will soon go before various committees of the PE City Council, and then to the Department of Transport and the Administrator, Mr Gene Louw.

The study took about 12 months to complete, and a decision by the authorities is expected before the end of the year, a spokesman for the City Engineer's department said this week.

Details of the lengthy report, dealing with the cost and identifying the proposed routes, will be disclosed later.

Phase one of the system would be implemented within the next two years if the recommendations of the investigators are accepted.

The system would take a year to construct.

The spokesman said it



Today's "Supertram". Plans are under way to introduce it in Britain. Port Elizabeth could be the first South African city to follow.

## Decision soon on a light-rail system for PE commuters

*269 W/E Port  
4/10/84*

would be the first light-rail transport system in South Africa

"The report examines different modes of transport and makes recommendations in respect of a future transport system for PE," he said.

He described the feasibility study as an "exceptionally important" project, and said a light-rail transport system had

many advantages

Last year a report on the findings of a delegation which made a special study of light rail systems overseas in 1984 was presented to the council's Works and Traffic Committee.

The delegation included the City Engineer, Mr Arthur Clayton; the chief traffic engineer, Mr G V Dazely; the managing

director of PE Tramways, Mr Carl Coetzer, and the chief engineer (planning) of the Cape Provincial Administration Roads Department, Mr W A B Bensimon.

Mr Clayton said last year that about 26 000 commuters used public transport in the northern areas on weekdays, and light rail transport would help them tremendously.

The chairman of the Works and Traffic Committee, Mr Frikkie Kotze, has said that a light electric rail system appeared to be the cheapest mode of public transport.

No cost of implementing the system has been divulged.

PE's previous "road-rail" service was scrapped nearly 40 years ago when the last tramcar left the Hill terminus for the city centre on December 16, 1948.

The service was ended because it had become too costly to run, and a proposed increase in fares of one penny was considered too drastic



A flashback to the first public transport system in Port Elizabeth — a horse-drawn tram in front of the City Hall.

Komga may invite

# Moenie worry nie, says barred SAA

By NEIL HOOPER

DIRECT South African Airways flights to America will end next Sunday as a result of the sanctions Bill passed by the American Senate this week

From then on, as a result of SAA's "friendly association with our colleagues in other leading airlines in the world", SAA passengers will fly to New York via Frankfurt, Zurich, Lisbon and London.

The decision to end the flights was taken by SAA on Thursday before details of the Senate sanctions package against South Africa were known, a spokesman for the Minister of Transport, Mr Hendrik Schoeman, said yesterday

## Planned

"Normally, in terms of our mutual contracts with other countries, we can demand 12 months' notice. But, in the case of landing rights in America, this was cancelled through the passing of the new Senate sanctions bill. We knew that, at worst, we could be given only 10 days' notice, and, at best, 90 days' if the bill was passed, and SAA decided to plan for the worst."

He was reluctant to say whether SAA was considering taking legal action as a result of the ban on landing rights in America

There are a lot of legal technicalities. Our legal people are looking at it. Discussions are taking place," he said

SAA is not concerned about leases it has which will be broken by the cancellation of SAA flights, such as catering and refuelling contracts

"America is barring SAA from continuing its operations in America. They are breaking the contracts SAA would like to continue flying to America."

From October 12, SAA will introduce four new weekly flights to Frankfurt, Zurich, Lisbon and London, to supplement present flights to Britain and Europe

"Passengers booked on flights to America from next Sunday onwards will be rerouted to America on British or European airlines. They will not have to pay any additional fare. SAA offices will continue

operating normally in America, as the sanctions Bill placed no bar on their continued operation

Meanwhile, SAA has taken a full-page advertisement in the Sunday Times today under the heading "Sanctions" it says "Moenie worry nie we're still flying high!"

SUN PRESS 5/10/80

# U S could face suit on SAA ban

Mercury Correspondent

JOHANNESBURG—The United States Government could be courting a multi-million-rand legal suit by the South African Government should it try to enforce a ban on SAA landing rights in 10 days' time

A 1947 bilateral agreement between the two governments requires one year's notice from a party wishing to cancel it

The Foreign Affairs Department's chief legal adviser yesterday said the department was investigating the whole question, which will certainly include the legalities of the matter

And it is understood that SAA lawyers in New York are studying the terms of the air pact which is to end as a result of the U S Senate overturning President Ronald Reagan's sanctions veto last Thursday

One possibility is an application for an urgent interdict in a U S court to override the ban

SAA assistant director of public relations Nic Venter said SAA was also studying the Bill but could not say at this stage whether legal action was contemplated

South African coal exporters do not face the same legal situation, as there is apparently only one outstanding contract with the U S to supply 800 000 tons of coal About 600 000 tons of this has already been delivered and the remainder will be shipped by the end of the year at the latest The coal ban takes effect in 90 days' time

Legal observers believe there will be no recourse to the courts for exporters whose contracts to supply other banned products like iron, steel, textiles, farm products and uranium have been broken as the contracts are nullified by the legislation

A further complication for SAA is whether a U S-promulgated law overrides the bilateral agreement between S A and the U S

Passengers will be re-routed via Europe at no additional costs Mr van der Veer said but they could expect an extra day to be added to their trip as a result of the delayed connection times

Meanwhile Simon Barber reports from Washington that U S customs officers are holding up all South African goods arriving in the U S at their point of entry while the Reagan Administration works out how to implement, and what is covered, by the sanctions

'We now have a complete halt on everything that comes in from South Africa Some of the goods may be released within a short period, but we are not leaving the spigot on,' Francis Keating, a senior Treasury Department official, said at the weekend

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249 6/10/86  
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# Landing rights: SAA to go to court?

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The Department of Foreign Affairs chief legal adviser said yesterday the department was investigating the whole question, which will certainly include the legalities of the matter.

And it is understood that SAA lawyers in New York are studying the terms of the air pact which is to end as a result of the US Senate overturning President Ronald Reagan's sanctions veto on Thursday.

One possibility is an application for an injunction in a US court to override the ban.

However, uncertainty exists over when the withdrawal of landing rights will come into effect, the Foreign Affairs legal division spokesman said.

SAA assistant director of public relations Mr Nic Venter said SAA was also studying the Bill but could not say at this stage whether legal action was contemplated. "There is even confusion in the US as to what the Bill means and when it will come into effect. People are talk-

ing about either three months or one year. The worst scenario is in 10 days' time."

South African coal exporters do not face the same legal situation, as there is apparently only one outstanding contract with the United States to supply 800 000 tons of coal. About 600 000 tons of this has already been delivered and the remainder will be shipped by the end of the year at the latest. The coal ban takes effect in 90 days time.

Legal observers believe there will be no recourse to the courts for exporters whose contracts to supply other banned products, like iron/steel, textiles, farm products and uranium have been broken as the contracts are nullified by the legislation.

A further complication for SAA is whether a United States promulgated law overrides the bilateral agreement between South Africa and the US.

"Generally speaking the situation is that if US legislation overrides or is in conflict with an agreement a United States court would be obliged to give effect to the United States statute. But this could conflict with provisions of

international law," the legal spokesman said.

International law requires that contractual obligations be honoured and reparations paid where these are broken.

"If the legislation has the effect of contravening international law, we would be wanting to take the matter to arbitration whatever the American courts say."

The US South African treaty makes provision for arbitration in the event of a dispute. Each party nominates an arbitrator and jointly appoint a third. They agree to try to give effect to its advisory report.

SAA has made additional capacity available on its London, Frankfurt, Zurich and Lisbon flights to cope with travellers journeying from SA to New York.

The chief executive of SAA, Mr Gert van der Veer, said yesterday no official notification had been received about the withdrawal of landing rights but in the interests of its customers SAA "have assumed flights will stop on October 12".

Simon Barber reports from Washington that US Customs officers are holding up all SA goods arriving in the US at their point of entry while the Reagan administration works out how to implement, and what is covered by, the economic sanctions mandated by Congress.

"We now have a complete halt on everything that comes in from SA. Some of the goods may be released within a short period of time but we are not leaving the spigot on," a senior Treasury Department official, Mr Francis Keating, said at the weekend.

The administration has accepted that this temporary overkill is necessary because of congressional suspicions that the new law will not be carried out wholeheartedly.

"Everyone, in and out of government, is watching the President very closely on this one," said Congressman Sam Gejdenson, a Democratic member of the House Foreign Relations Committee.

The White House is drawing up formal executive orders to the Treasury, Commerce, Transportation, Agriculture and State Department containing instructions on how to implement the law.

## T'kei warns Ciskei

**UMTATA** — Transkei's President George Matanzima, has warned President Lennox Sebe of Ciskei that any armed Ciskeians deployed inside the borders of Transkei would "never return alive".

At a rally in Ezibeleni near Queenstown at the weekend, Chief Matanzima said he had received information that Chief Sebe had formed a hit squad to assassinate Transkeian citizens.

He told President Sebe "not to play with fire".

Chief Matanzima confirmed that Major General Kwame Sebe, the son of President Sebe, and his second in command, Colonel Zandisile Ngwanya, are in prison in Umtata.

He said he did not know how they came to be in prison.

The two police officers were allegedly kidnapped at Bisho in Ciskei at about the time of the dramatic escape by the former head of Ciskei's security forces, Charles Xhanti Sebe.

Chief Matanzima denied any knowledge of Mr Charles Sebe's whereabouts. He said there was strong evidence that the two Ciskei police officers were involved in an attempt to abduct Mr Namba Sebe, a former Ciskei transport minister who was granted political asylum in Transkei after skipping bail on corruption charges and fleeing Ciskei. — Sapa

Editorial opinion P8



Gillian Dewar, 14, with one of the many beautiful arrangements on display at the Border Horticultural Society's spring flower show in East London at the weekend. Report page 3



Be smart and keep your cool

## Jongilanga is new champion

**JOHANNESBURG** — Mhoxsona Jongilanga, of Mdantsane, won the South African featherweight title when he stopped the champion, Gerald Isaacs in the 10th round of their 12 round bout here yesterday.

Jongilanga had the champion in trouble in the sixth when he dropped Isaacs for two counts, but he let the champion off the hook by becoming overkeen to end matters.

Jongilanga appeared to be tiring in the middle rounds, but came back strongly in the 10th when a right to the head dropped Isaacs. — DDC

Fight report page 16

## Fund to save deer

**CAPE TOWN** — A fund has been started to save the deer that killed its keeper, Mr Stanley Swanepoel, at Rhodes Memorial on Friday.

Discussions will be held today between officials of the Department of Public Works and Land Affairs, environmentalists and a veterinary surgeon. However, Mr John Spence, owner of the Tygerberg Zoo near Cape Town, has said he will take over the deer if R1 200 can be raised to build a pen. See page 2

## Freedom Party leader dies

**JOHANNESBURG** — The leader of the Freedom Party in the House of Representatives, Mr Arthur Booysen, has died in the Florence Nightingale Hospital here.

Mr Booysen, 43, had been admitted to hospital for a stomach operation. He was MP for Bosmont.

He leaves his wife, Valerie, a son and a daughter. — Sapa

## Film star weds

**DURBAN** — Actress Persis Khambatta, who starred in the film Star Trek has married a Durban businessman Mr Naren Parekh. — Sapa

## Bok angler injured

**EAST LONDON** — Springbok angler, Mr Ray G. manz, was admitted Frere Hospital after he received injuries in an accident at a function of the London Ski boat Club the weekend.

The assistant superintendent, Frere, Dr B. Hall, confirmed last night there was a possibility Mr Gudmanz might lose his eye, but said his condition was stable. — DDR

## Ships Aircraft TV, radio, weather, tides Crossword

Ships Aircraft TV, radio, weather, tides Crossword

CAPE TOWN 6/19/86  
**Black US embassy  
man barred  
from VIP room**

Political Staff

JOHANNESBURG. — Outgoing US Ambassador Mr Herman Nickel's farewell ceremony at Jan Smuts Airport on Saturday was marred by a racial incident when a white policeman refused a black US Embassy employee access to the VIP lounge.

After letting many US and other diplomatic personnel, as well SABC-TV's Network team go through unchecked, the policeman rudely stopped Mr Vusi Zwane, a black South African with a senior posting in US Information Service.

US Consul-General Ken Brown told the policeman that Mr Zwane was an embassy employee, but the policeman refused to budge.

Mr Brown then told him: "I think you are extremely rude."



The policeman, who refused to identify himself, then pushed Mr Brown through the VIP lounge door and slammed it in his face.

Mr Brown pushed the door open from the inside and, visibly angry, told the policeman: "I still think you are very rude."

Mr Zwane, who was responsible for making the embassy's own recording of the Network interview with Mr Nickel, then wanted to give his tape recorder to Mr Brown, but the policeman grabbed it and said it was not allowed.

Mr Zwane, clearly feeling angry and humiliated, said it was clear that the only reason he was stopped was because he was a black South African.

The airport manager and the chief of the security police at Jan Smuts were called to the scene, but in the end it took too long and Mr Zwane's presence was not needed any more.

Before his departure Mr Nickel said the euphoria in some circles over US sanctions against South Africa might turn into a hangover as it became clear that this policy could not work.

The overriding of the presidential veto was "a considerable setback" for the policy of constructive engagement.

"An expression of anger itself cannot be a policy. I don't think we have a choice but to pursue patiently and persistently the course of engaging all those elements in SA society who are working for non-violent change."

269

# Colour 'no factor' in airport row

PRETORIA — Strict instructions by Jan Smuts Airport authorities at the weekend led to a policeman's refusal to allow a black US Embassy employee to enter an area where the departing ambassador, Mr Herman Nickel, was being interviewed

Some journalists who had attended a press conference given by Mr Nickel in the VIP lounge witnessed the incident in which Mr Vusi Zwane, a black South African working for the US Information Service (USIS) was refused entry by a white plainclothes policeman

A police spokesman said Mr Zwane had not been refused entrance on the basis of his skin colour

Mr Nickel himself had been asked whether Mr Zwane should be allowed in while he was giving the SABC an exclu-

sive interview and the reply had been "No", said the spokesman

"Also, there was the security aspect it was the American ambassador in there and this Mr Zwane could not identify himself the fact he was not allowed in had nothing to do with the colour of his skin"

A USIS spokesman said here yesterday that the incident was regretted, but that it was not seen as a reflection of the attitude of responsible airport authorities

The airport policeman, who declined to identify himself when asked, insisted during the incident that he had instructions to let in only authorized people, and that Mr Zwane, who said he wanted to tape the interview, was not authorized

The US consul-general, Mr Ken Brown, tried to intervene, but to no avail

The policeman referred all objections to the airport manager and firmly shut the door, with Mr Brown on the inside and Mr Zwane on the outside

Mr Zwane, who said he had forgotten to bring his identification card with him, claimed he was being refused access because he was a black South African

The USIS spokesman said "We very much regret the incident

"We have discussed this with the local authorities. At the same time we believe this does not reflect the attitude of responsible airport authorities or representatives of the Department of Foreign Affairs' Office of Protocol"

— Sapa

# Mixed trains 'in line with Govt policy'

By SHARKEY ISAACS  
Staff Reporter

CAPE Town's commuter train service is becoming more multi-racial as fewer coaches remain for whites only

Changes to the number of whites-only coaches on southern suburbs trains were introduced last week and the northern suburb commuters had one less whites-only passenger coach from yesterday

South African Transport Services quota of reserved coaches on the Simon's Town line was chopped from three to two coaches and its separate passenger service on the northern suburban area was reduced from five to four coaches

There is now an extra mixed coach on every train to the city's northern and southern areas and has led to the opening of 460 more mixed suburban passenger coaches on train services to these areas.

This brings the number of open coaches on northern and southern lines to 2 931. There are 6 021 open coaches on the whole Western Cape system

## Travelling patterns monitored

The step has again brought the sensitive issue of apartheid suburban passenger coaches under the spotlight.

Mr Bertie Heckroodt, SATS's regional manager, said the move came after SATS monitored commuters' travelling patterns

He is, however, adamant the step is still in accordance with Government policy and says it merely followed a Press statement made in September last year by the Minister of Transport, Mr Hendrick Schoeman

He referred to the Minister's announcement that it had been decided to open "some" coaches but that certain segregated coaches for specific races would be retained.

Mr Heckroodt said commuters had removed segregation sign boards and these had been found strewn along the lines. Problems had also arisen when railways personnel had forgotten to change signs on trains travelling to other areas

More requests for non-smoker passenger coaches had been received in the past year and a coach had been introduced during the year in the "open" section of the train

He said the remaining segregation signs would remain and would be "well and securely" fixed

● The "big squeeze" on coaches of trains running to and from high density townships on the Cape Flats is being phased out

The railways are introducing longer trains on the township services from this month

Trains running to the multi-suburb complex at Mitchell's Plain past stations near the townships of Langa, Bonteheuwel, Heideveld, Guguletu, Manenberg, and Philippi, are gradually being extended from 11 to 14 coaches from October 1

ARBUS 7/10/86

269

9/10/86  
WEEKLY MAIL  
Court hears of station shootings

THREE years after the August 1983 shootings at Mdantsane railway stations in which at least seven bus boycotters died, an Mdantsane magistrate's court has opened an inquest into the incident. There were differences in several aspects of the evidence. Captain Lunga Mbi said the officer commanding the police force, Colonel Fikile Zibi, had ordered warning shots to be fired into the ground as the crowd was "in a fighting mood" and was carrying many kinds of weapons. Mbi said he heard someone from the crowd shout: "Let's go to them, they are not shooting at us." The crowd then advanced on the Security Forces, and shots were fired at the police and soldiers, who returned fire. When the shooting stopped, Mbi saw six bodies lying on the ground. Zibi then threw teargas at the crowd to force it to disperse.

Officials claimed seven people were killed in the Egerton station shootings, but eyewitnesses claimed at least 15 were shot dead.

Last week, an inquest was opened into four of the deaths.

Police witnesses said the police had been patrolling the township to prevent intimidation of people wanting to use the buses. At Egerton railway station a crowd gathered and marched on the police, who opened fire when they could not retreat any

However, Lieutenant-General D Mlandu, the head of the Ciskei Defence Force, who was a police colonel at the time, said he had heard no shots fired from the crowd. He also denied teargas had been used after the shootings were over.

# Clamp on List of Durban shipping

## Mercury Reporter

IN AN apparent move to counter sanctions, Durban port authorities, acting on a request from the Government, yesterday refused to release the daily list of ships in the harbour.

A South African Transport Services spokesman in Johannesburg said the decision to withhold the list was taken following a 'request' from the Minister of Trade and Industry, Dr Dawie de Villiers, and 'in the interests of our clients'.

Dr de Villiers could not be reached for comment last night, and it could not be established what official restrictions on shipping information would now be in force.

## Directive

However, the Deputy Trade and Industry Minister, Mr Kent Durr, told the Mercury a general request had been passed on to various State departments at the request of the private sector.

'We made known to them the problems some firms were facing and asked that appropriate steps be taken to protect the interests of particular people.'

The question whether the move to withhold the list was in response to the general request issued by the ministry, or to a specific directive, was one Dr de Villiers would have to answer.

Lists of shipping movements at other South African ports were released as normal yesterday.

N/M 9/10/86

# Act blamed for transport problems

Municipal Reporter

THE Group Areas Act was the root of many of the problems Durban bus, car and taxi commuters experience, according to a joint University of Natal/Durban City Council seminar on urbanisation and public transport held yesterday.

## Cavaliers now on black list for touring

LONDON—The thirty-one New Zealand rugby players who took part in the Cavaliers' tour of South Africa this year have been black-listed, an anti-apartheid campaigner said yesterday.

Eighteen British anglers also have been named on the United Nations' sporting blacklist after accepting an invitation to fish against white teams during a tour of South Africa in March last year.

Because of its policy of apartheid, South Africa is banned from international sport and the South African Non-Racial Olympic Committee (Sanroc), regularly compiles an international register of sportsmen who have competed there.

The only way competitors can be removed from the list is to make a public declaration opposing apartheid, and giving an assurance they will not compete in South Africa again.

Sam Ramsamy, Sanroc's chairman, said the list of about 250 sports competitors would not be published until the end of this month.

But he confirmed that among about 80 to 100 new names on the register were the 31 New Zealand rugby players who staged a 12-match tour of South Africa and the 18 British anglers. — (Sapa-AP)

Speaking on the expense of creating a transport infrastructure, Dr Jeff McCarthy, senior lecturer in the university's geography department, said politics could 'violate the logic of profitability with impunity'.

He said that transportation policies were an important part of grassroots political activity.

City Engineer Mr Richard Moore said that the Group Areas Act and influx control had complicated transport and caused many problems.

Referring to the need for high-density housing next to industrial areas to cope with Durban's predicted population explosion, he said that the proposed R340 million Inanda rail line would not meet demand as about 1 500 000 people would be living in the area in just over a decade.

Mr Moore said that programmes to encourage higher-income people to use public transport had proved ineffective overseas. People who used the buses found them too expensive and people who didn't use them were critical of the massive subsidies used to reduce the cost to the commuter.

## NRP looking to Indaba, says Sutton

BLOEMFONTEIN—The New Republic Party was 'a policy looking for a party', its leader, Mr Bill Sutton, told the party's Free State congress here yesterday.

He was speaking to a motion that the constitutional dispensation negotiated at the Natal Indaba would form the basis for amendments to the NRP's policy.

'We are still a policy looking for a party. Success in the Indaba might well provide us with that vehicle,' he said.

Inkatha, with whom the negotiations were initiated, was in the forefront of the struggle with the African National Congress and the South African Communist Party, he said.

