

Public Sector - TRANSPORT - LABOUR  
1983

JAN. — DEC.

# SAA AIRPORT KITCHENS IT'S DIRTY

270

S. Express

2/1/83

**SOUTH African Airways will spend R90-million on a new American catering service after firing the caterers which have supplied passengers with meals for 40 years.**

**New firm to move in on air meals**

2 920 000 meals and refreshments served on flights each year. An important part of the contract is that the caterers will spend R2,7-million renovating the kitchen at Jan Smuts airport where in-flight meals are prepared for SAA and other international airlines.

## SAAS'S DIRTY FOOD SECRET

At the same time, the kitchens at Jan Smuts airport, condemned as unhygienic earlier in the year, will be refurbished to international standards.

● The report in the Sunday Express

About 400 South African Transport Service workers who will lose their jobs when the change takes place at the end of this month have been offered other work.

The change comes just four months after the Sunday Express reported that health inspectors from British Airways and the State Health Department had condemned the kitchen

**BY CHRISTINA PRETORIUS**

The BA inspectors were reported to have found an unacceptable bacteria count in food there.

The report was hotly denied at the time but now SAA has signed a contract with Marriotts International Services, a multi-billion rand American catering company, to prepare the

When BA health inspectors visited it on a routine inspection earlier this year they found the food prepared there to be dirty, the Express was told, and the airline immediately cancelled its contract with SATS British Airways denied that the adverse report by its health inspectors had anything to do with the cancellation, saying the reasons were "technical and financial".

Since then, BA's in-flight meals have been privately prepared.

Mr Ed Marchand, managing director of Marriott American catering company, to prepare the

**To Page 2**

## SAAS cleaning its dirty kitchens

From Page 1

International Service, said his company's contract with SAA also includes a five-year renewal clause.

"The kitchens at Jan Smuts airport are definitely not up to Marriotts or international standards.

"We will be refurbishing them over a period of three months starting next month," he said.

Marriotts are due to take over the kitchen on February 1. Reliable sources say the 10-year contract is worth R9-million a year.

The SATS catering wing falls under Railways and the 400 displaced employees have all been offered jobs either by Marriotts or by the Railways.

A spokesman for SAA denied the "dirty food" allegation had anything to do with the decision to move their catering to Marriotts.

"We decided that, because Railways had their hands full trying to cater adequately for the rest of SATS and

were battling with a severe staff shortage, we would move our business to Marriotts," he said.

"To us it is beneficial. We are in a competitive situation and are trying to provide the best service possible for our passengers," he said.

Marriotts was voted one of the 35 best-run companies in America in 1982 and is expected to make a profit of R3-billion during the 1982/83 year.

The company began in 1927 as a small Washington root-beer stand. J Willard Marriott's soft drink business grew rapidly until he eventually became the first person to provide flight refreshments to airlines. It now serves 110 airlines.

A spokesman for SATS said the Railways "would not lose any revenue" as a result of SAA's new contract.

"Although we have been catering for SAA for more than 40 years we had an 'internal contract' with them. There will be no loss for us although SAA will now have to start paying their new caterers," he said.

SAA carries 4-million passengers annually on 17 628 flights — domestic and international.

A spokesman for SAA said Marriotts would offer passengers a "greatly improved" catering service.

"As proof of their professionalism Marriotts are able to provide 16 separate menus per meal.

"They are absolute experts in their field and will be able to concentrate solely on providing a consistent service," he said.

Mr Marchand said it was indicative of SAA's "forward thinking attitude" that the airline had decided to hire Marriotts.

"There had been some complaints about the food being served on the domestic and international flights.

"There is enormous competition on international routes.

"When you get down to it the fact are the same whether you fly SAA or another airline — the real competition is based on service and facilities," he said.

235 (270) RSM 3/1/83

# Profits 'are behind move by SAA'

## Mail Reporter

THE decision by South African Airways to sign a R100-million catering agreement with an American company was not affected by the recent allegations of unhygienic conditions, an SAA spokesman said yesterday.

SAA public relations officer, Mr J C van Rooyen said the agreement — made with Marriotts International Services an American multi-million rand catering company — would financially benefit the airways.

He said SAA was operating

in a financially competitive field, making constant improvements to services and facilities necessary.

South African Transport Services — who have handled SAA's catering for the past 40 years — was finding it difficult to meet its catering commitments.

He said this situation was exaggerated by a staff shortage.

The ten-year contract, worth about R10-million a year, means that Marriotts will be providing the 3-million meals and refreshments

served on SAA flights each year as from February 1.

The caterers have also been contracted to renovate the kitchen at Jan Smuts Airport — recently criticised for alleged unhygienic conditions — at a cost of R2 700 000.

About 400 SATS staff will lose their jobs when the changeover is made, but they have been offered jobs by SATS and Marriotts.

A Sunday newspaper recently reported that health inspectors from British Airways and the State Health

Department had condemned the kitchen at Jan Smuts Airport.

The newspaper alleged that BA inspectors reported a high bacteria count in food prepared there and cancelled their contract with SATS as a result, although this was later denied by British Airways.

SAA has denied rumours about its in-flight meals being prepared under unhygienic conditions and said these reports had nothing to do with their decision to move their catering to Marriotts.

# SATS have 160 vacancies for key personnel

270 Mercury Reporter 4/1/87

SOUTH African Transport Services in Natal have about 160 vacancies for key personnel which need to be filled, in spite of the general policy of not replacing staff.

The Senior Superintendent, Staff, Mr F J J Venter, said yesterday that the SATS did not have a serious staff shortage, but because of the general economic climate, they were not replacing staff where possible.

'We are not retrenching staff either, though,' he said. The only positions available at present were for trainee

grades in posts which included train control foremen, guards, ticket examiners, cargo controllers, carriage and wagon examiners and repairers and drivers' assistants.

Most of the vacancies existed in up-country areas, said Mr Venter.

'These jobs have to be filled to keep the wheels of the system turning,' he said.

Mr Venter said that the SATS had not been conducting any recruitment campaigns during the past few months and would only be employing staff in other positions if it was absolutely necessary.

270  
2004  
19/1/83

# Progs take up AIDS

By LIZ MCGREGOR

THE controversy over the deadly disease, Acquired Immune Deficiency Syndrome (AIDS), is to reach Parliament

Mr Brian Goodall, the Progressive Federal Party's acting health spokesman, said yesterday the PFP would raise the issue in Parliament "as soon as possible"

He criticised the way the authorities had handled the issue, saying South African Airways steward Mr. Ralph Kretzen had died in August after contracting the disease months earlier

"However, it is only now SAA are taking steps to put people through medical examinations. This means that for almost a year, nothing has been done about a serious situation.

"The media and the public should have been informed much sooner. Even Mr Kretzen's mother couldn't find out details of what her son had died of."

Mr Goodall added "There is a tendency in South Africa for authorities to think they know what is best for the public. In the United States, there has been a lot of discussion about this disease so that people are aware of what is going on

"I can appreciate that it is a delicate matter, but it is a matter of public concern so action should have been taken earlier"

## Campaign against 'gay' disease

# Warning to SAA staff over AIDS

270  
RDM  
11/1/83

By CHRIS OLCKERS  
**NEARLY 700 air stewards on SAA's international and local flights were officially told in personal letters sent to them yesterday of the killer disease Acquired Immune Deficiency Syndrome and advised to undergo medical examinations.**

And thousands of other male

employees of the South African Transport Services will also be informed of AIDS.

It is expected that most of the stewards will report for medical check-ups

Although the Department of Health and Welfare has refused to disclose who will pay for the extensive test which costs about R200 a person, it is expected that the SAA Medical Fund will have to foot the bill

The bill could cost the medical fund at least R100 000

Meanwhile the Department of Health will inform medical practitioners of the disease through the various health authorities

A spokesman for SATS announced yesterday it had been decided in the interest of staff to inform a broad spectrum of staff about AIDS

It will also advise on steps to be taken if staff members suspect they have contracted the disease

All male cabin crew will receive personal letters in which they will be informed of the disease and what steps to take

The spokesman emphasised that the Department of Health and Welfare had clearly stated that the disease held no dangers for air passengers and that intimate physical contact was required to transmit the disease

"SATS is therefore concentrating on the welfare of its staff" since two cases of the disease have already been reported and two male cabin staff members have died

"Personal letters have been addressed to all male cabin staff in which they are informed about the disease. In it they are also advised in their own interests to have medical tests done."

"Because the disease can affect a wide spectrum of people all other staff members of the SATS will be informed through existing communication channels," the spokesman said

The Department of Health has also denied that several new cases of the disease have been reported in Johannesburg and Cape Town

In the US nearly 850 cases have been reported, with the number doubling every six months. More than 300 people have already died of the disease, and the mortality rate looks likely to rise to as much as 70 per cent

Kaposi's sarcoma, a form of skin cancer and pneumocystis carinii pneumonia were named as two of the diseases which led to the death of those who contracted AIDS

JOUBERT MALHERBE reports that the Department of health has launched a prevention and observation programme against the killer disease. It has called upon homosexual males who have visited the United States and have had sex with more than one partner and who have certain symptoms, to report for medical treatment at once

The announcement of the programme comes a day after the Progressive Federal Party said they would raise the matter in Parliament and had criticised the way it had been dealt with by the authorities

According to a statement in Pretoria, the Department of Health convened a special meeting last Friday to discuss the issue

The meeting was attended by officials of the Transvaal Hospital Services, prominent pathologists, immunologists, microbiologists, haematologists, other medical experts, and the medical director of SAA

"It was decided that although no definite diagnostic test exists, certain screening tests would be carried out on individuals belonging to specific high risk groups in order to identify possible sufferers. These projects will be supervised by leading scientists," the statement said

Doctors would also be informed by the health authorities and by means of the SA Medical Journal of the facts already known about the disease

Homosexual males who had had more than one sex partner during visits to New York, San Francisco, and Los Angeles in particular were particularly susceptible to AIDS, the statement said.

People who have the following symptoms have been advised to consult their general practitioner immediately: fever, weight loss, loss of appetite, unusual tiredness, inexplicable lesions or sores on the skin, tongue, or mouth, and enlarged glands in the neck, armpit, or groin

# Why SAA kept quiet on AIDS

By Sheryl Raine  
and Richard Paris

South African Airways has denied all responsibility for not informing the public that two of its stewards contracted and later died from the controversial AIDS disease, claiming this was the task of the Department of Health

The public relations officer of SAA, Mr J C van Rooyen, yesterday responded to accusations by Mr Brian Goodall, the PFP spokesman on health, that the airline had kept the public in the dark for 11 months when the first flight steward, Mr Ralph Kretzen, became ill

"But AIDS is not a no-

tifiable disease so if any statements were to be made they should have come from the Department of Health. Under the circumstances, we were primarily concerned with the welfare of our employees"

Mr van Rooyen said that it had been decided that information about AIDS (Acquired Immune Deficiency Syndrome) would be given with advice on steps to be taken if staff members suspected they had contracted the disease

"The Department of Health and Welfare has said the disease holds no danger for air passengers and that intimate physical contact is required to transmit it," he added

As two cases had appeared letters were being to all male cabin staff to advise them to have medical tests.

Because the disease could affect such a wide spectrum of people, all other staff would be informed about it as well

The Department of Health in Pretoria has issued its first detailed statement on the history of the disease in South Africa and urged all homosexual men who have been in the United States recently and had more than one sex partner in that country to beware of the signs of the disease

"Homosexual males who have more than one sex partner in New York, San Francisco or Los An-

geles are susceptible to the syndrome," the department said.

If they experience fever, weight loss, loss of appetite, unusual fatigue, inexplicable lesions or sores on the skin, tongue, mouth, enlarged glands around the armpits or groin, they are advised to contact their general practitioner immediately," said the department spokesman

The AIDS history records

● A white male (42), died on August 26 1982 a few hours after being admitted to the intensive care unit of the H F Verwoerd Hospital, Pretoria

● Post-mortem examination confirmed a diag-

nosis of pneumonia which could be ascribed to suppression of the immune system

● Later a retrospective diagnosis of AIDS was made The Department of Health would not say how much later.

● A white male (40), was admitted to the Andrew McCollm Hospital on December 20 and later transferred to the intensive care unit of the H F Verwoerd Hospital, Pretoria.

● A diagnosis of AIDS was confirmed on December 24

● The patient died on January 1.

● The Department of Health was informed on December 27 that the disease profiles of the two patients were related. Both were employed by SAA as air stewards and both had homosexual tendencies.

Both had visited New York shortly before they fell ill.

● SAA was informed of these facts. The department initiated an epidemiological survey.

● The Centre for Disease Control in Atlanta was contacted.

● By January 7 sufficient information had been gathered to convene a special meeting in South Africa of medical specialists and the medical director of SAA.

The spokesman said that at the meeting it had been decided that although no definite diagnostic tests exist, screening tests would be carried out on individuals in high risk groups.

# Air stewards advised on AIDS disease

Own Correspondent

JOHANNESBURG. — Nearly 700 air stewards on SAA's international and local flights were sent official letters to inform them of the killer AIDS disease and advising them to undergo medical examinations

Thousands of other male employees of the South African Transport Services will also be informed of AIDS (Acquired Immune Deficiency Syndrome)

Although the Department of Health and Welfare has refused to disclose who will pay for the extensive tests, which cost about R200 a person, it is expected that the SAA Medical Fund will have to foot the bill.

The bill can cost the medical fund around R100 000. Meanwhile the Department of Health will inform medical practitioners of the disease through the different health authorities

A spokesman for Sats announced yesterday that it had been decided in the interest of staff to disseminate the information on AIDS to a broad spectrum of staff members

The spokesman emphasized that the Department of Health and Welfare had clearly stated that the disease held no dangers for air passengers and that intimate physical contact was required to transmit the disease.

"Sats is therefore concentrating on the welfare of its staff since two cases of the disease had already been reported and two male cabin staff members died as a result."

The Department of Health has denied that several new cases of the disease had been reported in Johannesburg and Cape Town

In the United States, close on 850 cases have been reported, with the number doubling every six months

More than 300 people have already died of the disease, and the mortality rate looks likely to rise to as high as 70 percent

Kaposi's sarcoma, a form of skin cancer, and pneumocystis carinii pneumonia were named as two of the diseases which led to the death of those who contracted AIDS.



## Our pilots don't waste fuel, says SAA

~~15~~ 20 Mail Reporter *RD* 2/11/83  
SOUTH African Airways pilots are responsible people and would not resort to wasting the airline's fuel on purpose as "revenge", says SAA public relations chief, Mr J C van Rooyen

He said this last night in response to reports yesterday afternoon that pilots had deliberately ignored fuel-saving measures costing SAA millions last year

"They had allegedly done so as "revenge" after SAA cut their meal allowances and certain travel benefits by 10%

Mr Van Rooyen said SAA had noticed no increase in fuel consumption

"We are fully aware of what our consumption is and it has certainly not shown any increase," Mr Van Rooyen said

"We believe our pilots are responsible people who would not resort to tactics like that"

(F) SECTION I

UNIVERSITY OF CAPE TOWN

**Thousands of jobs cut to halt losses**

22/1/83 270 Star

By David Braun

More than 21 000 jobs have been scrapped by the South African Transport Services in the past six months in an effort to contain soaring losses by the giant enterprise. A spokesman for SATS today confirmed that between June and December last year 21 835 jobs, held by people of all race groups, were suspended by natural attrition. "We want to emphasise

that no permanent staff have been retrenched and no people have been fired. All we have done was not to renew service contracts of people we could do without, and to pay off casual labour wherever possible. "The cutting of the staff complement was a direct result of the economic situation and the decrease in SATS traffic," the spokesman said. The staff position was

being carefully monitored and SATS's manpower policy was now one of selective engagement, employing people only in crucial grades where a sudden upswing in the economy could catch the enterprise on the wrong foot.

Dr E L Grove, the incoming general manager of SATS, this week predicted 1983 would be more difficult for the transport enterprise than last year. Traffic was down 25 percent and SATS was embarking on a new drive to regain its market share.

SATS was expected to lose more than R350 million in the financial year ending in February, in spite of shock increases in tariffs from the beginning of this year.

Dr Grove has predicted that SATS will cut its R2 500 million wage bill by three percent this year while the total staff complement will fall from 259 000 now to 240 000 by the end of 1984.

EVERY CANDIDATE MUST enter in column (1) the number of each question answered (in the order in which it has been answered); leave columns (2) and (3) blank.

	Internal	External
(1)	(2)	(3)
1(a)	6	
2(a)	16	
3(a)	16	

Date 22/10/1974

Degree/Diploma/Certificate for which you are registered (e.g. B.A., B.Sc.) B.Sc.

Subject ECONOMICS IA  
(to be copied from the heading on the Examination Book)

Paper No       
(to be copied from the heading on the Examination Book)

**NOTE CAREFULLY**

1. The answers only on the right hand pages will be marked. The left hand pages may be used for rough work, but no credit will be given for such work.
2. Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering.
3. Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
4. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.

**WARNING**

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

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

# Fired dockers

await <sup>AGUC</sup>  
~~18/11/87~~ 24/1/87  
report <sup>270</sup>

~~AGUC~~  
Labour Reporter

ABOUT 600 dockers in Port Elizabeth, fired by the South African Transport Services last September, are anxiously awaiting a report by a committee of investigation into staff associations

Mr David Lewis, general secretary of the General Workers' Union, said the dockers were fired after taking part in a go-slow

The committee was appointed by SATS in October following an upheaval in the Port Elizabeth docks

## IN MARCH

The four-man committee, under the chairmanship of Mr J P Verster, retired assistant general manager of SATS (Staff), has finished collecting evidence and will be ready to send its report to the Minister in March, according to Sats spokesman Mr Leon Els

The GWU — representing the dismissed dockers — the International Transport Workers' Federation, to which the GWU is affiliated, the Midland Chamber of Industries and SATS staff associations presented written evidence to the committee

"All the groundwork has been completed, and now the committee are following up certain things which have come to light," Mr Els said

## URGENT

Mr Lewis said the union had expected the matter to be treated more urgently as "600 workers are anxiously awaiting the outcome of this inquiry and hope to be reinstated"

It did not require an in-depth investigation to ascertain that Sats had been guilty "of violating the most basic labour relations principles," he said

The workers have been without income for about five months, according to Mr Lewis

# NRP to hammer SATS over labour

By BRIAN POTTINGER, Political Correspondent  
CAPE TOWN — The New Republic Party is to hammer the South African Transport Services approach to labour relations in discussions on two important labour Bills to be discussed within the next few days

The SATS refusal to talk to the General Workers' Union — a stand which resulted in prolonged disruption at Port Elizabeth's harbour — is also likely to be raised during the transport services budget on March 2

Mr Ron Miller, NRP chief manpower spokesman, said today it was absurd that the SATS was not supporting the basic industrial relations philosophy of the Government

"They are the same workers as any others with the same aspirations"

Mr Miller said he would be raising the issue during committee stage debate on the Labour Relations Amendment Bill today and more fully when the Conditions of

Employment (South African Transport Services) Bill is debated in coming weeks

The Bill proposes to establish a form of conciliation board under one man to deal with labour disputes but still restricts itself to in-house employee organisations recognised by SATS

The secretary of the General Workers' Union, Mr David Lewis, said today the proposed Conditions of Employment Bill was, if anything, a tightening up of the labour relations structure in the SATS and was unacceptable because it would still be the Minister of Transport — who was the employer — appointing the conciliation board

He also raised doubts about the status of the SATS committee of inquiry into its labour relations — the report is due in March — when amending legislation was already before Parliament

● See Page 3

~~Fired~~  
Sipost  
dockers  
8/2/83 270  
to take  
their  
money

By SANDRA SMITH

HUNDREDS of Port Elizabeth dockworkers who were dismissed in September will collect all money owed to them on Thursday — after nearly five months without income

They were sacked after a go-slow which aimed to force the South African Transport Services (SATS) to hold talks with the General Workers Union (GWU)

In a statement yesterday the GWU said the workers had decided to sign off and collect their money

Repeated attempts by the union to convey this decision to the SATS management had been fruitless because officials had refused to talk to the general secretary, Mr Dave Lewis

The statement said the workers' decision was taken in the light of the failure of the SATS committee investigating labour relations to issue its report

It said "The conflict with SATS is a monument to the intransigence of South Africa's largest employer and is an indication that the basic principle of freedom of association has not been accepted by the Government

"We and other progressive trade unions will persevere in our efforts to accord the workers of SATS genuine representation in the unions of their choice

SATS' public relations officer, Mr Leon Els said no special arrangements would be made for the payout because the workers salary and pension money had been available since their dismissal

He said about 400 of 425 who were dismissed had not collected their pay. However the GWU believes more than 600 dockers were dismissed

# Sacked SATS dockers give up

Labour Correspondent

SA TRANSPORT Services dockers, who were fired and taken by bus out of Port Elizabeth harbour last year, after a go-slow in support of demands for union recognition, finally admitted defeat yesterday — after six months.

A statement yesterday by the General Workers' Union said the dockers, who have had no income since September, had decided to sign off as SATS workers and collect their pay.

But the union labelled SATS's attitude to the dispute as an indictment of Government labour policies and said attempts to organise SATS dockers and win union recognition for them would continue.

The dockers were sacked last September after a year-long attempt by the GWU to discuss union recognition with the SATS.

Since then the fired men have refused to collect their pay, arguing that this would mean accepting their dismissal. They were also awaiting the report of a SATS committee on labour relations to which the GWU gave evidence.

But the report — which the GWU says was promised in January — has not yet been released.

The union said in its statement yesterday the workers would sign off and collect their money on Thursday. It said "repeated attempts" to communicate their decision to SATS had met with no response.

"The workers have been without incomes for six months and it is expected that SATS will pay all the money owing to them on Thursday," the GWU said.

It said the decision had been taken in the light of the SATS committee's failure to issue its labour relations report.

"The conflict with SATS is a monument to the intransigence of South Africa's largest employer and an indication that the basic principle of freedom of association has not been accepted by the Government," it said.

A SATS spokesman, Mr Leon Els, said that the money the workers are to collect had been available since their sacking and "it is not true that the GWU has organised for them to receive it".

# PE dockers end Sats dispute

CAPL Times 8/2/83  
Labour Reporter

HUNDREDS of Port Elizabeth dockers who were fired in September last year have decided to collect their pay, signalling an end to their 18-month dispute with the SA Transport Services (Sats)

But their union, the General Workers' Union (GWU), has promised to "persevere in our efforts to accord the workers of Sats genuine representation in the unions of their choice"

The dockers were fired when they went on a go-slow after the Sats management had consistently refused to deal with their union committee

A statement released on behalf of the GWU by the union's general secretary, Mr David Lewis, said the workers had had no income for six months

The statement said their decision had been taken "in the light of the failure of the Sats committee investigating labour relations to issue its report"

"The conflict with Sats is a monument to the intransigence of South Africa's largest employer and indicates that the basic principle of freedom of association has not been accepted by the government"

Mr Leon Els, public relations officer for Sats, replying to a GWU allegation that attempts to communicate the workers' decision to the Sats authorities had met with no response, said the money was available at any time for the workers to collect

He said the Sats labour relations committee report was expected to be released by March

# Sacked dockers line up for



Hundreds of dismissed dock workers gathered outside the Port Elizabeth harbour for their pay today. They have been without income for about five months. The pay-out went smoothly and without incident.

## Pay-off of *S. Post* hundreds *270* *10/2/83* goes smoothly

By SANDRA SMITH

THE paying off of several hundred dock workers who were dismissed by the South African Transport Services (Sats) last year proceeded without incident in Port Elizabeth today.

The workers were sacked in September after they had started go-slow action in an attempt to force Sats to hold talks with the General Workers Union (GWU).

They had refused to accept their dismissal and collect any money owed to them.

The workers gathered under the Campanile today before moving across to the payout office just outside the harbour where they received salaries, bonuses, overtime and holiday pay.

There was confusion among them shortly after the pay-out began when it was noted that the date of their dismissal was not being written in their reference books.

A member of the work-

ers' committee said they feared this might mean Sats did not intend paying out their pensions and other money owed to them.

Some workers insisted that Sats officials wrote the date of their dismissal in their reference books.

However, Sats' public relations officer, Mr Leon Els, said the workers could rest assured their pension and other money would be paid out. They also need not fear intimidation or arrest when collecting their money, he said.

The workers would receive their pension cheques after details had been sent to Sats' chief accountant in Johannesburg and final pay sheets prepared and sent to the addresses submitted by the workers today. Many of them will therefore receive their pension cheques in Ciskei and Transkei.

Mr Els said it was difficult to say how long it would take for the pension cheques to be prepared and forwarded.



THURSDAY, 10 FEBRUARY 1983

†Indicates translated version

*For written reply*

*270* *House of Assembly Q. No. 65*  
*10/2/83*  
 Railways: dismissals/resignations - 66

10 Mr J C B SCHOEMAN asked the Minister of Transport Affairs † →

(1) How many Whites (a) were dismissed and (b) resigned from the Main Service Railways of the South African Transport Services in each of the latest specified four quarters for which figures are available,

(2) how many of the vacancies which so occurred in each category have since been filled?

The MINISTER OF TRANSPORT AFFAIRS

Quarter ending	(1)(a)	(1)(b)	(2)(a)	(2)(b)
31 March 1982	142	3 021	112	2 722
30 June 1982	164	3 235	129	2 752
30 September 1982	301	3 224	120	1 078
31 December 1982	209	2 214	68	785
Total	816	11 694	429	7 337

Of the 816 cases under part (1)(a) of the question 248 employees were dismissed as a result of disciplinary action and the services of 568 temporary employees were terminated in terms of their service contracts due to irregularities or unsatisfactory sickness records →

SECTION 10

CANDIDATE MUST enter in the number of each question in the order in which it has red); leave columns (2) and

# Union condemns new 'racist' labour bill

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**Labour Reporter**  
A NEW bill regulating conditions of employment in the South African Transport Services (Sats) was condemned yesterday by the General Workers' Union (GWU) as "racist" and a "denial of the principle of freedom of association".  
If it becomes law, the proposed Conditions of Employment (Sats) Bill, a new version of the Railways and Harbours Service Act, will govern labour relations on the Railways.  
Mr David Lewis, general secretary of the GWU, which has been involved in a lengthy dispute with Sats, said the

bill had laid the ground for a similar dispute. He said the provision that non-citizens of South Africa be excluded from the provisions of the bill was blatant discrimination against African workers, many of whom were regarded as citizens of the "independent" homelands.  
"The provisions allowing the Sats general manager to classify the status of workers is virtually unchanged from the old Act. This means no black rail-ways workers are 'perman-ent employees'.  
"There is no freedom of association. Only internal staff associations recognized by Sats manage-

ment can have access to labour relations machinery.  
"The so-called third party in disputes will be none other than the Minister of Transport. Quite clearly, the boss rules".  
Mr Lewis said Sats workers were still excluded from the govern-ment's labour reforms as contained in the Labour Relations Act.  
"The irony is that the minister has issued new legislation at the same time that a committee of inquiry is supposed to be investigating Sats' labour relations. This merely shows that the committee was never intended to look seriously into the issue."

Internal	External
(2)	(3)
18	
Exami- ners' Initials	Jw.

you are registered (e.g B.A, B Sc) *JDC*  
Subject *ELON on 455*  
(to be copied from the heading on the Examination Paper)  
Paper No *1*  
(to be copied from the heading on the Examination Paper)

### NOTE CAREFULLY

- The answers only on the right hand pages will be marked. The left hand pages may be used for rough work, but no credit will be given for such work.
- Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering.
- Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
- Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.

### WARNING

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

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

FM 11/2/83

**SATS WINS A ROUND**

~~115~~

270

The General Workers' Union (GWU) has finally conceded that it has suffered a major setback in its protracted recognition dispute with the SA Transport Services (SATS). However, the union says it will continue its attempts to represent SATS dockworkers.

About 400 dockworkers were sacked by the SATS in September last year when they embarked on a go-slow in support of demands for union recognition. They refused to accept their dismissal in the dispute which attracted the interest of several major transport unions abroad.

However, this week the GWU announced that the workers, who have had no income since September, have decided to formally sign off as SATS employees and to collect pay owing to them.

The union has obviously been harmed by the dispute. But some labour observers point out that it is still a major force in the stevedoring industry, where it negotiated substantial pay increases last year. The union also continues to be successful in persuading employers to implement procedures that prevent large-scale retrenchments — especially of migrant workers.

14/12/83  
**Labour Week** By STEVE FRIEDMAN

204 170  
**A slow-clap for SATS**

THE CURTAIN rang down last week on one of 1982's key labour disputes as General Workers' Union members, fired after a go-slow at Port Elizabeth harbour in September, conceded defeat

The go-slow was prompted by GWU's year-long battle to talk to the South African Transport Services about recognition at Port Elizabeth and East London harbours. The dispute was an embarrassment for Government labour reformers and raised fears of overseas union sympathy action.

By signing off and collecting their pay, the GWU men accepted that they are not going to be re-employed and that the dispute is over — for the moment

The defeat is obviously a setback for GWU. But the union has a reputation for taking on tough employers and this is not the first time it has had to admit defeat in a major dispute

It survived defeat in the 1980 Cape meat dispute and will do so this time. The question now is whether fresh attempts will be made to organise SATS

Clearly, this won't happen overnight

The GWU believes an employer like SATS — not only the country's biggest but one of the least interested in sickly concepts like freedom of association — will only be fully organised by a united emerging union movement, and is pressing ahead with efforts to achieve this

But one factor suggests SATS may face a similar dispute sooner than it thinks. Privately-employed stevedores in the harbours remain GWU members. Their work brings them into daily contact with SATS dockers. It was this which led to the dockers joining GWU before, and it could happen again

Meanwhile, SATS seems not at all disturbed that its stance has dealt a major blow to the image of Government labour reforms among overseas unions

A Bill governing work conditions on the Railways has been published. It shows little change from present legislation and confirms that SATS believes its cosy relationship with compliant staff associations can last for ever

So last year's events have made SATS no friendlier to the 20th century

□□□

FOSATU'S National Union of Textile Workers, in a move long predicted by some labour insiders, has moved into the Western Cape

It has been organising there for the past couple of months and has a majority in two factories and significant support in a third

Initial organising was begun by Fosatu but now NUTW has appointed a full-time organiser there. Once membership reaches 1 000, it will form a West Cape branch

This is Fosatu's first organising push in the area

While the only motor plant in the Western Cape, Leyland, is organised by a Fosatu union and the small Jewelers and Goldsmiths' Union is a Fosatu affiliate, it has never had a major presence in the Peninsula

Textiles are a key industry in the area, employing, NUTW believes, around 30 000 workers. Success for NUTW would boost Fosatu's claims to being a truly national federation

By organising in the area, NUTW is taking on Tucsa's long-established Textile Workers' Industrial Union. One advantage for NUTW is that its rival does not have a "closed shop" agreement forcing workers to join it — its membership is far short of a majority in the industry

But there are still obstacles in NUTW's path. It claims many employers prefer to deal with the Tucsa union and have threatened to act against workers who join its Fosatu rival

And industrial council agreements between the Tucsa union and employers

bar companies from deducting union dues through "stop orders" for any union not on the council, such as NUTW

Nevertheless, the Fosatu union is cautiously confident of success. It says it has solved the "stop order" problem by arranging with employers to collect dues by hand. It also claims widespread worker disenchantment with the Tucsa union

□□□

THE Confederation of Associations and Mining Unions (CAMU), which brings together white-led mine unions and officials' associations for the first time, meets the Chamber of Mines today to discuss whether the Chamber will bargain with it about pay and work conditions

The Chamber has reservations about negotiating with unions and officials' organisations in one forum and is also unhappy as it would have to bargain separately with one of the officials' associations which has not joined CAMU

But CAMU sources insist that, if the Chamber doesn't agree, CAMU will declare a dispute with it and thus force it to the negotiating table through a Conciliation Board

As CAMU has refused to admit one coloured and black union and other new black unions on the mines won't join, it seems the mines will have to negotiate separately with blacks and non-blacks for the time being

Meanwhile, annual metal and mining pay negotiations are due soon. They are likely to be tough. But any deadlocks are equally likely to be resolved short of strike action

□□□

GOVERNMENT speakers often caution against overreacting during labour disputes

Last week proved again the wisdom of these words. After all, those who lose their heads during disputes over labour matters might end up losing the Soutpansberg as well

*J. Disputch 15/2/83*

# Sats strikers lose benefits

(270)

PORT ELIZABETH — Dockworkers from Ciskei and Transkei who were fired after going on an "illegal strike" here last year have been told they do not qualify for unemployment benefits

A spokesman for the South African Transport Services (Sats), Mr Leon Els, said the workers would not be paid out because they were "from outside South Africa"

Most of the 499 workers who went on strike are affected by the decision. The majority of them hail from Middel-drift, King William's Town, Alice, Alicedale, Fort Beaufort, Bedford and Centane

They were involved in a go-slow at Port Elizabeth harbour last year and, for five months, refused to accept their final pay

When they went to collect their money from the Department of Labour yesterday, all those regarded as coming from "outside" South Africa were told they would not be paid

Grim-faced workers crowded the offices of the General Workers Union here after being told of the decision and com-

plained at being left penniless

"I haven't been earning since August last year" said one. "I've been staying in Port Elizabeth because there isn't any sense in returning to Ciskei where there is only work repairing roads and dams"

Said Mr Els: "Only citizens of South Africa can apply for unemployment cards, and qualify variously if they are local, contract, temporary or permanent Ciskeians and Transkeians do not qualify because they are not contributors to the Unemployment Insurance Fund"

Instead of unemployment cards, Sats gave the workers certificates stating the period of their unemployment and the position they held — another move which caused concern among the workers

"This is not even a testimonial, and I have been with the railways for 36 years," said one worker. "I must get work again sometime"

The workers were also told they did not qualify for rail tickets home as they were no longer employees of Sats — DDC

**HOUSING**

R16-million SATS complex is nearly ready.

# 'Homey' housings the aim

AR6US 17/2/83

270



### Staff Reporter

THE R16-million residential complex for South African Transport Services in Phillippi in the Mitchell's Plain area is nearing completion and the first 500 workers are expected to move in by June.

A further 500 are expected by December. This will complete the first phase of the project which will eventually provide accommodation for 2 000 single coloured men.

The complex will consist of eight three-story residential buildings, four social centres, a combined administration, dining and kitchen block, a laundry building and six maisonettes for residential staff.

### Incentive

According to Mr Leon Els, public relations officer of Transport Services in the Cape, the residence is a departure from dormitory style housing and is the first one to provide single rooms for workers.

He said the complex was a recruitment incentive for prospective workers.

Although the economic downsizing had made recruitment easier, he said it was believed the provision of good housing would make it possible to

The complex will be open to all classes of workers - skilled, semi-skilled and unskilled. Mr Els said.

### Recreation

In addition to the housing the complex has a recreation hall providing for a wide range of indoor activities such as badminton, volley ball, boxing and more.

Attached to this is a clubhouse catering for outdoor sports. There are five tennis courts, two rugby fields, three soccer fields and a cricket oval.

A stadium with a grandstand providing seating for about 1 200 spectators, has a tartan athletics track and a cycling track built to regulation standards. The various athletic field events are also provided for.

### "Domestic"

Mr Peter Forsythe, assistant chief architect of SATS, who designed the complex described the architecture as 'domestic' in an attempt to create a home from home.

The complex is designed as four villages or living units providing accommodation for 250 people each. This is to promote a sense of identity for the resident and to minimise the institutional characteristics.



A BRICKLAYER brings the R16-million complex

administration, dining and kitchen block, a laundry building and six maisonettes for residential staff

### Incentive

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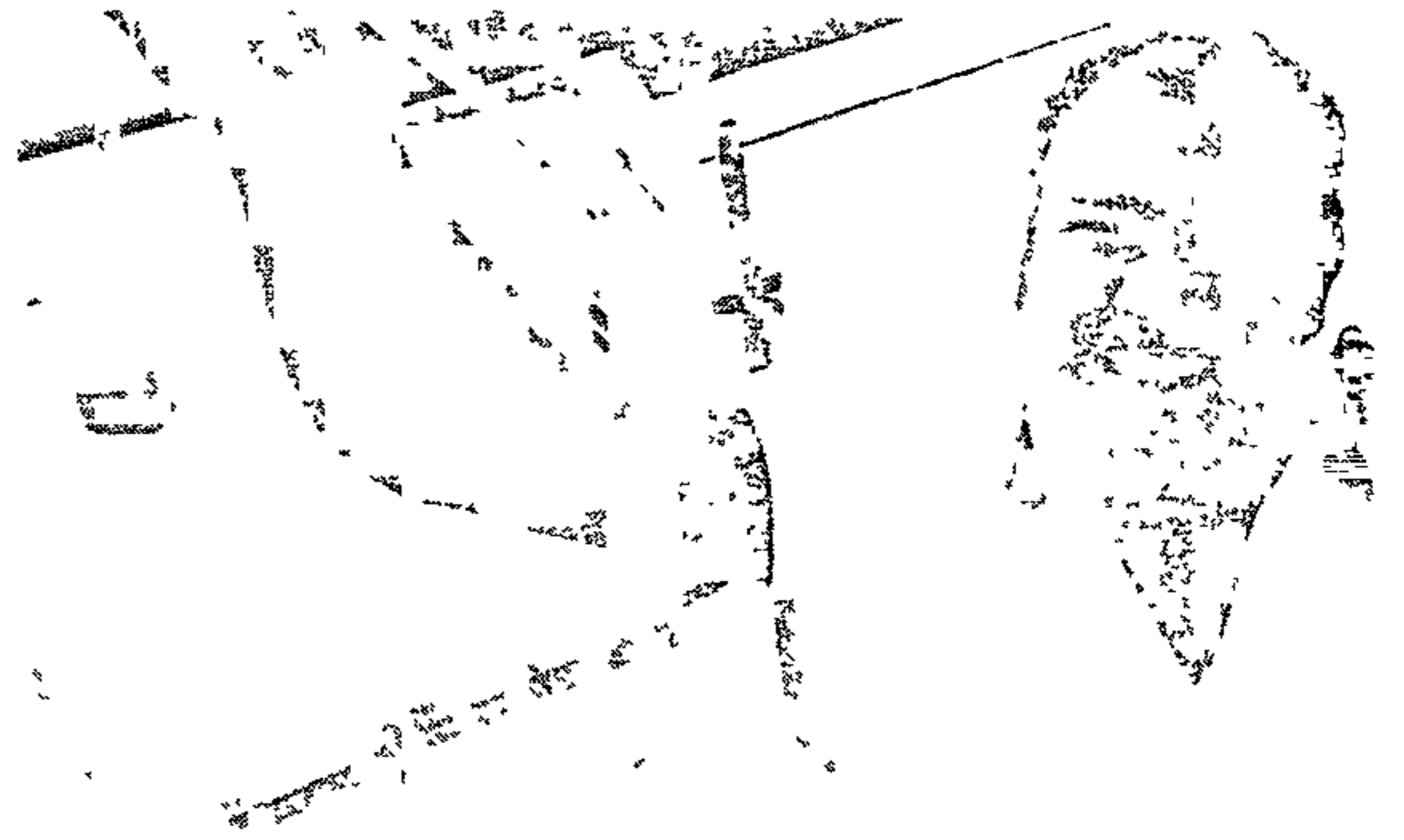
Although the economic downswing had made recruitment easier, he said it was believed the provision of good housing would make it possible to attract the best workers available

seating for about 1 200 spectators, has a tartan athletics track and a cycling track built to regulation standards. The various athletic field events are also provided for

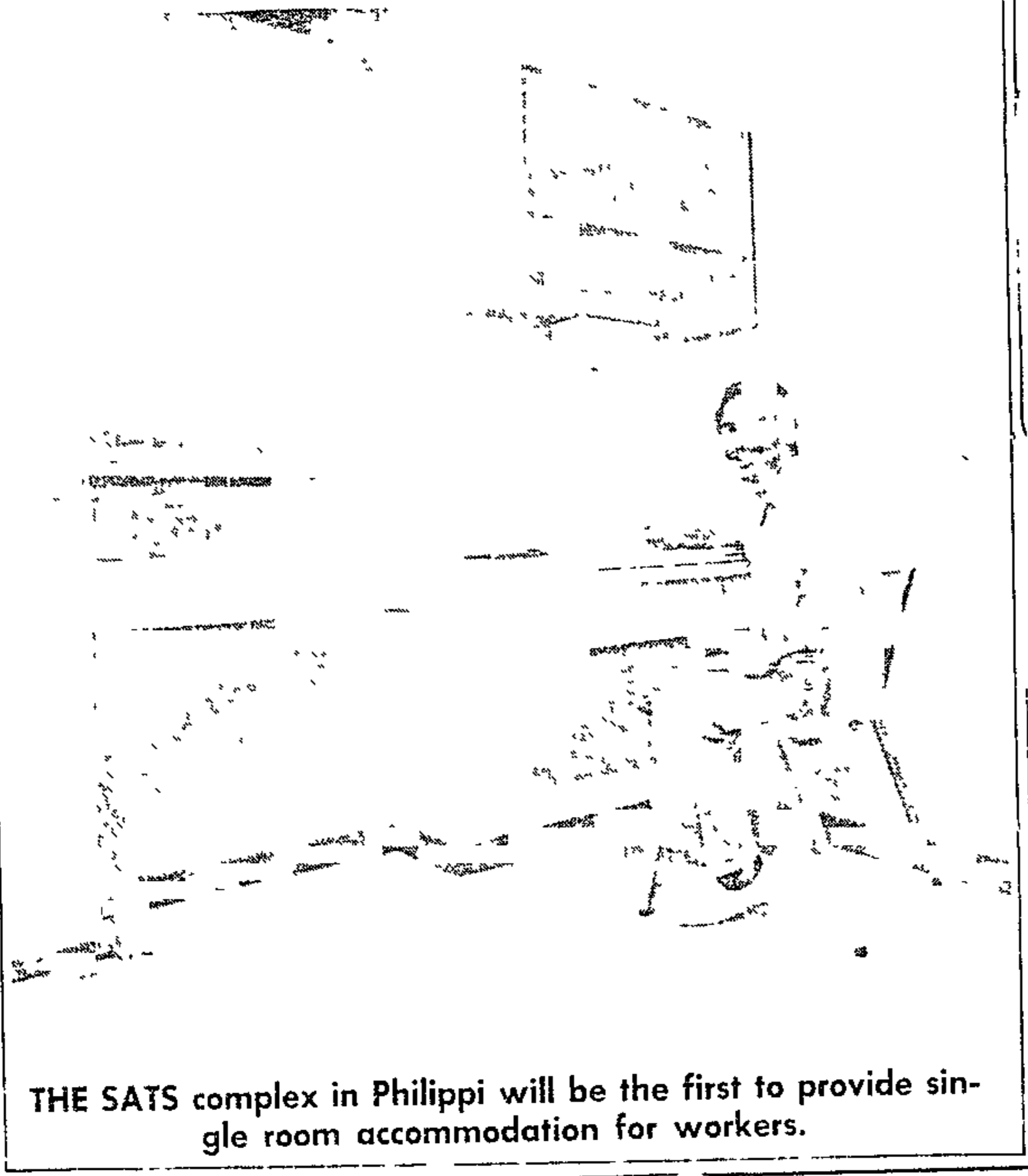
### "Domestic"

Mr Peter Forsythe, assistant chief architect of SATS, who designed the complex, described the architecture as "domestic" in an attempt to create a "home from home"

"The complex is designed as four villages or living units providing accommodation for 250 people each. This is to promote a sense of identity for the resident and to minimise the institutional characteristics often associated with large complexes," he said



**A BRICKLAYER brings the R16-million complex that much nearer to completion.**



**THE SATS complex in Philippi will be the first to provide single room accommodation for workers.**

The MINISTER OF TRANSPORT AFFAIRS

	In service
1979	11 212
1980	11 360
1981	11 534
1982	12 115
1983	11 899

Transport Services: travel tours

97 Mr G S BARTLETT asked the Minister of Transport Affairs

- (1) (a) How many passengers were transported in respect of South African Transport Services travel tours (i) No JSD6R and (ii) No JKJ5R in respect of each of the latest specified 26 weeks for which figures are available and (b)(i) in what types of vehicles were they transported and (ii) what is the passenger capacity of such vehicles,
- (2) whether the number of passengers on such tours had to be restricted during the above period if so, (a) in respect of which tours, (b) during which weeks and (c) for what reasons?

The MINISTER OF TRANSPORT AFFAIRS

*270* *Handled Q. 61. 213*  
 Airways: staff complement — 214  
 18/2/83  
 94 Mr D J N MALCOMESS asked the Minister of Transport Affairs

What was the staff complement of the South African Airways on 1 January 1979, 1980, 1981, 1982 and 1983, respectively?

(1)(a)(i) Date of departure	No of passengers	(b)(i)	(b)(ii)
9 August 1982	15	M C I Crusader	44
16 August 1982	23	M C I Crusader	44
23 August 1982	4	M A N	24
30 August 1982	15	M C I Crusader	44
6 September 1982	23	M A N	24
13 September 1982	14	M C I Crusader	44
20 September 1982	15	M C I Crusader	44
27 September 1982	16	Silver Eagle	40
4 October 1982	12	M A N	24
11 October 1982	22	Silver Eagle	40
18 October 1982	28	M C I Crusader	44
25 October 1982	21	M C I Crusader	44
1 November 1982	18	Silver Eagle	40
8 November 1982	17	Bussing	32
15 November 1982	33	M C I Crusader	44



Cape Times  
24/2/83

270  
SATS

# PFP: Defuse SATS dispute

HOUSE OF ASSEMBLY.

The dispute between the General Workers Union (GWU) and the SA Transport Services (SATS) over labour representation could escalate into a national crisis if not defused, Dr Alex Boraine (PFP Pinelands) said yesterday.

He was speaking in support of an amendment moved by the PFP that the Conditions of Employ-

wants to get its fingers into the SA Transport Services?"

The bill resulted from negotiation between management and SATS workers.

"Where does the PFP come barging in from the side? The GWU uses the same language in its dispute with the SATS as the PFP used in the House."