'We are a secondary target for the ANC and its internal supporters, such as

the UDF and whatever we can do to assist Inkatha in its struggle is vital to us all'.

For that reason the NRP would not allow its present policy to stand in the way of negotiated change.

'I am firmly of the opinion that both parties will stand or fall by the outcome of the discussions,' Mr Sutton said.

If the Indaba proved to be a mere academic exercise it would benefit nobody, but an accord reached by negotiation would require change from all the participants, including the Government, which 'sat like a sphinx' during the discussions.

### 'Stupid'

Regarding Press speculation that the NRP should disband and throw its weight into another camp, he said the number of votes attained in the by-elections in Pinelands (3 600) and Claremont (800) in September was evidence that the party still had loyal voters.

Disbanding when the Indaba was about to bring about fruitful proposals as an alternative to National-

ist policies would be 'stupid' and 'a disservice to South Africans of all groups', he said.

The NRP was an opposition party. It offered an alternative in filling the gap between the old Republic, with its Westminster parliament, and the new Republic with its 'groups-parliament'.

It held that confederation should take place between the homeland governments and the South African Government. It also held that federation should exist between the whites, Indians and coloureds who were already in Parliament, and that a 'fourth house' should be formed for non-homeland blacks.

Mr Sutton said this 'remained the most sensible and almost the only policy that could bring a measure of peace and sense in the current circumstances in South Africa'.

The motion, unanimously adopted by the congress, confirmed the party's 'federal/confederal policy' in which all communities in South Africa would 'work together without one dominating the other' — (Sapa)

### Rover lay-off

LONDON—The State-owned Austin Rover factory suffered a new blow yesterday when a strike at one of its suppliers forced the lay-off of 12 000 workers — (Sapa-Reuter)

## Two ships fetch close to R12 m

Mercury Reporter

TWO ships were auctioned by court order in Durban yesterday and together fetched nearly R12 million.

Both are bulk carriers and have been held in South Africa by court order for more than a year.

The 30 745-ton Runko

Monaco and Switzerland and operating from Caribbean islands.

They fetched much more than their appraised values.

'I don't think I got a good bargain,' said Mr Dabovic.

'But having come here, I didn't want to come for

## Steel agrees with chief on aid for blacks

ULUNDI—The British Liberal Party leader, Mr David Steel, said here yesterday his support for punitive

Steel emphasised the need for his Inkatha organisation to get together with the African National Congress

COAL producers are locked in an angry battle with SA Transport Services (Sats) over plans to link export rail rates to the Producer Price Index (PPI)

Sats says the agreement — which producers claim will increase certain costs by up to 50% — is final and will be imposed from April 1 next year after the present price agreement expires. Mining industry officials say they don't want the new formula and are prepared to take their case to government

Producers say the new formula "will put up costs and hurt exports at a time we can least afford it"

They are also angered by Sats's demand for guaranteed tonnages

"How can we guarantee export tonnages when there is so much uncertainty over sanctions," a spokesman for a leading coal exporter said last night.

The Sats price formula sets a fixed rate for the next 10 years, but with an escalating clause linked to an average 12-month PPI increase.

Latest official figures indicate the PPI figure for July showed a 19.7% cost increase over July 1985, but the average

# Coal exporters square up to Sats

9/10/86  
BUS DAY  
269

DAVID FURLONGER  
Industrial Editor

year-on-year monthly figure over the last 12 months was below this level

Sats deputy GM Giel Holz insisted last night the mining houses had accepted the new formula. "It was accepted after three meetings. They were all present. Whatever they say now, that is what they will get"

He said the tonnage guarantee issue was the only thing holding up formal signing of the new agreement.

Industry officials, however, say the matter is far from over. While mining houses were unwilling to comment officially on the matter yesterday for fear of jeopardising negotiations, a senior official said "We will make representations to government if Sats tries to force this on us."

Sats says the increases are necessary

● To Page 2

# Coal exporters square up to Sats

9/10/86  
BUS DAY  
269

to protect its own margins. It adds that if its own cost increases are lower than the PPI, it will reduce accordingly the increases passed on to producers.

Holz said: "We can't accept less than PPI and go below costs. If we do, how will we get the money back? I think there is an argument for helping coal-exporters but not from our side. They should ask government and the taxpayer should pay. Once you ask us to do it, we have to recover the money from our passengers."

Industry sources say the present price formula, scheduled to expire early next year, is based on a complicated formula comprising three main components: Sats labour costs, the Steel and Engineering Industries Federation (Seifsa) cost index, and changes in interest-rate levels for Sats capital expenditure. They say this resulted in a railage cost increase in 1985-86 of 6.7%.

● From Page 1



19/10/77

## Clamp on customs information in pipeline

### Mercury Reporter

THE decision to withhold the daily list of ships in Durban harbour will soon be followed by a similar clampdown on information issued by the Department of Customs and Excise, it was learned last night.

Trade and Industry Minister Dr Dawie de Villiers told the Mercury that statistics supplied by his department would soon be 'grouped differently'.

'In the present situation where countries have declared embargoes and where we find ourselves facing action from many quarters, it is important not to furnish unnecessary information,' he said.

### Threaten

A spokesman for the department said the clampdown on the Durban shipping list was as a result of a Cabinet decision to restrict, in principle, information that could threaten South African trade.

Dr de Villiers said he had not personally issued a request to the South African Transport Services (SATS) to withhold the Durban shipping list.

He said he presumed this had been done by the Minister of Transport Affairs, Mr Hendrik Schoeman.

Mr Schoeman could not be contacted for comment last night.

# Sports club cancels SAA sponsorship

HARARE — A Zimbabwean sports club has cancelled South African Airways' sponsorship of an annual golf and tennis tournament after press reports that it would violate an official ban on sports links with Pretoria

The chairman of the Bulawayo Country Club (BCC), Mr Samuel Jackson, said his executive committee had withdrawn SAA's sponsorship of the Flying Springbok tournament, due to have been held in Bulawayo from

October 17 to 19

The state-owned Herald newspaper said the tournament was intended "to paint a false picture of our country applying double standards in its relations with Pretoria"

SAA, which regularly flies to Zimbabwe, has sponsored the event for the past eight years

The Prime Minister of Zimbabwe, Mr Robert Mugabe, announced in August that he would cut all air ties with Pretoria — Sapa-AP

267

DD 10/10/86

# Jomet plan draws negative reaction

By Shirley Woodgate,  
Municipal Reporter

Official denials about the importance of the secret "Jomet Transport Plan Concept 2000" have finally been allowed to rest by its recent submission to the Department of Transport. The planning document which outlined multi-million rand road and underground rail plans for Johannesburg and its neighbouring towns, was handed to the department, which asked Jomag (Johannesburg Metropolitan Action Group) to submit a memoran-

dum on its contents

Mr. Conrad Berge, secretary of watchdog body that forced the document into the open, said this was proof the so-called "unapproved background document with no standing" was indeed a long-range planning document with far-reaching implications for the future of the entire metropolitan area.

## PUBLIC OUTCRY

A public outcry followed the leak of document details by Jomag to *The Star* last December

Two roads in particular — the east/west A6 and the north/south A3, that were planned to cut a swathe through established Johannesburg suburbs — were condemned outright at packed public meetings

In its report, Jomag commented that any transport plan produced in terms of the Urban Transport Act should be an extract from a comprehensive physical planning process. However this is not reflected in "Jomet 2000"

The siting of Norweto highlights the anomaly of the document's "mixed land use strategy" consisting of corridors and nodes of land development combining with public transport, Jomag stated

Other criticisms concerned the importance of the SATS role in public transport, the document's failure to grasp the twin implications of capacity as well as demand in highway planning, plans to use parks and open spaces for roads, and the disruption of neighbourhoods by new roads

Public funds will be needed for the implementation of the plans contained in the document. There is no indication how the plan would be amended if sizeable public funding is not made available

"If the plan is indeed a complete concept it cannot simply be reduced but will have to be entirely reworked," Jomag has stated

269

DD 13/10/86  
269

# SAA takes its last bite of Big Apple

## JOHANNESBURG

The last flight to New York by South African Airways, following a US ban on landing rights, left Jan Smuts airport here at the weekend, a SAA spokesman confirmed

All SAA flights to the US would, in future, be routed through Europe and a second carrier would take passengers to the US, Mr Leon Els said

The last flight back to South Africa was yesterday

Mr Els said SAA's six offices in the US would continue to operate as normal and no staff would be dismissed

"The offices will continue to provide information and flights to and from South Africa and from South Africa to the US via Europe"

An international catering contract for SAA, which was held by the US Marriott Hotel chain, was due to expire at the end of October but had already been taken over by Fedics

"We handed over the catering contracts to Fedics on Thursday," Mr Els said — Sapa

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Cape Imp 13/10/86  
269

# Last flight to Big Apple

**JOHANNESBURG.** — The last flight to New York by South African Airways, following a United States Congress's decision to withdraw landing rights for the carrier, left Jan Smuts airport on Friday night.

All SAA flights to the US will now be routed through Europe and a second carrier would take passengers to the United States, an SAA spokesman said.

Spokesman Leon Els said the last flight back to South Africa was on Saturday.

He said SAA's six offices in the

United States would continue to operate as normal and no staff would be dismissed.

"The offices will continue to provide information and flights to and from South Africa to the US via Europe," he said.

He said a catering contract for SAA internationally, which was held by the US Marriott Hotel chain, was due to expire at the end of October, but had already been taken over by Fedics.

"We handed over the catering contracts to Fedics on Thursday," he said. — Sapa.

# ROW OVER

# R1-M LEVY

THIS issue of the *Sowetan* has been produced under conditions that amount to censorship.

Some stories that relate to unrest, the state of emergency, activities of the security forces, have been heavily vetted by our lawyers to conform with emergency regulations.

Additional information which we may have had relating to unrest had to be approved by the Bureau or cannot be published.

*Sowetan 13/10/86*

A ROW has erupted between the Tembisa administrators and their treasurer over a change of the body's insurance company.

The administrators claim they were not consulted by the treasurer, Mr W de Klerk, when he decided to change the insurance company.

Between July last year and June this year, the now defunct Tembisa Town Council insured its property at R301 556,84 but the administrators, who took

By MZIKAYISE EDOM

over to run the township's affairs two months ago, will have to pay more than R1 million a year.

At a recent meeting held by the administrators, Mr de Klerk informed the administrators that they have to pay R1 064 818,91 for insurance.

Mr de Klerk told the administrators at the meeting that he took the decision on his own and that he had a "right" to do so without consulting them.

The insurance company told me that the main reason for the increase was caused by the high rate of political riots and arson in black townships," he said.

### Treasurer

"As the treasurer I have the powers to decide on certain matters, like this one, on my own. This has happened with the previous town council and I saw nothing wrong in taking a decision on my own," Mr de Klerk said.

In an interview after the meeting, a fuming Mr Solomon More, chairman of the administrators said they were not going to pay "this exorbitant money" for insurance.

### Loss

"We were never consulted in the first place and we have ordered Mr de Klerk to cancel the deal. We will look around for a cheaper insurance company," Mr More said.

The administrators are presently losing about R2.2-million in rent arrears following a boycott by the residents which started in June.

"We do not have the money to throw away and pay such an insurance policy. Our coffers are dry," Mr More said.

## Crowds flock to see 'resurrected' man



Mrs NONA Mkansl at her husband's grave yesterday

By NKOPANE MAKOBANE

THE family of a Diepkloof, Soweto, man who was to have risen from the dead on Kruger Day is still mystified as to who started the rumour.

House number 1797 Zone 2, Diepkloof, was turned into a visitors' haven on Friday, with hundreds of people waiting patiently to see the 're-

To Page 3

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# Sats staff lose bid for pay increase

Dispatch Correspondent

PRETORIA — The federal council of the South African Transport Services Staff Association came away empty handed and frustrated after a meeting here yesterday with the Minister of Transport, Mr Hendrik Schoeman.

Mr Schoeman rejected a demand for an immediate 15 per cent increase — the balance of a 25 per cent demand made last October. However, he conceded the council had "a very strong" case for increases on grounds of the cost of living spiral.

In a statement after the meeting, Mr Schoeman acknowledged Sats workers' salaries had not kept pace with the cost of living, but the financial position of Sats did not allow for salary increases "at this stage".

He indicated salary discussions would be continued.

Observers said it was clear from the start Mr Schoeman had no power to grant interim increases to Sats workers.

Increases for public sector workers, including those at Sats, will only be announced next year after a cabinet decision effective from the start of the new financial year in April.

Representations to the government for substantial increases in the new financial year will be made within the next few weeks by the Public Servants Association and Post Office Staff Association.

What is still rankling with public sector workers is the huge increases granted the State President, cabinet ministers and other politicians earlier this year — as much as 35 per cent — and the fact they will

have to battle for increases which are certain to be well below the inflation rate.

Before yesterday's meeting, the chairman of the Federation of Sats Trade Unions, Mr Jimmy Zurich, said: "Railwaymen are battling to

make ends meet. The cost of living and the inflation rate (have) rocketed, overtime and bonus payments have been cut to the bone and there is a possibility of more redundancies.

"They are dissatisfied and restless."

269  
Do 14/10/78

(B)

# Schoeman

rejects

NIM 14/10/88  
SATS

269  
pay rise

## Mercury Correspondent

PRETORIA—The federal council of the South African Transport Services staff association came away empty-handed after a meeting here yesterday with Transport Minister Hendrik Schoeman

He rejected the demand for an immediate 15% pay increase — the balance of a 25% demand made last October — although he conceded that the council had 'a very strong' case for increases on the grounds of the cost-of-living spiral.

In a statement after the meeting Mr Schoeman acknowledged that the SATS workers' salaries had not kept pace, but said the financial position of the SATS did not allow for salary increases 'at this stage'

He indicated that salary discussions would be continued

Observers said it was clear from the start that Mr Schoeman had no power to grant interim increases to SATS workers

Increases for public sector workers, including the SATS workers, will be announced only next year after a Cabinet decision, effective from the start of the new financial year in April

Representatives to the Government for substantial increases in the new financial year will be made within the next few weeks by the Public Servants' Association and the Post Office Staff Association

What is still rankling with public sector workers is the increases granted the State President, Cabinet ministers and other politicians earlier this year — as much as 35% — and the fact that they will have to battle for increases which are certain to be well below the inflation rate



**'Continued losses' blamed**

# More cuts coming for inter-city rail services

SMK (269)  
15/10/86

By Zenaide Vendeiro, Transport Reporter

More inter-city train services will be axed next month because of continued losses.

All passenger services between Johannesburg and Cape Town, except the Trans-Karoo and the Blue Train, will stop but the Trans-Karoo will run daily instead of four times a week.

Services between Cape Town and Port Elizabeth will be cut from four days a week to two. Trains will leave the coast on Fridays and Sundays.

There will only be one service a week, on Mondays, from Cape Town to Durban.

SATS has reported that the occupancy rate of the Blue Train, which reached a low of 36 percent in June, has begun to improve

## 'HIGHEST ANNUAL AVERAGE'

A spokesman said: "Although occupancy rates declined until earlier this year, the picture started improving from August when we reached parity with the same period last year.

"In September, when an occupancy rate of 68 percent was recorded, we exceeded the number of passengers conveyed during 1985.

"The highest annual average was in 1980 (about 95 percent) but during that year far fewer trips were run. Having achieved such high occupancy rates, it was clear we were in a growing market and provision had to be made for the overseas market.

"More recent events, however, indicated a decline in overseas passengers and to curb our losses we have reduced frequencies for 1987."

As a result of the drop in overseas passengers, SATS has focused on the domestic market. Traditionally the overseas/domestic passenger split was 80/20 — it is now 50/50.

"We are satisfied with the success we have achieved so far in the development of the local market," the spokesman said.

Bus Day 15/10/86

## Sats is to phase out subsidy scheme

269

DAVID FURLONGER  
Industrial Editor

SA Transport Services (Sats) has set a four-year target to phase out cross-subsidisation of its services.

The Transport White Paper now before the Cabinet accepts recommendations of the National Transport Policy Study (NTPS) for wholesale deregulation of the transport sector.

Sats deputy GM Giel Holz says "The White Paper says it is intended to phase out cross-subsidisation from the system. This should be complete by 1990. We hope to have very limited cross-subsidisation then."

He says the process is already well under way. Levels of cross-subsidisation — whereby Sats marks up charges on its profit-making operations in order to subsidise loss-making passenger services — are well down on previous years.

Compared to five years ago, when over half of Sats' passenger service losses were paid for by cross-subsidisation, this year it will be less than a quarter.

Of the R619m loss in 1981-82, R332m came from cross-subsidisation and R287m from government.

Of the R972m Sats has budgeted to lose on passenger services in the 1986-87 financial year, R220m will come from cross-subsidisation, and the remaining R752m direct from government.

"As this cross-subsidisation has reduced, so we have been able to reduce our mark-up on other services," Holz says.

He welcomes moves to deregulate Sats but says it is a two-way process. If Sats enters the free market, private transport operators must be prepared to shoulder their full share of the transport infrastructure.

The R253m private hauliers will have to pay in higher licence fees and diesel costs represents the shortfall in what they should have been paying in the past, he says.

"A basic prerequisite in a free market is for everyone to be equal. We are saying hauliers must pay their share of the cost. We were paying infrastructure costs, now they must pay."

# Timber growers tell Sats their rail tariffs are chopping profits

Financial Correspondent  
DURBAN — Timber growers and SA Transport Services' officials confronted each other in Pietermaritzburg yesterday over the problem of rail tariffs.

The forestry men maintained their profits were being chopped by ever-increasing costs of transporting wood by rail, while Sats officials — led by Minister of Transport Hendrik Schoeman — said the rail

service had to be run at a profit.

Bruce MacKenzie, chairman of the Forest Owners' Association, said that in the past 10 years, railage costs had increased from 25 percent to 50 percent of the delivered cost of softwood pulp to the paper mills.

"We are very concerned about what effect this is having on our export capability."

Criticising the Sats proposal to charge growers a per-truck tariff in place of the current per-ton basis, a Greytown grower said rail increases had far outgrown delivered prices.

Satga chairman Werner Weber called on the mining houses to let forestry men share in the gold boom through better wood prices.

He also criticised the pricing policies of the "Monopolistic" processors - companies such as Mondi, Sappi and Saiccor taking softwood pulp, and Hunt, Leuchars and Hepburn on the mining timber side.

Mixed-race rail coaches mark first year

# Reef doesn't go for 'grey trains'

A year has passed since South African Transport Services introduced mixed race or "open" coaches on its commuter trains.

The experiment has been very successful in Cape Town, where 460 more coaches were opened recently to all races to meet the demand. An extra mixed coach has been added to every train to the city's northern and southern suburbs.

In the Pretoria-Witwatersrand-Vereeniging area, however, only one or two more open coaches have been introduced since the change in September last year.

Presently, first-class coaches for whites on commuter trains are marked as such and only whites may travel in them. The first-class coaches for blacks have had the "Non-Whites" signs removed and they have become open coaches.

Station facilities for whites are still marked as such, but the wording "Non-Whites" no longer appears on facilities for blacks.

In effect, this means that whites may travel in the coach of their choice, but blacks are limited to facilities they previously enjoyed.

four mixed coaches and seven coaches for blacks only.

On services to some towns, such as those between Davyton and Leralla, Soweto, Kuesene, Residentia and Redan, there are only mixed and blacks-only coaches.

There has been no significant mixing of races in the PWV area, except on some peak-hour services. A commuter from Pretoria to Johannesburg said the 6.50 am and the 6.30 pm trains between the two cities were "completely mixed".

Train conductors at Johannesburg Station said there was integration on peak-hour services when seats were at a premium.

### 'WHITES-ONLY STUPID'

The Star monitored a few off-peak trains from Pretoria and Johannesburg and found the open coaches, which were previously the first-class coaches for blacks, were occupied mostly by blacks.

The only white passenger travelling in the open coach on an early morning train was Miss Britta Chaplin (17), a Pretoria matric student, who travels by train infrequently.

"This coach is usually very

empty and I have only seen one or two white people travelling in it," she said. "I would not get on a coach that was marked for whites only. I don't believe people should be segregated."

"It's stupid to have a whites-only section. They should open up trains to all races."

Some white passengers travelling in the whites-only section said they did not want to travel with blacks while others said they chose to sit there out of force of habit.

"You see the same faces around you every morning," said one. "So I think we subconsciously mark out a seat where we always sit."

A SATS spokesman said it was Government policy to retain segregated coaches for specific races.

The spokesman said there was some confusion among black passengers when the system was introduced — they thought they could sit where they chose — and there were "a few incidents."

"We kept them informed through announcements on stations and they now understand how the system works. We don't have any more problems."



Britta Chaplin, the only white travelling in a relatively empty "mixed" coach on the Pretoria-Johannesburg train, is joined by Sel Makgabulane of The Star.

Commuter services in Cape Town have become more multi-racial, with fewer coaches remaining for whites only.

In the PWV area, the composition of trains varies according to route.

On the Johannesburg-Vereeniging and the Johannesburg Springs-Nigel services, there is only one open coach.

A typical trainset on the Pretoria-Johannesburg run consists of five first class coaches in which only whites may travel, two open coaches and six third class coaches in which only "non-whites" may travel.

An extra open coach has been added to trains on the Vereeniging-Lawley route, which now consist of two first class coaches, three open coaches and seven third class coaches.

On the Naledi-Lenz line, there are four coaches for whites only.