Dr Boraine replied that the PFP held a brief for

# Two-man flight crews dangerous

By Franca Pavlicevic

American airlines which have backed two-man crew operations for the Boeing 767 have sold their souls, the President of the Flight Engineers International Association (FEIA), Mr Bill Gill, said in Johannesburg this week

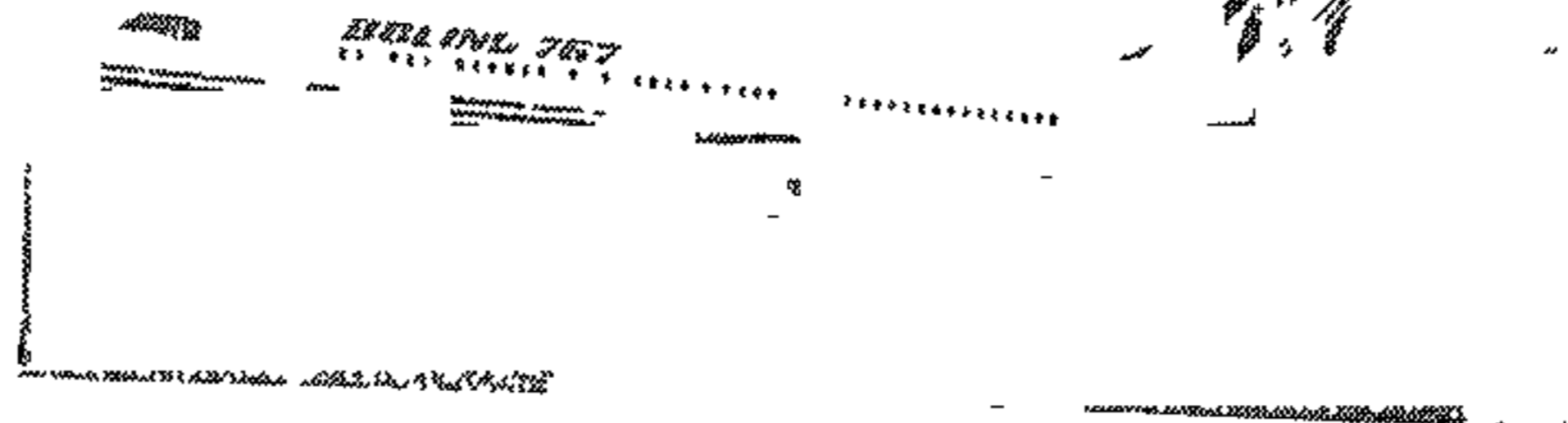
A Boeing 767-200 will be coming to South Africa on a demonstration flight early next month, but the public relations officer for South African Airways, Mr J C van Rooyen, said SAA was not interested in the aircraft as their fleet would be complete with the arrival of the B747-300 later this year

The B767 is a two-engined jet which was originally designed as a three-man crew aircraft and is now being marketed as a two-man operation. Three-man crews are made up of two pilots and a flight engineer. A two-man crew has no flight engineer

Mr Gill, who is in South Africa for the FEIA executive committee meeting, described Boeing's marketing punch that a two-man crew operation was more economical as "totally

Boeing are marketing the 767-200 as a two-man crew operation, saying a flight engineer is superfluous. But statistics show he fulfils many vital functions in the safe running of an aircraft.

270  
Staw  
25/2/83



ridiculous"

He explained that the two-man crew concept started when Airbus-Industrie put the Airbus 310 on the market as a three-man crew aircraft. Boeing felt that to compete with the Airbus on the market they would offer the Boeing 767 as a two-man crew aircraft

"It takes five computers to replace one flight engineer on the B767. Each computer costs over R1-million. Computer fail-

ures are more critical than human failures," he said

Giving examples of the price of computer failure, Mr Gill said

● A B767 was kept on the ground for three days in the United States because the computer continued turfing out information which prevented the flight crew from taking off. It took engineers three days to work out what the computer was trying to tell them

● The board of inquiry appointed after an Air Florida B737 crashed into the Potomac River last year noted that the crash would not have occurred if there had been a three-man crew on board

Mr Gill also explained the role flight engineers had to play

● Flight engineers would not always shut down a troublesome engine in flight but rather assess the necessity for a shutdown

● Passengers often caused problems on airliners and it was the flight engineer who usually went back to sort out the hassles

● Statistics also indicated that there were three times as many contraventions of air traffic control regulations by two-man crew aircraft than with three

The Chairman of the South African Airways Flight Engineers Association (SAAFEEA) and chairman of the FEIA's Southern Africa chapter, Mr Ronald Smuts, supported Mr Gill

CAPL Times  
25/2/83  
270  
123  
134

# 'Injustice' to blacks at Sats

HOUSE OF ASSEMBLY  
— It was "basically unjust" to deny over one-third of the South African Transport Services' black labour force permanent employment status, Mr Graham McIntosh (PFP Pietermaritzburg North) said yesterday

He was speaking in the Committee Stage debate on a clause of the Conditions of Employment

nent employees, he said

Mr McIntosh proposed two amendments to the clause

● That citizens of the black homelands and independent states created by the government should be allowed to become permanent employees

● That employees should be able to apply for permanent status after two years



Labour

(Sats) Bill which states that no person shall be appointed in a permanent capacity, or on probation, or in a temporary capacity unless he has — among other qualifications — SA citizenship

Such persons may only be employed in a casual or regular capacity, according to the clause

Referring to the Sats 1981/82 Annual Report tabled in Parliament yesterday, Mr McIntosh said more than one-third of the service's black labour force or about 50 000 people, did not have SA citizenship, having been "stripped" of it by the coming of independence to the national states

"To deny them permanent employment status, even though they may have been born in South Africa, is basically unjust," Mr McIntosh said

Other people could come from overseas countries, work for five years and then become perma-

Mr Ron Miller (NRP Durban North) said the PFP was missing the whole point and that the bill had nothing to do with citizenship

"The prime consideration should be the conditions of service of the migrant labourers, and not their citizenship"

Migrant labourers came to fulfill an economic need and not to take out citizenship, he said

Replying to the debate on this clause, the Minister of Transport Affairs, Mr Hendrik Schoeman, said no employees had lost their permanent status — they had not had it originally

Mr Schoeman said he could not accept the amendments proposed by Mr McIntosh in the present circumstances

"I have already explained the difficulties"

The clause was passed without amendments — Sapa

(270) Airways: technical staff  
~~168~~ Hansard Q 61 348  
168 Mr R A F SWART asked the  
Minister of Transport Affairs

- (1) Whether the South African Airways has a shortage of technical staff involved in aircraft maintenance, if so, how many posts are vacant,
- (2) whether the intake of apprentices in this category of employment was increased in 1982, if so, what was the extent of the increase?

The MINISTER OF TRANSPORT AFFAIRS

- (1) No.
- (2) No

(270) Hansard Q Col. 331  
Bloemfontein-Thaba Nchu rail line ticket  
examiners 25/2/83

79 Mr G S BARTLETI asked the Minister of Transport Affairs

- (1) Whether Black ticket examiners have replaced White ticket examiners on the Bloemfontein-Thaba Nchu Black passenger commuter service of the Railways, if so, (a) when and (b) how many (i) Blacks and (ii) Whites were so involved;
- (2) what was the average excess rates collected per day during the three months (a) prior and (b) subsequent to the change-over,
- (3) whether main-line saloons are being used instead of commuter coaches, if so, why?

The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes
  - (a) 4 November 1976
  - (b) (i) 8
  - (ii) 7
- (2) This information is no longer available as records of these details are only kept for a period of three years
- (3) No Main line saloons are being used as augmentation only

X

X

(270) ~~175~~ Hansford  
Air traffic controllers

Q 61.385 1/3/83

186 Mr R A F SWART asked the  
Minister of Transport Affairs

Whether his Department is experiencing  
a shortage of air traffic controllers, if so,  
what is the relevant figure?

The MINISTER OF TRANSPORT AF-  
FAIRS

Yes Eighteen posts out of a total of 108  
posts for qualified air traffic controllers are  
presently vacant Twenty cadet air traffic  
controllers are, however, undergoing  
training

(b) R1 829 million in 1982 calendar year.

*Hansard Q. 61,408*  
Railways Bapsfontein plant

*2707* *2/3/83*  
\*9 Mr S P BARNARD asked the Minister of Transport Affairs †

(a) What total amount has been budgeted by the Railways in respect of hostel and other facilities for Blacks at the Bapsfontein plant and (b) how many Blacks will be accommodated there?

The MINISTER OF TRANSPORT AFFAIRS

(a) R21 162 000

(b) 1 296

†Mr S P BARNARD Mr Speaker, arising out of the hon the Minister's reply, can he tell us whether the hostels are already being used?

†The MINISTER Not yet



CAPE TIMES  
Probe 2/3/83

## migrant labour

### HOUSE OF ASSEMBLY

— Black staff associations in the South African Transport Services (Sats) should be enabled to forge links with outside trade unions, but the initiative had to come from Sats workers, Mr Ron Miller (NRP Durban North) said yesterday. Speaking in the Third Reading debate on the Conditions of Employment (Sats) Bill, Mr Miller said circumstances surrounding migrant labour should not only be investigated within Sats but in all industries.

If a worker could come from England and eventually take out SA citizenship, then the same should apply to workers from the black national states, Mr Miller said.

"If a man is good enough to come and work in South Africa, then he should be able to take out citizenship if he meets the normal requirements."

The NRP supported the Third Reading of the Bill.

Replying to the debate, the Minister of Transport Affairs, Mr Hendrik Schoeman, agreed with Mr Miller that the problems of migrant labour should be investigated.

The bill was read for a third time over the objection of the PFP — Sapa



# Workers in SATS warned on unions

By Colleen Ryan

*Star 2/3/83*  
Independent trade unions which tried to recruit members in the South African Transport Services (SATS) could endanger harmonious labour relations

This was the warning given last night by the chairman of the Federal Council of SATS Staff Associations, Mr J Zurich, at the annual meeting

He warned workers to be wary of "trade union opportunists" who could leave employees in the lurch when they were needed most

"These trade unionists are gifted with silver tongues and have the ability to whip up emotions," said Mr Zurich "They will stir up trouble, but will be conspicuous by their absence in the firing line."

But he added that he did not want to create the impression that all "outside" trade unionists were irresponsible.

He said a chaotic situation could develop if the SATS management had to negotiate with outside unions "The SATS management already negotiates with 12 recognised unions. It will only create problems if organisers from outside unions are granted free access to SATS premises

"SATS employees are free to join any union, but they should remember that outside unions will not be able to negotiate with the Minister of Labour."

# Black union joins

## SATS federation

Star 4/7/83

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~~11~~

Labour Reporter

The 10-member federation for SA Transport Services added the 60 000-member Black Staff Association to its ranks at its annual meeting held in Johannesburg this week.

The combined membership of the 11 affiliates of the Federal Consultative Council of SATS Staff Associations now stands at about 170 000.

The council's secretary, Mr J R Benade, told the meeting that members were eagerly awaiting the results of the Department of Transport's Verster committee of investigation into the SATS staff associations.

Mr Benade said there were several alternatives

for the committee to decide on — to maintain the existing structures to make minor changes by introducing grades within the existing structures, or by agreeing to open membership to all races through freedom of association.

He said it had become obvious that many aspects of the present situation had grown obsolete and not kept pace with the times.

There was also the question of how far the Verster committee would be able to move in this sensitive area.

The council at its meeting also agreed to send three members of its executive overseas to make contact with other trade union movements.

270

Transport Services' properties of employees  
Hansard Q. 61. 547  
304 Mr G B D McINTOSH asked the  
Minister of Transport Affairs

8/3/83

(a) How many properties are owned at present by South African Transport Services employees through the (i) House Ownership Scheme, (ii) Assisted Building Society Housing Scheme and (iii) House Ownership Scheme with Pension Fund Assistance and (b) how many of these houses are owned by (i) Whites, (ii) Coloureds, (iii) Indians and (iv) Blacks?

The MINISTER OF TRANSPORT AFFAIRS

- (a) (i) 24 013  
(ii) 4 195  
(iii) 17 669
- (b) (i) Whites 44 427  
(ii) Coloureds, 1 003  
(iii) Indians 351  
(iv) Blacks 196

# in labour relations

By PHILLIP VAN NIEKERK, Labour Reporter

LABOUR relations in the South African Transport Services (Sats), the country's largest employer, are still out of line with the rest of the country

That is the upshot of the Conditions of Employment (Sats) Act which the Minister of Transport, Mr Hendrik Schoeman, has recently piloted through Parliament. Sats' 250 000 workers are still governed at the workplace by laws substantially different from those which apply to other industries.

The new, virtually unchanged legislation shows no sign of heeding Sats' first brush with the emerging black union movement last year which brought widespread local and international attention to the Port Elizabeth docks. There, more than 500 members of the General Workers' Union (GWU) were fired after embarking on a go-slow strike over the refusal of Sats management to talk to their representatives.

## Refused to meet

While Mr Fanie Botha, the Minister of Manpower, was urging private sector employers to deal with representative unions, Sats management was refusing even to meet GWU officials. And while the Department of Manpower was purging its laws and regulations of all traces of racial discrimination, Sats was continuing (as it still continues) to exclude blacks, coloureds and Indians from being permanent workers

So when Mr Schoeman appointed a committee to investigate labour practices on the railways, it was welcomed as a possible sign of change. However, before the committee had reported back (it still hasn't), new legislation streamlining the old S A Railways and Harbours Service Act but not making any major alterations was placed before Parliament.

Mr Schoeman has explained that he never had a new dispensation in mind. But what continues to puzzle observers is why Sats needs its very own labour laws at all. If the Labour Relations Act and the Conditions of Employment Act are adequate for the private sector, why not for Sats?

Critics of the legislation — and Sats' attitudes to labour matters in general — such as the Progressive Federal Party MP for Maritzburg North, Mr Graham McIntosh, have



Mr Graham McIntosh, MP ... "Victorian", he says

condemned it as "Victorian", paternalistic and out of keeping with modern industrial relations

But it is in providing for the approximately 100 000 black railway workers that Sats could face its biggest test. The Black Staff Association, which joined the federal council of staff associations last week, is recognized as the sole mouthpiece of these workers

Sats' refusal to deal with any "outside" unions is seen as clear proof that black workers are being denied the right to be represented by trade unions of their own choice. That right is basic to the government's new labour dispensation and, as numerous disputes over recognition have shown, it is something black workers are prepared to fight for.

As GWU general secretary, Mr David Lewis, has warned. By discriminating against black workers and denying the principles of freedom of association and the autonomy of trade unions, Sats could have laid the ground for another, potentially much bigger, dispute.

the past few weeks more than 100 OK Bazaars workers at three stores have staged canteen sit-ins demanding the reinstatement of a fellow employee who they say was unfairly dismissed

The strike has not yet been resolved, but it has led to the suspension of recognition talks between OK management and Ccawusa. It is believed, however, that they will soon be back at the bargaining table

In another significant development in Durban this week, a strike by security guards at a firm called Safeguard came to an end after the company had agreed to talk to Ccawusa.

According to Ccawusa general secretary, Mrs Emma Mashini, the union now has a membership of more than 20 000. She believes her union's current growth compared to other unions is because, curiously, commerce is not faced with the same problems in the recession as the manufacturing industry

"Even in the middle of a recession one reads of new malls and shopping centres going up all the time," she said. Apart from its apparent grassroots support, Ccawusa has signed, or is on the point of signing, recognition agreements with several major chain stores

270 Passenger trains conductors 21/3/83  
Howard Q. 601 742 - 743  
509 Mr H F J VAN RENSBURG asked  
the Minister of Transport Affairs

Whether Black conductors have been or are to be withdrawn from passenger trains or passenger coaches for Black passengers travelling on (a) the (i) Komatipoort, (ii) Pietersburg (iii) Thabazimbi (iv) Rustenburg (v) Bronkhorstspuit (vi) Marble Hall and (vii) Pienaarsrivier routes and (b) any other routes, if so (aa) on what routes have Black conductors been withdrawn (bb) how many have been withdrawn on each route (cc) how were they replaced and (dd) why were they withdrawn in each case?

The MINISTER OF TRANSPORT AFFAIRS

(a) (i) to (v) Yes

(vi) and (vii) No



743

MONDAY 21

(b) No

(aa) Refer to part (a)(i) to (a)(v) of the reply

(bb) Three

(cc) One White controller per route

(dd) For economic reasons

270 ~~145~~ Hansard ~~200~~  
Transport Services employees  
Q Col. 742 21/3/83  
500 Mr G B D McINTOSH asked the  
Minister of Transport Affairs

How many (a) Whites (b) Blacks, (c)  
Coloureds and (d) Indians employed by  
the South Africa Transport Services are  
(i) permanent (ii) temporary (iii) casual  
and (iv) regular employees?

The MINISTER OF TRANSPORT AFFAIRS

	(i)	(ii)	(iii)	(iv)
(a)	81 446	30 454	1 827	
(b)	-	-	52 391	64 316
(c)	-	-	3 577	15 208
(d)			106	2 006

270 Hansard Q 61.744  
Transport Services: annuities  
21/3/83  
15 Mr G B D McINTOSH asked the  
Minister of Transport Affairs

Whether he has exercised his discretion in terms of section 13(1) of the Railways and Harbours Service Act, No 22 of 1960 to grant an annuity to any non-White employee of the South African Transport Services dismissed after 20 years' service for reasons other than fraud or theft, if not, why not, if so in how many cases?

The MINISTER OF TRANSPORT AFFAIRS

No The provisions of section 13(1) of the Railways and Harbours Service Act, 1960 (Act 22 of 1960) are only applicable to members of the New Railways and Harbours Superannuation Fund

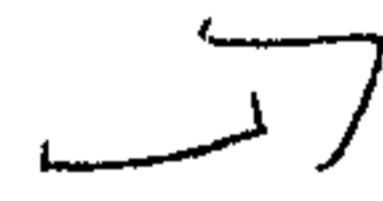
Pension benefits to Coloured, Indian and Black employees are payable in terms of the Railways and Harbours Pensions for Non-Whites Act 1974 (Act 43 of 1974)

270 ~~139~~ ~~751~~ Hansard  
Transport Services: staff associations  
Q. Col 743-744 21/3/83  
513 Mr G B D McINTOSH asked the  
Minister of Transport Affairs

- (1) Whether the position of non-White staff associations in the South African Transport Services is being investigated, if so
- (2) whether the investigation is being conducted by a commission of inquiry, if so, (a) who is the chairman and (b) what are the terms of reference of such commission, if not, by whom is the investigation being conducted?

The MINISTER OF TRANSPORT AFFAIRS

- (1) The whole question of staff representation in the Transport Services which affects the position of all staff associations is currently being investigated
- (2) No but by a committee of inquiry
  - (a) Mr J P Verster, former Assistant General Manager (Manpower)
  - (b) In the light of the constantly changing labour situation, to examine, report upon and submit recommendations on the whole question of staff representation in the South African Transport Services with specific reference to—
    - (i) the position of senior office



MARCH 1983

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eis in such a staff representation system,

- (ii) guidelines whereby efficient consultative and negotiating machinery with due regard to the principle of identity of interests could be provided for all employees and
- (iii) the practical application of such guidelines



LABOUR

## SATS avoids mixing

270  
FM 25/3/83

The recession is biting into employment in the SA Transport Services (SATS) Workers who leave are not being replaced and the organisation is having to juggle shifts and appointments to avoid "mixed working"

How far this has affected black advancement, and employment, in the service is a moot point. An instruction issued by the chief mechanical engineer's office indicates that some posts temporarily filled by blacks may revert to whites. However, those replaced would probably be found jobs elsewhere in SATS.

Wallie Grobler, general secretary of the Artisan Staff Association (ASA) says "People in these positions would not summarily be replaced by whites as there simply are not sufficient whites to man these posts."

He adds "SATS are obviously in a situation where there is some redundancy, but not a single member of the ASA has yet been replaced. Redundancy procedures are being countered by non-replacement."



Black railwayman . . . not permanent or temporary

For example, between June and December last year more than 21 000 jobs held by people of all race groups were scrapped as a result of natural attrition. A SATS spokesman emphasised that no permanent staff

have been retrenched.

Graham Mackintosh PFP spokesman on transport affairs says "Of course no permanent, or even temporary, staff have been retrenched at this stage because no coloureds, Indians or blacks are classified as permanent or temporary staff. They are all classified as casual or regular employees. For example, there are 52 394 black casual employees and 64 316 regular black employees. Casual and regular staff have little protection compared with permanent employees."

According to SATS public relations officer Dirk Beukes "Staff becoming redundant due to reduced work loading are provided for to the best advantage of the organisation. If an artisan or semi-skilled worker cannot be placed in a post commensurate with his rate of pay, he is placed in a lower post retaining his salary and, where applicable, his bonus. This could involve moving an employee to a lower grade to accommodate the higher grade employee. This principle applies to all sections of staff regardless of race."

However, the instruction issued by the mechanical engineer stipulates that "groups are to be replaced as a whole to avoid mixed working." Grobler explains "We don't have mixed working. It can only lead to friction. However, we have individual cases where we allow non-whites to do work traditionally done by whites through

negotiation between individuals and employers.

"Now the whole group will be placed on alternate shifts to avoid friction. Alternative employment must be found for a whole group rather than integrate the group. It's all very wasteful."

Grobler adds "When you've got your back to the wall, you have to accept all measures and these have been fully discussed. It's preferable to have people working, than being on the streets."

Martin Matloha, general secretary of SATS' Black Staff Association refused to comment.

*Handwritten:* KTC squatter camp 28/3/83  
344 Mr K M ANDREW asked the Minister of Co-operation and Development

- (1) Whether officials of his Department have demolished shelters built at the KTC squatter camp during February 1983 if so how many (a) shelters were demolished and (b) families were affected,
- (2) whether any squatters at such camp were arrested, if so how many
- (3) whether any such squatters were charged if so (a) how many and (b) in terms of what legislation
- (4) whether any such squatters were in possession of lodgers permits if so, how many
- (5) whether any such squatters were offered alternative accommodation if not why not if so, where?

The MINISTER OF CO-OPERATION AND DEVELOPMENT

(1) Unauthorized structures were demolished by officials of the Administration Board on land adjacent to the KTC camp

- (a) 1 207 structures were demolished on the adjacent land
- (b) As all occupiers had left the branch structures covered with plastic sheets and approximately 30 per cent had removed their personal effects on arrival of the demolition team, it is not possible to say accurately how many families were affected
- (2) 240 squatters were arrested
- (3) (a) 219 squatters were charged
- (b) In terms of section 10(4) of the Blacks (Urban Areas) Consolidation Act 1945 and section 15(1)(a)(i) of the Blacks (Abolition of Passes and Control of Documents) Act 1952

*Handwritten:* public of Ciskei in 1981 with which proposals the greater consolidation of Ciskei should be considered as rounded off

Smaller border adjustments have recently been recommended by the Commission for Co-operation and Development which recommendations must still be cleared with the Organized Agriculture and which recommendations must also still be considered by the Government whereafter it will be submitted to Parliament together with the 1981 proposals as announced for final approval

*Handwritten:* 597 Mr G B D McINTOSH asked the Minister of Community Development

- (1) Whether it is his intention to re-proclaim Mayfair Johannesburg, as an Indian group area, if so, how many (a) White and (b) Coloured (i) families and (ii) individuals will be affected by the re-proclamation,
- (2) whether it is his intention to remove all non-Indian residents of Mayfair if so
- (3) whether any houses are available for rehousing such non-Indian residents if so, (a)(i) when and (ii) where will the (aa) White and (bb) Coloured residents be rehoused and (b) how many such houses will be available to (i) White and (ii) Coloured persons for (aa) purchase and (bb) letting?

The MINISTER OF COMMUNITY DEVELOPMENT

(1) No, the Group Areas Board was however requested to investigate and make recommendations on the establishment of a proper buffer between the Indian Group Area, Fordsburg and Burgersdorp and Mayfair. The necessary Statutory Notice in this regard will shortly be published

(2) and (3) falls away

*Handwritten:* Defence Force solitary confinement 28/3/83  
508 Mr P A MYBURGH asked the Minister of Defence

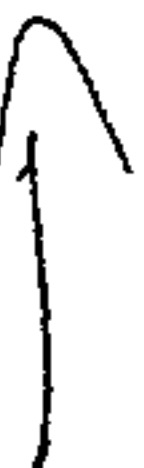
- (1) Whether any persons serving sentences for refusal to do military service were held in solitary confinement in 1982 if so (a) how many (b) for what reasons in each case and (c) for what period has each of them been sentenced to such confinement
- (2) whether any of them have served previous sentences of solitary confinement if so (a) how many and (b) for what (i) reason and (ii) period in each case?

The MINISTER OF DEFENCE

- (1) Yes
- (a) 2
- (b) Contravention of section 1(2)(b) Chapter IV of the Detention Barracks Regulations namely disobeying a lawful command given to him by a staff member to wear the prescribed brown uniform
- (c) 10 September 1982 to 23 September 1982 in both cases
- (2) Yes
- (a) 2 periods each
- (b) (i) For the same offence as mentioned above in (1)(b)
- (ii) 21 August 1982 to 23 August 1982 and 1 September 1982 to 5 September 1982 in the one case and 21 August 1982 to 23 August 1982 and 1 September 1982 to 6 September 1982 in the other case

Defence Force detainees

599 Mr P A MYBURGH asked the Minister of Defence



# Unwelcome <sup>270</sup> gays <sup>not</sup> discharged from Railways Police <sup>29/3/83</sup>

By CHRIS OLCKERS

SCORES of Railways policemen and policewomen have been asked to resign after an intensive investigation by senior police officials into alleged homosexual practices

The investigation was launched in November last year and several people, mainly women, were dishonourably discharged.

The Commissioner of the Railways Police, Lieutenant-General Hannes Visagie, said yesterday homosexuals weren't welcome in the Railways Police.

"People with abnormal sexual deviations are not welcome in the South African Railways Police. With this it is not implicated that people who have left the force were

homosexual," Gen Visagie said.

He would not disclose how many people had been asked to resign or how many were discharged, but apparently at least 60 people have left the Railways Police since the investigation.

"Resignations, discharges and appointments in the Railways Police are regarded as an internal matter and we will not comment on it," he said.

A former sergeant, a lesbian who worked at the Louis Botha Airport in Durban, told the Mail that she was asked to report to the Railway Police headquarters in December.

"I was questioned for several hours and the officers accused me of being gay

They also wanted to know from me whether I knew of other gays in the force.

"I made a statement and they then offered me the chance to resign.

"Although most of my colleagues knew that I was gay, I tried to keep it discreet, but obviously, that didn't work," she said.

Another policewoman who was based at Jan Smuts Air-

port said she was also asked to leave last month because of her affair with a woman.

"I was grilled for several hours and although they didn't tell me straight out that they knew I was gay, they discreetly hinted about it and suggested I resign."

Other former policewomen interviewed said the investigation was still proceeding.

# 'Purge' of gays seen as prejudiced'

*Cape Town 30/3/83 270*

By STEPHEN WROTLESLEY  
Crime Reporter

THE Railways Police investigation into homosexual practices in the force was conducted in part in Cape Town, Brigadier D F Malan, head of the local division, said yesterday.

His confirmation of the local investigation came as homosexuals and support groups condemned the "prejudiced" attitude of the Railways Police in calling for the resignation of members with homosexual tendencies.

However, the brigadier would not comment further and would not say whether any local members of the Railways Police had been asked to resign.

An investigation into homosexual practices in the force was apparently started in November last year and 60 people are said to have left the force.

A source said yesterday that those who had left the force after being asked for their resignations had not suffered any public humiliation and their leaving the force would not harm their chances in any future career.

Meanwhile, the Commissioner of Police, General Mike Geldenhuys, said yesterday in the wake of these dismissals, that there was no evidence that "similar problems" existed in the South African Police.

He would not comment further, al-

though it is understood that if a policeman were found to be a homosexual, he would be dismissed from the force.

The chairman of the Gay Information Working Group said yesterday that the attitude of those responsible for the dismissals was "the kind of attitude we are trying to educate people against".

He said that the calling for the resignations of the policemen and women involved was "very discriminatory and prejudiced".

The investigation in the Railways Police is said to have affected women more than men.

Another source with close connections

to Cape Town's homosexual community said members of the "gay society felt pretty strongly about the issue".

Sources said the thinking behind the request for resignations was probably that body searches were already a sensitive matter and that members of the Railway Police are often called upon to conduct such searches. Members of the police searched people of their own sex.

These searches were conducted at airports and other high-profile and sensitive places.

Bearing this in mind, senior policemen did not want to risk the chance of complaints and therefore the policemen and women were asked for their resignations.

FRIDAY, 15 APRIL 1983

†Indicates translated version

For oral reply

270 Airways: service benefits of female employees  
Handed Q. 601, 975 -  
15/4/83 976

\*1 Prof N J J OLIVIER asked the Minister of Transport Affairs

- (1) Whether female employees of the South African Airways are entitled to the same (a) salaries, (b) conditions of service, (c) leave privileges and (d) pension benefits as male employees, if not, (i) why not and (ii) what are the points of difference.
- (2) whether he will take steps to rectify the matter, if not, why not, if so, what steps?

The MINISTER OF CO-OPERATION AND DEVELOPMENT (for the Minister of Transport Affairs)

(1) (a) Yes

(b) Yes, except in respect of medical benefits and travelling concessions in the case of married



APRIL 1983

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women employees who are not the sole supporters of their dependants. They enjoy these benefits on the same basis as single employees, i.e. for themselves only. These conditions are applicable to all South African Transport Services staff.

(c) and (d) Yes

(2) Falls away

\*2 Prof N J J OLIVIER —Health and Welfare—Reply standing over

\*3 Mr R R HULLEY —Environment Affairs and Fisheries—Reply standing over

Y, APRIL 21, 1983

21 APR 1983

O. Dispatch (270)

## Railwayman in court

EAST LONDON — An employee of the South African Transport Services appeared in the magistrate's court here yesterday on a charge of theft

Mr Jan F Olivier, 43, a ticket controller, of Fuller Street, Cambridge, pleaded not guilty to stealing R50, the proceeds of 25 season tickets worth R2 each

Mr S de Wit, a station

master at East London station told the court that all the serial numbers of all season tickets sold were filled in on a schedule at the end of each day by the ticket controller

Mr N Miller, a railways clerk, said he received the money from the ticket sales with the schedule of the sales from the ticket controllers

When Mr Olivier handed his schedule to Mr Miller on September 6, 1982, he noticed a discrepancy in the schedule, in that R50 had not been declared

When asked about the mistake, Mr Olivier said he knew nothing about it

The case continues today Mr Olivier is out on a warning to appear in court — DDR

# Train death two in court

6 APR 1983

EAST LONDON — Two East London South African Transport Services (SATS) employees appeared in the magistrate's court here yesterday on a charge of culpable homicide following the death of a labourer under a train

Mr Allen Bezuidenhout, 22, of Embassy Court, Fleet Street, and a youth, both carriage examiners, are charged with the death of Mr Maselandile Bandla, 35, at the Cambridge Railway Station

Both pleaded not guilty to the charge

Mr T Nosworthy, also a carriage examiner for the SATS said Mr Bandla who was under their supervision, was working beneath a train at 3.00 am when it moved and decapitated him

He said that the accused were responsible for erecting precautionary devices when trains were static and undergoing routine inspection

These measures included lamps, boards and detonators

Another witness, Mr Louis Nel, a foreman, said he saw none of these precautions and assumed he could couple the train. He said he saw no light from Mr Bandla's lamp (which was recovered next to his body) to indicate there was someone under the train

Mr Zolile Vetyeka said he was on the side of the train when it started moving. He moved out of the way

He said he had a lamp with him and he noticed no boards erected and heard no detonators going off

The case was postponed to May 13 — DDR

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asked to resign and (c) were discharged in consequence of the investigation, if so how many in each case

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

The MINISTER OF TRANSPORT AFFAIRS

(1) (2) and (3) A senior S A Railways Police Officer investigated this matter during the period November 1982 to March 1983 This was done by conducting discreet personal interviews

Four female and nine male members of the Force were asked to resign No other steps were taken against them

*Hansard Q 601 1199 -*  
*Defence: meals*  
*Edy (202)*

738 Mr W V RAW asked the Minister of Transport Affairs

- (1) (a) What amounts were received from the South African Defence Force in respect of the meals referred to by him in his reply to Question No 23 on 11 February 1983 and (b) what was the total (i) revenue and (ii) profit or loss in respect of the refreshment rooms at the De Aar station in 1981 and 1982, respectively.

- (2) whether any changes have been or are being planned in the administration of these refreshment rooms, if so, (a) when (b) what changes and (c) why.

- (3) whether such changes involve any conditions regarding quality and price of meals incorporated into any agreement or tender, if so, (a) what is or will be the new charge to (i) the South African Defence Force for meals supplied against meal warrants and (ii) servicemen paying for their own meals and (b) what minimum menu will be provided.

- (4) what is the travelling time of (a) Train No 29902, (b) Train No 92905 and (c) the connecting trains to and

*(270)* *Hansard Q 601 1199 -*  
*Railways Police Force: homosexuality* *1200*  
*4/5/83*  
 734 Mr S SIVAN DER MERWE asked the Minister of Transport Affairs

- (1) Whether an investigation has been instituted into homosexuality in the Railways Police Force, if so, (a) what procedure was followed in the investigation and (b) what were the findings arising from it.

- (2) whether any members of the Railways Police (a) resigned, (b) were



# Hostel a priority

270

Mercury 24/5/83

A hostel for Blacks at New Brighton, worth R9,3 million heads the list of projects that the SA Transport Services has planned for Port Elizabeth, Transport Minister Hendrik Schoeman has disclosed

More than R4,3-million will be spent on workshops for signals and communications in North End. Within the next 10 years SATS estimates it will spend about R208 million on projects in PE

1395

WEDNESDAY, 25 MAY 1983

1396

teachers are on (i) the same and (ii) different salary scales in respect of each such category?

The MINISTER OF INTERNAL AFFAIRS

Yes

(a) (i) All categories, i.e. AA to G, in respect of teachers on post level 3 and higher

(ii) All categories, i.e. AA to G, in respect of teachers on post levels 1 and 2

(b) (i) Post level 3 and higher

Category	AA	32
A	6	
B	10	
C	8	
D	6	
E	3	
F	1	
G	None	

(ii) Post levels 1 and 2

Category	ZA	1 215
AA	10 453	
A	2 983	
B	1 229	
C	1 102	
D	232	
E	34	
F	3	
G	2	

854 Mr K M ANDREW asked the Minister of Internal Affairs

Teachers' salaries 1396  
25/5/83

Handwritten: *Handwritten Q Col, 1395*

Whether any female Indian teachers in the employ of his Department are on salary scales different from those applicable to male Indian teachers with the same qualifications, if so, (a) in respect of which categories are female and male teachers on (i) the same and (ii) different salary scales and (b) how many female teachers

are on (i) the same and (ii) different salary scales in respect of each such category?

The MINISTER OF INTERNAL AFFAIRS

Yes

(a) (i) All categories, i.e. AA to G, in respect of teachers on post level 3 and higher

(ii) All categories, i.e. AA to G in respect of teachers on post levels 1 and 2

(b) (i) Post level 3 and higher

Category	AA	None
A	None	
B	None	
C	None	
D	11	
E	12	
F	8	
G	None	

(ii) Post levels 1 and 2

Category ZA

AA	158
A	858
B	113
C	136
D	2 362
E	495
F	161
G	41
	2

859 Mr G B D McINTOSH asked the Minister of Transport Affairs

Apprentices 25/5/83  
Handwritten: *Handwritten Q Col, 1396 - 1397*

(a) How many Black apprentices were employed by the South African Transport Services in each of the latest specified five years for which figures are available and (b)(i) in what trades and (ii) at what rates of pay were they employed in each such year,

(2) whether the rates of pay for Black

1397

WEDNESDAY, 25 MAY 1983

1398

apprentices differ from those applicable to White apprentices of equivalent seniority, if so, (a) why and (b) what is the difference.

(3) (a) how many Black apprentices reached artisan status in the latest specified three years for which figures are available and (b) how many is it

The MINISTER OF TRANSPORT AFFAIRS

estimated will reach such status in the next two years.

(4) whether such Black artisans will receive the same pay as White artisans, if not, (a) why not and (b) what is the commencing rate of pay for (i) Black and (ii) White artisans?

(1)(a) and (b)(i)  
Bricklayer  
Carpenter  
Diesel Electrical Fitter  
Motor Mechanic  
Painter  
Plumber

(b) (ii)

Year School Standard

Year of Apprenticeship and Annual Emoluments

Year	School Standard	1st R	2nd R	3rd R	4th R
1979	Std 7	1 680	1 986	2 289	2 595
	Std 8 and 9	1 833	2 136	2 442	2 748
	Std 10	2 136	2 442	2 748	3 051
1980	Std 7	1 905	2 235	2 595	2 925
	Std 8 and 9	2 415	2 745	3 105	3 435
1981	Std 7	2 430	2 970	3 240	3 510
	Std 8	2 970	3 240	3 510	3 780
	Std 9	3 240	3 510	3 780	4 320
	Std 10	3 510	3 780	4 320	4 860
1982	Std 7	2 820	3 420	3 750	4 050
	Std 8	3 420	3 750	4 050	4 350
	Std 9	3 750	4 050	4 350	4 980
	Std 10	4 050	4 350	4 980	5 610

Aircraft: aborted landings/technical difficulties/burst tyres

865 Mr R A F SWART asked the Minister of Transport Affairs

(a) How many South African Airways

sons (iii) Asians and (iv) Blacks and (b) how many of these applications were successful in respect of each race group.

(2) whether all of these trainees receive the same salary, if not why not?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) (i) 2 615
- (ii) 215
- (iii) 165
- (iv) 603
- (b) (i) 157
- (ii) 1
- (iii) 2
- (iv) None

(2) Yes

**Dredgers**

921 Mr B W B PAGE asked the Minister of Transport Affairs

(1) How many dredgers are currently (a) owned and (b) operated by the South African Transport Services at the ports of (i) Richards Bay (ii) Durban, (iii) East London, (iv) Port Elizabeth (v) Cape Town, (vi) Saldanha Bay and (vii) Walvis Bay,

(2) whether any other dredgers are (a) owned and (b) operated by the South African Transport Services, if so (i) how many and (ii) where in each case

(3) whether any South African Transport Services dredgers are currently more than 50 per cent under utilized if so

(a) how many and (b) in which ports?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) (i) 2
- (ii) 4
- (iii) 2
- (iv) None
- (v) None
- (vi) None
- (vii) None
- (b) (i) 2
- (ii) 4
- (iii) 1
- (iv) None
- (v) None
- (vi) None
- (vii) None

(2) (a) and (b) No

(3) Yes

(a) 1

(b) Durban

TUESDAY, 7 JUNE 1983

*Handwritten:* 270 Air hostesses 6/6/83  
 918 Mr R A F SWART asked the Minister of Transport Affairs

(1) (a) How many applications to train as air hostesses were received in 1982 from (i) Whites (ii) Coloured per-

*Handwritten:* 270  
 2811 S

# Killed while saving three

*Cart Times 11/6/83*

270

## Own Correspondent

PAARL — A railwayman swept three labourers from the path of an oncoming train but was fatally struck in mid-air as he tried to dive to safety, an inquest magistrate heard here yesterday

This was stated in evidence at the inquest on Mr Floris Hoffman 59, a railway welder from Bellville

The Chief Magistrate, Mr JTP Swart, found that Mr Hoffman had died of multiple injuries when he was struck by a passenger train between Paarl and Klapmuts on September 22 last year

Nobody could be held responsible for Mr Hoffman's death

Statements handed to the court said the men had been welding on the line when the train approached. The noise of the welding machine had drowned out other sounds and Mr Hoffman had seen the train only when it was 10 m away

The train hit him in mid-air as he was diving for safety after saving the others

Of 983 black, Indian and coloured applicants only 3 were successful

# Many in a stew over hostess failure rate

W/E ARGUS 11/6/83 270

By Hugh Robertson  
Weekend Argus  
Reporter

MANY of them are slim and beautiful, bright and bilingual, but they are not good enough for South African Airways. That is the bad news received by all but three of the hundreds of black, coloured and Asian women who applied last year to become SAA air hostesses.

And SAA refuses to say exactly what it is that led to the rejection of every one of the 603 black women, all but one of the 215 coloured women, and all but two of the 165 Asian women who applied.

All a spokesman was willing to disclose this week was that the women failed somewhere in the selection process.

By contrast, about one in every 16 of the 2 615 white women who applied to SAA was accepted for training, according to the Minister of Transport Affairs, Mr Hendrik Schoeman, who was questioned on the matter in Parliament this week by Mr Ray Swart, MP for Berea.

What has added to the bafflement of many disappointed aspirant hostesses is that SAA is training black hostesses for homeland airlines, which claim to maintain the same high standards as SAA.

### Standards

And the airline is even training black pilots for the national airlines of several neighbouring African states, all of which



are required by the International Air Traffic Association to maintain minimum standards for flight and cabin crews.

An SAA spokesman said this week the airline was unable to say where in the selection process the black, coloured and Asian applicants encountered the most difficulty.

"There are three main parts to the selection process. The girls could have failed at any one point along the line."

One of the failed applicants retorted today "It is self-evident that we failed somewhere along the line. What we would like to know is where. There are hundreds of women involved and it would be helpful to know."

But when pressed for an explanation the SAA spokesman said "The selection process is exten-

sive and there could be many different reasons. We are not able to say where or why most of them fell out."

He said aspirant hostesses were required, as a

first step, to fill in an application form which stipulated certain minimum requirements. "They are told, for instance, that they must have at least a Standard 8 certificate, that they must be within the limits of our weight-to-height ratio requirements, and that they must be fully bilingual."

"A number of applicants probably were disqualified because they did not have these minimum requirements but went ahead and applied anyway. Also, some applicants had university degrees, but did not fall within the weight-to-height ratio."

"Those who pass the first step are required to go through a psychometric test. This is a lengthy scientific test which assesses the personality and aptitude of the applicant and how, for instance, they might react in certain circumstances."

"The final step, for

those who pass the psychometric test, is a personal interview with a panel composed of senior SAA staff, the chief air hostess and people in the personnel section. This is used to assess, for instance, the fluency with which the applicants use the two official languages."

He added that although SAA was training homeland hostesses, it did not select them.

One of the failed applicants said today "I must make it clear that we are not accusing SAA of racism. But it would seem from the statistics obtained from the Minister that there is something in the SAA screening process which mitigates against black, coloured and Asian women."

"After all, there are black, coloured and Asian hostesses all over the world, with many airlines. But in the case of SAA there is a 99 percent failure rate."

(1022) 270 Hansard  
 Hostel buildings/beds  
 22/6/83 Q.61 1642  
 1022 Mr G R D McINTOSH asked the  
 Minister of Transport Affairs

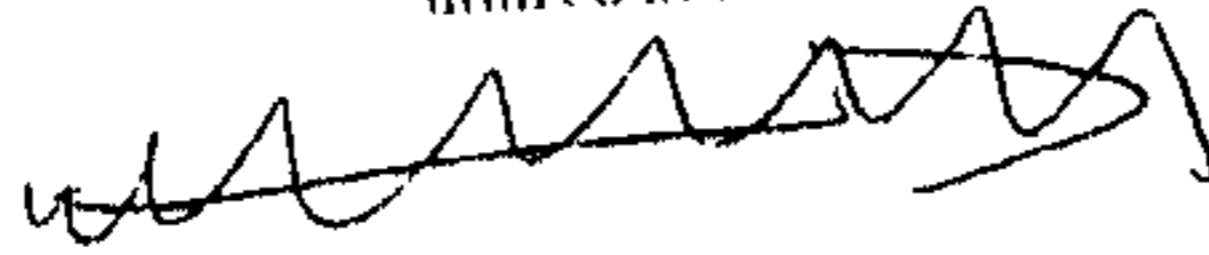
How many hostel (a) buildings and (b)  
 beds were (i) owned and/or (ii) utilized by  
 the South African Transport Services as at  
 31 July 1982 for single White (coloured,  
 Indian and Black males respectively?

The MINISTER OF TRANSPORT AFFAIRS

		Whites	Coloureds	Indians	Blacks
(a)	(i)	38	3	—	13
	(ii)	39*	3	—	18†
(b)	(i)	5 432	712	—	21 242
	(ii)	4 019*	688	—	23 098†

\* Includes one building with 59 beds  
 hired, 30 beds in this building were util-  
 ized at the time

† Includes five buildings with 6 479 beds  
 hired, 5 034 beds in these buildings were  
 utilized at the time



CAPL Times 28/6/83 ~~270~~ 270

# Sats to pay unionists R4 000

## Labour Reporter

SOUTH African Transport Services (Sats) has agreed to pay out R2 000 to each of two trade unionists who were arrested by railway police in the East London docks last year and imprisoned for several days.

Miss Nomonde Nguwane and Mr David Thandani, both organizers of the General Workers' Union (GWU), were charged under the Fund Raising Act.

After their acquittal in May last year they sued Sats, as employers of the police, for damages for unlawful arrest and imprisonment and

## malicious prosecution

In an out-of-court settlement, Sats has agreed to pay the full damages claim as well as the legal costs involved. According to lawyers for the two unionists, Sats had not stipulated that it was not accepting liability for the incident.

The arrest of the two unionists happened during a labour dispute between the GWU and Sats in the Eastern Cape ports of East London and Port Elizabeth.

A spokesman for the Sats public relations department in Johannesburg said they would not be in a position to comment on the settlement till tomorrow.

# Railway workers in shave with death

~~By~~ (270/ Sonetom 28/6/83)  
By LEN MASEKO

**MORE** than 30 South African Railways workers narrowly escaped death when their staff bus skidded off the road and overturned near Nigel early yesterday morning.

Four of the workers were admitted to the Nigel Hospital after sustaining injuries while the rest were treated for shock and discharged.

A hospital spokesman said the condition of the injured workers was sat-

isfactory, adding that he expected them to be discharged before the end of this week.

Those injured are Messrs Moses Mzila (32), Msiki Phungula (41), Madisba Solomon Ndlovu (33) and Zwelimpi Dumakude, all of whom are migrant workers originally from Natal.

According to a police spokesman, the accident occurred at 3 am while the Railway bus was carrying about 37 passengers

on the road between Springs and Nigel. The bus, which was ferrying the workers to various stations on the Reef for their daily work, skidded off the road and overturned.

Ambulances and other emergency vehicles arrived on the scene within minutes after the accident occurred and the trapped passengers were rescued out of the bus. Railway police are investigating the incident.