Picture by Herbert Mabuza

# Moving forward

## News 269

### 71/10/68 on the right track

**T**HERE was a time when, if you were white and couldn't find a job anywhere else, "the railways" was always a safe haven

It was an outgrowth of State policy to uplift poor whites and give them secure employment that had grown up in the 1930s. For many years, while it remained a Government department, the SAR & H continued to apply that policy and the other policy of State that emerged after 1948 — the strict separation of people of different races. Neither of these policies particularly helped with the image

It was, from the perspective of the man-in-the-street, a king-size refuge for people who couldn't have survived anywhere else and who because of the job security provided by the conditions of service, didn't seem to care much that they were supposed to be there to provide a service to the public

And for the entrepreneur, trying to run a business at a profit, this appeared to engender a situation where a swollen bureaucracy considered efficiency to be the last word worth thinking about

But deep changes are taking place within that organisation now known as South African Transport Services and, to some of the more enthusiastic protagonists of the new approach as "The Company"

The drive is towards a leaner more efficient and aggressive organisation — which might produce some reaction from people who have been suffering the suburban train delays recently, but top management is serious about it

**I**TS aim is to make all elements within SATS — a huge and complex organisation — a combined and motivated force that can stand on its own feet and live off its own earnings

The leaner organisation has already been achieved by attrition. Retirements and resignations have reduced staff from 279 000 to 218 000 in three years. Because of the economic downturn there has also been a reduction in the volume of work, but the general feeling is that every individual has become more productive

Allied to this is the need to bring individuals to the understanding that they are the most important assets "The Company" has. The idea is to make employees feel included by giving them a measure of control over developments and thus fostering an emotional involvement with company well-being

Labour Reporter DICK USHER  
on the Sats drive towards a leaner,  
more efficient organisation

Inclusion, control, affection a triangle of corporate betterment

To achieve this, some of the world's most advanced techniques are being used to develop a series of training and development programmes, mainly by a team of skilled specialists in the Cape West system manager's office

Putting these programmes into effect brings an almost continual stream of employees of all grades, skills and occupations to the Ceres hotel Sats uses for its training

**T**HE process began several years ago with an emphasis on management development. There was a problem that too many people reached management level near retirement age with the result that their remaining years were often spent waiting for time to pass rather than in energetic commitment to making things work

A start was made with bringing people into management positions earlier and developing their individual skills — problem solving, public speaking and other areas

This, however, neglected group identity and skills and, in the Western Cape the concept of team building emerged, ideas which are now being "exported" to the rest of South Africa

Mr Bertie Heckroodt system manager, said the concept of synergy was at the heart of the programmes

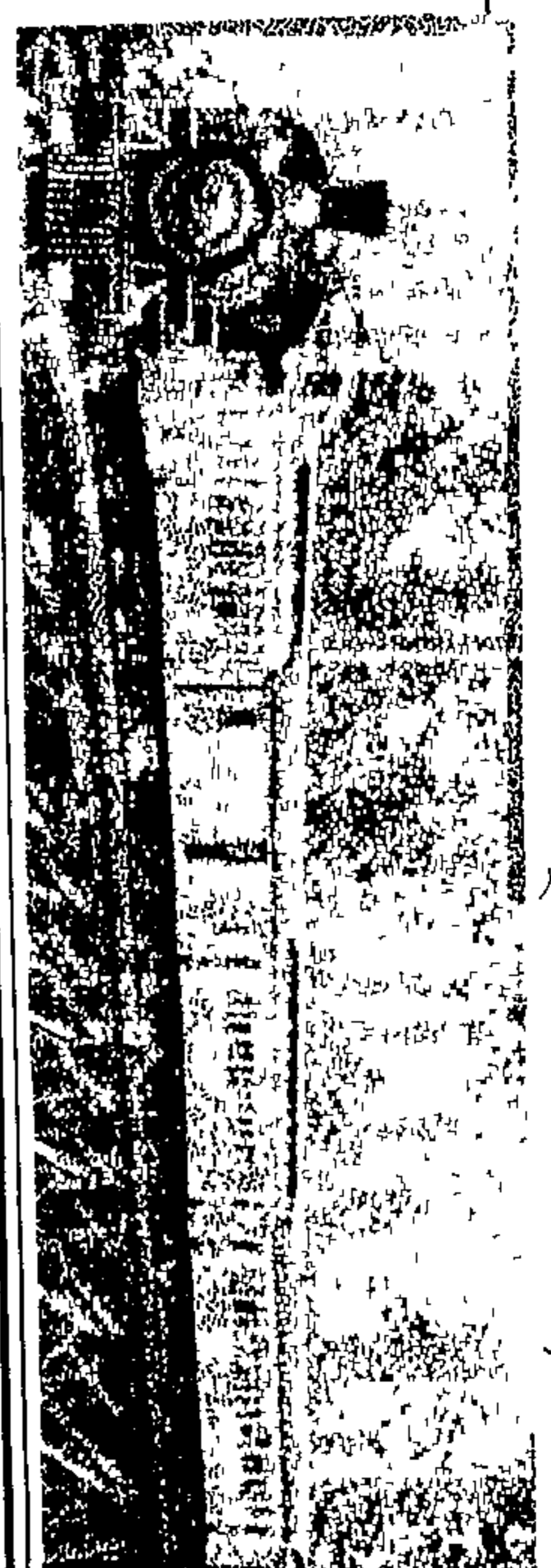
"On the courses people learn that a group's decisions and results should be better than those which could be achieved by the best individual

"They learn about group commitment so that they leave determined to make things work

"The aim is better productivity, improving the time it takes to make and implement decisions," said Mr Heckroodt

The skills learnt on the courses are taken into the workplace like a seed of energy that will germinate and bear fruit in the form of greater efficiency and ideas for improving the way systems operate

Ideas in the pipeline for Cape Town harbour could result in savings of about R5-million a year. Mr Heckroodt said



(269) ~~280~~

17/10/86

# BA ready to take SAA gap

Own Correspondent

JOHANNESBURG — British Airways (BA) is waiting in the wings for SAA to make its last flight to New York today before the United States landing rights ban is enforced. Punting London's Heathrow Airport as the "obvious gateway" to the US, BA manager for Southern Africa Michael Hirst said the airline was fully geared to meet the anticipated increase in demand from SA.

But he declined to comment on what share BA expected to capture of SA's 72 000-a-year passenger market to the US.

## 138 weekly flights

Hirst confirmed that BA's revenue-pooling agreement with SAA on flights to and from London would not be affected by US landing rights ban.

BA has 138 weekly flights to 15 points in the US.

Hirst also hinted that the British Civil Aviation Authority would rule within a fortnight on whether BA or British Caledonian would be granted a licence to operate a direct service from Botswana.

The move is widely seen as a sanctions-busting bid should the EC sever air links with SA.

# Sats falls into deficit of R367m

BUDJAY 269  
17/10/85

MICK COLLINS

DEPRESSED trading conditions and a sharp fall in revenue estimates saw South African Transport Services (Sats) plunge into the red to the tune of R367m for its 1985/86 financial year.

The year also saw SA Airways severely affected by the unfavourable rand/dollar exchange rate and the carrier dropped 17% in international passenger kilometers.

The Sats annual report shows that the January estimates of R3 750m from goods traffic fell short by R200m and this, coupled with sharp cost increases, led to the deficit.

General Manager Bart Grove says, although a decline in certain types of traffic was recorded as opposed to the previous year, the total volume was at the same levels as in 1984/85.

The net deficit of R367,2m represents a deterioration of R393,1m, when compared with the net surplus of R25,9m during the previous financial year.

Revenue derived from all operations amounted to R8 020m, an increase of 5,3% compared with the R7 616,8m for 1984/85.

Revenue in respect of goods and coal conveyed by rail increased by 0,9% and 18,2% respectively.

The increase in revenue in respect of air passengers was 7,5% whilst that of airfreight was 12,6%. Revenue for pipelines increased by 3,8%.

Expenditure increased by 10,5% from R7 591m in 1984/85 to R8 387m in the year under review.

On future import and export prospects Grove says much will depend on the degree to which SA can succeed in trading internationally.

The future of SAA's passenger traffic depends to a large extent on possible boycott actions such as the suspension of landing rights, he says.

# Sats is to phase out subsidy scheme

DAVID FURLONGER  
Industrial Editor

SA Transport Services (Sats) has set a four-year target to phase out cross-subsidisation of its services.

The Transport White Paper now before the Cabinet accepts recommendations of the National Transport Policy Study (NTPS) for wholesale deregulation of the transport sector.

Sats deputy GM Giel Holz says: "The White Paper says it is intended to phase out cross-subsidisation from the system. This should be complete by 1990. We hope to have very limited cross-subsidisation then."

He says the process is already well under way. Levels of cross-subsidisation — whereby Sats marks up charges on its profit-making operations in order to subsidise loss-making passenger services — are well down on previous years.

Compared to five years ago, when over half of Sats' passenger service losses were paid for by cross-subsidisation, this year it will be less than a quarter.

Of the R619m loss in 1981-82, R332m came from cross-subsidisation and R287m from government.

Of the R972m Sats has budgeted to lose on passenger services in the 1986-87 financial year, R220m will come from cross-subsidisation, and the remaining R752m direct from government.

"As this cross-subsidisation has reduced, so we have been able to reduce our mark-up on other services," Holz says.

He welcomes moves to deregulate Sats but says it is a two-way process. If Sats enters the free market, private transport operators must be prepared to shoulder their full share of the transport infrastructure.

The R253m private hauliers will have to pay in higher licence fees and diesel costs represents the shortfall in what they should have been paying in the past, he says.

"A basic prerequisite in a free market is for everyone to be equal. We are saying hauliers must pay their share of the cost. We were paying infrastructure costs, now they must pay."



# End harassment demands union

*Sarhwa 17/10/8 269*

THE revived SA Railways and Harbours Workers Union is to

write to the Minister of Transport demanding an end to "the harassment of union members".

Sarhwa has alleged its members were being "harassed, beaten and detained" to prevent them from joining the unions.

Instead railway workers were urged by management to join the in-house Staff Association to safeguard their jobs, the newly-elected Sarhwa executive committee told a Press conference this week.

## Disrupted

Sarhwa, originally formed in 1936, was revived at an inaugural conference in Grahamstown last weekend, after its activities were disrupted by the state of emergency in 1960.

In 1976 the union was revived but failed to survive, according to a Sarhwa spokesman.

At last weekend's launch, 180 delegates attending the three-day congress resolved:

- To demand that the SA Transport Services stop deducting subscription fees for the "ineffective" Staff Association from their wages because "this organisation does nothing for us";

## Campaign

- To start a national campaign aimed at getting all workers to resign from this association; and
- To ensure that all workers resign on December 16.

The union also intended taking legal action to prevent "the further assault of its members", the spokesman said.

A spokesman for the SATS said they would respond to these allegations later.

CB 11/10/86 STRAL

## Prof calls for new public <sup>269</sup> transport <sup>269</sup> network <sup>269</sup>

### Municipal Reporter

Johannesburg's central business district faces further decline unless a massive injection of funds is made into public transport, and all projects dealing with increased road capacity in the central area are stopped.

This warning was issued yesterday by Wits transportation expert Professor Richard Brown at the "Johannesburg — The Second Century" conference at the Rand Afrikaans University.

"Little or no attempt has been made to match the mobility of the public and private transport systems. In fact, there is definite evidence to suggest that actions taken over the past 20 years have made the situation worse," he said.

Priorities and not costs would be the yardstick for developing mobility in the country's "economic engine house".

This included investigating a rail-based system to serve both a line-haul and distribution function in the Johannesburg metropolitan area.

"A system meeting requirements would consist of two sub-systems. An inner-city circular distributor and a north-south line haul/distributor system, complementing the existing east-west heavy rail system."

It would be served by park-and-ride facilities at terminals and also act as a connector between centres not served by the present heavy rail system, Professor Brown said.

CAPT 7/10/86 21/10/86

# Ban on shipping info at all ports

286 269  
Own Correspondent

PORT ELIZABETH. — The restriction on information regarding shipping movements, recently imposed by the Durban port authorities, has been extended to include all South African ports.

This was revealed yesterday by Port Elizabeth's port captain, Captain Ian Harvey, who said the measure had been effective locally since Wednesday.

The move, ordered by the general manager of SATS, Dr Bart Grove, at all ports in the Walvis Bay-Richards Bay range, was designed to counter the sanctions campaign, he said.

Capt Harvey said freight agents would not be affected because they could obtain necessary information directly from shipping lines "and those that need to know will know".

# Harare demo

From Page 1

Mr P W Botha

Others carried placards proclaiming "Machel lives"

A foreign Press photographer prevented from driving into the city by youths who smashed most of the windows in his car, said "They just went crazy"

Similar protests have been mounted against foreigners in the past, but this was the most violent demonstration since Zimbabwe's independence from Britain on April 18, 1980

Demonstrators have occasionally marched on the US Embassy and British High Commission to protest against their governments' policies on South Africa. But little damage has been done

Mr Mugabe cut short a private visit to London and returned home a few hours before the marchers stormed through the streets. There was no immediate action from him or his aides to the violence

Harare's *Herald* newspaper, controlled by the state-owned Mass Media Trust, said in an editorial yesterday. "Despite all the denials — and Pretoria would hardly admit its guilt — the most likely cause of the crash remains a direct South African attack on the presidential plane"

The paper added. "But even in the unlikely event of Pretoria having no hand in the tragedy, President Machel is a casualty of apartheid as surely as if his plane had been hit by South African missiles, shells or bullets."

Sapa-AP

# SAA OFFICE ABLAZE

*Jewejan*  
22/10/80

*Jewejan*  
22/10/80

*Jewejan*  
22/10/80

*Jewejan*  
22/10/80

269

**HARARE —** Youths rampaging through downtown Harare yesterday set fire to the offices of SA Airways, stoned the South African Trade Mission and beat motorists' cars with sticks in a violent protest against the death in an air crash, on Sunday, of Mozambican President Samora Machel.

Police fired teargas into the demonstrators when they tried to prevent firefighters from putting out the blaze in the SAA offices in Union Avenue, the heart of the city

The youths also marched on the Malawi High Commission and smashed windows Mal-

SAPA-AP

awi is the only African country that has diplomatic links with South Africa.

The demonstrators, who identified themselves as university students or supporters of Mr Robert Mugabe's ruling Zimbabwe African National Union (Patriotic Front) Party, told

## Youths rampage after Machel's death

reporters they mounted the protest because they believed President Machel had been killed by South Africans

There were no immediate reports of any serious casualties or arrests during the demonstration through Harare's busy downtown shopping and business

centre.

South African Trade Mission and Malawi High Commission sources said they were assessing the damage and would demand reparations from the Mugabe government

The youths, armed with rocks and branches stripped from trees in nearby suburbs, grouped in different parts of the city centre before marching on their targets half-an-hour later

## Rampage

The protesters dispersed from the SAA offices went on a rampage, smashing car windows and forcing passers-by to join them chanting protests calling for the death of South Africa's State President.

To Page 2

SMK 23/10/80

# SATS to thrash out city plan

By James Clarke

The impact of the South African Transport Services (SATS) plan to develop vast city centre areas in Johannesburg and Pretoria — 250 ha in all — is to be discussed at a public seminar in Sandton next week.

The SA Property Association (Sapoa) has initiated the seminar at the Sandton Sun on October 28.

Mr H J 'Fuzz' Loubser, head of SATS new business development department, said this week the selling off of "air space" — the column of air above railway property — should positively affect South Africa's big cities.

His department, charged with making SATS's huge land holdings pay, has pledged to do so only in co-operation with municipal councils and private enterprise.

Among speakers at the seminar will be Mr Tim Middleton of Johannesburg municipality who will discuss the city's attitude.

For further details telephone Mr Kelly or Miss Leggatt at 331-2637.

# Differences with HNP 'are cleared up' CP pushes for unification

Political Staff

## South Africa's greatest potential food export market lies to the north on the African continent, said Mr G Kotze, Deputy Minister of Agriculture, this week.

Own Correspondent

CAPE TOWN — South Africa's greatest potential food export market lies to the north on the African continent, said Mr G Kotze, Deputy Minister of Agriculture, this week.

Mr Kotze was the guest speaker at the opening of the new R8 million Phesantekraal mushroom farm near Durbanville.

He referred to a recent United Nations report which warned that Africa's agricultural sector was in such a poor state that worse famine would result unless agricultural efforts were improved.

Mr Kotze said the report noted that Africa's agricultural problems were owing mainly to neglect rather than drought.

Unchecked, rapid population growth, overgrazing and a reduction in the quality of agricultural land were part of the pattern of neglect.

An annual 100 million tons of grain would have to be imported by the rest of Africa if UN predictions were correct.

"South Africa continues to export surplus food to the north in spite of the present abnormal agricultural conditions in our own country, due to the drought and the inflation rate.

"Our export market lies to the north as the rest of the African continent will need to take all the food it can get," he said.

# Householders to clean up verges

Municipal Reporter

Suburban householders have been asked to clean their own verges as the cleansing branch's budget has been cut by R500 000, according to a city council press release.

However, maintenance of certain pavements in business areas of Johannesburg will be taken over by the city council.

The budget cut may force the council to stagger its present mowing programme three times during the seven-month summer season, the statement said.

About half of the city's residents keep their own properties tidy while another 20 percent have paved sidewalks.

The obligation that city property owners with "street projections" have to maintain their own footways, kerbing and guttering underneath the overhang falls away.

## ASSESSMENT RATES

The council will foot the additional bill by levying a six-monthly charge of R150 for each 15,7 m stretch of veranda or balcony extending over the pavement.

Businesses adorned with colonnades, bay windows, pavement lights and showcases will also be affected.

The additional fee will be added to assessment rates.

The levy will be charged on the full length of the street frontage of the building because of the difficulty of establishing the extent of the encroachment.

Where the overhang is less than the entire length, property owners are asked to notify the city engineer by writing to the Roads and Works Branch, at PO Box 4323, Johannesburg.

## POLICY PROBLEMS

There were no significant policy differences and the problems about the policies of former Prime Minister, Mr John Vorster and the CP connections with the AWP had been resolved as far as the CP was concerned.

After the CP congress confirmed the resolution it would then be up to the HNP to decide what it would do.

The congress will be opened tomorrow by party leader, Dr Andries Treurnicht, at a public meeting in the Durban City Hall.

The congress proper is to be held at a beachfront hotel on Saturday. Other issues up for discussion are education, foreign affairs and the economy.

SMK 23/10/80

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# Shipping blackout won't hit news

**Dispatch Reporter**

**EAST LONDON** — The South African Transport Services (Sats) blackout on shipping information at Durban and Port Elizabeth, was not likely to have a drastic effect on general news of the East London harbour, Sats' regional manager here, Mr Louis du Toit, said yesterday.

"Only certain detailed information concerning shipping here will be withheld," he said

Mr Du Toit said he was not yet certain as to what aspects of shipping information would be affected, but he believed it would be information concerning cargo and the ship's destination

East London's harbour manager, Mr Sarel Broodryk, said he was still waiting for official documentation on the matter, and would prefer not to comment until he was certain of all the facts

Sapa reports from Cape Town that in spite of an official Sats clamp-down on shipping information, sanctioned at cabinet level, news of shipping in Cape Town harbour is still available

Cape Town's Port Captain, Captain Ray Schooling, said yesterday he did not wish to be quoted until the issue had been clarified to him

Earlier, he said he understood that figures relating to cargoes should no longer be issued, but that the harbour log was unaffected

This was denied by a spokesman for Sats in Johannesburg, Mr Johan Hugo.

"From now on we will give neither statistics regarding cargoes nor the names, destinations or origins of ships," Mr Hugo said

— Sapa

44556 (R-1000) pubH/s

# Sats sees profits in Sishen

CAPE TOWN — The controversial Sishen-Saldahna railway line, which cost taxpayers R650 million, has entered a new period of optimism and profitability, the South African Transport Services (Sats) has said in a new publication.

The consolidation of this profitability would depend largely on the ability of the North-Western Cape area to attract new clients, Sats said.

The 861 km railway line was designed to carry extra-heavy bulk commodities and the heaviest train, four electric locomotives and 230 loaded ore wagons with a gross weight of 24 600 tons, so that iron-ore from Sishen could be exported through Saldahna Bay.

The publication, *Sishen-Saldahna*,

said the past few years had "seen dramatic growth in the transport of other commodities, while Sishen iron-ore exports have increased to a limited extent only"

Lead, copper and zinc concentrates, mined at Aggeneys, were railed both inland and to Saldahna Bay.

The first shipment of salt left the harbour in June this year, while gypsum and felspar were also shipped from Saldahna Bay.

It said Saldahna Bay was the best natural harbour on the coast of Africa and ships of 250 000 tons were a common sight.

The largest-ever cargo of iron-ore, 264 311 tons, was loaded on the *Usa Maru* on June 20 this year — Sapa.

## EC may act on US import levy

BRUSSELS — A new levy will be charged on that level until it ends on

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FINMAIL  
STATE HOUSING LOANS  
24/10/86

# Sats set to privatise?

After Escom, Sats could be the next public corporation to privatise its employee home loan scheme. Theoretically, such a move could inject about R1,9 billion worth of capital back into the organisation, which reported a R367,2m deficit for its year-end to March 31

It is understood that Dr Wim de Villiers' one-man commission — whose brief has been extended to include the privatisation of Sats — has recommended that the service shed the internal financing of its home loan schemes. The report is still under wraps, but has been circulated secretly to Sats staff organisations and organised commerce and industry for comment

Clearly, however, private sector financiers cannot shoulder the load immediately, even though they are generally flush with funds. Any move to place more public home-financing business with them would thus have to be phased in while additional deposits were sought.