D. Dispatch (3/7/87) 270 29/6/87

# Sats pays out unionists

EAST LONDON — South African Transport Services (Sats) has agreed to pay two trade unionists R2 000 damages each for their wrongful arrest in East London harbour last year

A Sats spokesman, Mr Leon Els, said Miss Nomonde Mgumane and Mr David Thandani — both organisers for the General Workers' Union (GWU) — had been arrested for touting and fund raising while collecting subscriptions from stevedores with their employers' permission

The general secretary of the GWU, Mr David Lewis, said the unionists had sued Sats after being acquitted in May last year. They sued the service — as employers of the railway police —

for R2 000 each for unlawful arrest and malicious prosecution

He said that Sats had agreed in an out-of-court settlement to pay the damages, as well as legal costs

This was confirmed by Mr Els, who said that at the time of the arrest the railways police though they had bona fide grounds for arrest

"It was only after further investigation that they found themselves in the wrong, so an out-of-court settlement was made"

Mr Lewis said Sats' decision to settle out of court bore out the union's allegations of "police harassment and intimidation of union members and officials"

— DDR

TT

~~(15)~~ ~~(270)~~ ~~(154)~~ ~~(154)~~  
**Raise pay of SATS  
staff, or else — union**

*D. Dispatch*  
9/7/83

JOHANNESBURG — Trade union officials warned yesterday there could be serious repercussions if railway workers, whose living standards have already declined because of inflation, were not given wage increases soon

The officials were reacting to conflicting assurances recently by the Minister of Transport Affairs, Mr Hendrik Schoeman, that railway workers would not get pay rises this year but wages would be reviewed later this year

The issue is so serious that the Federal Council of SA Transport Services Staff Associations, which represents more than 250 000 workers had decided to meet Mr Schoeman next month to demand pay hikes

The Minister had told union leaders in March there would be no

routine pay rises this year but gave them an assurance he would reopen the pay issue with them in August

Yesterday, Mr Msokoli Qotole, a spokesman for the General Workers' Union (Gwu), said in Cape Town "It is totally unacceptable and inexcusable for a Minister to just say there would be no increases this year and 'that is that, take it or leave it'"

Mr Jimmy Zurich, president of the Artisan Staff Association and chairman of the Sats Federal Council, also reacted strongly to the conflicting ministerial statements

Unless adjustments were made, he warned the worsening situation could result in an "explosion of big disruptive wage demands" when the economy began to emerge from the reces-

sion

Yesterday Mr Jan Havenga, public relations spokesman for Sats, said his department had not yet received official notice the status quo had changed since the beginning of the year

"As far as we're concerned, nothing has changed since the Minister briefed us at the beginning of the year. He has not approached us again and, in any case it's his prerogative to decide on whatever he wants to," said Mr Havenga —DDC

**Doctors to meet in SA**

CAPE TOWN — The assembly of the World Medical Association is to be held for the first time in South Africa in 1985

RDM 4/7/83 □□□ ~~4/7/83~~ 270 1

THE General Workers' Union lost last year's recognition dispute with SA Transport Services But it got a little of its own back last week.

SATS have agreed to pay two GWU Eastern Cape organisers, Mr David Thandani and Miss Nomonde Nugumane, R2 000 each plus their legal costs after the two sued SATS for wrongful arrest and malicious prosecution

The organisers were arrested under the Fund Raising Act by Railways Police while engaged in union work in May last year, shortly before the dispute came to a head. They were tried and acquitted

The R2 000 is the full sum demanded by the two and not surprisingly, the GWU says the pay-out confirms its claim that its members were subject to Railways Police harassment during the dispute

# 270 Railways workers demand 'equal pay for equal work'

PRETORIA—The Federal Council of Railways Staff Associations demanded at a meeting in Johannesburg last week that the Railways administration apply the principle of equal pay for equal work throughout the service

The chairman of the council, Mr Jimmy Zurich, said the motion was tabled by the coloured Railways union, and was unanimously accepted by the council, which stated that neither colour, race nor creed should be a factor in determining the level of wages

## Mercury Correspondent

'There are absolutely no grounds now — if there ever were — for discriminating against workers because of the colour of their skin,' he said

Another important issue raised at the council meeting had been the formation of an industrial council representative of all 11 Railways unions

This would give the unions access to the consultation machinery within labour legislation, as well as to the industrial court, Mr Zurich said

'We want to break away from the current clumsy routine whereby each of

the 11 unions negotiates separately on wage issues with the Minister of Transport Affairs'

The appointment of an industrial council would also end the 'unacceptable' system in which Railways workers' pay rises were linked to those granted to Government department and Post Office workers

## Amendment

A committee had been appointed to study the issue and to approach Railways management

If agreement could be reached it would mean a major amendment to the Railways and Harbours Service Act

In what is regarded as a surprise move — it normally steers well clear of political issues — the federal council also strongly denounced the practice of detention without trial

Mr Zurich said he had found in discussions with international trade union leaders at last month's meeting of the International Labour Organisation that detention without trial and the holding of people incommunicado and in solitary confinement was 'absolutely indefensible'

'Some criticism of South Africa is defensible, but there are no moral or other grounds for defending jailing someone without a fair and open trial,' he said

## Worker on

~~277~~ (270)  
explosives

~~9/11~~ *Murray*  
charge

16/7/83  
Pietermaritzburg  
Bureau

A SOUTH African Railways worker appeared in the Pietermaritzburg Regional Court yesterday on a charge of being in possession of explosives.

Mr Linos Ngubane, 19, who pleaded not guilty to the charge was found to have had 18 detonators in his possession.

Mr Ngubane told the Court he used the detonators in his work.

One evening his lift had not arrived and he had started walking home with the detonators on him. It had been his intention to hand the detonators to the driver of the truck which usually took the workers home.

Mr Ngubane was granted bail of R100 and the hearing was adjourned to August 29.

# Anger in public sector over pay

By GERALD REILLY  
Pretoria Bureau

THE Government is on a collision course with one million public sector workers unless an early announcement is made on interim salary increases

Anger among senior public servants is mounting at the extent of the big salary increase Members of Parliament have voted themselves, while no assurances have been given to public servants of interim relief

Leading trade unionists claimed yesterday it was outrageous that politicians had quietly raised their earnings by more than R600 a month, while ignoring the desperate plight of the nearly one million workers in the Government and provincial departments, the railways and the Post Office

The 23% hike in the salaries of MPs will bring their total earnings to about R36 000 a year, including a R10 000 tax-

free reimbursive allowance

The president of the Trade Union Council of South Africa, Dr Anna Scheepers — a former Senator — said

"If politicians expect other workers to make sacrifices, then they too should be prepared to give up their increases. After all no-one will starve on their present earnings"

She stressed it was 18 months since the public sector workers had received increases. They had been told by the Minister of Finance, Senator Owen Horwood, that because of the recession, inflation and lack of funds, they would get no rise in April

Dr Scheepers said "The only solution is for the Government to announce immediately that they intend giving public sector workers increases, or to refuse their additional R600 a month"

The president of the Federal Council of SATS Staff Associations, Mr Jimmy Zurich, agreed the Government and its MPs should be the first to set an exam-

ple and refuse their proposed increases. "The 250 000 railway workers have had no increases since April 1982, and with inflation running at 13% their plight has become serious"

Mr Zurich said the Minister of Transport, Mr Hendrik Schoeman, had agreed to meet the council next month to discuss interim rises

"We will make the point strongly that if MPs can unflinchingly give themselves increases, then there are no grounds for asking railway and other public sector workers to make sacrifices"

The Minister of Internal Affairs, Mr F W de Klerk, hinted some time ago in Parliament there might be adjustments for public servants later this year

The president of the Public Servants' Association, Dr Colin Cameron, said yesterday he had no objection to MPs getting increases, provided this meant rises for Government workers

270

NDM

19/7/83

# Railway men slam detention

RDM By GERALD REILLY 23/7/83  
Pretoria Bureau

THE Federal Consultative Council of SATS Staff Associations, which speaks for 250 000 railway workers has condemned the practice of detention without trial

At the half-yearly meeting of the council in Johannesburg this week, a motion setting out opposition to the practice, especially as it affected trade union leaders, was accepted

Soon after his return from the International Labour Organisation's meeting in Geneva a few weeks ago, the chairman of the Federal Council, Mr Jimmy Zurich, told the RDM there was one aspect of South Africa's policies which could not be explained overseas — detention without trial

And he said after this week's meeting of the Federal Council that the practice was "indefensible"

Other labour leaders supported the abolition of detention without trial.

The general secretary of the Trade Union Council of SA, Mr Arthur Grobbelaar, said Tucsas had been opposed to the practice virtually since it was introduced.

On the agenda for its conference in September, Tucsas has a motion again condemning detentions, and urging that the practice of keeping detainees in solitary confinement and incommunicado also be abolished

At this week's meeting of the Federal Council a motion calling for the principle of equal pay for equal work to be introduced as soon as possible in the Railways was also accepted, Mr Zurich said



**PUBLIC** sector workers — there are nearly a million of them — have intensified pressure on the Government for urgent interim salary increases from October at the latest

Senior civil servants warn the Government will face “disruptive dissatisfaction” throughout the public service unless financial relief is agreed to by the Cabinet.

And worse, they say, when the expected economic upturn starts in the first half of next year, and the demand for professional and skilled workers revives in the private sector, the State departments run the risk of disastrous staff losses

However, the Government, burdened by the crippling costs of drought, is in no position to grant anything but token relief

The drought costs include the big foreign exchange losses because of crop failures, imports to supplement the ruined maize crop, loss of income tax from the agricultural sector and drought aid to farmers

According to the latest figures supplied by Central Statistical Services there are about 950 000 workers in the State and provincial departments, South African Transport Services, and the Post Office

The annual payout to the 360 000 employed in the State departments — including police, prisons and South African Defence Force personnel — amounts to about R2 640-million, to the 225 000 provincial workers R1 944-million, to the 250 000 SATS workers R2 140-million and to the Post Office's 85 000, R1 254-million

So even a 10% interim increase — and senior public sector workers emphasise this is the “acceptable minimum” — would cost nearly R800-million

The growing clamour for pay adjustments has been strengthened by the more than 25% rises Members of Parliament and the Cabinet have voted themselves

This month the salaries of Cabinet Ministers will inflate to nearly R70 000 a year, including a R16 000 tax-free reimbursive allowance, according to the HNP mouthpiece, Die Afrikaaner

# Govt faces crisis over wage hikes

28/7/83

By GERALD REILLY

And their luxury homes in Pretoria and Cape Town will now be freed of the nominal R55-a-month token rental

Deputy Ministers have also benefited substantially. Their salaries will shoot up to R59 904, including the same reimbursive allowance, Die Afrikaaner reported

MPs' salaries will also rise by about 24% to R38 000 of which R10 000 is tax-free

This was in spite of repeated appeals from the Government to the private sector to moderate pay hikes

Labour leaders have condemned the MPs' “selfish and totally unjustified action”

The chairman of the Federal Council of SATS Staff Associations, Mr Jimmy Zurich, and the president of the Trade Union Council of South Africa, Dr Anna Scheepers, have both criticised the move

They say the Cabinet should have set an example to the rest of the country by rejecting the agitation among MPs for pay rises

In any case their pay — R19 000 a year plus R10 000 reimbursive allowance, should, according to Dr Scheepers, “keep them from starving”

The Prime Minister, Mr P W Botha, announced during the recent Parliamentary session there were to

be salary and allowance increases for MPs

In a statement made with the approval of the opposition parties he said the link between the civil service ranks and MPs had become largely inapplicable with the current programme of “profession differentiation” in the service

Changes in the civil service structure, he said had affected public servants, but there had been no similar adjustments in the salaries and allowances of MPs

Political observers say it is noteworthy that there are virtually no major issues on which the National Party and the opposition parties agree, but on salary adjustment there is a blissful unanimity

Earlier this year the Minister of Internal Affairs, Mr F W de Klerk, and the Minister of Finance, Mr Owen Horwood, hinted at the possibility of pay adjustments later in the year for Government workers

However, public sector staff associations are now demanding something more than the “vague undertakings” of Cabinet Ministers

And teachers have joined the State departments, the railways and the Post Office in the agitation for immediate pay adjustments

The chairman of the Federal Council of Teachers Associations, Mr John Stoner, with members of the

council, is to meet the Minister of National Education, Dr Gerrit Viljoen, next month to demand financial relief

The Minister of Posts and Telegraphs, Dr Lapa Munnik, rejected an appeal from the Postal and Telegraphs Association for increase last month. In spite of this the association last week made a new and urgent appeal to the Government for relief

On August 29 the Federal Council of SATS Staff Associations will lay a demand for increases at the latest in October before the Minister of Transport Services, Mr Hendrik Schoeman

Mr Zurich said this week “If the Minister rejects our demands I fear he is going to have a lot of very unhappy workers to contend with by October — the latest acceptable date for an adjustment — it will be 20 months since we got our last adjustment”

In the meantime, Mr Zurich emphasised, inflation had eaten away more than 20% of the purchasing power of wages and salaries

The Public Servants Association have also made pay adjustment demands on the Commission for Administration

Public sector workers were refused normal routine increases in April because of the worsening recession, the Government's commitment to fighting inflation, and a general lack of funds

However, political observers believe the Government will submit to pressure for interim rises — even though they may be nothing more than token gestures of 5% to 8% — because of the looming referendum on its constitutional proposals

They stress there are more than 400 000 white workers in the State and provincial departments, the Railways and the Post Office — most of them with the vote

And this did not take into account the voting members of their families, it was further pointed out

So the Government, with a strong and possibly decisive opposition both from its Right and Left to its proposals, is not likely “to leave any stone unturned” in the effort to get approval for its reforms, it was stated



270

# Bus drivers injured in violence in Ciskei

EAST LONDON—Forty-two Ciskei Transport Corporation buses have been damaged and five drivers injured in stone-throwing incidents in Mdantsane during the past 48 hours. *Mercury*

A spokesman for the bus operators, M Wessel van Wyk, said none of the drivers was seriously hurt . . . 'but damage to the vehicles will probably run into several thousand rand'.

The 30 buses damaged yesterday had about 90 windows smashed — units which cost close to R100 each to replace. 6/8/83

Mr van Wyk said it seemed the groups of stone-throwers were deliberately aiming at the driver's cab when they attacked vehicles

'Just about every vehicle that has been damaged has had the windscreen and side windows of the driver's cab smashed,' he said

All buses were to have the cabs fitted with protective steel gratings

The transport officials said their vehicles were operating at 60 percent of capacity yesterday

The situation is tense in Mdantsane following the death of five people in shooting incidents between Ciskeian police and commuters boycotting bus services on Thursday. More than 30 were injured.

In the latest development, members of the Ciskei armed forces and police have detained members of the South African Allied Workers' Union (SAAWU), including Mr Humphrey Maxhegwana, the local organiser, after visiting union officials' homes

The Ciskei police liaison officer, Maj D Ngkai, yesterday confirmed the detention of union members for questioning, but declined to give further details

Between 30 and 45 people are being treated in hospital after they were injured in the shooting incidents, following the declaration of a state of emergency by the Ciskei Government

Mdantsane residents say Ciskei Police shot at riotous people who wanted to board trains and not buses in protest at a recent bus tariff increase — (Sapa)

**SATS** 13/8/82  
Cape Town  
hostel  
opened 270

**Staff Reporter**

A R21,8-million hostel complex to accommodate 1 000 single men was officially opened in Mitchells Plain yesterday when Mr J T Albertyn, the commissioner of the South African Transport Services (SATS) Board, was given a symbolic key to the premises

The SATS commissioned the building for its employees. Two of the four residences are complete and have been occupied since last month, while the others will be occupied from December. Residents will pay between R38,30 and R93,50 a month, depending on their incomes

The hostel is within walking distance of Philippi station, which is about 34 minutes by train from Cape Town. The complex is modern and workers' rooms are similar to university accommodation. Each room has a heater

Sports facilities include three soccer fields and two rugby fields, though these are not all completed yet. One of the soccer fields doubles as a floodlit athletics track and is surrounded by a cycle track. The covered section of the stadium seats 1 200. There are also five tennis courts.

198 (33) (270) 100 M 19/8/63

## Wits new truck design facilities

ROAD transport was the second largest employer of labour in South Africa and there was a dire need for research and development in the industry, the head of the University of the Witwatersrand's School of Mechanical Engineering, Professor Roy Marcus, said yesterday

Prof Marcus was speaking at the opening of the Desmond Bolton Road Transport Research Facility at Frankenwald, in Sandton

He said until now there had been no adequate facilities in the country for students who wished to specialise in truck design

The new research facility would provide graduates with the opportunity to carry out post-graduate work in road transport

The new centre was made possible by a donation of R250 000 from Mr Bolton, managing director of a large trucking company — Sapa

# Railways workers (270) <sup>Mercury</sup> will demand more money

20/8/83  
Mercury Correspondent

PRETORIA—The federal council of SATS Staff Associations is to demand immediate financial relief for the 250 000 Railways workers at a meeting with the Minister of Transport Affairs, Mr Hendrik Schoeman, on August 29

A senior member of the council said yesterday it would be put bluntly to Mr Schoeman that because the Prime Minister, his Cabinet and MPs could vote themselves increases, then he would have no moral grounds on which to reject the council's claim for interim rises from October

This is the last big group of public sector workers to demand increases

The other groups include Post Office workers, workers in the State and provincial departments, teachers and university personnel

So far three Cabinet ministers — the Minister of National Education, Dr Gerrit Viljoen, the Minister of Posts and Telegraphs, Dr L A P A Munik, and the Minister of Internal Affairs, Mr F W de Klerk — have avoided giving direct responses to demands for rises

However, according to Government sources in Pretoria, the Cabinet is aware of the agitation and growing dissatisfaction among nearly 1 000 000 workers in the public sector. And an announcement one way or the other will have to be made soon

## Referendum

The staff associations have been angered by the 'blatant indifference' to the plight of Government workers

They emphasise that, if politicians had refused to accept increases themselves, then a refusal to grant them interim relief would have been more acceptable

However, senior Government workers point out that the coming referendum on the constitutional issue and the Cabinet's fear of a majority 'no' vote could influence the salary issue

They say there are already large numbers of Conservative Party supporters in Government and provincial offices, in the Railways and Post Office, and others whose loyalties to the National Party are questionable

# SATS staff demand pay rises

Pretoria Bureau 24/8/83  
THE federal council of the SA Transport Services Staff Associations will demand immediate financial relief for the 250 000 SATS employees at a meeting with the Minister of Transport Affairs, Mr Hendrik Schoeman, next week

A senior council member said yesterday the council would argue that politicians had voted themselves increases of more than 20% and that the Minister had no moral grounds to reject its claims for interim increases from October.

Public sector employees in the Post Office, railways, schools and universities have already demanded pay increases

The Minister of National Education Dr Gerrit Viljoen, the Minister of Posts and Telegraphs Dr L A P A Munik, and the Minister of Internal Affairs Mr F W de Klerk, have so far not given a direct response to demands for pay increases

However, according to Government sources in Pretoria, the Cabinet is concerned about the growing agitation and dissatisfaction

among public sector workers and an announcement on increases is certain within the next two weeks

They say the coming referendum on the constitutional proposals could influence the Cabinet's decision

Staff associations have been angered by "blatant indifference" to the plight of Government workers

If politicians had refused to accept increases themselves, a refusal to grant them interim relief would have been more acceptable, they say

RAND DAILY MAIL, Wednesday, August 31, 1983

# 10% pay rises in the pipeline for railmen

Pretoria Bureau

SOUTH AFRICAN Transport Services' 250 000 workers are to get 10% pay increases from October 1, subject to Cabinet agreement, the chairman of the Federal Council of SATS Staff Associations, Mr Jimmy Zurich, said yesterday

And if the railways workers get an interim increase, so will the other 750 000 workers in the public sector

At a meeting with the Minister of Transport Affairs, Mr Hendrik Schoeman, at Jan Smuts Airport earlier this week, the council's advisory committee was offered 10% from October or 12,5% from January

The advisory committee opted for the October rise — "who can tell what will happen between now and January", Mr Zurich said

The Minister told the committee he would lay the issue before yesterday's Cabinet meeting. However, after the meeting Mr Schoeman refused to comment

Mr Schoeman also agreed to an immediate start with negotiations to eliminate the pay backlog which has built up over the past two years

Mr Zurich said the advisory committee would meet the general manager of SATS on Monday to discuss future pay adjustments, and on the issue of eliminating all pay discrimination from SATS

The federal council supports a system of total wage parity in the transport services, Mr Zurich said

Meanwhile Government sources in Pretoria said if, in fact, the Cabinet approved Mr Schoeman's request for increases, then whatever the railwaymen

got would be given to the rest of the public sector

This will include workers in the State and provincial departments, the Post Office and police and prisons, and SADF personnel

It would also apply to teachers and university teaching staff, and the cost to the taxpayer would be about R800-million

It has been speculated for some time that the Government could hardly resist the temptation to soften up the 400 000 white voters working in the public sector with a pay rise announcement before the November 2 referendum

Professor Willem Kleyphans, of the department of political science at the University of SA, said "The Nationalist Party will leave no stone unturned to win this one — including the granting of interim rises to its workers"

Cape Times 31/8/83  
**Railmen: 10pc rise**

Own Correspondent (270)

PRETORIA. — South African Transport Services' 250 000 workers were to receive 10 percent increases from October 1, subject to cabinet agreement, the chairman of the federal council of Sats Staff Associations, Mr Jimmy Zurich, said yesterday.

And if the railway workers get an interim increase, so will the other 750 000 workers in the public sector.

At a meeting with the Minister of Transport Affairs, Mr Hendrik Schoeman, at Jan Smuts Airport this week, the council's advisory committee was offered 10 percent from October or 12½ percent from January.

The advisory committee opted for the October rise — "Who can tell what will happen between now and January," Mr Zurich said.

The minister told the committee he would lay the issue before yesterday's cabinet meeting. After the meeting, Mr Schoeman declined to comment.

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Trade Union Council of  
Annual Conference,  
seventeenth et seq

0177

Maasdorp, G and Hum  
From shantytown  
Juta, 1975.

# Rail men slam MPs' pay rise

By GERALD REILLY  
Pretoria Bureau

A ROWDY meeting of the Natal branch of the Artisan Staff Association (ASA) on Monday night angrily condemned the 27% salary increases the Cabinet and Members of Parliament have voted themselves

Another mass meeting of railway workers is scheduled for tonight in Bloemfontein.

The president of ASA, Mr Jimmy Zurich, said in his 30 years association with Asa he had never attended so angry a gathering of railway workers

"I went to the Durban meeting to tell them that the Minister of Transport Affairs had agreed to a 10% increase from October.

"But they shouted me down They were furious at the gall of the Cabinet and MPs in substantially raising

their salaries while ignoring the plight of public sector workers"

He had tried to explain the reasoning behind the advisory committee accepting the 10% October increase

"Eventually I had to sit down," he said

Mr Zurich said he was in complete agreement with the Durban members of the ASA

The Cabinet, he said, should be setting an example to the rest of the country by foregoing increases.

"After all they are appealing to the rest of the country to improve their conditions are bad now and that worse is to come

"Against that background how could they have the temerity to raise their own very substantial incomes?" he asked

● See Page 4

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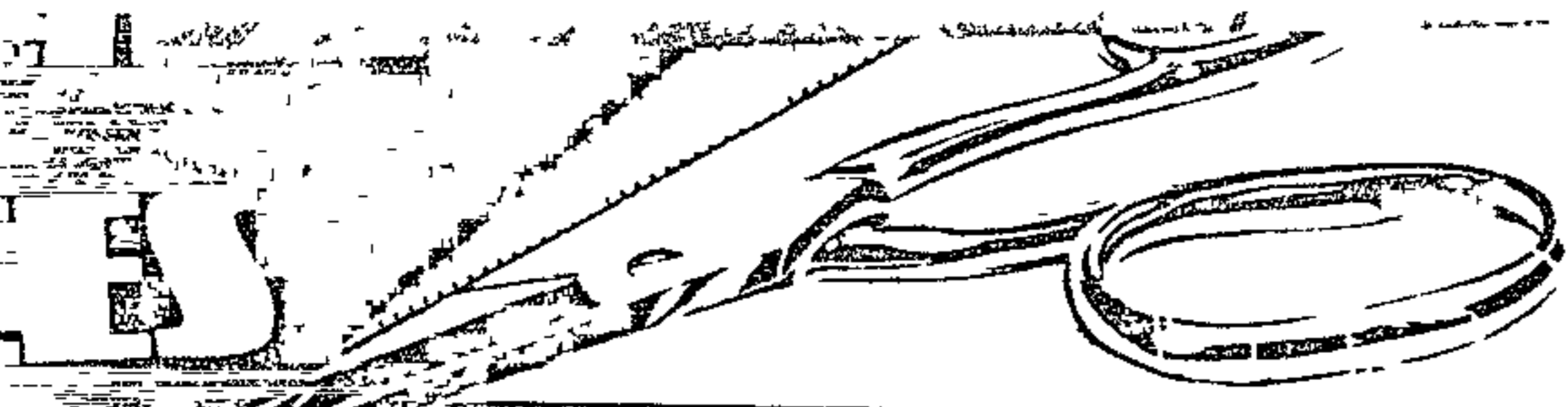
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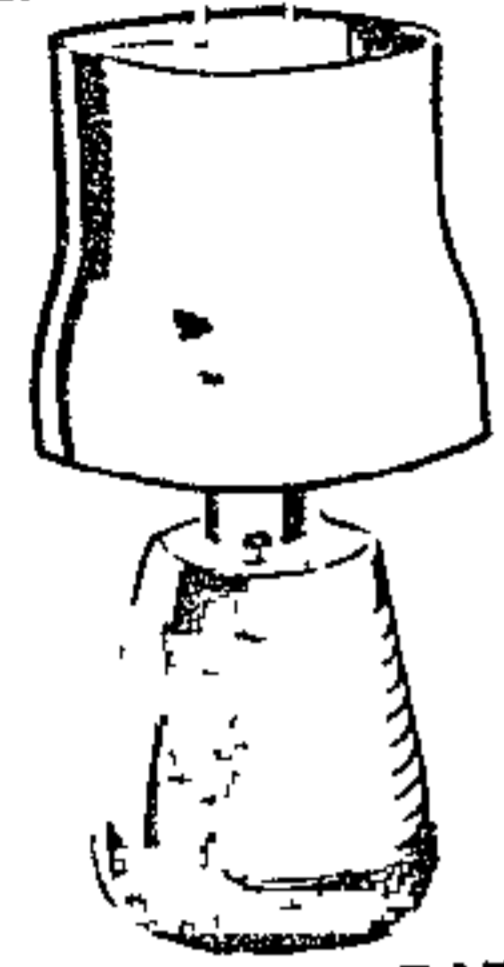
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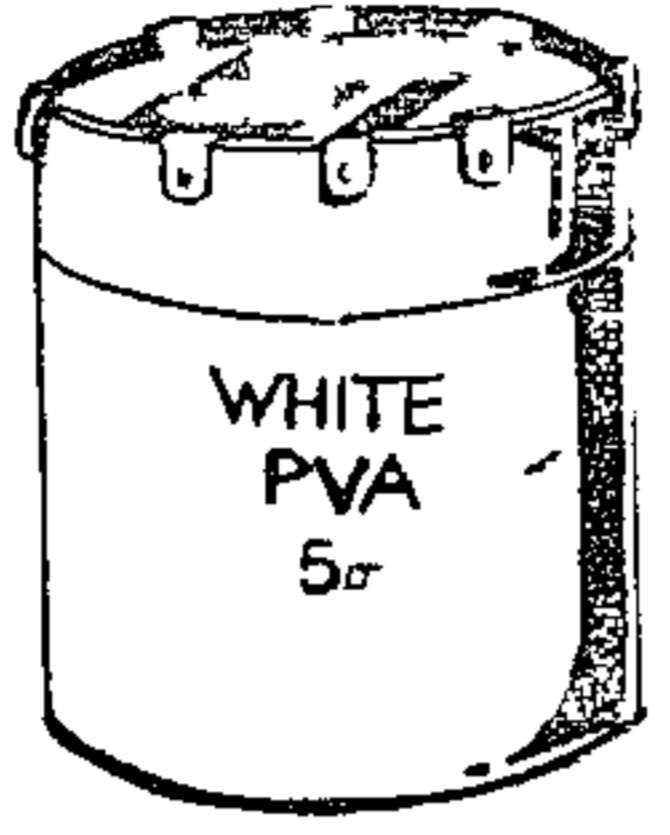




# FURTHER



BATTERY OPERATED  
TABLE LAMPS  
**399**



5 LITRE PVA WHITE  
**249**



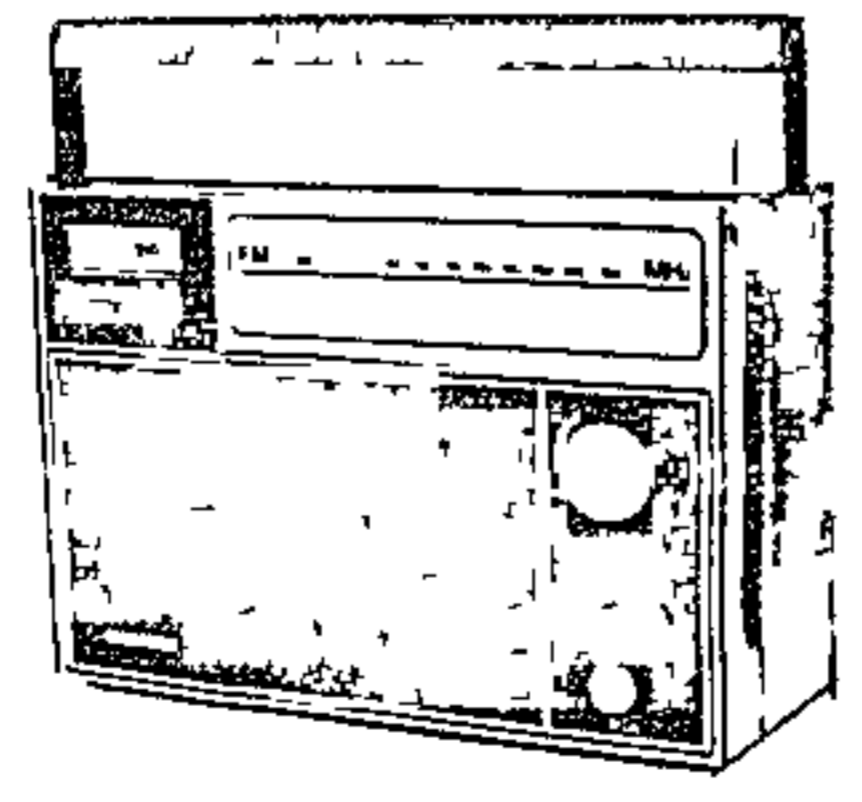
POMPADOUR  
LUXURY DECORATED  
CUP AND SAUCER  
**99c**



5 LITRE ECONOMY  
GLOSS ENAMEL  
**999**



TOILET SEATS  
ASSORTED COLOURS  
**299**



TOBISHI FM RADIO  
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SEVENTEEN Ciskei  
Transport Corporation  
employees have been  
sacked

And some drivers are  
to go on a week on, week  
off system, according to  
the company's director,  
Mr Hans Kaiser  
He admitted the firm  
had been seriously hit  
by the 8-week-old boy-  
cott

## SAAWU T ARMY TO

CP Reporter  
THE South African  
Allied Workers Union  
(SAAWU) has instructed  
its lawyers to seek an  
urgent court ruling  
stopping the Ciskei army  
and cops from assaulting  
union members  
SAAWU's latest move  
comes as reports of  
wholesale assaults on  
SAAWU members, both  
in detention and still  
free, emanate from the  
Ciskei and as the storm  
of international protest  
against human rights  
violations in the home-  
land gathers force

## Too hot for t

PRESIDENT Lennox Sebe  
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It has decided not to hol  
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The party will be holdin  
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A call will be made soon  
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"clutches" of the Ciskei an  
it into South Africa Many  
has no claim over Mdantasane

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## Salary increases

*Handwritten: 270, 270, 7/9/83, Q.61 2049*

\*4 Mr J J B VAN ZYL asked the Minister of Transport Affairs †

Whether he intends announcing a salary increase for employees of the South African Transport Services within the next two months, if not, why not, if so, when will this increase come into operation?

†The MINISTER OF MANPOWER (for the Minister of Transport Affairs)

I refer the hon member to the statement I made last night

†Mr. J J B VAN ZYL Mr Speaker, arising out of the reply of the hon the Minister, can he tell the House why the salary increases will only be paid from 1 January next year and not now already, four months earlier? What is the reason for that? [Interjections]

## Salary increases

\*5 Mr J J B VAN ZYL asked the Minister of Posts and Telecommunications †

Whether he intends announcing a salary increase for employees of his Department within the next two months, if not, why not, if so, when will this increase come into operation?

†The MINISTER OF POSTS AND TELECOMMUNICATIONS

Yes I refer the hon member in this regard to my press statement of 6 September 1983, in which I announced that with effect from 1 January 1984 general salary relief will be granted to all members of the staff by means of the payment of a pensionable allowance of 12 percent on basic salary

†Mr J J B VAN ZYL Mr Speaker, arising out of the hon the Minister's reply, can he tell us why the Post Office cannot grant its employees a salary increase from 1 October? Why should it only be done on 1 January next year? [Interjections]

†The MINISTER Mr Speaker, in the negotiations I conducted with the Post Office Staff Association, I received requests to let it commence at the earliest possible date on which the Post Office can afford it. In my opinion and that of the Department 1 January 1984 is the earliest date on which we can afford it

~~327A~~ 270

## Black woman driver back at work

Mercury Reporter

MRS Samukelisiwe Nhumalo, who was being trained to be a Durban bus driver, is back at work after having a child.

She had to be taken off the programme for a while because she was pregnant.

'She'd done exceptionally well,' said Mr Neville Jackman, a senior driving instructor.

'She seems to have a nat-

ural ability to drive. She's back now, having had the child, and I hope that after she gets her new learner's licence she'll manage the full licence within a couple of weeks.'

After that she will spend about three weeks being taught routes, fares and stages and then become a fully-fledged bus driver

Mr Marshall Cuthbert, general manager of the Durban Transport Man-

agement Board, said there are no plans to take on any more women.

'We like to grow our own trees here,' he said, meaning that he liked to promote existing staff.

'And because of the recession, we don't really need more bus drivers anyway.'

Mrs Nhumalo was a Transport Department cleaner before being made a trainee bus driver.

D.P. Dispa...

Sept 1983

# Gompo workers on short time

EAST LONDON — Gomp...  
po Transport — the  
Mdantsane-East London  
wing of the Ciskei Trans-  
port Corporation — is to  
put 800-odd employees  
on short time from Mon-  
day

This was announced  
yesterday by the manag-  
ing director of CTC, Mr  
Hans Kaiser, who said  
running staff and  
maintenance workers  
will go onto a "week on  
— week off" system

"This move follows  
talks between manage-  
ment and employee rep-  
resentatives and is felt  
to be a far better thing  
than having to pay off 50  
per cent of the staff," he  
said.

Mr Kaiser said Gompo  
Transport had been  
seriously hit by the  
boycott "and we cannot  
afford to continue car-  
rying staff while suffer-  
ing substantial financial  
losses."

"It was a case of  
wholesale retrenchment  
or putting staff on short  
time", he said "and after  
talks with labour lead-  
ers it was decided to go  
for the short time sys-  
tem"

Mr Kaiser pointed out,  
however, that the short  
time system will only be  
run on a "trial basis"

"We will review the  
situation in a fortnight",  
he said "and if there has  
been no improvement  
we will have to take  
more drastic steps"

Mr Kaiser said Gompo  
Transport vehicles,  
which operate between  
East London and Mdant-  
sane, were at present  
running to about 40 per  
cent of normal carrying  
capacity

"We tried to cut our  
losses by introducing a  
Sunday schedule with  
less frequent operating  
times, but this did not  
prove to be a major sav-  
ing factor", he said

Mr Kaiser said that  
only 17 employees —  
seconded staff in the  
accounts department  
and other key positions  
— have actually been  
paid off at this stage

"But I must stress that  
unless there is a radical  
improvement and pas-  
sengers do not come  
back to the buses during  
the next two weeks there  
will have to be more  
drastic steps taken", he  
said

Mr Kaiser said he was  
due to hold a board  
meeting early next week  
to discuss the boycott  
situation and should be  
able to give some idea of  
financial losses already  
suffered by his organisa-  
tion — DDR.

# Ciskei bus workers to lose jobs

*26*  
*270*  
*D. J. Spatek 13/9/82*

KING WILLIAM'S TOWN — Gompo Bus Company, hard hit by the seven-week-old bus boycott, is to retrench 30 per cent of its total labour force.

The managing director of Ciskei Transport Corporation, Mr Hans Kaizer, announced yesterday that some 330 staff members from across the board would be retrenched, but that every endeavour was being made to find them alternative employment.

In a statement Mr Kaizer said Gompo Bus Company had also sold 74 of its buses after the company had been working short time for the past two weeks.

"We have tried everything possible to prevent this drastic action, but even a reduction of fares had no effect on the boycott and we have no other choice," he said.

"Gompo has done everything possible to cut costs, but is still facing a R6 million loss for the full financial year."

"The irony of this situation is that the real losers will be the countless commuters in Mdantsane who are dependent on the services of Gompo Transport to earn their livelihood."

Mr Kaizer said this was especially tragic if considered that the fare increases that sparked the boycott had been held back for almost two years in the interest of those passengers that were now boycotting the service. Even after the increases became effective, the fares were still the lowest charged anywhere in Southern Africa — DDR

Sowetan (279)

# Union clinches deal

By PHIL MTIMKULU

THE Transport and Allied Workers' Union (Tawu) has signed a recognition agreement with the Vaal Transport Corporation.

The agreement was finalised last Thursday after two previous sittings. The union had an interim recognition agreement with the bus company for about 12 months. The union's negotiating team was led by the general secretary Mr J A P Skhosana and the organiser Mr R Fakude. They had also included the local shop-stewards.

The agreement is in respect of collective bargaining, grievance procedure, retrenchment procedure, job evaluation and grading, incentive and bonus schemes, uniform and equipment and employees' benefits such as canteen, housing, pension and medical fund.

Mr Skhosana said the workers were happy to have a proper machinery representing them. This offers them protection against unfair labour practises.

Tawu also has recognition agreement with six Putco depots.

# Bus workers accept cheques

(270)

D. Dispatu 30/9/83

EAST LONDON — The former Gompo Transport company workers who refused to accept their pension cheques from the company early this week said they had now accepted them but reported other problems

They said some workers were told their cheques had not been made out yet while others — especially the elderly — had received amounts far below expectations

In a statement issued after they had received the cheques — which they said they had accepted only after legal advice — the workers said “We were shocked to find that after 18 years’ service some workers were issued with cheques of R125 each while others received R219 after 11 years”

They said the workers concerned had been doing the same work and

were paid similar wages which meant they were making similar contributions

Commenting on the points raised, the public relations officer of the bus company, Mr Wessel van Wyk, said the company had changed hands several times over the years and every time that happened the employees were given the choice to carry over their pension fund contributions or draw them

“Many employees chose to take their money each time this happened so that even if an employee has been with the company for many years, he could have been contributing to the pension fund for only a few,” Mr Van Wyk said

He said any employee who went to the company to draw his pension would not wait longer than five minutes to get it — DDR





CAPE TIMES 5/10/83  
SA Railways Police  
award 70 medals

Staff Reporter

THE Commissioner of the South African Railways Police, Lieutenant-General J H Visagie, presented 70 Western Cape railways policemen with medals at a ceremony in Parow this week.

Speaking at the ceremony in the Civic Centre on Monday, Lieutenant-General Visagie said the responsibility of the Railways Police had developed from the maintenance of law on railways to the preservation of the internal security of South Africa, the maintenance of law and order and the investigation and prevention of crime.

He said the Railways Police were also responsible for combating espionage and sabotage on key positions.

Five medals, including the Decoration for Distinguished Service in the Railways Police, The Star for merit in the SA Railways Police (30 years), The SA Railways Police Star for Faithful Service (20 years), the Medal for Faithful Service in the SA Railways Police (10 years), and the SA Railways Police Medal for Combating Terrorism were presented.

# SAA pilots sleep on job . . .

Argus Correspondent

DURBAN. — Like their British Airways counterparts, South African Airways pilots sleep on the job — but they do it with official sanction.

An SAA spokesman said that SAA was the only airline to provide bunks so that flight crew could sleep on long-haul international flights and avoid the fatigue problems BA pilots say they experience

ARGUS 25/10/83 (270)  
The spokesman said sleeping facilities had to be provided for air crews because of the longer flight times on most SAA international flights compared with other carriers, who weren't compelled to fly around the bulge of Africa

"On our long hauls we have three pilots and two flight engineers, and the captain strictly controls who sleeps when," public relations officer Mr Leon Els said

"At all times a full staff complement mans the aircraft and a pilot and engineer are on duty at all times," he said

A SAA stewardess who has been employed by the airline on international flights for a number of years confirmed that flight crews slept in strict rotational order. She said that generally only two of the three bunks were used. The third was used by cabin crew.

## SATS shed 34 000 staff, 270 Minister tells meeting 235

2004 26/10/83  
THE number of people employed by the South African Transport Services had decreased by 34 000 during the 14 months to August 1983, the Minister of Transport, Mr Hendrick Schoeman, said in Johannesburg last night.

Opening the 18th Triennial Congress of the Running and Operating Staff Union of SATS employees, he said this reduced staff figure had not been achieved by paying off workers, but through the normal process of people leaving the service.

"Continuous attention is

being paid to a smaller but more efficient work force," he said.

The services had shown a deficit for the period April to September 1983, of R94 400 000, which compared very favourably with the estimated deficit of R321 300 000.

While SATS' tried to meet clients' requirements, services had to become more market-oriented, according to the Minister. Its share of the total transport market had declined to 33%, he said.

— Sapa

# Parity plan to cost R400m Schoeman

Pretoria Bureau

THE South African Transport Services had moved strongly towards parity in the service conditions of white, coloured, Indian and black employees, the Minister of Transport Affairs, Mr Hendrik Schoeman, said in Durban yesterday.

Addressing the congress of the SAR Indian Staff Association, he said partial or full parity had been reached on leave, payment for public holidays, travelling concessions, salaries of certain higher graded posts and holiday bonuses.

Total cost of the five-phase parity programme would be about R400-million, he added.

The Minister also announced proposed staff cuts in the drive towards a

smaller and more efficient service.

By consultation with the staff associations and their support the administration had been able to reduce staff from 279 000 last June to 245 000 in August this year.

"And this was achieved without retrenching permanent or fixed personnel or temporary workers employed for more than two years."

The administration now planned to reduce personnel by another 8 000 by next March.

The minimum level would then be reached to enable transport services to cope with the increased volume of traffic that would be generated after the expected upswing in the economy.

## Not dead after another

about 11am yesterday Mr Troskie, an office furniture salesman, was found lying on the carpet, his head in a pool of blood and dressed only in shorts.

Mr Brett was lying on his back across the bed, dressed in a fashionable blue overall, his fists clenched.

Acquaintances of the two men told police they had been seen arguing violently over a third person in a Hillbrow hotel on Wednesday night. Police are investigating.

● Picture — Page 2.

## Breakfast Quip



about my family, Mr van Deventer said.

Col Smit said he was "scared of nothing".

Yesterday he was not available at his home or office.

It was also established yesterday that Stander and McCall were served by the owner of the roadhouse next door to the Fontainebleau gunshop three weeks ago.

That was a week before they "sprang" their new teammate, Allen Heyl. Stander and McCall ordered a chicken but could not pay for it.

Police declined to talk about the progress of the nationwide manhunt, saying only that they would confirm that three men having a braai at The Fountains were mistakenly swooped on in one of several leads that turned into "wild goose chases".

The men — mistaken for the three escaped and heavily armed convicts — were seen near The Fountains in Pretoria. They were camping out and a white car was parked nearby.

The description sounded right. Stander, Heyl and McCall were last seen driving a white Cortina XR6 Interceptor with false number plates and with camping equipment in the back.

But the men, whose peaceful braai was interrupted by sudden heavy police activity and subsequent apologies, were only some of the victims of false but well-meaning reports to police yesterday.

Police have now drawn even more men into the search, but they know that Stander, the rogue ex-police captain, knows it's only a matter of time before pressure of work forces the police to cut back on the manhunt.

course of the personnel of the Reeva Forman Trophy leadership and academic Permanent Force. She SADF, Major-General H D servicemen and Permanent

# Bureau cuts th

By PHILLIP VAN NIEK

THE Department of Co-operation in Pretoria declined yesterday on the case of a coloured reclassified black, because he has number

Mr Thomas Sechel, who has sifted as a Bophuthatswana identity number because he is a take out a Bophuthatswana travel

Mr Sechel is Afrikaans-speaking Tswana and has never thatswana

A spokesman for the department yesterday he could not comment. Sechel had no identity number and ty document of his uncle, Mr R was that of a coloured man.

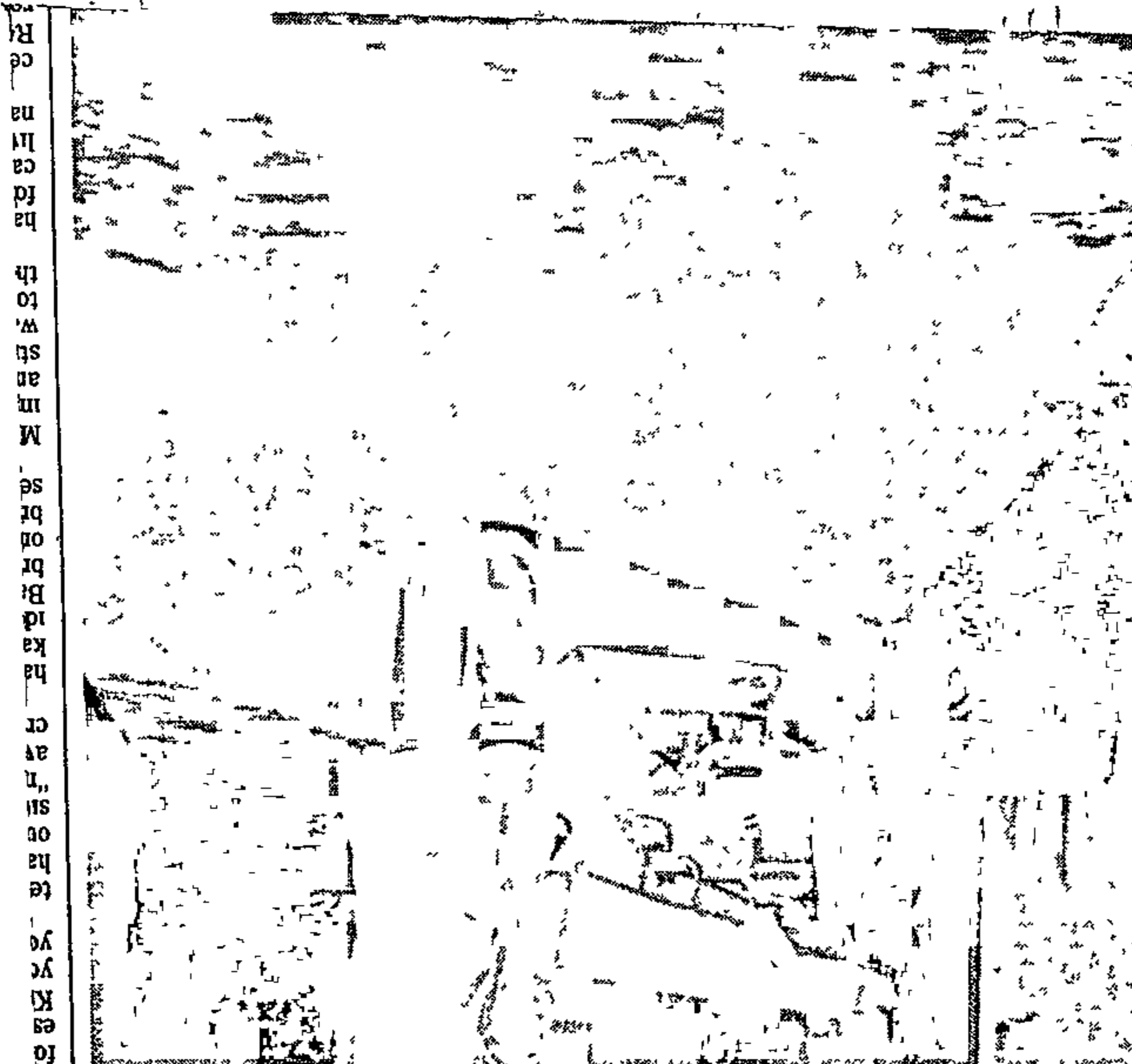
Without an identity document ment was thus unable to locate records

Mr A Bayne, the department's er for Johannesburg, said he had of Mr Sechel. "Why does he run to pers?" he said "Why doesn't he me and sort it out here?"