The Escom move involves some R268m alone and if Iscor, for example, followed the lead, it would be looking for a further R216m (the figure quoted in its latest annual report) from private sector sources

Barclays senior GM Jimmy McKenzie, whose bank participated in the privatisation of Escom's home loan scheme, reckons there is no way Barclays could handle the Sats business alone. The likelihood is that it would have to be spread among a variety of financial institutions.

UBS MD Piet Badenhorst, however, is more optimistic. He believes that the take-over of Sats' home loan schemes would present no problem to his society. If market-related rates were paid, he says he would have no problem in raising money to fund the loans in the market.

One of Sats' problems is that it has home loan departments in each of its 10 regions as well as at head office. Its March-end accounts show its internal mortgage loan commitment at R1,85 billion — up from R1,6 billion the year before

Those figures represent amounts out on loan and not the market value of the properties, which would tend to be higher and thus carry good leverage in the private markets

In its last financial year, Sats lent about R95m in 100% home loans for whites. Since the scheme started in 1937, more than 41 000 homes have been acquired for staff

Other 100% loans granted last year alone were to coloureds (R14m), Indians (R2,2m) and blacks (R17m)

Sats also runs a home ownership scheme with backing from its pension fund. This scheme has handled loans on more than

30 000 properties since 1975 and has paid out about R1,3 billion

Sats staff organisations, however, may well veto the privatisation plan in an effort to preserve jobs around the country. The *FM* understands that at least one building society which recently approached Sats management to take over the administration of its housing loan schemes, was turned down

One reason given was that Sats believed it could administer the schemes more cheaply than societies. But, as one building society source points out, there are always hidden costs in self-administered schemes which tend to distort the picture and make costs appear lower than they really are

With building societies and banks becoming more aggressive in the market place (*Property* October 17), they also look set to approach major companies in future which handle their own in-house loan schemes in the belief that they, the societies, have the



UBS's Badenhorst... easy to fund

infrastructure to administer funds more efficiently.

Subsidies could continue, they point out, but these would be paid directly to societies — a system which many State departments and private companies now employ. Subsidies are paid monthly by government with one cheque, which greatly reduces administrative costs

This, in essence, is what is happening with the Escom deal which allows the building societies and participating banks to quote a lower interest rate

However, neither Badenhorst nor McKenzie will say at what rate their deal with Escom has been struck. Badenhorst does

admit that it is below market rates because of reduced administration overheads resulting from Escom's one-cheque subsidy payment

McKenzie hopes the Escom deal will generate additional business for Barclays. He tells the *FM* that although all the Escom business will initially be dealt with through one branch (Braamfontein), the bank hopes to spread it around to other branches, hopefully gaining additional banking business in the process. ■

## MARITZBURG

### Future perfect

Sleepy hollow is an epithet Maritzburg does not like. And, reinforcing its claim to be as go-ahead as anyone, it has now joined a select group of major world cities like San Francisco, Tokyo and Glasgow in producing a strategic plan to guide future growth

The strategic plan in the city sense is completely different to the physical guide plans which most cities adopt to lay down long-term development parameters.

Rather, the strategic plan seeks to pinpoint short-term objectives — in Maritzburg's case to the year 2000 — and devises an action plan for their achievement. Internationally, only about half a dozen cities have such a plan. Some Maritzburg ratepayers are, however, inevitably asking what tangible benefits will emerge to justify the R1 m they have been called on to provide. Has the council, they are asking, merely fallen for the "if it's new, it must be good" line?

City Engineer Graham Atkinson puts it in perspective by pointing out that, with an annual capital budget of some R230m and no real forward planning, any plan which would help to effectively utilise the city's limited resources would be beneficial — especially for ratepayers

The council, he admits, took some convincing initially. But the persuasive argument — that the city was in danger of moving rudderlessly into the future and that the actual cost of the plan as a proportion of total expenditure was negligible — tipped the scales in his favour

The council was no doubt swayed by the success Maritzburg has notched up since it established its own industrial promotions department (see box). Says Atkins "The city has seen the value in getting off its tail and doing something, rather than sitting back and waiting for customers."

So far Maritzburg has defined the areas it



269

26/10/76 SUNDAY TIMES

# GM to carry on making locomotives

THE sale of General Motors' South African to SA executives will not effect its huge locomotive business with the South African Transport Services.

A spokesman for Sats said "The issue surrounding GM will have no effect on the supply of locomotives for the foreseeable future"

GMSA has sold 679 ultra-expensive diesel-electric locomotives to Sats. Of these 584 were built at GMSA's Aloes plant near Port Elizabeth

GMSA has a contract for the supply of 45 Class E11 locomotives for the Richards Bay coal line. Twenty-five have still to be taken into service. But Sats says this does not mean they have not been built, but perhaps have not been commissioned

The SA Government has given its blessing to the sale of GMSA to SA businessmen

It is believed that the matter was discussed at a Cabinet meeting on Wednesday and Minister of Manpower Pietie du Plessis commented on the resilience of the businessmen involved and wished them success

Details of the deal are expected to be announced within 10 days. Negotiations between GM in Detroit and the new owners continue. The formal documents are being studied by lawyers

General Motors America said several factors lay behind the decision to withdraw

They included the difficult SA business climate, disappointment in the pace of political change and the fact that the SA operation had been losing money for many years.

The proposed sale is designed to place the operation in a position which will make it more competitive

By Don Robertson

It has been suggested that GM America will inject about R100-million into GMSA to liquidate its debts

Managing director Bob White said this week that the buyers would "get the best balance sheet in 15 years".

GMSA's assets are about R400-million. The sale will be based on net assets less the amount owed.

The deal is being put together by a "few friendly financiers" and no merchant bank is involved

## Favourable

Preliminary reports from a project team set up to establish SA reaction has been favourable

Dealers have offered their support and a full-page advertisement has been placed in today's Sunday Times congratulating "our South African entrepreneurs for their foresight and faith in the SA motoring industry". It is signed on behalf of 200 dealers

Fleet owners have also indicated that they will continue to support the company, provided they are assured of service and back-up. The launch of the Kadett with a boot — the Monza — will go ahead on November 4

The project team has also established that GMSA staff favour an SA-owned company. GMSA employs 3 000 people

Last year the company imported about R200-million in components. It last made a profit in 1981

Mr White says "The company has been on the defensive for the last few years. We are thrilled to have a bunch of guys dedicated to the industry ready to buy the company."

BARRY STREEK

THE controversial Sishen-Saldanha railway line, which cost taxpayers R650m, had entered a new period of optimism and profitability, the SA Transport Services (Sats) said in a new publication *Sishen-Saldanha*.

It said the consolidation of this profitability would depend largely on the ability of the North-Western Cape area to attract new clients

The 861km railway line was designed to carry extra-heavy bulk commodities and the heaviest train, four electric locomotives and 230 loaded ore wagons with a gross mass of 24 600 tons, so that iron-ore from Sishen could be exported through Saldanha Bay

The Sats said Saldanha Bay was the best natural harbour on the coast of

# R650m line has plenty of puff Sats

Africa and ships of 250 000 tons were a common sight. The largest-ever cargo of iron-ore — 264 311 tons — was loaded on the USA Maru this June 20

Sats took over the project from Iscor in April 1977 at a cost of R650m

It said: "As a result of the weakening world steel market, iron-ore exports showed no growth and it became apparent that the project would be unable to pay its capital debts."

28/10/86 DD 269

# Shipping details to be restricted

Dispatch Reporter

EAST LONDON — Certain information concerning activities at East London's harbour will now be restricted the South African Transport Services (Sats) regional manager here, Mr Louis du Toit, confirmed yesterday

This follows a Sats clampdown on shipping information earlier this month

However, information concerning the names of ships in the harbour and times of arrival would still be made available to the public, he said

Information regarding the ship's port of departure would be withheld if the ship was of foreign origin

The destination and cargo of all ships would also be kept confidential, Mr Du Toit said

STAR 28/10/86

# SATS notches up a R200-m profit

Finance Staff

South African Transport Services bounced back after a succession of dismal years with a R200 million profit turnaround in the six months to end September

The marked improvement at SATS comes after strong performances by both Iscor and Escom

However, although the transport giant turned in profits of R97 million for the six months to 30 September 1986 — after losses of just over R100 million in the year ago period — it is still sitting on accumulated losses of more than R500 million

Turnover in the six-month period was up by 12,3 percent at R4,19 billion, while increases in operating expenses were a mere R38 million up on the R3,22 billion in the first half of last year

SATS said that the turnover increase was achieved by a rise in rates, an improvement in harbour revenues and the positive effect of the low rand value on foreign earnings of South African Airways

The relative moderate increase in expenditure resulted mainly from a decrease in fuel prices, the effect of an improvement in productivity and the rationalisation of

SAA's services abroad, according to SATS

SATS expects that second half results will increase by the same extent as in the first half of the year

This is first time SATS has announced its interim results

SATS sounds a note of caution, however, by warning that only a moderate increase in economic activity is expected for the second half of the financial year. It points out that the first six months were characterised by a sluggishness in the level of domestic economic activities as a result of the lack of consumer and business confidence

October 29, 1986

BUD DAY

Handwritten scribbles and numbers, including '26' and '25' circled.

What pay rise should 875 000 public servants get?

# Government's Big Three face R1bn-plus dilemma

**THE** country's three key budgets — the main Budget, Posts and Telecommunications and Sats — are being prepared and the dilemma facing government is what to allocate for public sector salary and wage hikes.

The Public Servants Association had pay discussions with the Commission for Administration on Monday, but was given no indication what to expect.

The discussions, it was learnt, were "not entirely satisfactory".

Senior public servants claim the economic uncertainties thrown up by sanctions, and rampant, nearly-20% inflation, are issues which could mean scaled-down increases of 10% or less.

PSA president Colin Cameron will meet his management committee tonight to report back on the pay discus-

GERALD REILLY

sions.

Even a 10% increase for all public sector workers would add about R1bn to the pay bills of central government, Post Office and Sats.

This financial year, Posts and Telecommunications Minister Lapa Munnik budgeted R884m for salaries and wages.

That did not include provision for overtime, housing benefits and medical contributions.

Transport Minister Hendrik Schoeman is expected to pay out about R3bn this year, and the central government, including police, prisons and SADF, about R4,5bn.

It is emphasised that the R3bn and R4,5bn are provision for actual pay and do not, as in the Post Office, provide for other staff benefits.

Economists pointed out that whatever the extent of the pay hikes in Sats and the PO, they would be passed on to consumers in higher tariffs.

In the House of Assembly earlier this year, Administration and Economic Advisory Services Minister Eli Louw gave figures to indicate the alarming people-inflation in the public sector.

He said last year nearly 875 000 worked in the sector — 20% more than 10 years ago — 375 000 blacks, 343 000 whites, 126 000 coloureds and 28 000 indians.

The number of whites in central government jobs has increased by more than 40% in the past decade — from 106 000 in 1975 to 150 666 at the end of last year.

Later figures indicate that the public sector has continued to grow.

Capacity of the industry

29/10/86  
PROPERTY *BUWEDAY*

269

# Sats development could have negative effects

THE development of SA Transport Services (Sats) land in the Johannesburg area could have long-term negative effects on the city's transportation infrastructure, land use patterns and local physical quality.

Nevertheless, in principle the development of this land was viewed as a major opportunity to redress some of the CBD's imbalance, said Tim Middleton, the municipality's acting deputy director, town planning.

Middleton was speaking at yesterday's SA Property Owners' Associ-

ation (Sapoa) seminar in Johannesburg on land and airspace development opportunities.

The envisaged scale of development by Sats over an area of 11,5ha was in the region of 300 000m<sup>2</sup> to 500 000m<sup>2</sup> of rights and thus, he said, represented a major spatial asset of high accessibility in the metropolitan area.

In the long term, viable development therefore appeared inevitable, with concomitant financial return to the city in the form of rates.

He noted that as a result of its land being taxed, it was obvious that one of

Sats' prime objectives would be one of maximising return.

This in turn could lead to excessive demand for rights and, if not handled carefully, result in a severe impact on the city's infrastructure and surrounding developments.

Growth, particularly retail, could be attracted and pulled off the streets into shopping centre-type complexes harming existing investment, increasing security problems and affecting the vitality which is synonymous with the CBD.

## Air rights

On the question of air rights caution was needed, he said, recommending that air rights development be reserved for special circumstances such as:

- Creating coherent development across major barriers, such as the Ponte Vecchio in Florence;
- Use in rights banks for historic/conservation policy use; and
- Welfare public amenity provision such as housing and other civic amenities.

## Market will not be flooded

SA Transport Services (Sats) has no intention of crashing into the property arena and flooding the market with development schemes.

Sats deputy director of business development Fuzz Loubser, speaking at Sapoa's development seminar, said he had developers in his office on a daily basis with various proposals, schemes and offers.

"While it was tempting, it was not in

anybody's interests to flood the market and artificially depress property prices.

This new venture by Sats was not a "get rich quick" scheme and not a bandwagon for all to climb on.

"We will release our property in a responsible manner to ensure optimum benefit for Transport Services, the local authority, the developer and the community," Loubser concluded.

# Sats is on the right track

HAMISH McINDOE

SATS expects to turn around 1985's R367m loss into a R150m profit over the next six months, GM Bart Grové said yesterday

Announcing a net surplus of R94m in the six months to September 30 and a R200m profit reversal compared with the same period in fiscal 1985, he said Sats was working on a R50m surplus in the second half — despite traditional low trading in December and January.

This is the first time Sats has released its half-term results as an interim report.

Turnover increased by 12% in the period under review to about R4bn.

Increased rates and foreign exchange earned on the back of the low rand by SAA and harbour services contributed mainly to the revenue rise.

"SAA is back in the black," Grové announced as the airline reversed a R44m deficit to a surplus of R37m.

Describing the outlook for SAA's international passenger market as uncertain, Grové said domestic trade was showing signs of improvement.

Maximum effort is to be concentrated on speeding up the movement of Sats' freight traffic.

# Ban on flights taking hold

269  
live post 21/10/86

WASHINGTON — The US Government today moved to halt South African Airways' flights to the United States under the anti-apartheid legislation passed over President Ronald Reagan's veto earlier this month.

Meanwhile, South African Airways, which reduced its Johannesburg-New York service to twice a week after passage of the Bill two weeks ago, announced to travellers plans for what could be its last direct flights from New York next Friday and Monday.

The airline also offered to book passengers on other carriers' Transatlantic flights to connect with its continuing service to South Africa at London and Frankfurt.

A US Transportation Department announcement said it was inviting objections to, or comments on, why the service halt order should not become final on Thursday, October 30. It would take effect three days after the order becomes final, the department said.

The order would also bar US carriers from providing airline service or landing in South Africa. Pan American Airways formerly flew to Johannesburg but no US line currently goes there.

Action by the Transportation Department was preceded by a notification by the Secretary of State, Mr George Shultz, that the United States was terminating the two countries' air traffic agreement.

SAA officials in New York could not immediately be reached for comment on the DOT action but a reservation clerk said the airline planned two last flights between South Africa and New York on November 1 and November 3.

A South African airways employee said SAA will continue to offer flights to the US through connecting service with other airlines.

An end to air service between the US and South Africa was required by the Comprehensive Anti-Apartheid Act of 1986, which became law early this month — Sapa-Reuter



# Sats looking good

South African Transport Services is well on the road to recovery with a surplus of R150 million expected during the current financial year

This will still leave Sats with an accumulated deficit of about R450 million, but general manager Dr Bart Grove said yesterday that all sectors were now performing strongly

Largely as a result of the increase in domestic passenger figures, SAA is back in the black with a first half surplus of R44 million, after a deficit of R37 million last year

Revenues from pipelines and harbour tariffs also improved on last year's figures, recording surpluses of R90 million and R173 million respectively, which leaves the Railways as the only deficit activity

Nevertheless, the deficit was reduced by more than R100 million to R206 million, and with further rationalisation of passenger services, Dr Grove expects Railways to return to a surplus within two to three years

Dr Grove declined to discuss whether any Sats divisions would be considered for privatisation

# Sash calls for fares subsidy

JOHANNESBURG —

The Transvaal Region of the Black Sash has warned that failure by the Government to increase bus transport subsidies to cover the proposed fare increases of around 17% on Saturday, would create a rallying point for anger and opposition among black communities

Mrs Ethel Walt, Transvaal regional chairman of the Black Sash, said the Government was morally obliged to pay for the subsidies as Government policy had deliberately distorted population distribution through legislation to enforce residential separation.

She said transport had been made into a political issue because Government policies had

forced black people, whether resident in urban black townships or homelands, to live in places far distant from employment centres

The Black Sash, which has conveyed its understanding to Putco of the fare increase motivation, has made direct appeals to Putco and the Minister of Transport, Mr Hendrik Schoeman, for the Government to absorb the fare increase to black commuters.

The Black Sash said that Government control over transportation prevented the operation of a free market

Mrs Walt said lack of competition on heavily used routes left consumers with little choice of how to travel and what they were prepared to pay. — Sapa

269

~~110~~

Eve-Rose  
30/10/86

# Aussies to withdraw SAA landing rights

269  
DVE Post 5/12/86

JOHANNESBURG — South African Airways landing rights in Australia are to be withdrawn from next year, the SAA disclosed today

A spokesman for SAA said the Australian Government had made it known today that landing rights for the South African carrier would be withdrawn from November 1, 1987

"SAA regrets this step, as we believe mutual international communication, understanding, trade and influence will be affected negatively

"SAA sincerely regrets inconvenience to its pas-

sengers, but gives the assurance that we will stand by you and offer alternative routes

"With the support of South Africans and other loyal passengers, the airline will continue to play its role as an international airline in the travel industry"

In Canberra, Australia's Foreign Minister, Mr Bill Hayden, said the decision would close Australian air links with SA

Australia's State-owned national airline, Qantas, does not fly to the Republic

SAA has a once-weekly flight between Johannes-

burg and Sydney and Perth

Cancelling SAA landing rights was part of a package of sanctions against SA announced by Prime Minister, Mr Bob Hawke, in August

Australia is one of six Commonwealth countries to agree on limited economic sanctions after the failure of efforts to get the SA Government to negotiate an end to apartheid

Officials have said the ban on SAA will cost Qantas \$2 million (R2,8 million) in lost ground service charges — Sapa-Reuter

21/10 BUS DAY 269 \*

## South African Transport Services

(Administered in terms of South African Transport Services Act No. 65 of 1981)

### Interim report for the six months ended 30 September 1986

■ Turnover rises by 12,3% to R4190 million

#### Results

The unaudited results of the South African Transport Services for the six months ended 30 September 1986, compared to that of the corresponding period the previous financial year and the audited results for the year ended 31 March 1986, are as follows –

CONSOLIDATED INCOME STATEMENT	Half year 30 September 1986	Half year 30 September 1985	Change %	Yearended March 1986	CONSOLIDATED BALANCE SHEET	30 September 1986	30 September 1985	31 March 1986
	R000	R000		R000		R000	R000	R000-
Turnover	4 190 483	3 732 791	12,3	7 419 684	Capital Employed			
Operating expenses	3 260 901	3 222 259	1,2	6 424 533	Capital	5 880 029	4 208 029	4 208 029
Net Operating surplus	929 582	510 532		995 151	Non-distributable reserves	5 201 728	4 644 854	4 893 145
Interest and dividends received	118 056	74 882	57,7	230 980	Accumulated deficit	(500 942)	(335 581)	(597 895)
Net surplus before Finance costs	1 047 638	585 414		1 226 131	Loans	8 980 634	8 521 759	9 492 855
Finance costs	949 185	698 412	35,9	1 599 943	Insurance fund	210 957	173 806	188 806
Net surplus (deficit) before extraordinary items	98 453	(112 998)		(373 812)		19 772 406	17 212 867	18 184 840
Extraordinary items		9 586		9 586	Employment of capital			
Accumulated surplus (deficit) for the period	98 453	(103 412)		(364 226)	Fixed Assets	13 302 322	12 716 825	13 135 859
Transfer to funds and reserves	1 500	1 500		3 000	At Cost	17 650 030	16 870 066	17 329 259
Net surplus (deficit) for the period	96 953	(104 912)		(367 226)	Less: Accumulated depreciation	4 347 708	4 153 241	4 193 400
accumulated (deficit)—beginning of the period	(597 895)	(230 669)		(230 669)	Investments and other assets	3 625 544	2 130 095	2 562 978
Accumulated (deficit)—end of the period	(500 942)	(335 581)		(597 895)	Net current assets	1 835 606	2 000 168	1 658 262
					Current assets	2 877 406	3 046 471	2 914 753
					Stock and material	872 367	818 190	841 952
					Debtors and payments in advance	1 662 819	1 967 586	1 687 058
					Funds at call	342 220	260 695	385 743
					Current liabilities	1 041 800	1 046 303	1 256 491
					Creditors and accrued liabilities	1 041 800	1 046 303	1 256 491
					Bank overdraft	-	-	-
					Deferred expenditure	1 008 934	365 779	827 841
						19 772 406	17 212 867	18 184 840

#### Review of activities

The period of review is characterised by a sluggishness in the level of domestic economic activities as a result of a lack of consumer and business confidence mainly due to domestic socio-political problems. In addition, inflation increased at a relatively high rate, inter alia, as a result of the low rand value.