Mr Sechel, who was reclassified

## Apology to

THE Rand Daily Mail apologises to subscribers who did not receive their paper yesterday — or got it late. A mechanical press fault significantly delayed publication.



South Africans were in the majority of well-to-do advantageous, the large dairy products can only be "While a moderate intake of others full cream milk, among fats, like butter, cheese and tanning saturated animal by consuming food con- blood could be increased the cholesterol level in the problem can arise where healthy person's diet but a ally irreplaceable in a dairy products were virtu- products nate confusion about dairy points should help elim- ne board said the following up programme. in the diet, after a follow- the role of dairy products siderable confusion about grammes there was con- received after the pro- cording to information it -ever, the board said ac- disease" eating habits and heart the general public about were intended "to inform televised programmes, and in particular the two "Heartweek" campaign, programmes, said the viewed about the recent ern Africa, when inter-

Nov. 1983

D. Du Toit

# Sats home-ownership scheme for blacks

EAST LONDON — South African Transport Services is to launch a fully-subsidised home-ownership scheme for black employees next year

This was disclosed yesterday by the System Manager of the Border and North Eastern Cape, Mr Louis du Toit, who said the scheme would provide 100 per cent bonds to black property buyers "provided they meet certain service conditions"

Mr Du Toit, who first hinted at the scheme

when he addressed guests at a SATS marketing cocktail party in the city on Monday evening, said the home-ownership scheme will be similar to that operated for white and coloured employees

"One of the main qualifying points will be that a would-be buyer will have to have a minimum of five years service and loans will be worked out according to salary scale," he said

Mr du Toit said that about 70 per cent of the 4

500-odd black workers in the Border-North Eastern Cape system already qualify for housing loans

According to SATS records more than 2 000 white and coloured employees are at present paying off bonds they have for homes bought through similar schemes

Mr du Toit said railway, harbour and airways staff own about R130 million worth of houses in the Border-North East Cape — 80 per cent of which is in East London

...ceived an... range oper... Secretary David Price confirmed that the...  
 ...cked on the head... centre when I felt a blow on my...  
 ...it into my field...  
 ...two...



# SATS cuts back on its staff intake

By Erik Larsen,  
 East Rand Bureau

The South African Transport Services has been transformed into an efficient, streamlined organisation, the general manager of the transport services, Dr E L Grove, said in Kempton Park yesterday

Speaking at a South African Railway Police medal and passing-out parade at the Railways training college at Esselen Park, he said

"The SATS now uses a more scientific approach with a view to stricter selection procedures, proper placement of staff, evaluation development, motivation, training and promotion of safeworking

"By taking these measures, transport services has reduced its staff compliment from 279 000 last June to 242,700 in November this year"

This, he said, was achieved without retrenching permanent personnel or temporary workers employed for more than two years

"Personnel will be reduced by a further 2700 people by next March By taking these measures and with the intensification of our goal-orientated management programme, we have managed to increase productivity during a period when traffic has dropped by 30 percent," explained Dr Grove

He said no member of the permanent staff need fear for his job

"Posts which become vacant as a result of resignations, retirement or death, will not be filled"

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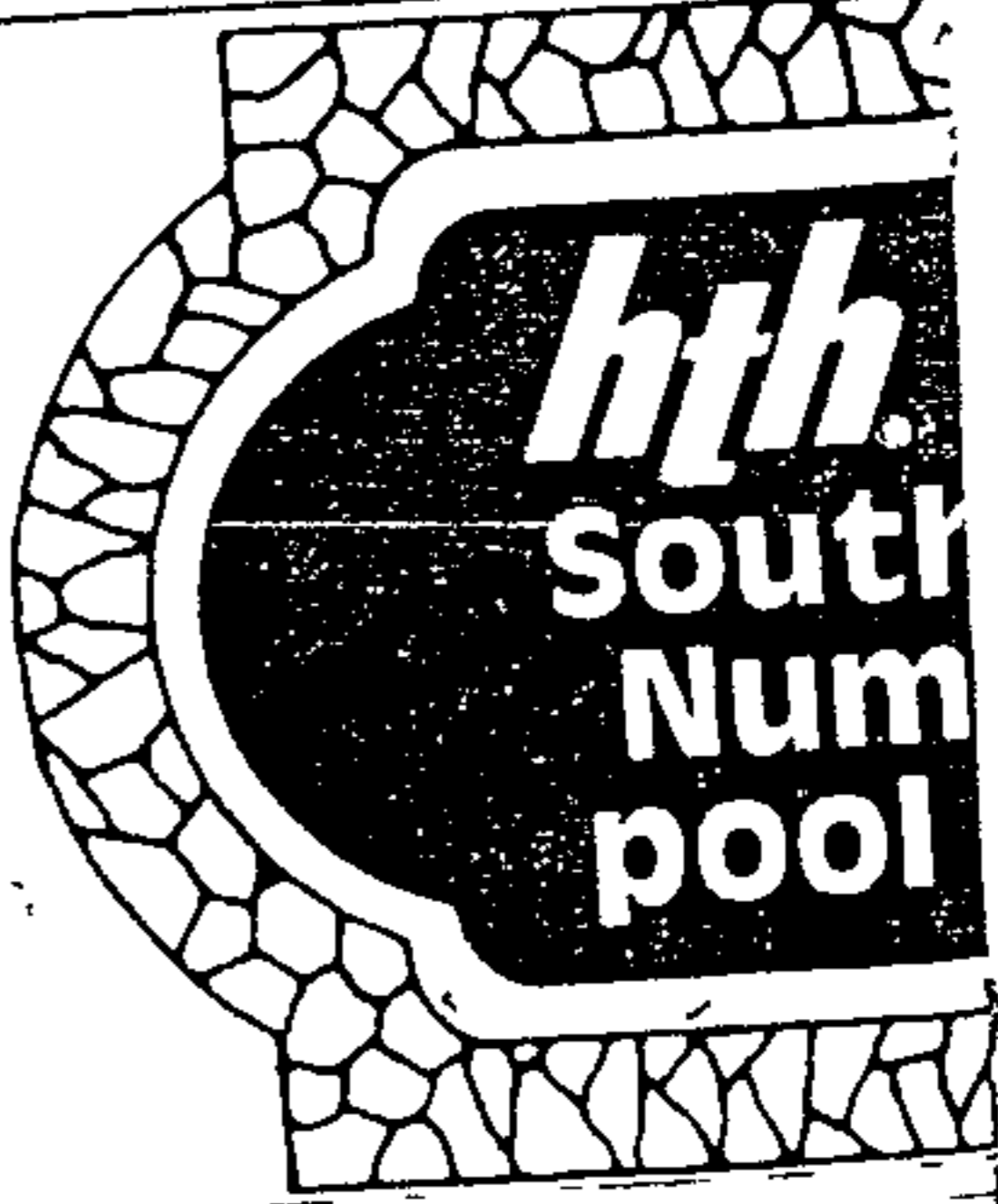
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*O.D. Dispatch*  
**Employees retrenched**

*(270) 1/12/83*  
ZWELITSHA — A number of employees of the Department of Transport were retrenched last month (November). The new Minister of Transport, Mr Madidi  
Boqwana, confirmed on Tuesday that a number of people had been retrenched. He promised to issue a statement He could not be contacted yesterday — DDR

# Crisis is averted as SAA offers pilots better deal

A POTENTIAL crisis in South African Airways — which may have led to some of the airline's 600 pilots quitting their jobs or calling for stay-away action — has been averted by a series of top-level meetings between the pilots' association and management.

The crisis, sparked by growing dissatisfaction over salaries and working conditions, has been looming for months — but SAA management is expected soon to announce details of a better deal for all its pilots, cabin crew and flight engineers.

The deal is said to include more realistic salary structures, salary increases (though these are normally awarded this time of the year), better service conditions, and a commitment to address serious grievances.

Close sources said this week that SAA — which ran last year at a loss of R90-million — was being faced

By KITT KATZIN

with a tide of discontent.

Some pilots were considering laying off work during peak periods, or quitting.

The growing discontent comes in the wake of a decision by over 100 senior SAA pilots who last year passed a resolution of no confidence in the chief executive, Mr Frans Swarts.

Since then, sources disclosed that.

- Some pilots had, in fact, retired at the first option (age 50) and joined other airlines at higher salaries.

- Factions within the SAA Pilots' Association were considering disbanding the organisation on the grounds that it had become ineffective in its dealings with management.

They were opting to appeal to IFALPA, the International Federation of Airline Pilots Association, to present the association's case to SAA management.

- Several Boeing 737 and Air Bus commanders flying the

domestic routes had refused to be promoted respectively to Air Buses and 747s on the overseas routes.

A senior Boeing 747 commander earns about R55 000 a year compared to his American counterpart's annual salary of \$180 000 (R149 000).

Pilots believed they had been generally underpaid by SAA management — but the tide began to turn in their favour after Mr Swarts retired and was succeeded two months ago by Mr G D van der Veer.

Informed sources say that Mr van der Veer, a likeable and highly competent administrator, was adopting a sensitive and understanding attitude towards grievances.

As a result of a series of meetings between pilots and management, agreement has been reached and a "new deal" is expected to be announced soon.

In the past 18 months, SAA, along with most international airlines, has been severely hit by world recession and monetary problems.

British Airways has reduced staff by 22 000 in three years, Continental Airlines has cut its pilots' salaries and fleet by half, and TWA is also experiencing severe financial difficulties.

Yet SAA has not laid off any of its pilots, though SATS, as a whole, has been forced to reduce staff by 35% — those leaving are not being replaced.

Mr van der Veer confirmed that discussions had taken place with SAA's various representative bodies, but would not comment on what was being considered in the new package.

Although he had only been in the job for two months, he said he had set certain priorities, and was determined to achieve satisfaction and results.

One of his top priorities, he said, was his staff. "They are very important to me," Mr van der Veer said.



# A new deal ahead for SAA's pilots

270

E-Post

5/12/83

Post Correspondent

JOHANNESBURG — A potential crisis in South African Airways — which may have led to some of the airline's 600 pilots quitting their jobs or calling for stay-away action — has been averted by a series of top-level meetings between the pilots' association and management

The crisis, sparked by growing dissatisfaction over salaries and working conditions, has been looming for months — but SAA management is expected soon to announce details of a better deal for all its pilots, cabin crews and flight engineers

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Close sources said this week that SAA — which ran last year at a loss of R90 million — was being faced with a tide of discontent

Some pilots were considering laying off work during peak periods, or quitting

The growing discontent comes in the wake of a decision by more than 100 senior SAA pilots who last year passed a resolution of no confidence in the chief executive, Mr Frans Swarts

Since then, sources disclosed that

● Some pilots had retired at the first option (age 50) and joined other airlines at higher salaries

● Factions within the SAA Pilots' Association were considering disbanding the organisation on the grounds that it had become ineffective in its dealings with management

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● Several Boeing 737 and Air Bus commanders flying the domestic routes had refused to be promoted respectively to Air Buses and 747s on the overseas routes

● A senior Boeing 747 commander earns about

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Informed sources say that Mr Van der Veer, a likeable and highly competent administrator, is adopting a sensitive and understanding attitude towards grievances

As a result of a series of meetings between pilots and management, agreement has been reached and a "new deal" is expected to be announced soon

A CRISIS within South African Airways has been averted by a deal which encompasses a 12% across-the-board salary increase and vastly improved pension and other benefits for the airline's 520 pilots, cabin crew and ground staff.

The multi-package deal, described as the biggest breakthrough of its kind in SAA's history, was disclosed at a time when many of SAA's pilots, bitter and discontented over working conditions and financial benefits, were threatening to quit their jobs or call for stay-away action.

But in terms of the agreement, discussed by pilots and management this week at a closed meeting in Johannesburg, all SAA personnel stand to gain substantially in several ways.

And in the case of pilots, flight-pay schedules and other payments — in addition to basic salaries — will also be improved.

The biggest breakthrough, however, came in the field of pension cover — the main cause of dissatisfaction among pilots and other staff which, at one stage, threatened to lead to a head-on clash with management.

Pilots are paid on the basis of a two-tier system — basic salary and flight pay.

A 747 Boeing commander, for example, who earns, say, a total R48 000 — made up of basic salary and flight pay allowances — receives pension coverage for only two-thirds (R38 000) of his gross salary.

Faced with a first-option retirement at the age of 50, and a compulsory retirement at 58, senior pilots — there are about 100 Jumbo captains in SAA's fleet — felt their pension cover was inadequate.

However, in terms of the deal, their full salaries (basic plus flight pay) now become pensionable. And with a 12% salary increase, this means jumbo commanders will earn R50 000 a year and more — with maximum pension cover.

By KITT KATZIN

The pension benefits apply to all SAA staff and come into effect next month.

This more than any other grievance — and the basic 12% salary increases to railwaymen and other South African Transport Services (SATS) staff — has repaired deteriorating relations between staff and management and gone a long way towards creating a new era.

Financially pressed and understaffed in certain crucial categories, SAA is struggling to contain losses that topped R90-million last year.

The deal also provides for:

- Improved flight pay schedules for Boeing 737 and Air Bus commanders, bringing them into line with senior gradings.

- Salary increases exceeding 12% for certain pilots flying on domestic routes, mostly Boeing 737s.

- A commitment by management to pay out customary bonuses — virtually a double salary cheque — in April next year.

- On-going negotiations to solve remaining grievances concerning working conditions, and overtime payments.

Details of the plan were discussed between the pilots' association and SAA management, represented by Mr Gert van der Veer, the airline's new chief executive, at a special meeting this week.

The meeting was said to have marked the "beginning of a new era" and Mr van der Veer, who has been in SAA's hot seat for only two months, was warmly applauded.

Over 200 pilots, including 27 Jumbo captains — a record attendance for the association — were present.

The deal emanates from a complex and prolonged investigation into the grievances and working conditions of SAA staff by a special committee headed by Dr A.T. Moolman, deputy general manager (personnel) of SATS.

The association was represented by its executive committee headed by Captain de Villiers Steyn, president, and Captain Lynn Barratt, vice-president, who have served on the executive for eight years.

SAA has been hit by recession and monetary problems, and SATS itself, which also controls railways and harbours, has reduced its staff by 35%.

# NEW deal averts SAA crisis

SUNDAY EXPRESS December 11, 1983

# Railways staff want extra 10 pc

~~12/83~~  
270

Mercury  
13/12/83

**Mercury Correspondent**  
PRETORIA—Railway-  
men want another 10  
percent pay adjustment  
in addition to the 12  
percent granted to all  
public sector workers  
from January 1, it was  
learned here yesterday.  
The Federal Council of  
Railways Staff Associ-  
ations will meet the Min-  
ister of Transport Affairs,  
Mr Hendrik Schoeman, in  
Cape Town on February

10 for pay discussions.  
The chairman of the  
council, Mr Jimmy  
Zurich, said even after  
the 12 percent January  
pay rise railway workers  
would be at least 10  
percent short of what  
they were entitled to  
when inflation over the  
past few years had been  
calculated.  
He pointed out that one  
of the reasons why the  
minister had been able to

reduce his big estimated  
deficit during the current  
financial year was the  
major effort made by rail-  
way workers to raise  
productivity.  
That they had done so  
was apparent from the  
fact that although total  
railway staff had been re-  
duced by about 30 000 in  
the past 18 months, all  
systems were running  
smoothly and efficiently.  
The minister would be  
asked to make provision  
in his budget for a further  
pay adjustment, Mr Zur-  
ich said.

## Staff

The minister an-  
nounced recently that a  
further staff cut of about  
8 000 would be imple-  
mented before the mid-  
dle of next year.

The administration's  
economy campaign con-  
tributed to a big reduc-  
tion in the budgeted  
deficit. This figure for the  
April-September period  
was R320 million. The ac-  
tual deficit however, was  
R93 million.

Economists pointed out  
yesterday the 12 percent  
pay hikes in January for  
the 240 000 railway work-  
ers would add about R300  
million to the total pay  
bill.

With a big deficit ex-  
pected at the close of the  
financial year in spite of  
the success of the econo-  
my campaign, the minis-  
ter will, according to the  
economists, probably  
have to raise tariffs — at  
least selectively — from  
the start of the new finan-  
cial year.

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# Railwaymen to call for 22% pay hike

270 Pretoria Bureau RDM  
RAILWAYMEN want a further 10% rise in pay in addition to the 12% to be granted to all public sector workers from January 1

The chairman of the Federal Council of Railway Staff Associations, Mr Jimmy Zurich, said this in Pretoria yesterday, and said the council would meet the Minister of Transport Affairs, Mr Hendrik Schoeman, for pay discussions in Cape Town on February 10

Mr Zurich said even after the 12% January pay rise, railway workers would be at least 10% short of what inflation required

He said the major effort by railway workers to raise productivity had been a major factor in enabling the Minister to reduce his estimated deficit for the current finan-

cial year 13/12/83  
This effort was evident in the fact that although total railway staff had been reduced by about 30 000 in the past 18 months, all was running efficiently

Mr Schoeman's Administration Economy Campaign successfully reduced his budget deficit for April to September from the expected R320-million to R93-million, and he recently announced a further staff cut of about 8 000 next year

However, a big deficit at the close of the financial year is expected

And with the 12% January pay-hike for the 240 000 railway workers adding about R300-million to the administration's total wage-bill, economists say the Minister will probably have to raise tariffs from the start of the new financial year.

~~1055~~ ~~269~~ ~~333~~ 270

# Boycotters are using any excuse — Kaiser



MR KAISER

EAST LONDON — The managing director of CTC Bus Company, Mr Hans Kaiser, yesterday accused the organisers of the five-month-old bus boycott of "using any excuse, however flimsy" to keep the boycott going and put his organisation in a bad light

Mr Kaiser was replying to allegations made at a recent meeting where it was claimed that CTC offered an inefficient service, buses were dirty and long queues were always found at termini

"This is the biggest load of hogwash I've ever heard," he said "and only goes to show that the people behind the boycott are scratch-

ing the bottom of the barrel for so-called reasons"

Mr Kaiser said that CTC's seven-year-old track record showed that its operational and technical excellence was probably unmatched anywhere in Southern Africa at a similar fare level

"During the past three years alone we have spent R16 million on newer and better buses and were also among the pioneers who eliminated the 3rd class philosophy," he said

Mr Kaiser said that since 1977 the CTC fleet had increased from 230 vehicles to 345

"To give some idea of

our efficiency we transported 120 000 passengers during two days of the recent Ciskei independence celebrations," he said

"The only thing I can say about the boycott is that it has been an enormous financial and physical burden to some 60 000 daily commuters and resulted in misery and financial hardship to the Mdantsane area," he added

Mr Kaiser said that the boycott had also resulted in 328 CTC employees losing their jobs and another 800 being put on "short-time" where they now only earned 50 per cent of their normal wages

"It also resulted in one bus being completely destroyed, 900-odd bus windows being broken and a number of drivers and passengers being injured through stonings," he said

"Furthermore, the boycott has caused considerable hardship to commerce and industry at a time when new investment in the area is vital in order to combat unemployment"

Mr Kaiser said he found it odd that the Committee of 10 originally complained about increased fares and gave this as the reason for calling the boycott "and now we are told it was because of ineffi-

cient service and dirty buses",

"I am convinced that there is a small, intimidatory pressure group with sinister political motives behind the whole issue," he said — DDR

270 (444) E. Post  
22/12/83

# Concern over PE harbour traffic slump

By CLAIRE  
PICKARD-CAMBRIDGE

THE 10 000-member-strong General Workers' Union expressed deep concern today over the exceptional decline in activity in the Port Elizabeth harbour

The general secretary of the independent trade union, Mr Dave Lewis, said it was "scandalous" that the Government should permit the running down of a major national asset, with the consequent poverty this entailed for workers in Port Elizabeth

He said his union was aware of a temporary decline in harbour traffic all over the country

"But we feel Government neglect of the Port Elizabeth harbour causes hardship to our workers in the Port Elizabeth region and is detrimental to the general level of regional economic activity," he said

"If the Government does not take positive steps to

induce exporters and importers to make greater use of our harbour, this already impoverished region will be faced with increasing unemployment and hardship

"We believe the Government needs to examine, as a matter of urgency, the possibility of special rail subsidies and the obligatory utilisation of the Port Elizabeth harbour by major concerns such as Iscor"

Mr Lewis said GWU and SA Stevedores had concluded negotiations for wage rates and conditions of services in Port Elizabeth, Cape Town, Durban and East London next year and the basic wage for stevedoring hands would increase by an average of 13%

The 1984 rates paid for an 8½-hour shift in Port Elizabeth and East London will be R18,20, in Cape Town R19,13 and in Durban R18,65

# PUBLIC SECTOR-TRANSPORT-LABOUR

1984

FEBRUARY — DEC.

QUESTIONS UNDER NAME OF MEMBER

and (c) Black members of the South African Police Force of each rank?

The MINISTER OF LAW AND ORDER

No. I still hold the view set out in my reply to the hon member's Question No 17 on 7 October 1981

~~Deaths in custody~~  
 110 Mr P H P GASTROW asked the Minister of Law and Order

(a) How many persons died in police custody in 1983 and (b) what were the causes of these deaths?

The MINISTER OF LAW AND ORDER

(a) 126

(b) Injuries sustained before arrest 23  
 8  
 36  
 53  
 Suicide  
 Natural causes

~~114~~ *Humstead*  
 114 Mr R A F SWARTJ asked the Minister of Transport Affairs

How many (a) posts and (b) vacancies are there for firemen at present at (i) Jan Smuts (ii) Louis Botha, (iii) D F Malan, (iv) H T Verwoerd, (v) Ben Schoeman (vi) Bloemfontein (vii) Kimberley, (viii) Lyngion and (ix) Windhoek Airport?

The MINISTER OF TRANSPORT AFFAIRS

	(a) Posts	(b) Vacancies
(i) Jan Smuts	96	35
(ii) Louis Botha	38	9
(iii) D F Malan	38	1
(iv) H T Verwoerd	28	1
(v) Ben Schoeman	23	4

	(a) Posts	(b) Vacancies
(vi) Bloemfontein	26	10
(vii) Kimberley	21	3
(viii) Upington	15	4
(ix) Windhoek	23	7

Official visits

132 Dr F A H VAN STADEN asked the Minister of Constitutional Development and Planning †

Whether he paid any official visits abroad in 1983, if so, what (a) were the dates and was the (b) duration, (c) cost and (d) purpose of each visit?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

No

(a), (b), (c) and (d) fall away

Official visits

136 Dr F A H VAN STADEN asked the Minister of Posts and Telecommunications †

Whether he paid any official visits abroad in 1983, if so, what (a) were the dates and was the (b) duration, (c) cost and (d) purpose of each visit?

The MINISTER OF POSTS AND TELECOMMUNICATIONS

No

Official visits

144 Dr F A H VAN STADEN asked the Minister of Environment Affairs and Fisheries †

Whether he paid any official visits abroad in 1983, if so, what (a) were the dates and was the (b) duration, (c) cost and (d) purpose of each visit?