The turnover increased nevertheless by 12,3%. Increased rates and the positive effect of the low rand value on foreign earnings of South African Airways and harbour revenue were the main contributors. The expenditure, including financing costs, increased by 7,4% whilst the rate of inflation increased by 18,3%. The relatively moderate increase in expenditure resulted mainly from a decrease in fuel prices, the effect of an improvement in productivity and the rationalisation of South African Airways' Services abroad.

The net surplus of R97 million for the period to September 1986 reflects an improvement of R202 million, compared to that of the corresponding period the previous financial year.

#### Prospects

A moderate increase in economic activities is expected during the second half of the financial year. The high rate of inflation is expected to continue.

It is anticipated that the financial result for the second half of the financial year, when compared to that of the corresponding period the previous financial year, will increase to the same extent as had been the case in the first half of the financial year.

DR E L GROVÉ  
General Manager  
JOHANNESBURG  
24 October 1986

~~280~~ N/M 3/11/86 (269)

# U S denies SAA bid for extra time

Simon Barber

**WASHINGTON**—The U S Department of Transportation has denied South African Airways' request for extra time to present its case against the immediate ending of the airline's U S landing rights, and is expected to issue a final termination order this week.

Once that order is issued, SAA will have three days to suspend its transatlantic service, which has been continuing at two flights a week since October 12.

SAA chief Gert van der Veer said he had been told to expect the final order within a matter of days, but he left open his next move.

'Right now we have not determined our response,' he said. The only alternative to complying with the order would seem to be to seek a court injunction against it.

The continuation of the flights has sparked protests from congressional Democrats who interpreted the comprehensive Anti Apartheid Act of 1986, passed on October 2, prohibiting service within 10 days.

In a legal brief sent to the Department of Transportation last Thursday, SAA's Washington-based attorneys argued that the law did not require the immediate revocation of its foreign air carrier permit and that such revocation would violate the 1947 U S-S A air transport agreement.

The brief, responding to the department's order to show cause against prompt termination, contended that the agreement provided for a 12-month notification period.

It also argued that Congress did not specifically abrogate the treaty, but required that action be taken under its terms.

Should SAA seek an injunction, it is likely to point out that Australia,

which announced its decision to terminate South African landing rights on Friday, is sticking to its agreement with South Africa which also provides for a one-year grace period.

Mr van der Veer said the airline had no objection to ending its U S service by October 1987, but needed the time to wind up the operation.

He added that while SAA employed 90 U S nationals, their contracts would not be terminated because the airline would continue to market its services over here.

He also predicted no retaliatory steps against the U S, for example refusing to buy American aircraft.

'We see no need to be vindictive. The need now is to build bridges between our two countries. We do not see this situation as permanent.'

But he added that SAA was considering replacing its domestic Boeing 737 fleet by 1991, and was naturally considering European alternatives.

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vo people were stabbed Reaction Unit was

# SAA to restore and charter out veteran aircraft

Mercury Correspondent

JOHANNESBURG—South African Airways will restore and charter out veteran aircraft in a commercial venture that will link up with the establishment of a living museum of civil aviation near Jan Smuts Airport

Disclosure of the museum comes after the first commercial flight on Saturday of SAA's restored Junkers-52, which was given its airworthiness certificate by the Civil Aviation Department at a ceremony at Jan Smuts

SAA would not disclose details of chartering costs and expected revenue, but three Ju-52s operated by Switzerland's Confederated Air Force for commercial flights earned nearly R750 000 last year

The museum — believed to be the first of its kind in the world — will be at Kempton Park But airline officials are saying nothing about its funding, sponsorship or precise location

'Negotiations are under way and we hope to have news on the museum soon,' an SAA spokesman said at the weekend

The move is seen as a strong tourist drawcard and breaks significantly with the worldwide trend of museums for military aircraft

SAA director (avionics) Johann Prozesky said the airline would market the commercial possibilities of the Ju-52 for leisure flights.

'Initial response from the private sector has been very good,' he said.

The aircraft — renamed Jan van Riebeeck and painted in its original colours — was purchased from a private collector in Britain for an undisclosed sum

The airline recently swapped a Lockheed Ventura for a Vickers Viking with the SAAF Other projects will include the restoration of a Lockheed Constellation and Loadstar

## Armed man robs store



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# Sats shake-up on the cards

COMPREHENSIVE recommendations to restructure and sharpen up the SA Transport Services (Sats) administration have been made by Dr Wim de Villiers, sources said in Pretoria.

De Villiers was appointed by Transport Minister Hendrik Schoeman last year to investigate the financial and organisational structure of Sats. Schoeman has referred the report and recommendations to Sats trade union leaders and to management for comment.

GERALD REILLY

Cabinet is expected to take decisions on the recommendations soon, and the report could be tabled in the coming parliamentary sessions to coincide with the Sats budget in early March.

It is understood De Villiers has strongly recommended a greater private sector involvement in Sats control and decision making. Three railway commissioners now constitute the Sats board — all government appointees.

# Passenger trains cut by 29% in Natal

Mercury Reporter

THE success of the South African Transport Services rationalisation programme in Natal would only be known once the new schedule had been operational 'for a while', according to a SATS spokesman

Miss Jenna Jordaan, SATS' public relations officer in Durban, said although the new passenger service had reduced the total number of passenger trains running in the province by 29%, rail users would not be inconvenienced

'The reductions are based on passenger figures, and the services that have been withdrawn are those that were under used and therefore not economically viable,' she said

Miss Jordaan said the total number of passenger trains had been reduced, in the case of the inter-city service, from 288 to 202 a week

Commuters wanting to know what changes had been made to the urban services should contact their local stations said Miss Jordaan

## Main-line

'Most of the commuter changes are minor scheduling ones and should not inconvenience commuters'

Miss Jordaan said after studying passenger figures, SATS were withdrawing those trains that had been running 'virtually empty'

The major changes for main-line travellers are

The Trans-Natal between Durban and Johannesburg now leaves Durban at 6 pm, and is now a daily service,

The 'sitter' between Durban and Johannesburg has been withdrawn because of poor support,

The Trans-Natal no longer runs through to Pretoria. Pretoria-bound passengers now change trains at Germiston, and

The Trans-Orange, between Durban and Cape Town, now runs once instead of twice a week

Miss Jordaan said passengers who had booked tickets aboard inter-city trains before the new schedules were introduced yesterday need not fear their bookings becoming invalid

'The new schedules were programmed into our computers some time ago and all bookings accepted have taken the scheduled changes into account'



# New move on SAA

7/11/86  
DD  
269

WASHINGTON — The US Transportation Department yesterday sent an order to the White House that would prohibit South African Airways flights to and from the US.

President Reagan, who requested the order after Congress directed the suspension of the air service between the two countries last month, must now approve the action before it officially becomes final, officials said.

The order revokes SAA's operating permit and prohibits any US air carrier from providing a direct service between the US and South Africa.

SAA recently reduced to two the number of weekly roundtrip flights between New York and Johannesburg. No US airline provides a direct service between the two countries.

Termination of direct air service was among the sanctions in anti-apartheid legislation passed by Congress over Mr Reagan's veto.

● The Reagan administration said yesterday a congressional ban on airline services between the United States and South Africa may be delayed for as long as 60 days while President Reagan reviews it. RNS

## Schoeman presents SATS award

# Natal is tops in productivity

**Mercury Reporter**  
ACTING State President and Minister of Transport Mr Hendrik Schoeman yesterday presented a trophy to the Natal Region of the South African Transport Services (SATS) as a reward for its excellent productivity

In his pre-luncheon speech at the Hoy Park Sports Club, Mr Schoeman told guests that in the first half of the financial year SATS had achieved profits in excess of R100 million

He said these profits were realised because SATS had reduced its

labour force by 60 000 since July 1982 and the subsequent increase in productivity was about 22%.

Mr Schoeman said that from 1984 the average productivity of the regions had improved by 0,4% while Natal, the winning region, showed

a productivity gain of 9,24% which was an exceptional achievement

The regional manager for Natal, Mr Andre Fourie, accepted the trophy and wished Mr Schoeman good fortune in his retirement

The 59-year-old minister retires at the end of this month after 21 years in politics and 18 years in Parliament.

Mr Schoeman said he was retiring because of his wife's ill health. He said he intended to spend much of his time on his farms which are located in five districts and which employ 40 managers and 2 500 labourers

His extensive farming operation was a family affair he said. His son Kallie is the managing director and his son-in-law Kobus Fourie is the financial director

MANAGEMENT

# Buses offer a travel alternative

**SURFACE** travel offers the traveller a relatively inexpensive way to see SA.

Apart from the train services offered by SA Transport Services (Sats), the inter-city bus business appears to be booming

Citiliner, the inter-city luxury bus service in which Safmarine has an interest, claims it is enjoying a highly successful first year of operation.

A spokesman says it is "already in profit" and with two months to go to its first anniversary has conveyed its 50 000th passenger. Average occupancy rate for the full 10 months has been over 90%.

And Greyhound is delighted with its recently introduced inter-city service between Johannesburg and Cape Town. Says Peter Davies, GM of Greyhound Bus Lines: "The response has been overwhelming, and though coaches are still running with a few empty seats, the demand has more than justified our introduction of this extra-long-distance route."

Greyhound now has three such inter-city routes. The first was launched in June 1984 between Johannesburg and Durban with one scheduled departure a day from each centre.

Today, Greyhound offers some 50 scheduled departures a week on that route, and claims to have sold well over 200 000 tickets to the travelling public.

Greyhound's second inter-city service operates between Johannesburg and Nelspruit via Pretoria. And the Cape Town/Bloemfontein/Johannesburg run marks the first phase of the company's truly

national operation.

Future services will almost certainly include Johannesburg/East London, Johannesburg/Port Elizabeth, Johannesburg/Cape Town via Kimberley, and Durban/Cape Town via Bloemfontein. This last route would be much faster than the coastal one.

And of course there is Sats, which offers a number of luxury Translux bus services around the country.

From Cape Town the Sats traveller can go to PE or right up the coast to Durban. Both trips pass through the Garden Route and stop at places like Heidelberg, Mossel Bay, George, Knysna and Plettenberg Bay.

Durban-bound passengers sleep in PE then travel through Grahamstown, East London, Butterworth and Port Shepstone.

Sats also operates a service along the same route, in the reverse direction, that takes six days to get to Cape Town.

Tours through Namibia are growing in popularity and Sats can take much of the credit for promoting that growth.

It operates one from Cape Town that takes six days to get to Windhoek through Namaqualand. Some of the interesting places it stops at are Ai-Ais, the Fish River Canyon and Keetmanshoop, from where it branches off to Luderitz for a day before going on to Windhoek

From Upington Sats operates a 10-day tour through Namibia that is a must for lovers of that country. It takes in the Au-grables Falls, Luderitz, Swakopmund, Mount Etjo, the Etosha Park.

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REGISTRATION

# No visible plans to beat SA air ban

BUS. DAT. (28) 269

AIRPORTS in Swaziland, Bophuthatswana and Botswana are not gearing up to provide routes for South Africans wanting to travel to Zimbabwe in the event of the cutting of air services between SA and Zimbabwe.

None of the three territories, all of which have airports with runways suitable for international air carriers, have had approaches from major airlines inquiring about the use of the airports.

DIANNA GAMES

Sources in SA and Zimbabwe have said air services between the two countries were likely to be terminated by the end of the month. SA's Department of Civil Aviation said there was no bi-lateral agreement between SA and Zimbabwe regarding landing rights.

Commonwealth leader Sonny Ramphal is believed to have mooted the end

of this month as the deadline for Commonwealth countries to terminate air services with SA.

Zimbabwe is SAA's major African destination with 12 flights a week to Harare, Bulawayo and Victoria Falls, as against seven to Gaborone, three to Malawi, and two each to Zambia and Mozambique. The airline carries about 68 000 passengers a year with air-fare income of about R40m.

# SAA raises air fares yet again

Own Correspondent

SAA AIRWAYS announced yesterday an increase in international air fares of at least 10%, effective immediately, on all flights after December 31.

This is the third increase on international fare prices this year.

Rob Crankshaw, MD of Pentravel in Durban, says he received a telex from SAA yesterday

It had stated: "Due to the unstable performance of the rand against foreign currency, the increased currency-adjustment factors listed below will come into effect on January 1, 1987, and, in addition, all air fares specified in the rand selling currency will be increased by 10%."

Crankshaw said, "As I read it, it means there are going to be two increases. "One is a currency-adjustment factor — affected by the rand/dollar situation — and then, on top of that, there will be a 10% increase, pushing some air fares up a further 15%."

"The telex we received also states that unless the ticket for a flight on or after January 1 was issued before today (yesterday), it will be subject to the increase"

Crankshaw said the increases would not apply to contractual fares.

2. EMPLOYMENT

2.212 FEMALES AS A PERCENTAGE OF THE LABOUR FORCE, BY OCCUPATION : 1960  
(As of census dates. Occupations listed by major occupational division using standard classification.)

OCCUPATION	TOTAL LABOUR FORCE	AFRICAN				ASIAN	COLOURED	WHITE
		ALL AREAS	RESERVES	NON RESERVES				
PROFESSIONAL & TECHNICAL	41.8	52.6	..	..	26.3	48.7	37.9	
ADMINISTRATIVE	8.6	4.5	..	..	5.4	6.4	9.1	
CLERICAL	33.0	1.7	..	..	3.2	8.2	43.9	
SALES	27.1	11.7	..	..	7.0	23.0	36.8	
SERVICE	68.1	69.6	..	..	18.5	85.3	27.5	
FARM AND FORESTRY	11.7	13.1	..	..	8.0	4.2	3.1	
PRODUCTION AND TRANSPORT	4.5	1.8	..	..	8.5	18.9	6.2	
NOT CLASSIFIABLE	34.3	34.2	..	..	7.1	40.7	38.4	
ALL OCCUPATIONS	23.1	21.6	..	..	9.2	32.1	25.7	
NUMBER OF FEMALES ECONOMICALLY ACTIVE	1 324 000	838 000	..	..	296 000	178 000	296 000	

FEMALES AS A PERCENTAGE OF THE LABOUR FORCE, BY OCCUPATION : 1970

OCCUPATION	TOTAL LABOUR FORCE	AFRICAN				ASIAN	COLOURED	WHITE
		ALL AREAS	RESERVES	NON RESERVES				
PROFESSIONAL & TECHNICAL	42.7	60.3	57.9	63.4	31.2	59.5	34.4	
ADMINISTRATIVE	6.0	1.7	0.4	10.8	5.3	6.3	6.2	
CLERICAL	46.9	7.4	7.3	7.8	11.9	28.2	60.2	
SALES	30.3	22.4	25.3	21.4	13.1	39.3	36.3	
SERVICE	68.5	71.9	66.4	74.5	22.4	82.2	24.8	
FARM AND FORESTRY	35.1	37.9	49.4	27.5	6.8	8.4	4.0	
PRODUCTION AND TRANSPORT	7.5	4.9	8.1	5.6	17.3	23.2	4.3	
NOT CLASSIFIABLE	55.2	59.1	57.2	59.8	46.1	45.6	39.4	
ALL OCCUPATIONS	33.6	34.8	43.6	34.6	19.0	35.2	29.7	
NUMBER OF FEMALES ECONOMICALLY ACTIVE	2 721 000	1 986 000	744 000	1 242 000	35 000	252 000	448 000	

# SAA fares in double price hike

Transport Reporter

South African Airways is to increase international air fares by up to 15 percent from January 1.

The airline informed travel agents of the increase, which is the third this year, by telex yesterday.

"Due to the unstable performance of the rand against foreign currency, the increased currency adjustment factors listed below will come into effect on January 1, 1987, and, in addition, all air fares specified in the rand selling currency will be increased by 10 percent," the telex stated.

This means there will be two increases — a currency adjustment and a general revenue increase — which could push fares up by as much as 15 percent.

An SAA spokeswoman, who refused to release details of the increases, said, "We are not the only ones who will raise fares."

The increases are the third this year. Fares went up by about 15 percent in January. In July economy class fares rose by 10.5 percent to the United States, by three percent to London and by five percent to Australia.

First class fares rose by as much as 22 percent on flights to New York, 16.5 percent on flights to London and by almost 10 percent on flights to Australia.

In addition, there was a further increase of about 10 percent on flights to Australia in April.

All tickets sold after yesterday will be subject to the new increase.

Stav

# Colour bar on Durban buses goes



DURBAN — The whites-only bus service in Durban has been desegregated Today, for the first time, all races may travel on Blue Line municipal buses

Almost all buses in Durban are now integrated, although certain Green Line bus routes, such as the Bluff, Montclair and Queensburgh are still reserved for blacks only

The Durban Transport Management Board has applied seven times since 1980 to the local Road Transportation Board for the whites-only restriction to be lifted

Yesterday the board's general manager, Mr Marshall Cuthbert, heard that the restriction had been done away with

This did not mean the service would make more money

### HIGH FARES

"I cannot see too many blacks using it because of the comparatively high fares," he said

The Blue Line's fares are almost double that of the Green on all stages One stage costs 85 cents on a Blue Line bus and 32 cents on a Green Line one

The Blue Line service lost nearly a million passengers in the financial year ending in April Together with increased fuel, repair and maintenance costs, the service ran at a deficit of just over R1,5 million The income from the service had decreased by R560 000

Durban's Mayor, Mr Stan Lange, said

"I am very glad the race restriction has been dropped It should have gone years ago anyway

"But I do believe it will help create better understanding between people of all races and this is an important factor to consider"

### DELIGHTED

Mrs Sybil Hotz, chairman of the management committee, said that "mainly economic forces" had resulted in the desegregation of the service

She said she was delighted at the news

"We've applied so many times that I knew sometime it must be agreed to

"This is important for the city We have tried our utmost to move away from discrimination This is fabulous news

"We really cannot afford to run two separate bus services"

— Sapa

# nuclear secrecy

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# 'You've only got





# Durban bus apartheid ends today

By Christina Scott

THE doors of Durban's whites-only buses will be opened to all races today, ending a 10-year struggle to desegregate the city's Blue Line service.

The Local Road Transportation Board yesterday sent a letter to Durban Transportation Management Board general manager Marshall Cuthbert, granting permission for bus desegregation.

Mr Cuthbert yesterday paid R1 310 to change the necessary permits and said drivers would be told to admit all passengers.

Durban Metropolitan Chamber of Commerce senior manager Geoff Tyler said the chamber was 'thrilled' by the decision but regretted the delay.

'I would hope that those responsible for enforcing segregation in other facets of city life will take heed.'

Durban Publicity Association marketing director Andrzej Kiepiela called the announcement 'fantastic', and hoped that bus integration would influence Durban beach desegregation.

Tafta director Michael Claye said the decision de-

lighted him 'because our black Home Help staff go into white areas to look after the aged and then have trouble getting to their next client.'

'We'll be able to help more people now,' he said.

## Inefficiency

Dr Jeff McCarthy of the University of Natal geography department said 'although there's been de facto use of whites-only buses by black students and staff, the aspect of sheer humiliation involved in that will now be avoided.'

'We've had a lot of buses running around empty at high cost to the public and now that inefficiency will be averted,' he said.

Civic Action League leader Arthur Morris said that decision proved that the National Party was as Left-wing as the PFP.

He predicted that the elderly would walk rather than use the bus service.

'I know most African people are as peace-loving as I am and hate the tsotsis, but tsotsis will get on the white buses in spite of the price difference because they know the pickings will be better.'

# SAA files suit over banning of flights

WASHINGTON — The US Transportation Department yesterday ordered an end to air service between the United States and South Africa, implementing a sanction imposed by Congress six weeks ago — and South African Airways immediately filed a lawsuit in the Federal Court in Washington challenging the action.

The order, which goes into effect at one minute past midnight (South African time) on Sunday, terminates South African Airways' landing rights in the US and prohibits any American airline from flying in and out of South Africa.

In Johannesburg, SAA Chief Executive, Mr Gert van der Veer, said at a Press conference that some 12 000 passengers flying directly between Johannesburg and New York would be affected unless an urgent interdict staying a termination order was granted to South African Airways.

● Meanwhile, President Botha was expected last night to announce in Funchal before leaving for home granting of financial aid to Madeira to help the island improve its aircraft landing facilities — a move clearly aimed at securing landing rights — Reuter.

● See Page 2

# SAA made quick killing before US landed ban

By Winnie Graham

South African Airways has turned the tables and used the sanctions threat to make a quick killing and rake in money in the past few weeks.

According to the Association of South African Travel Agents (Asata), which represents 360 travel agents, SAA and local travel agents have been selling tickets to the United States on a purely provisional basis and only full-fare tickets, none of the cheaper, restricted-fare ones at heavy discounts.

## COURT CASES

A spokesman said "All those South African entrepreneurs trying to make a last swift killing in the import/export markets were flying in droves to New York."

SAA was smiling. The United States Government had done an excellent marketing job for SAA's New York-bound jumbos, the spokesman said.

Now the United States has formerly served notice on SAA to discontinue flights, the airline has the right to take it to court for breach of contract and compensation for loss of earnings. One Washington litigation lawyer has estimated SAA could pocket at least R35 million in lieu of its New York landing rights for a 12-month period.

# SAA to fight US 'stop flights' order

CAPL Times  
15/11/86

269

WASHINGTON — The US Transportation Department ordered an end to air service between the United States and South Africa, implementing a sanction imposed by Congress six weeks ago — and South African Airways immediately filed a lawsuit in the Federal Court in Washington challenging the action.

The order, which goes into effect at 0501 GMT (0301 SAST) on Sunday, terminates South African Airways' landing rights in the United States and prohibits any US airline from flying in and out of South Africa. The South African air carrier has been flying two to three flights a week between Johannesburg and New York. No US carrier serves South Africa.

In Johannesburg, SAA Chief Executive Mr Gert van der Veer said at a press conference that about 12 000 passengers flying directly between Johannesburg and New York would be affected unless an urgent interdict staying the termination order was granted to South African Airways.

## Criticized

The action came after the White House informed the Transportation Department it had no objections to a tentative order issued on November 3 terminating air service between the two countries. By law, the president must review any such order because it involves international flights.

Some members of Congress have criticized the government for not moving quickly enough to bar the South African flights from the United States as required by the legislation approved by Congress. — Sapa-AP-  
Reuter

Call News 12/11/86 (12/11/86) 28

# SAA injunction bid fails

From SIMON BARBER

WASHINGTON — South African Airways' desperate last-minute bid to win a court-ordered injunction against the immediate termination of its US landing rights has been rejected by Chief Justice of the Supreme Court William Rehnquist

This effectively exhausted the airline's legal recourse in the US against the congressionally mandated landing ban and forced a halt to its transatlantic service as of yesterday

Following the final approval of the ban by the White House SAA's lawyers promptly applied to the US Court of Appeals, arguing that by refusing to give the year's notice of revocation

required under the treaty, the US Government was causing the airline "immediate and significant loss" of more than \$29.1 million (about R53.5m)

The three-member appeals court panel rejected the motion on a 2 to 1 vote, sending the lawyers scurrying to the Supreme Court in one last try for a stay

If it expected the ban to be put into effect so quickly, the airline was not telling its customers. As of late last week, a tape-recorded telephone message at SAA's New York office informed passengers that permission for service to continue through to January 31 had been granted

□ SAA goes to court, page 8

269

# SAA appeal shot down by US judge

By Neil Lurssen, The Star Bureau

WASHINGTON — President Ronald Reagan and Prime Minister Margaret Thatcher agreed here at the weekend that economic sanctions would not help end apartheid or bring about a fairer system of government in South Africa

While the two Western leaders were sharing this view, the Chief Justice of the United States, Mr William Rehnquist, was rejecting a last-ditch appeal by South African Airways to halt an immediate ban on the airline's flights to the United States

The ban, one of the sanctions imposed by the United States Congress against the President's wishes, came into effect yesterday

Mr Reagan and Mrs Thatcher reaffirmed their support for white-black negotiations to settle South Africa's problems with commitments from all parties to make the talks possible

"There should be undertakings really on both sides to the negotiations — on the government side the release of Nelson Mandela and the unbanning of the African National Congress, and on the side of those who have indulged in violence, an agreement to suspend violence," the British Prime Minister said here after her meeting with the President

"That will set conditions for the start of negotiations and we still think that formula is possibly the best way forward. But of course the impetus has to come from the South Africans," Mrs Thatcher added

The Prime Minister spoke to reporters within hours of her meeting on Saturday with Mr Reagan at Camp David, the presidential woodland retreat

The main items on the agenda were the arms control situation after the superpower summit at Reykjavik, international terrorism, and the Nato Alliance.

The two Western leaders also discussed Syria, Iran, the Strategic Defence Initiative (Star Wars) which the British support, and the situation in South and Southern Africa on which Mrs Thatcher and Mr Reagan are in agreement.

President Reagan is a staunch admirer of Britain's Iron Lady — which he demonstrated by kissing her on the cheek when she alighted from her helicopter at Camp David as light snow flakes fell

Asked to give an outline of the talks on South Africa, Mrs Thatcher said: "We share the view on economic sanctions that they will not help to achieve our ultimate aim of ending apartheid or of establishing a system of government enabling all to take part, including, very obviously, black South Africans."

## NEGOTIATIONS ON THE FUTURE OF THE COUNTRY

"It is a question, I am afraid, where one poses the problems and states one's views very clearly. It is not always easy for outside people to find a way through"

Mrs Thatcher said she supported the formula suggested by the Commonwealth Eminent Persons' Group that there should be negotiations on the future of the country with both sides giving undertakings to make the negotiations possible.

In reply to a later question, the Prime Minister said she had no plans to meet State President Mr P W Botha in South Africa or anywhere else

She said that the death of Mozambique leader Samora Machel had raised concerns about the region.

President Machel had been helpful during negotiations for the independence of Zimbabwe and a close relationship had developed between him and the British Government, she said.

in Roma when the armed

# Landing rights battle resumed

Mercury Correspondent JOHANNESBURG— South African Airways will resume its legal battle to get South Africa's landing rights ban overturned after two US courts rejected appeals at the weekend to stop President Ronald Reagan's final order to sever air links

SAA will ask the US Columbia District Court today to speed up the hearing over the early termination of the 1947 bilateral air agreement after a lawsuit was filed late last week

SAA chief executive Gert van der Veer said yesterday the move was independent of last Friday's emergency appeal to the Court

He said 'Our legal avenues are not blocked. The main thrust of this action is to keep flying to the US rather than claim damages at this stage'

## Diplomatic note

And the airline will ask Pretoria today to request the US State Department to agree to arbitration talks in terms of the air pact

It was learned the department informed Pretoria in a diplomatic note on October 10 that the pact would end on October 8 next year

SAA flight SA 204 from New York was due at Jan Smuts last night. The airline has nominated Frankfurt as its 'preferred point' for the dog-leg service to the US — and then Zurich, London and Amsterdam

Passengers booked on flights to the US up to December 1 have already been re-scheduled on the flights of European flag carriers



the flea market at n brought together anything and every-manufacturer Cecile

Charlesworth (right) was keen to show Lynn Schluter, a Durban photographic laboratory manager, her look in hats.

Picture by TERRY HAYWOOD

# One shot dead as policemen open fire

## Mercury Reporters

ONE person was killed and six were injured when police opened fire with birdshot after the annual meeting of the Metal and Allied Workers Union (Mawu) at Currie's Fountain in Durban on Saturday

This was confirmed by a spokesman for the Bureau for Information yesterday. However, a Mawu spokesman put the number of injured at 12 and said there were unconfirmed reports that a second man had died as a result of his wounds

Mawu condemned the police action as 'unprovoked', calling on 'all those who respect justice, particularly any employers in the metal industry', to condemn it

At least five of the injured were admitted to hospital, including a shop steward shot in the eye and another who was shot in the back

## Hail of stones

Mawu officials said unconfirmed reports suggested that another man was shot in the head and killed

Asked whether stones had been thrown at police, a Mawu spokesman said stones were thrown by youths from behind the crowd, but he was not sure whether these had been thrown before or after the

tear-gas was fired 'But it was not a hail of stones'

Among those injured were workers from Metal Box, Port Elizabeth Metal Box Divpac, Vanderbijlpark, Heinneman, Elandsfontein, CI Industries, Pinetown, and Forbo Krommenie in Jacobs

Asked to comment on the Mawu allegations, Mr Leon Mellet, director of internal media liaison for the Bureau for Information, said 'If crowds leaving places behave properly and do not

stone police vehicles and policemen then this will not occur'

According to Mr Mellet, 25 uniformed policemen were on duty at the stadium and the trouble started when a police vehicle was surrounded by a chanting crowd who began stoning it and its occupants

A policeman was injured when he was struck in the ribs by a brick Mr Mellet said police first fired 21 tear-gas rounds but the assailants continued their assault and six birdshot

cartridges were fired

He dismissed allegations that police had mocked Mawu members as 'typical propaganda allegations to vilify the police forces and to blame the security forces for the misbehaviour of some of the people who attended the meeting'

Editor's note. This report has been restricted in terms of the Emergency Regulations and does not conform to the standards of balance and objectivity normally practised by this newspaper

# Royal bow from camel shocks Diana and Charles

## London Bureau

A BEDOUIN riding display in which a bellowing camel was painfully forced to bow down to Prince Charles and Princess Diana, left the royal pair visibly shocked

It happened at the weekend during the last lap of their Middle East trip

They were watching a special display of camel riding when one beast was pulled to a halt directly in front of her and made to bow down. Then, bellowing with pain, it was goaded to its feet again at speed

For the remainder of the display of 'camel control', the princess sat with her eyes fixed firmly on the ground.

Animal-loving Prince Charles was also visibly upset by the display of what appeared like cruelty in the deserts of Qatar

He grimaced and whispered fiercely to the British Ambassador 'Why are they doing this?'

It was explained to him that this display of Arab sport outside a Bedouin tent was considered remarkably skilful and their hosts

had no idea that it could be offensive

Newspaper commentators here have pointed out that members of the royal family are quite happy to go stag hunting and grouse shooting. Even the princess has taken part in that

The royal couple were showered with sumptuous gifts of jewellery during their Middle East tour. These could add up to millions, it is estimated here

It is the traditional way of complimenting and honouring royal visitors

It remains to be seen if these spectacular presents will eventually join the other royal jewellery which has been handed down through the centuries and is kept privately or on public display.

copy 11/18/86 (269) cap

# SAA ~~257~~ move to speed up appeal

**JOHANNESBURG** — South African Airways approached the United States Department of Transport yesterday to speed up the process for the airline's appeal against the termination of flights to New York

A SAA spokeswoman said they had also asked the South African Department of Foreign Affairs to start the process of arbitration

She said that at present all flights to the United States were being rerouted via Europe

Mr Gert van der Veer, SAA's chief executive, said yesterday that a 39-year-old agreement between the US and South Africa had been broken by the termination order

He said he hoped the appeal against the order would be heard within the next two weeks

Mr Van der Veer said the airline would lose about R64 million because it was not able to function for the remainder of the 12-month period contained in the agreement

The amount would be made up by not employing new staff and renting out spare aircraft — Sapa

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# SAA asks for speedy appeal

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Mr Van der Veer said the airline would lose about R64 million

The amount would be made up by not employing new staff and renting out spare aircraft — Sapa



# Apex fares to US<sup>269</sup> soar by R810

Own Correspondent

JOHANNESBURG — Cheap air fares to New York soared by almost 48 percent yesterday in what is thought to be SA's biggest ever air ticket hike.

Apex and super-Apex tickets rise from R1 699 to R2 509.

Foreign airlines told SAA to raise its Apex fares because they were not prepared to carry passengers on the European dog-leg to New York at the old level.

An SAA spokesman said European and US airlines would "not accept our passengers" at the old price "So we had to increase the fare to an acceptable level."

SAA and foreign airlines will split the revenue on flights to New York after the start last weekend of the US landing rights ban.

## 'At a loss'

Williams World managing director Mr Bob Williams said "Foreign airlines have been selling R1 699 super-Apex tickets to New York for the last four months I'm at a loss to know why they have been doing this if it was losing money."

The main limitation of Apex fares, for businessmen, is its 21 days to 3 months timetable. Economy class tickets to New York for a minimum two weeks' stay now cost R3 127. This rises to R4 824 for stays of less than a fortnight.

Johannesburg-based Williams World, which has Reserve Bank approval to buy tickets abroad, has priced until the end of November its no-minimum stay fare to New York at R2 497, rising to R2 845 in the two months to February 1.

A normal Apex fare to London costing about R2 000 and a discounted ticket bought in the UK for about R900 would cut by more than half the standard economy air fare to New York.

□ All economy class fares will rise by 10 percent from January on outward bound flights. This means a return ticket to New York will cost R5 618.

# Apex fare to U S rockets by 48%

Mercury Correspondent

JOHANNESBURG—  
'Cheap' air fares to New York soared by almost 48% yesterday in what is thought to be South Africa's biggest air ticket rise

Foreign airlines told SAA to raise its Apex fares because they were not prepared to carry passengers on the European dog-leg to New York at the old level. Apex and super-Apex tickets rise from R1 699 to R2 509.

An SAA spokesman said European and U'S airlines 'would not accept our passengers' at the old price. 'So we had to increase the fare to an acceptable level

SAA cannot subsidise the old fare'

SAA and foreign airlines will split the revenue on flights to New York after the start last weekend of the U S landing rights ban

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All economy class fares will rise by 10% from January on outward bound flights. This means an economy return ticket to New York will cost R5 618

# SAA in new bid to restore US service

**The Argus Foreign Service**  
WASHINGTON — South African Airways is racing against time to restore its flights to the United States in a fresh legal fight against the abrupt termination of its service at the weekend.

The airline tried yesterday in the District of Columbia's Court of Appeals to expedite a hearing contesting President Reagan's approval last week of an immediate end to SAA's New York service.

If the courts eventually allow SAA to resume its service to the US, the airline will have to spend about R15-million to resume the twice-weekly route.

This sum included costs of advertising both passenger and cargo services, airline chief Mr Gert van der Veer said. He noted in an affidavit before the Court of Appeals that this expenditure might not prove cost-effective even if SAA managed to get the Reagan Administration's order revoked.

## Refused

On Thursday, Mr Reagan agreed to the withdrawal of SAA's landing permit within three days. On Friday, SAA lodged an appeal to the court, asserting that the airline should be allowed to operate for a further year until a formal period of notice lapsed in terms of an air agreement between the countries.

In a separate action, SAA applied for a stay of the Reagan order until the appeal was heard. The Court of Appeals refused this urgent interdict as did US Chief Justice Rehnquist when it was then referred to the Supreme Court.

Yesterday, lawyers for SAA in Washington started a bid in court to expedite the appeal. The court should rule on this attempt today or tomorrow.

If it succeeds, it will probably shorten the normal waiting period for a case to be heard by the Court of Appeals to weeks rather than months.

It's a blueprint for disaster, says Mandy

# Draft guide plan attacked

By Shirley Woodgate,  
Municipal Reporter

Top planners yesterday attacked the the Draft Guide Plan for the Central Witwatersrand.

They will ask the Government to shelve it and review the entire plan in the light of present circumstances.

The plan was debated at a conference organised by the Institution of Civil Engineers. Industrialists, engineers, architects and planners are to draw up a strongly worded paper to be delivered to the relevant authorities before

the December 5 deadline for objections

The draft guide plan also came under fire from top men in the business and planning sectors at yesterday's seminar at the Carlton Centre.

Mr Nigel Mandy, on behalf of the Central Business District Association (CBDA) and the Johannesburg Chamber of Commerce, said: "Attempts to confine blacks by law to relatively small segregated areas will continue to fail

"We must plan for more than double the present population —

with the greatest part of the increase being black — by the year 2000

"The history of the black townships demonstrates the failure of past policies which have vastly complicated current attempts at improvement Segregated townships have given lawless elements greater scope for intimidation and disorder."

## RESTRICTIVE

He labelled the draft guide plan as "a restrictive and negative document which lacks proposals for development"

19/11/86  
It lacked economic and environmental analysis, Mr Mandy said, and he questioned the stated extent of vacant industrial land

The document's suggested water supply measures also came under fire Among its solutions to the water problem is the relocation of industries, a plan that was slammed by Mr Mandy who said it was more practical to import water than to relocate industry

Speaking at the ICE conference on behalf of commerce and industry Mr Cliff Macmillan said his

269  
workshop found the plan unacceptable because it was incompatible with realities, was based on inaccurate, insufficient and suspect data and was contrary to sound economic principles

It also ignored current attitudes of the private sector and the Government's stated intentions based on the White Paper on Urbanisation.

The workshop members rejected the concept of decentralisation of industry away from the Witwatersrand and called instead for greater industrial development of the area.

It was argued that the plan was based on control and interference, and would be ineffective unless linked to an implementation and economic plan.

A spokesman for the population and housing sector, Mr L J Oakenfell, said the plan did not focus on the essential elements necessary for planned urban development.

# Eli Louw inherits healthier Sats

HAMISH McINDOE

WHEN Eli Louw becomes Transport Minister next month, he will not take over a corporation with its previous financial year's losses running to more than R1m a day.

Nor will he be the butt of the remark that it would be easier to clean Jan Smuts with a toothbrush than clear SA Transport Services' R375m loss pile.

Sats is looking at a R150m surplus in its current financial term, after posting a R97m gain in the six months to September.

A R50m gain is expected in the second half and there are strong signs that Sats will achieve this, despite a revenue drop over the slack trading months of December, January and February.

Says Sats GM Bart Grové: "There is no reason to think that the R150m forecast will not be met."

Accustomed to the recession, Sats is relying on an expenditure crackdown, higher productivity and plain, good housekeeping to keep it in the black.

Sats staff are no doubt painfully aware that they have had one pay increase of 10% over the past three years, while the cost of living has doubled.

On the airways alone, cost-cutting reversed SAA's R1,4m budgeted defi-

cit to a R37m surplus in the first six months of the financial year

And Grové hopes the R30m revenue loss through US sanctions and a drop in international bookings will be offset by higher returns on domestic traffic.

He insists sanctions will not materially affect Sats — or even SA. "It won't be possible to eliminate all the disadvantages of sanctions, but I'm confident the private sector can keep their apparent impact in check."

Sats' "transport diplomacy" with Frontline states will be similarly untouched by those countries' souring relations with Pretoria.

The volume of traffic with Mozambique is already 25% higher than a year ago and the political sniping at Pretoria over the death of President Samora Machel seems unlikely to hit Sats' pocket.

"There is no change in our relations with neighbouring states. It is possible that there may be some negative reaction, but I'm sure economic sense will prevail and good transport relations will remain intact," says Grové.

"Isn't the cold climate just coming from certain political quarters? Pretoria has no war with its neighbouring states."

On the home front, the National Transport Policy Study's recommendation that Sats should be relieved of its uneconomic services — or be fully compensated — will have a dramatic effect.

It paves the way for cost-related tariffs and the elimination of cross-subsidisation — where revenue from one service is used to subsidise another.

Grové says, however, that cross-subsidisation will be phased out only gradually to prevent mass distortions of the market.

The railway's deficit fell to R205m from R308m in the 1985 fiscal interim. All branch lines are being reviewed with a view to closing those that have no economic justification.

Eight lines have been closed since September 1983 and four more are "under review". Hofmeyr-Schombee, Cookhouse-Somerset East, Barkly Bridge-Alexandria, and Addo-Kirkwood.

Most freight rates are to be adjusted to bring high and low-rated tariffs to a cost-coverage point of at least 100% by November 1988.

Feeling at Sats is that Louw will not alter radically the transport services. Grové believes the new Minister will continue to press for Sats to be run closer to private-sector lines.

(269)

**THE South African Transport Services announced yesterday that fares on mainline trains are to rise by 15 percent over the Christmas holidays.**

Mr Jannie van Zyl, SATS public relations officer, said the 15 percent surcharge would only apply on intercity trains for tickets bought between December 3 and December 31

Buses to the homelands are not affected

# Train fares rise

**By NKOPANE  
MAKOBANE**

Mr van Zyl said people who buy their tickets now but travel during December will not be affected by the surcharge

The surcharge will only apply on the forward journey of a return ticket

But if one buys a single ticket, one will be charged the increase on both journeys

"The reason for the 15 percent surcharge is the high demand for passenger trains during

the December and Easter holiday periods which are relatively

short periods

"SATS is forced to provide 1 300 additional coaches at a high cost," he said

SATS also has extra trains running during the festive season between November 27 to December 31. There are 709 additional intercity passenger trains

of which 411 trains are for black passengers only

From January 1 to January 19, next year, 253 more trains are scheduled. Of these, 144 trains are for black passengers only

An SATS spokesman urged passengers to buy their tickets at least a month in advance

He said this would help escape the surcharge and the rush at the ticket offices

# SAA gets a date

(269)

WASHINGTON — South African Airways will argue in court on January 12 for the resumption of its flights to the United States.

The date was set by the District of Columbia's court of appeals on Wednesday in a successful effort by SAA to expedite the hearing which would, routinely, probably have been heard some months later next year.

SAA is seeking to be allowed to restart its twice-weekly service between Johannesburg and New York until a year's period of notice terminating South African

landing rights in the US lapses in October next year.

The airline was told last Thursday that president Reagan had formally approved an end to its flights on Sunday. SAA is challenging that order, asserting it has a year's grace in terms of an air agreement between the two countries.

The US revoked South Africa's landing rights as an anti-apartheid action stipulated by economic sanctions in the comprehensive anti-apartheid act in 1986, passed by Congress on October 2.

*Save for*



# SATS speaks on fare rise

Some far  
2/11/86

269

By NKOPANE  
MAKOBANE

THE South African Transport Services yesterday made a correction to its statement that all passengers could buy tickets in advance to escape the 15 percent increase between December 3 and December 31.

A spokesman said only first and second class passengers could purchase their tickets at least a month before they travel.

"Third class passengers have no option. They can only buy their tickets on the day of travel.

## Activity

"Since yesterday, our ticket offices have been a hive of activity with third class passengers wanting to buy their tickets.

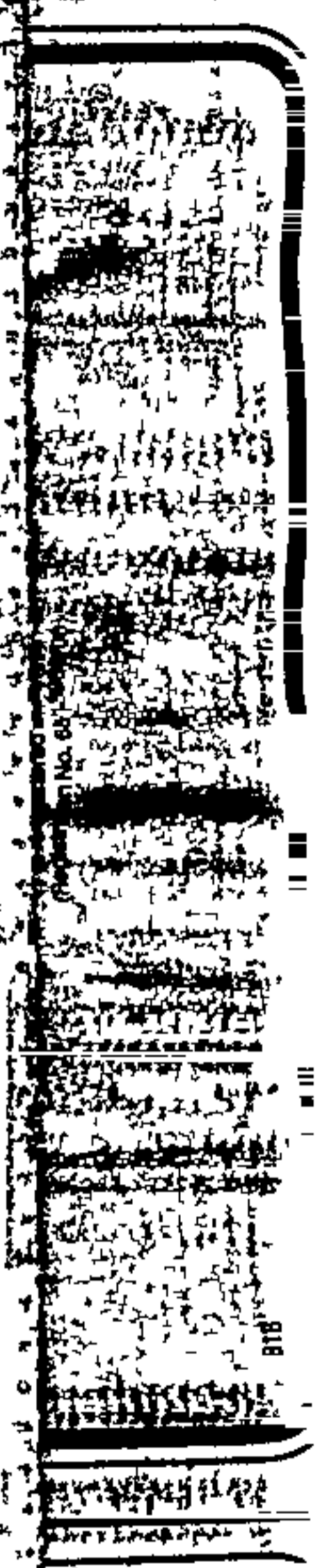
"We would like to point out to them that the regulations stipulate that they cannot purchase a ticket before the day their journey is to be undertaken," he said.

On Wednesday the SATS announced a 15 percent surcharge on mainline trains over the Christmas holidays between December 3 and 31.

A spokesman said first and second class passengers who buy tickets now, but travel during December, will not be affected by the surcharge.

The surcharge will apply on the forward journey of a return ticket. If one buys a single

ticket, one will pay the increased fare on both journeys.



# Business Day

**C (45c + 5c tax)**  
 For other prices, see Back Page

Natal, Western Province, Eastern Province 80c (71c + 9c tax)

“THE VITAL VIEWPOINT”

## Sats breaks new ground with R200m bull and bear loan

SA TRANSPORT SERVICES (Sats) will offer SA's first equity-linked stock with a capital redemption value tied to the JSE all share index, but with investors earning a fixed rate of interest during the life of the loan.

The issue, which is limited to a maximum of R200m of stock and due for redemption on April 1, 1990, offers investors two alternatives:

use which will increase as the JSE index rises, but will decrease when it goes down; and

A "bear" stock which will appreciate when the index falls and depreciate when the JSE index rises.

Equal quantities of both stocks will be placed to offset Sats exposure, with any premium on the bull stock offsetting losses on the bear stock and vice-versa.

Where Sats will save its costs of borrowing will be in the average interest paid — 10.5% compared with 12.5% yield on the RSA 15.5% 1990

Whatever happens to the JSE all-share index, Sats total repayment in 1991 is always 100% of the principal because of the balanced stock issue.

Non-residents may invest through the financial rand, with interest remitted in commercial rands.

The loans, which will be prescribed assets, are being placed by Investec Bank, primarily as a risk management tool to ride fluctuations in the index without having to sell shares.

Its popularity will hinge on a liquid secondary market which Sats has undertaken to promote.

A "bull" stock with a redemption val-

ued at the close of business today.

The "bull" stock is being offered at a price of 114% with a coupon of 4%, and the "bear" stock is priced at 86% with a

coupon of 17%.

Subscriptions close at 12 noon today and payment is due on November 27



MAX DUBOIS

# Losses of R36m <sup>post</sup> may bring telegrams <sup>we</sup> to their final stop <sup>21/5/88</sup> <sup>269</sup>

Post Reporter

THE telegram may be sending itself to the Post Office museum

The telegram service is running at a loss of about R36 million a year and the Department of Posts and Telecommunications is evaluating the service with a view to cutting back on certain facilities offered

In a statement yesterday the Deputy Postmaster General for Personnel and Postal Services, Mr Johann de Villiers, said telegrams had become a highly uneconomical service worldwide

"Most countries no longer accept urgent telegrams either, since it is no use sending an urgent telegram at double rate and having it delivered the next day with the mail."

Despite tariff increases the loss on the 8,9 million telegrams handled in the past financial year came to R23,4 million, with a loss of almost R36-million in the current financial year

Some R2,50 is lost for every telegram sent

In Britain the demand for the telegram service has declined by 20% In SA the demand is declining "not quite as drastically" but nevertheless at 5% a year

# SAA chief refused an Australian visa

**Mercury Correspondent**

MELBOURNE—South African Airways' chief executive, Mr Gert van der Veer, has been refused a visa to visit Australia to discuss the future of SAA flights into Sydney which are due to end in October next year

His visa was refused by the Australian Embassy in South Africa last week. The refusal prevents him from negotiating with airline staff in Perth and Sydney

A spokesman for the Department of Immigration said from Canberra yesterday it was understood the main purpose of Mr van der Veer's business

was to discuss tourism

Because the Australian Government had recently given 12 months' notice of the cancellation of SAA landing rights, the Federal Government felt Mr van der Veer's trip was 'inappropriate'

It is understood the airline chief wanted a meeting with Minister for Aviation Peter Morris and the stated purpose was to celebrate the 29th anniversary of SAA services into Australia

Last year Mr van der Veer had no such problems and until a few days ago the airline staff in Sydney were busy preparing for him

269

W/E Mercury  
22/11/76

# SAA chief refused visa

Conf. Top 18  
22/11/86

269

Own Correspondent

MELBOURNE — The Chief Executive of SAA, Mr Gert van der Veer, has been refused a visa to visit Australia to discuss the future of SAA flights into Sydney — due to terminate in October next year

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Because the Australian Government had recently given 12 months' notice of the cancellation of SAA landing rights, the federal government felt Mr Van der Veer's trip was "inappropriate"

Last year Mr Van der Veer had no such problems visiting Australia and until a few days ago the airline staff in Sydney were busy preparing for him to speak to the press and other groups on this trip

## Christmas chaos?

From yesterday Australia stopped issuing visitors visas and temporary-entry visas in South Africa following a cabinet decision earlier this week.

From Sydney last night a SAA spokesman said the new visa requirement would cause chaos to Christmas travellers

He said it appeared that SA citizens planning to travel to Australia would have to take a local flight to Mauritius and stay several days while they applied for a visa to visit Australia from outside the country

□ The head of the Church of Sweden, Archbishop Bertil Werkstrom, has been denied a visa to enter South Africa, a church spokesman said in Stockholm yesterday

He said the Archbishop of Uppsala, an outspoken critic of apartheid, and four other church workers had applied to visit South Africa for two weeks. They had received no visas, he said

Archbishop Werkstrom and his colleagues had intended to meet two of the country's leading anti-apartheid clerics, Anglican leader Archbishop Desmond Tutu and Dr Alan Boesak. — Sapa-Reuter

CAM-7107 28/11/86

769

## **Air links to end soon — Kaunda**

LUSAKA. — Zambia and Zimbabwe have agreed in principle to end air links with South Africa at a time which has yet to be announced, President Kenneth Kaunda said yesterday

Dr Kaunda did not disclose when the move would be implemented, saying "it is just a question of time".

He said sanctions contemplated by the six frontline states would be effective only if they were backed by South Africa's major trading partners

Dr Kaunda thanked the British and American public for pushing the disinvestment campaign and influencing major companies to pull out of South Africa — Sapa-Reuter

n

## 2. EMPLOYMENT

### 2.72 EMPLOYMENT BY OCCUPATION EMPLOYMENT OF AFRICAN WORKERS BY BROAD OCCUPATIONAL CATEGORY : 1969 AND 1977 (As of April. Calculated from the Manpower Surveys conducted by the Department of Manpower, formerly Labour.)

	1969			1977		
	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
PROFESSIONAL Proportion of Category	56 032	22 474 (40.1%)	33 558 (59.9%)	110 166	36 081 (32.8%)	74 085 (67.2%)
SEMI-PROFESSIONAL Proportion of Category	2 016	1 640 (81.4%)	376 (18.6%)	6 789	6 358 (93.7%)	431 (6.3%)
MANAGEMENT Proportion of Category	587	567 (96.6%)	20 (3.4%)	719	690 (96%)	29 (4%)
SUPERVISORY Proportion of Category	10 817	9 727 (90%)	1 090 (10%)	36 275	34 183 (94.2%)	2 092 (5.8%)
SKILLED TECHNICAL Proportion of Category	18 006	16 874 (94%)	1 132 (6%)	38 754	36 900 (95.2%)	1 854 (4.8%)
SKILLED OPERATORS Proportion of Category	103 400	98 749 (95.5%)	4 651 (4.5%)	151 496	145 735 (96.2%)	5 761 (3.8%)
SKILLED SERVICE/SALES Proportion of Category	63 201	59 227 (93.7%)	3 974 (6.3%)	91 941	80 449 (87.5%)	11 492 (12.5%)
CLERICAL Proportion of Category	37 010	35 330 (95.5%)	1 680 (4.5%)	98 900	88 496 (89.5%)	10 404 (10.5%)
SEMI-SKILLED TECHNICAL Proportion of Category	108 209	87 576 (81%)	20 633 (19%)	238 399	204 379 (85.7%)	34 020 (14.3%)
SEMI-SKILLED OPERATORS Proportion of Category	160 591	140 912 (87.7%)	19 679 (12.3%)	315 764	275 210 (87.2%)	40 554 (12.8%)
SEMI-SKILLED SERVICE/SALES Proportion of Category	142 367	120 290 (84.5%)	22 077 (15.5%)	205 144	145 923 (71.2%)	59 221 (28.8%)
UNSKILLED Proportion of Category	1 444 343	1 393 487 (96.5%)	50 856 (3.5%)	1 689 173	1 587 963 (94%)	101 210 (6%)

SOURCE : MANPOWER, Department of, Report of the Commission of Enquiry into Labour Legislation, Part 5, RP 27/1981.

# Sats gets R116m in prescribed loan BUSINESS 269

SATS raised R116m from its prescribed bull and bear loan, the redemption price of which will float with the JSE All Share Index

Investors seem apprehensive as to how Sats secondary market trading will operate, and are holding back until more of the loan is released

Lead manager Investec Bank said the cheaper priced bear stock was 86%, but with a running yield of 19,77% from interest, income drew R60m, while the bull stock at 114% and yield of 3,55% attracted R58m

The issue appeared to be cautiously

ALAN SENDZUL

received, because if Sats matched each bull transaction with an opposing bear deal, investors felt, trading might dry up, if the market took the same view at once

However, it is understood the flow of trading is protected by a market mechanism which cuts down on any excessive widening between the value of the two stocks

The All Share Index, which is pivotal to the stocks capital value, was set at 1 862 on Friday. An 18-point move in the index equates to a 1% change in the stocks redemption value in 1990

On Monday the index had risen to 1 884, giving bullish investors a R10 000 gain on redemption value for every R1m stock

Since the stocks have to be issued in equal amounts — anchoring the borrowers cost of loan redemption — Sats was able to take only double the lower of the two amounts

Although the spread of applicants was "satisfactorily wide enough" to get secondary trading going, the small amount of stock taken up has dimmed the excitement which this pioneering loan generated



# Poor support led SATS to cut services

269  
Eve post  
26/11/88

**Post Reporter**

THE low occupancy of passenger trains during the off-peak season had compelled the SA Transport Services to reduce inter-city passenger services this year, the regional manager for SATS in the Cape Midlands, Mr George Engelbrecht, said yesterday

"Because of the high demand for passenger trains during the Easter holidays and December and January, which are relatively short periods of the year, SATS is forced to make provision for 1 300 additional passenger coaches to accommodate peak period pas-

sengers at a high cost

"This tendency also applies to tourism, and has been a practice for hotels worldwide, with holiday resorts having off-peak and seasonal tariffs," Mr Engelbrecht said

"SATS decided to add a surcharge of 15% to all intercity tickets bought between December 3 and 31

"This excludes Blue Tran and intercity seasonal tickets

"The 15% surcharge will apply to single tickets and forward journeys undertaken

"This increase is calculated on a sliding

scale relating to the kilometres covered -

"Increases average out at 15%

"The increase applies only to train fares

"Other services, such as intercity buses, are not affected"

Current fares are

PE to Cape Town (single fare) first class R146 second class R103, economy class R52

PE to Johannesburg first class R151, second class R107, economy class R53

PE to Durban (via OFS or Jhb) first class R193, second class R137, economy class R68

**RETAIL**

# Call to deracialise transport permits

27/11/88  
269  
SOWETA

IN a call to desegregate public transport the Department of Transport has been requested to remove all race tags on existing public transport permits and on future operating authorities.

The request was officially made by the Southern African Bus Operators Association which represents all bus operators in Southern Africa

At present, said the association in its request, these permits issued by Local Road Transportation Boards,

limit bus undertakings to the conveyance of only certain race groups.

This compels the operator to offer a service unnecessarily politicised and in cases, uneconomical

The association's assessment of the implications of rendering all public transport available on a non-segregated basis, projects long term positive changes in both the passenger and the operators' socio-economic environments

The association says the termination of the duplication of services, especially those originating from black townships on routes through white areas, will result in substantial cost savings to all parties concerned

It says less capital will need to be invested in fixed costs such as buses (currently priced at R150 000 per unit) licences and insurance

More frequent and regular services are expected to result from the legitimisation of non-racial services. Removal of race tags from the permits will provide the bus operator with the challenging opportunity of offering a service which is market need-related and not permit or politically inspired

It is imperative, says the association, that the bus industry receives full co-operation from the authorities, as the existing infrastructure (i.e. bus stops, public amenities and selling ticket facilities) as not considered adequate

## Oriental express

Next year will see a turning point for Sats suburban train services as a newly inaugurated trainset goes into service on the new Cape Town-Khayelitsha route.

Sats passenger services director Gawie Le Grange tells the *FM* that the basic trainset has not changed much since 1956 and, as rolling stock has a basic life of 40 years, many of the older generation PF coaches are at the end of their useful life

A Japanese suburban trainset designed by Hitachi and built locally by Dorbyl has been chosen for the new Cape Town-Khayelitsha line after a tough German challenge from Siemens and MAN. But Le Grange says Sats hasn't lost interest in the German train.

In terms of the R90m contract, the initial eight sets of 12 coaches will have at least 60% local content, helping to secure the jobs of 500 Dorbyl employees. Delivery begins in the last quarter of 1987.

Le Grange says further sets will be ordered as part of the upgrading plan for all suburban lines. But the timing will depend on available finance and the kind of accom-

modation Sats finds with the regional services councils

He says the Japanese altered their design to meet South African conditions, and the prototype train, which has been in service since January 1984, is currently being used on the Cape Flats suburban line.

Van Zyl says particular features of the trainset, designed by Hitachi, include:

- An electrical control system that drastically reduces power consumption and reduces jerking during acceleration,
- Power on two-thirds of the axles which doubles the acceleration rate of existing trains,
- An air brake system which provides fast response and short stopping distances, and
- Full stainless steel bodies to reduce tare mass to a minimum.

Sats promises faster services and greater passenger comfort through the use of air cushions and thermostat-controlled heating.

FIN MAIL 25/11/86

BUSINESS

RAIL FARES

## Christmas overload

While the tourist industry works hard to bring some Christmas cheer to holiday-makers, Sats seems determined to dampen spirits. It has come out with a late announcement of a 15% surcharge on all mainline train fares which will inevitably cut the number of impulse travellers to coastal resorts.

Hoteliers, among others, will be unimpressed. The industry has seen profits drastically reduced this year and, although discounts and package deals are bound to increase occupancies this season, bargain basement rates cannot offset rising costs. In addition, the average duration of stay has decreased from three weeks to eight days.

True, increased international airfares are keeping more South Africans at home, but hotels fear the rail surcharge over the holiday period could just wipe out the thin margins on which they are counting.

Real profit usually comes from impulse travellers — those who wait until schools break up or until they receive year-end bonuses before deciding on a holiday. Previously, many travelled in the family sedan,

but the cost of fuel and shorter holidays due to the cash squeeze is making air, bus or train travel increasingly popular.

These are the people who will be mainly hit by the rail surcharge which will apply between December 3 and 31. Fly-stay packages are fully booked before the season starts and, this year, intercity buses are running at capacity. Cityliners GM Theo Stead says bookings have been so heavy that his company is to put two extra buses on the Johannesburg-Durban route on eight peak days during this period. Fares are R53 single and R99 return.

Train travel becomes the only option. However, a one-way ticket between Johannesburg and Cape Town, for example, will increase from R197 to R227 — an extra R120 for a family of four. This could well make the difference between going away and staying put.

A Sats spokesman says every scheduled intercity train between November 27 and December 31 is already fully booked. There are some 236 of these a week, each carrying around 300 passengers. Sats has also laid on 709 additional trains during this period, and a further 253 between January 1 and 19. These are 80% full already, so it seems the surcharge will indeed affect only last-minute travellers.

Certainly, the Sats move has angered the hotel industry. Says Fedhasa's operations director, Fred Thermann: "This is iniquitous. The hotels have accepted that South Africans are strapped for cash and have done their best to lower rates. What Sats is doing is profiteering, evidenced by the fact that the surcharge will apply only in high season."

Still, there is some good news. Thermann says hotels are pitching their rates at 1981 levels and that there are excellent packages available right into season — if you can get to the resort. "Holiday Inns and Southern Sun, for example, are quoting R90 for a double room to December 20."

### Natal popular

Fedhasa's figures show that Natal appears the most popular destination, with the Drakensberg almost fully booked, the South Coast 90% full and the North Coast 70%. Durban itself is expecting a 12%-22% increase on last year's occupancy levels. Durban Publicity Association marketing director Andrez Kiepiela says the association expects an influx of about 230 000 people, compared with about 190 000 last year.

A stay on the South Coast, per person, should cost about R55 a day for dinner, bed and breakfast, and on the North Coast R40 a day. One- and two-star Durban hotels are

offering bed and breakfast at R40 a day single. Bookings are also good in the eastern Cape and Cape Town, which is 70% booked. Here rates vary between R40 and R65 for bed and breakfast, depending on the package and standard of hotel. ■

# New road for SA transport

GOVERNMENT'S White Paper response to the National Transport Policy Study (NTPS) is now only going to be made known when Parliament reconvenes in February, several months after it was originally promised.

But broad outlines of what the proposed legislation is likely to contain have already been revealed by various Transport Department officials, including Director-General Adriaan Eksteen

## Dismantling

In essence, the White Paper proposes to set in motion a process leading to a massive dismantling of the mountain of regulatory red tape that has been throttling SA's transport sector for many years.

The accent in future will be on enabling the private sector to play a greater and more efficient role in this vital, arterial part of the country's economic life

Eksteen recently confirmed that evidence collated by the NTPS has fully convinced the authorities that existing transport policy is, in several important ways, hampering govern-

## CHRIS CAIRNCROSS

ment's revamped economic policy framework, which now aims at encouraging private initiative and more effective competition.

This means there is now a commitment to deregulate road transport as far as possible and, especially, to get rid of the road transport permit system so that entry into the industry will be made much easier

The permit system, it has been revealed, has been imposing significant and unacceptable costs on the economy — in both direct and indirect terms

The implications of these cost burdens have been raised time and again by members of the transport industry.

## Scrapping

But it has taken the NTPS to finally persuade government of the necessity to scrap the system

It has been estimated that the direct costs to government, the operator applying for a permit, and the organisation — usually SA Transport Services — objecting to the granting of the permit, exceeds R60m a year.

The indirect costs are incurred through the distortions created by the lack of competition. These are incalculable.

The platform on which the new transport policy is to be based has four legs

Economic decisions should as far as possible be left to the market to resolve

Financial inequities, such as the degree of cross-subsidisation required by Sats, should be removed.

Public safety should be protected, with measures introduced to test driver capability and "on-the-ground" enforcement of safety regulations.

Operator quality should be enhanced, particularly where capital requirements are low

## Legal grounding

To give the policy legal grounding, a new National Road Traffic Act is being drafted. This will replace the four different provincial road traffic ordinances.

With the publication of the White Paper, Eksteen's timetable for future

change is:

Enabling legislation is to be tabled, detailing the revised National Road Traffic Act

A proposed new Transport Advisory Council will be established and become effective during the year.

A register of transport operators conveying passengers and freight will be drawn up immediately after the new Act is promulgated.

## Quality

A proposed Road Freight Quality System and Road Passenger Quality System will go into operation from June 1987.

This will encompass privatisation of vehicle-testing facilities that are to go into service from January 1988.

The road permit system will be phased out completely by June 1988

The private taxi system will come into effect from June 1987.

According to Eksteen, it is planned to have the new "transport dispensation" fully introduced by 1990.

This would include elimination of all cross-subsidisation practices operated by Sats

## Lacking steam

It was predictable in the current downmarket, perhaps, but there has been no mad rush to take up Sats's offer to sell off its airspace and surplus ground (*Property* November 19 1985)

But even so, Sats is disappointed at the lack of firm offers a year after starting the promotion. It seems that even a series of whistle-stop seminars around the country with Sapoa's help has failed to whip up significant interest. In all, Sats owns about 500 ha of prime space in the metropolitan areas that is superfluous to its present needs.

Sats is offering three options — leasing airspace, leasing and selling land. Some of the ground, explains Fuzz Loubser, deputy director business development, will be leased rather than sold because it will be needed in 20-30 years. And in some instances, better returns could be obtained by leasing anyway.

Sats's airspace problem, it transpires, has been more legal than economic. In the first place, it has to lease — rather than sell — its airspace because it needs title to the ground below where its tracks run. Developers, however, insist on title for the airspace since, without it, financing is difficult.

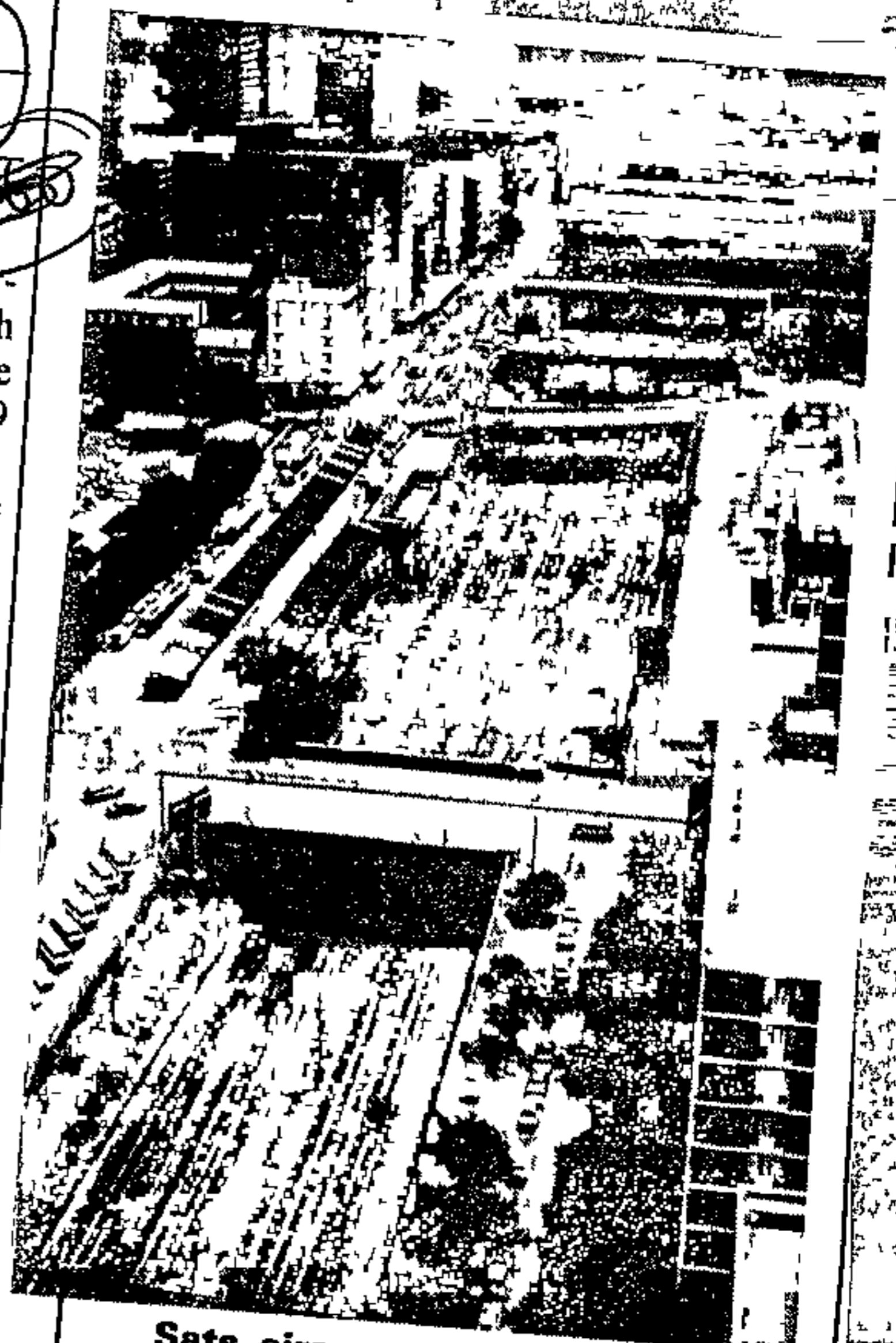
The other problem is that the law does not permit decking over the railway lines. As this is vital to the exercise, Sats is helping the Registrar of Deeds to draw up legislation to permit decking and so help its sales campaign.

Developers would then be able to build on the decks — one famous example is in New York where the Pan Am building is built above the tracks servicing Grand Central Station.

The most likely parallel in SA is the plus-minus three hectares immediately east of the Johannesburg station.

As far as the surplus land is concerned, however, Sats is making better headway. Loubser is working on a privatisation project in Cape Town, for example. And in Durban, he says Sats is looking at a small-craft harbour in the yacht basin. Indeed, "the whole Point area is under discussion."

So far, however, no deals have been struck, although there has been no shortage of suggestions on how to develop the ground. Ideas have come from a cross-section of the property spectrum — property brokers, insti-



Sats airspace ... still up in the air

tutions, banks, mining houses, established developers and even would-be developers — both black and white.

In some cases, negotiations are in hand and, says Loubser, town and city councils are also co-operating because, in some cases, development of the excess Sats ground will assist in upgrading downtown areas.

The most promising site for immediate development is an 8 000 m<sup>2</sup> spread next to "the third class station" in Germiston. Word is that Sats and the Germiston council have agreed that the land should house a shopping centre — which would compete with the R85m centre now being planned in the same general area (*Property* November 21).

All the same, Sats is expected to call for proposals from the private sector soon.

On the leasing side, however, there are tax problems. In terms of current income tax legislation, developers can no longer write off the capital cost of buildings erected on ground leased from Sats. When section 11 (g) of the Income Tax Act was amended in 1983, the tax benefits were withdrawn in respect of ground leased from bodies which pay no income tax.

Sats is now trying to persuade Inland Revenue to withdraw the amendment in an effort to help its land sale programme.

Nonetheless, says Loubser, it is being choosy about who it sells to and just how the land will be used.

# PE rail to cost R146m

PORT ELIZABETH — The city's light rail transit (LRT) system to the northern suburbs and Ibhayi is expected to cost R146 million.

Funding should come totally from the government, says a Port Elizabeth city engineer's department report.

The proposed LRT system could be operational within three years, providing the necessary approval is received and funding allocated.

And another boost for Port Elizabeth is that about 80 per cent of the system is expected to be built in South Africa with the lion's share going to local manufacturers, he added.

Plans for the scheme will be presented to the Northern Areas Management Committee (NAMC), the city council and the Ibhayi City Council early next year — DDC

R69 DD 11/12/86

# Sats denies rumours of stations closing

Industrial Staff

FEARS that a probe into rail freight services could lead to the closure of some stations were discounted yesterday by Sats.

Passenger stations would not be affected by the investigation.

A Sats spokesman said. "It is being done to determine what the influence will be if operations regarding parcels traffic are concentrated at certain stations and terminated at other stations.

"We are investigating the establishment of satellite and collection stations. The purpose is to provide a better and faster service to all rail goods clients."

The purpose of the probe had been misunderstood and many people thought stations were to be closed.

The goods function at railway stations would not be terminated without prior consultation with the relevant organised commercial bodies, local and city councils and Members of Parliament.

Investigations will be completed by end-March.



FIN MAIL 12/12/86  
SHIPPING 269

### A new line

Safmarine has concluded an interim arrangement for shipping containers on the transatlantic portion of the dogleg SA-US route

Group communications manager Jan De

Decker says containers shipped to Bremerhaven, West Germany, are being transferred to Hapag-Lloyd vessels for the second phase of the trip

The move follows the collapse of US Lines, Safmarine's former associate on the dogleg, which recently filed for protective bankruptcy in the US. A vessel belonging to US Lines was attached in Bremerhaven. Containers booked with Safmarine were removed from the attached vessels and placed in the company's holding stack until the new arrangement was made.

Meanwhile, the direct SA-US route on which Safmarine and Bankline are associates, which has always been first choice for South African customers, has become even more popular. Cargoes other than containers which were to have been routed through Europe are temporarily being transferred to direct route vessels, as and when capacity allows. Safmarine originally had four vessels operating on the direct route but increased southbound demand has necessitated the addition of a fifth.

De Decker says the harmful effects of the US Lines' collapse for South African customers have been minimised by Safmarine's flexibility, which enabled it to respond rapidly to the situation.

# Bid to improve city's bus service

9/12/86 JD

269

**Dispatch Reporter**  
EAST LONDON — The municipality here has changed six of the city's bus routes in an effort to improve the service.

The municipal transport manager, Mr Dennis Jenkins, said last night the new routes were first used yesterday.

The timetable and fares would remain the same at present.

The cost of a stage one ticket will still be 40 cents, and the price will increase by five cents per stage until 65 cents for a stage six ticket.

The routes affected by the changes are West Bank, Colondale, Quigney, Moore Street, Nahoon, Berea and Abottsford.

Mr Jenkins said the West Bank route had gone back to its original run which was over the old Buffalo Bridge into Dr Zahn Road.

A portion of the route has also been eliminated, with the bus no longer traversing Ross and Buitenkant streets.

The 6.45 pm service to town, and the 4.45 pm from town will still use Settler's Way and Military Road.

The Collondale service will be deviated through Woodbrook village on its runs into and out of town.

The route through Collondale has been reversed.

Buses will now enter at Viscount Road and traverse Grantham, De Haviland and Bentley roads, instead of entering at Bentley Road.

The Quigney and

Moore Street routes have been combined into a single Moore Street route.

The new route will include Fleet, Rhodes, Longfellow, Coutts, and Moore streets, as well as Fitzpatrick Road.

A major change has been made to the Nahoon route.

Instead of going down St George's Road, the service will now traverse St Peter's Road after going up Belgravia Crescent.

It will then follow the express way to Pearce Street where it will start its normal Nahoon run.

The return route will be the same.

Anderson Road has been eliminated from the Berea run.

The service will now follow Fitzmaurice Road until it joins Stuart Drive.

The bus will follow the old route from there.

St Peter's Road has been eliminated from the Abottsford route.

The bus serving this route will traverse Oxford Street, Lukin Road and Pearce Street before going on to Abottsford.

Mr Jenkins said the reason for the changes to the routes was that they would "take the bus service to the people."

He said the number of buses traversing St Peter's Road had increased because of the number of blocks of flats in the area, and the existence of an old ge-home there.

A new timetable would be introduced in April or May next year.

# Cuthbert defends Durban's bus service

## Mercury Reporter

THE privatisation of Durban's bus service would not necessarily lead to its running at a profit, Mr Marshall Cuthbert, general manager of the Durban Transport Management Board, said yesterday.

Mr Cuthbert was reacting to news that a private company managed to make a profit only one month after taking over the Welkom municipal bus service earlier this year.

According to a director of the Mofusi Bus Company, Mr Alex Heyns, Welkom's municipal service had suffered a loss of about R1 200 000 for the year ending February before the takeover in July.

Mr Heyns said the company had managed to make a profit since the takeover by making a few minor alterations to the service. The difference, he said, was that the service was now no longer bound by

municipal red tape.

The company had inherited the municipal bus drivers and had not fired any of them. However, on the administrative side, one company employee was now doing a job previously done by about three municipal employees.

None of the old routes or fares had been changed, but buses were being run at 20-minute intervals instead of 15-minute intervals, he said.

Mr Cuthbert said yesterday Welkom's bus service before the takeover could possibly be compared with the present Johannesburg and Pretoria bus services which were typical municipal operations. In 1985/86, Johannesburg's bus service lost R17,2 million and Pretoria's cost R6 300 000.

## Commercial

The DTMB was run on a commercial basis and while the accepted employee/bus ratio was three employees to every bus, its employee/bus ratio was 2,4, he said.

Mr Cuthbert pointed out that the majority of the Welkom company's passengers were black and that the Durban bus service to the black sector of the population was breaking even.

Fares charged by the DTMB were not economical and the 'white service' was running at a R1 500 000 loss, which was the deficit level agreed upon by the Durban City Council, he said.

ELI LOUW

# Into the hot seat

19/12/86. (269)  
FNMAL

FACE TO  
FACE

Eli Louw, the new Minister of Transport, comes to the job after spells as Deputy Minister of Finance and Minister for Economic Advisory Affairs. He gave his first major interview in his new post to the *FM* this week.

**FM:** The National Transport Policy Study (NTPS) recommendations on transport deregulation are currently being considered by Cabinet. Does the ministry, or government in general, have any doubts about any of the proposals?

**Louw:** It would be unwise after just a week in this department for me to make a judgment on all the recommendations put on my table. I intend to go over these things in a relaxed way and take time to get the feel of the department, to ensure that I know what it's all about.

But broadly, I have no problems with the recommendations and the White Paper will correspond to the views of the NTPS.

The Cabinet has already accepted the recommendations to set up a Transport Advisory Council and a tribunal as the first step towards legislation.

**Bodies within the transport industry, including the Public Carriers' Association, have suggested deregulation is possible almost overnight, while government opts for a phase-in period. Is there any likelihood of deregulation being speeded up?**

No, I think there must be a proper phasing-in period. It would be unwise to change things overnight. I have to a certain extent been instrumental in privatising and deregulating the intercity road passenger services. But that was a type of business that Sats did not want to go into in a big way. It was something quite new and only two services had started. It was a big step towards privatisation, but there is no way to cancel long-established services overnight.

**What will be the future of Sats in the deregulated climate?**

As I've said, I think it a bit premature to make pronouncements. I'm studying a report

by Dr Willie de Villiers on these particular aspects, and I will make recommendations to Cabinet in due course.

Privatisation and deregulation are definitely part of government policy. Naturally that will affect my handling of this particular department. But privatisation is not a magic formula. You must consider how it will work in practice. The rule is that we must be satisfied the private sector will provide at least as good a service as the public sector did before we will transfer it to the private sector.

**It has been suggested that Sats should be publicly floated and not sold off piecemeal. Do you consider this practical?**

Yes. In general I would say that getting the private sector involved in a sort of partnership to start off with is very wise. SA is in a totally different situation to, for instance, Britain, in that we've never nationalised businesses. Certain businesses here are State-owned just because the private sector did not have the ability to take them on or wasn't interested in them. It would not be wise just to create a private-sector monopoly in place of a public-sector monopoly. That's why a partnership between the private sector and the public sector does appeal to me.

**Do you think there are lessons to be learnt from the Sasol flotation, or is that a different animal?**

One can learn a lot from that, but Sasol was a State business operating in a very competitive market. That's why it was easier to privatise Sasol. But there again, even after privatisation a partnership still exists within the present Sasol.

**Would you agree that there's sometimes a conflict of interest between the ministry as a whole and Sats? How can this be resolved?**

There's one golden rule: we must ask what is in the national interest, not what is best for the ministry.

Sats is a business operation, and it has to deal with expenditure, profit, investment, with utilisation of resources and especially manpower. Every business is dependent on how effectively it can utilise capital, its return on capital, and how effectively it utilises money.

**How do you see the role of regional services**

**councils (RSCs) in transport?**

The idea was that as commuter services are running at a complete loss the RSCs would use part of their income to make good some of Sats' losses and so relieve the burden of socially necessary but uneconomic services.

**There has been much speculation about toll roads. Some people say there will be toll roads or no roads — is this an exaggeration?**

It's wrong to say there will either be a toll road or no road. This is a developing country and government has the responsibility to see that there is infrastructure to make development possible.

But toll roads are a very interesting experiment. I really look forward to negotiating the first privatised toll road in this country.

It's been the policy of the government so far that there must be an alternative to the toll road, so if a motorist doesn't want to pay the extra cost he can travel in the ordinary way.

**How do you see your previous experience being applied to transport?**

This job has everything to do with a business undertaking, and financial planning is a very important element of it. So is economic development and economic planning and personnel management. With a financial and personnel background, I feel I've gained suitable experience. But I'll also admit I've a lot to learn. Fortunately I have a good management team.

**Are you satisfied with the relationship between government and the private sector at the moment?**

Over the last five years I would say it has improved tremendously. Coming from the private sector and having been in politics now for nine years, I've seen the relationship develop.

I must say that I personally have no problems with the private sector.

**So we'll see more November 7-style meetings?**

Yes, I think so. I also think the present constitution of the State President's Economic Advisory Council, including practical businessmen from the private sector, was an important move in the direction of better practical communication.

# Director of Roads welcomes

## N3 tolls

269  
20/11/88  
N/A  
Pietermaritzburg Bureau

THE privatisation of the N3 between Johannesburg and Durban was to be welcomed and would result in better roads for the public, the Director of Roads in Natal, Mr R A F Smith said here yesterday

Mr Smith was commenting on reports that the Government was negotiating to grant concessions for a private company to run the N3 between Johannesburg and the capital as a series of toll roads

The plan was made public earlier this week by the Chief Director of National Roads with the Department of Transport, Mr Malcolm Mitchell

Mr Smith said the Natal Provincial Administration had been kept informed of the moves towards privatisation of the N3. He believed the public would benefit, he said

Mr Smith said it seemed the Government had embarked on a system of making the road users pay for their roads, and he believed it was a good thing that the tolls should be run by private enterprise

Tolls meant better and safer roads for the public

● TURN TO PAGE 2

# Privatisation of toll roads 'a benefit'

269  
20/11/88  
N/A  
● FROM PAGE 1

and was a system widely used internationally

Meanwhile a spokesman for the S A Automobile Association said they were still considering the implications of the move and were not able to comment at this stage

'It will take us some time to examine the pros and cons of the whole question of privatisation of the N3 and tolls. At present we are holding discussions with various interested parties and are examining the implications,' the spokesman

said. According to earlier reports, an announcement on the granting of the concession to a company is expected to be made about April next year

Mr Mitchell is reported to have said the concession company would probably be a consortium from major financial institutions and was expected to be listed on the stock exchange so the public would be able to buy shares. The company would be responsible for the construction, maintenance and administration of the tolls for about 25 years

# SAA in row over rotting fruit mountain

By ANN PALMER

A ROW has erupted between South African Airways and private freight hauliers over a huge stockpile of food destined for European markets.

It is in danger of rotting because of a lack of transport.

Private carriers have offered what they claim is a cost-cutting transport route.

But, they say, have been thwarted by the SAA monopoly which will not let them fly return from foreign destinations with full loads.

SAA insists, however, the problem is in hand: a crisis meeting this week with the Deciduous Fruit Board has resulted in extra flights being arranged.

One aircraft operator said farmers were not even delivering the perishable goods to Jan Smuts Airport because the fridges there were already filled to capacity with perishables, including mangoes and litchis.

At one stage 800 tons of fruit was stockpiled.

The irate charter operator, Mr Mervyn Sher, said he had been approached by farmers who had enjoyed a bumper fruit crop to help move their goods which had been in storage for as long as 10 days.

## Markets

"The markets in Europe are crying out for our fruit," he said. "It's the time of year when they really need it."

"The farmers have their hands tied and are losing money with the fruit being held in storage."

"Trucks carrying the fruit have been turned away from the perishable cargo delivery centre at the airport."

He said that as an individual operator it was not viable to conduct north-bound charters to Europe without a full return load as well.

This would also help SAA as it had a three-month backlog of goods coming into the country.

However, he said he had been refused permission by the airline to land full aeroplanes at the airport.

"I have even offered them a percentage of the profits which I make on the in-bound flights."

But an SAA spokesman said yesterday they had made a contingency plan themselves and all goods that were presently at the airport would be moved out shortly.

"We held a meeting with the Deciduous Fruit Board, agents and major exporters on Friday in which we agreed to charter two flights and put on nine specials to help ease the situation."

7/16/86 22/12/86

# Farmers lose R1-m in freight dispute

Staff Reporter

WESTERN Cape and Namaqualand farmers have lost almost R1-million in gross income through a dispute with South African Airways, leading to a huge stockpile of fruit scheduled for European markets, the Deciduous Fruit Board said today.

The board's chief executive, Mr Louis Kriel, said he feared a further R500 000 could be lost in the last three weeks of January unless a solution could be found.

About 40 percent of 300 tons of fruit scheduled for export in the two weeks before Christmas had not been lifted, he said.

SAA had indicated that five charter flights a week would be provided in the last two weeks, but only two materialised each week.

A South African Airways spokesman, Mr Francois Louw, said from Johannesburg, however, that there was "no backlog" after two extra charter flights were laid on at the weekend. Nine special flights would be laid on until the end of January.

He said SAA would release a statement on the dispute later today.

Mr Kriel said fruit issued by the board had been saved from rotting only by effective alternative marketing arrangements — some of the consignment SAA could not convey had been shipped or redistributed locally at reduced prices.

"The period from Christmas to New Year is one in which there is a complete market breakdown — nobody can get into the distributing channel from tomorrow"

He said that if the last three weeks of January, when export demand regained momentum, were a repetition of last year, similar losses would be incurred in that period.

Mr Kriel appealed to SAA to allow "greater flexibility" to private freight hauliers, who say they are thwarted by an SAA monopoly which refuses them the right to return from foreign destinations with full loads

"Charter operators are not willing to carry in one direction only and demand double rates to make up the shortfall. The cost is prohibitive to us."

Apple Times 24/12/86

# Minister denies fruit pile-up

JOHANNESBURG —  
The Minister of Transport, Mr Eli Louw, yesterday denied reports in the Sunday press that deciduous fruit exports were piling up at Jan Smuts Airport.

"As a result of inquiries and articles in the press concerning the accumulation and transportation of perishable products overseas, I visited the cooling facilities at Jan Smuts Airport," Mr Louw said in a statement.

"At present there are no deciduous fruits under storage that cannot be transported immediately. The storage facilities offer much more capacity than is currently used and some of the stores are empty. Ten days ago, however, there was an accumulation.

"The reports of a ban on charter flights are not correct. SAA does not decide on such flights, and the Division of Civil Aviation, which does so, had not rejected any applications since 1 October 1986."

Mr Louw said he had requested the Division of Civil Aviation and SAA to do everything in their power to prevent the accumulation of products — Sapa