The MINISTER OF ENVIRONMENT AND FISHERIES

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

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Boraine, Dr A L  
 Manpower, 15, 32, 33, 34, 36

Dalling, Mr D J  
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Visagie, Mr J H.  
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Johannesburg, (c) Johannesburg/Durban and (d) Durban/Johannesburg route?

The MINISTER OF TRANSPORT AFFAIRS

(a) 68,12 per cent

(b) 67,07 per cent

(c) 61,97 per cent

(d) 62,82 per cent

(270) *Household 15/2/84*  
Air hostesses  
Q Col. 196

192 Mr R A F SWART asked the Minister of Transport Affairs

(a) How many applications to train as air hostesses were received in 1983 from (i) Whites, (ii) Coloured persons, (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) (i) 2 355

(ii) 126

(iii) 65

(iv) 180

(b) (i) 220

(ii) 4

(iii) 7

(iv) None

**Aircraft aborted landings/technical difficulties/burst tyres**

193 Mr R A F SWART asked the Minister of Transport Affairs †

(a) How many South African Airways aircraft and (b) what types of such aircraft were affected by (i) aborted landings (ii) technical difficulties causing delays and

(iii) burst tyres on international and national flights, respectively, in each of the latest specified 12 months for which figures are available?

The MINISTER OF TRANSPORT AFFAIRS

Period 1 January 1983 to 31 December 1983

(a) and (b)

(i) Aborted landings

	Internal		International
	A300	B737	B747
January 1983	-	-	-
February 1983	2	-	-
March 1983	-	3	-
April 1983	-	-	-
May 1983	-	-	-
June 1983	-	-	-
July 1983	-	-	-
August 1983	-	-	-
September 1983	-	-	-
October 1983	-	-	-
November 1983	-	-	-
December 1983	-	-	-

(ii) Technical difficulties

	Internal		International
	A300	B737	B747
January 1983	14	29	27
February 1983	16	24	26
March 1983	15	21	22
April 1983	10	17	27
May 1983	11	36	22
June 1983	11	18	34
July 1983	10	24	24
August 1983	2	22	34
September 1983	5	17	20
October 1983	11	23	18
November 1983	19	18	18
December 1983	15	31	25

The total of these figures represents 1,5, 0,8 and 3,6 per cent, respectively, of all flights undertaken with the aircraft in question during this period

(iii) Burst tyres - None

*Allois*  
**Killings: 20/2/84  
**Railmen 270**  
**want better protection****

Crime Reporter

RAILWAY workers are meeting administration staff today to demand more protection on Peninsula trains following two violent deaths at the weekend

A conductor, Mr Bennie Botha, 31, of De Villiers Street, Vrijzee, was shot dead early on Saturday by an armed and masked man, one of two who had been robbing commuters on Lavistown station

On Saturday night, a 29-year-old Mitchell's Plain man, Mr George Kruser, was stabbed to death on Retreat station.

Today's meeting was called in response to demands for more effective protection on the trains by ticket examiners and conductors after the death of their colleague.

#### CONFRONTED

Witnesses of the shooting said that as the train, traveling from Bellville to Cape Town, pulled into Lavistown station, Mr Botha confronted the men, and one fired a shot at him

He collapsed in the back of the guard's van with a bullet in his head

When the fatally wounded conductor failed to give the signal for the train to move on, the driver walked back to find him lying in a pool of blood.

An ambulance was called, but Mr Botha was certified dead on arrival at Conradie Hospital

#### "UNHEEDED"

Angry colleagues have demanded more protection from gangs who, they say, rob and intimidate employees and commuters. They say that previous calls have gone "unheeded".

A railways spokesman said that calls for more protection had been received in the past. He said these calls "received constant attention".

"Administration officials, in conjunction with the railways police, are constantly giving attention to the problem, but it is virtually impossible to have a policeman on every train and at every station."

Brigadier Danie Malan, chief of the Railways Police for the Western and North-Western Cape, said that after a campaign against gangs on trains in the past year, violent crime had fallen by 20 percent

Radio-equipped patrols had been introduced

"The fatal shooting of Mr Botha can be seen as an exception in these times after a period of relative quiet"

He said the speed with which commuters reported incidents to patrol vans was the most important factor in whether arrests were made

"We appeal to people who notice any incidents to telephone radio control at 218:2171."

● Distraught widow — Railman loved job — Page 3

# Distraught widow: <sup>MGS</sup> Railman <sup>20/2/86</sup> loved job <sup>270</sup>

Tygerberg Bureau

FIGHTING back tears, the distraught widow of a "soft-hearted" railways conductor, murdered at the weekend, said she hoped more would be done to protect innocent train staff and passengers.

Mr Bennie Botha, 31, was shot dead by robbers in the guard's van of a commuter train at Lavistown station early on Saturday morning.

Mrs Thersia Botha, 25, mother of two small children, said today her husband had often been harassed while on duty, and frequently had stones and other missiles thrown at him. Last week a stone just missed his head and hit him on the shoulder.

## FEAR

She had always feared for his safety, but he had never been hurt and had loved his work too much to change.

She said her husband had been a hard worker and had been with the railways in Cape Town for 11 years. After each duty he could not wait to return to her and children, Henk, 3, and nine-month-old Lizanne.

A neighbour, Mrs Marietjie Terblanche, said Mrs Botha had run hysterically to her after hearing of her husband's death.

## "WONDERFUL"

"Mr Botha was a wonderful person, the friendliest and most soft-hearted imaginable."

She said the couple had grown up in Epping and had recently celebrated their fifth wedding anniversary. "He always used to say his life was not worth half a cent on the trains."

"Something should be done to protect these people, particularly in the coloured areas. They always wait until something happens before doing something. They should put police on the trains."

Mrs Botha said her husband had often had problems with people who insisted on travelling in the guard's van when the train was full.

Arrangements are being made for the funeral from the Ned Geref Kerk in Vrijzee on Wednesday.

CAPL Times 21/2/84 (270)

# 'Precautionary' steps for train staff

Crime Reporter

STEPS which Railways officials hope will "reduce the vulnerability" of train guards were discussed at a meeting yesterday

Railway workers demanded a meeting with Railways administration staff after a conductor, Mr Bennie Botha, 31, had

been gunned down on Lavistown station early on Saturday

Mr Botha, of De Villiers Street, Vrijzee, was shot when he confronted two masked men who had robbed a commuter on the platform

In a second station death on Saturday night, Mr George Kruser, 29, of

Mitchells Plain was stabbed to death at Retreat

Mr B H Heckroodt, assistant manager for the Cape Western system, said yesterday that it had been decided at a meeting with representatives of the ticket examiners and drivers to "alter some aspects of wagon

procedure".

A train guard would no longer be required to hail his train's destination from the platform at stations, Mr Heckroodt said "For his own safety, he may remain in the guard's van and call out from there

Improvement of radio and telephone communi-

cations had also been looked at

There would be more meetings in the future.

Meanwhile, the head of the Railways Police in the Western and North-Western Cape, Brigadier Danie Malan, asked people who saw crime on trains to call radio control at 21-82171.

and the two occupants ran away

More than six hours later, police found Mr Schuin's body 3 km from his simple farmhouse after trying to establish his whereabouts to tell him that his vehicle had been stolen

This is the scenario worked out by Mr Schuin's stepson, Mr Christo van Staden

**"BUSY MAN"**

Mr van Staden said today that Mr Schuin had not gone to church on Sunday. This seemed to indicate he had been killed before the service. Footprints were found near the baboon trap which also indicated he had set it before he was killed

"My step-father was a very busy man with a vegetable shop in Willowmore. He needed his Sundays to check on the farm, which was all he did besides going to church"

**Procedure changes at 'dangerous' stations**

Crime Reporter

CONDUCTORS and ticket examiners will no longer be required to leave trains at certain "dangerous" stations in the Peninsula

This is one of the short term precautions agreed to at a meeting between SA Transport Services management and the Railways Staff Association yesterday following the fatal shooting of ticket examiner Mr Bennie Botha on a train at the weekend

Several changes in the work methods of railway personnel are to be made in an effort to reduce their vulnerability to violent crime on the Peninsula's trains

"These changes will be some of the short-term solutions we are attempting while we also look at the problem of crime

on the trains in the long term," Mr Bertie Heckroodt, system manager for the Western Cape, said after the meeting

Railway personnel requested the meeting after Mr Botha's death,

"One of the short term changes will be that conductors and examiners will no longer be expected to leave guard's vans to announce train destinations at certain stations. This was specifically requested by staff and immediately agreed to

"We are also looking at staff travelling together in the drivers compartment, but will have to consider which motor coaches are suitable.

"We are also considering a change in train terminuses so that staff do not have to leave

one end of the train and walk along the platform to the other at certain stations"

Mr Heckroodt said that some stations were considered more dangerous than others, but declined to name them

"I will say, however, that most of our problems come from stations on the lines that serve the Cape Flats and the black communities. But one can never pinpoint the problem — there is no pattern to attacks

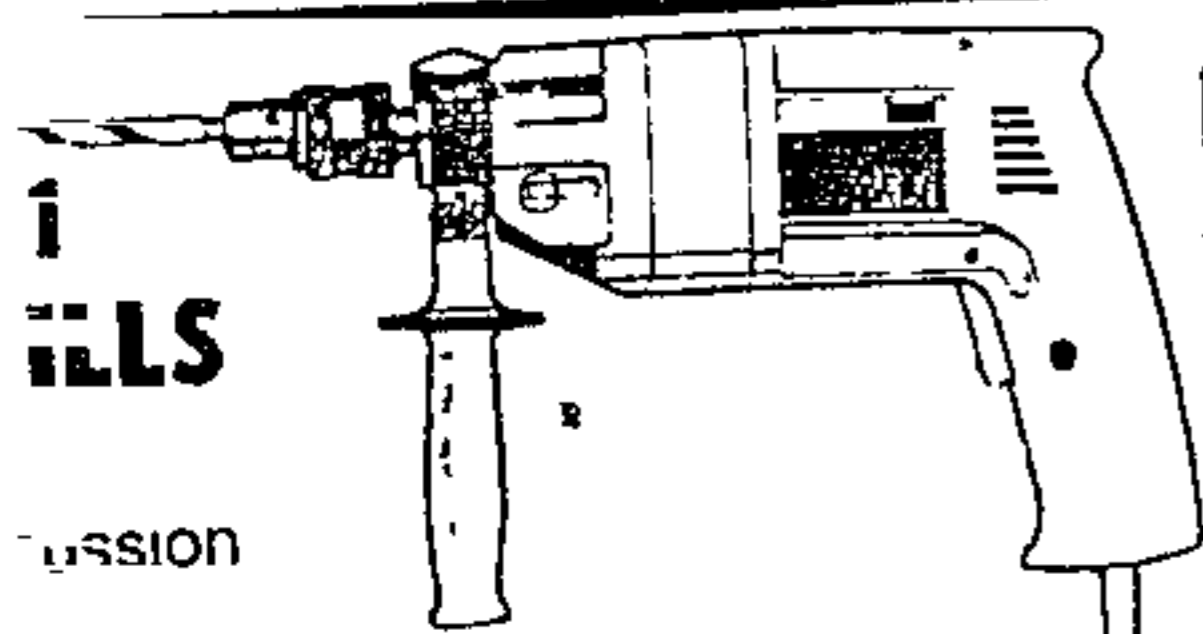
"In the long term I see the problem as one of educating certain sections of the community — be they black or white — in the essential relationships between people"

Further meetings between management and staff will be held

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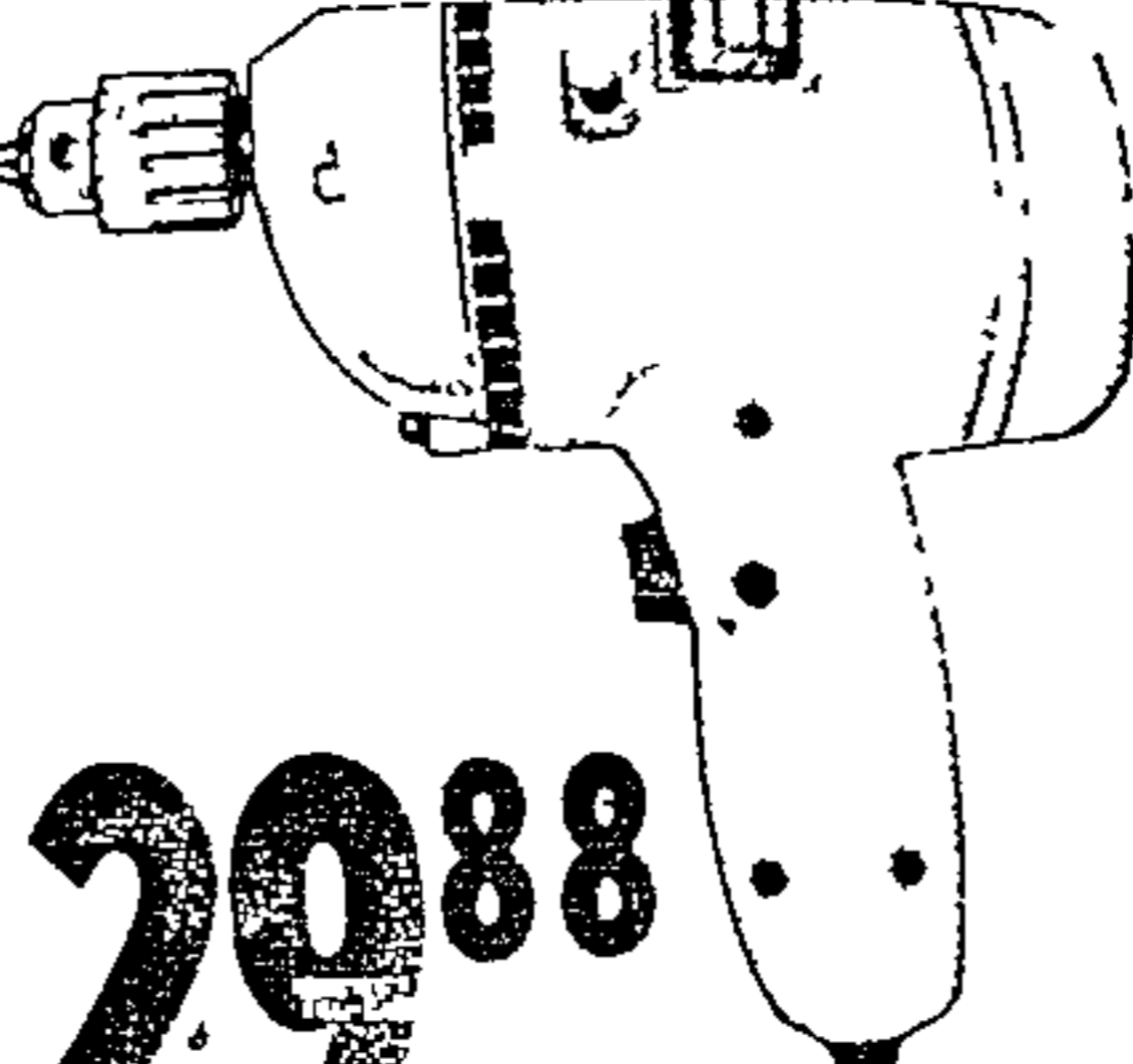
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**F101 ELECTRIC DRILLS**

- Single speed
- 10 mm chuck
- 330 watt

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**29<sup>88</sup>**

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- 480 watt
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- Cutter collet size 6,35
- Maximum plunge depth
- Double insulated

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**Black & Decker DN710 ELECTRIC PLANER**

- 300 watt
- Cutting width 82 mm
- Depth of cut 0,5 mm
- Double insulated TV & radio suppressed

DION'S LOW PRICE

percussion drill electronic drill

DION'S LOW PRICE

**192<sup>00</sup>**

**751 ELECTRIC DRILLS**

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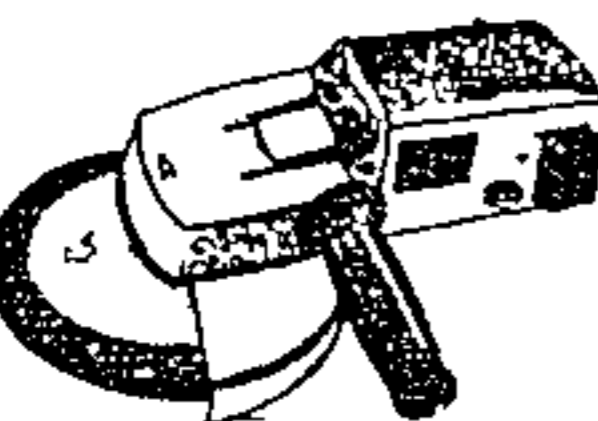
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**230 S**

300 watt 1250 watt diameter 230 mm

DION'S



**100<sup>00</sup>**

**Black & Decker D102**

**ELECTRIC HAMMER DRILLS**

- Two speed
- 10 mm chuck
- 400 watt

DION'S LOW PRICE

**44<sup>88</sup>**

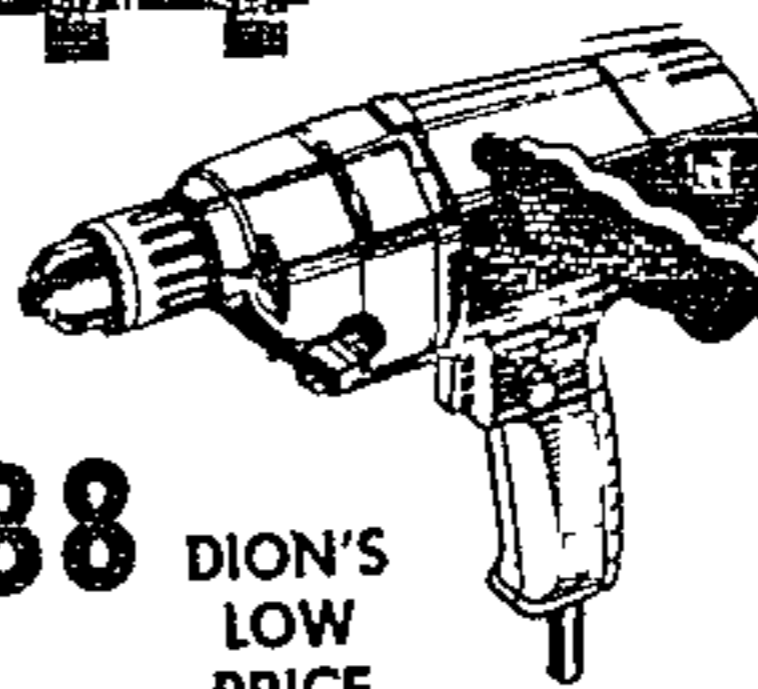
**Black & Decker F10 P2S**

**ELECTRIC HAMMER DRILLS**

- 10 mm chuck
- 450 watt
- Two speed

**59<sup>88</sup>**

DION'S LOW PRICE



**Black & Decker F13 P2S**

**ELECTRIC HAMMER DRILLS**

- 13 mm chuck
- 550 watt
- 2 speed

DION'S LOW PRICE

**69<sup>88</sup>**

**Black & Decker DN750**

- 470 watt
- Cutting width 75 mm
- Depth 0 to 1,5 mm

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**WHITE BATHRO**

- 45 cm x 31 cm x 15 cm
- With 2 mirrors

- 43 cm x 42 cm x 15 cm

Call to put  
policeman  
on every  
train  
and station

ARKUS  
22/2/64

~~2070~~  
2070

By TOS WENTZEL  
Political Correspondent

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

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

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

**"TERRIBLE"**

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

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

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

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

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

# Protection on all trains impossible

# Schoeman

270  
24/2/84

By TOS WENTZEL  
Political Correspondent

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



Dr E L Grové

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

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

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

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

### Mobile units

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

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

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

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

### Same coach

- Conductors could travel in the same coach as the driver

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

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

### "Plan thoroughly"

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

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

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

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

~~269~~ (270) ~~334~~

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

# Better security for train staff

Staff Reporter

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

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

peak hours

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

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

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

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

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

## 850 trains daily

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

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

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

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





## Transport Budget

CAAT thinks 7/3/84  
Call for police  
on every train

**HOUSE OF ASSEMBLY** — A police presence on every train and station would probably be the only cure for crime on trains, Mr Tian van der Merwe (PFP Green Point) said yesterday.

During the second reading debate on the SA Transport Services (Sats) budget he said measures introduced so far had had the effect of forcing Sats staff indoors and amounted to an admission that the government could not maintain order.

"It will make the thugs more bold," he said.

Mr Con Botha (NP Umlazi) said he agreed with Mr Van der Merwe that the safety of staff and passengers was important. "Friday action" was no solution.

In the end, he believed, the problem would have to be dealt with by credit-transfer payment of wages to ensure that people did not travel on trains with large sums of money.

### Apartheid's 'financial burden'

● Sats had imposed a greater share of apartheid's financial burden on non-white populations shifted to the outskirts of large metropolitan areas, Major Reuben Sive (PFP Bezuidenhout), said during debate.

"There is something radically wrong when the lowest income earning group in the country has had to pay the greatest rail commuter fare increases over the past two years," Major Sive said.

Taking the three increases announced in the past two years, he said first-class fares had risen by 42 percent and third-class by 51 percent.

It was enough that Sats had to bear the avoidable losses on running costs occurring on socio-economic railway lines. Compensation for these services was a due charge against the Treasury — and not the commuter — as it was actually a tax to maintain apartheid laws and the Group Areas Act. — Sapa

Business

# Blacks 'good for image'

9/3/84  
270

## HOUSE OF ASSEMBLY.

— Employment of non-whites by South African Airways as cabin and ground staff would present a good image of South Africa, the Minister of Transport Affairs, Mr Hendrik Schoeman, said yesterday.

Replying to points raised in committee on the Transport Services Appropriation Bill, he said he would like to see non-whites employed in these capacities and would attend to the matter.

"If a black lady can serve me in a five-star hotel, I cannot see why a black lady can't serve me on a plane."

Amid laughter, Mr Schoeman pointed to one of the requisites for cabin crew — they should not be overweight since they had to work in a confined space.

The issue of black cabin and ground staff was raised by Mrs Helen Suzman (PFP Houghton), who said the sight of black air crew alighting from SAA aircraft at Heathrow or J F Kennedy airports would have a positive effect on South Africa's relations with the outside world. — Sapa

# Bus strike forces 40 000 to walk

270 (130) Own Correspondent Staw  
9/3/84

DURBAN — A snap Durban Transport Management Board bus drivers' strike forced about 40 000 workers from the Pinetown and Ntuzuma areas to trek long distances to work today.

The strikers have been told to return to their jobs or face dismissal and prosecution under the Riotous Assemblies Act

Mr Alan Bray, the deputy general manager of the DTMB, said the strike had started over a "power struggle" between pro- and anti-Transport and General Workers' Union factions

The union men had apparently decided to stop work in an attempt to force the management to take sides.

Mr Bray said it was not clear yet how many drivers were involved, but 145 buses on the Clermont run, 65 on the Ntuzuma route, which operates through kwaMashu, and another 23 at Klaarwater had failed to take to the road.

Later this morning about 40 drivers had returned to work.

There had been no violence but "a bit of militance" after a meeting of union supporters last night.

The DTMB had been told shortly after midnight that the strike would take place

# Latest attack: Gang fires on conductor

# PENINSULA RAIL TERROR

IN FOUR incidents of violence on Peninsula trains this week shots were apparently fired at passing trains, a bullet narrowly missed a conductor and a driver was struck on the head with a rock.

The latest incident was at 4.10am today at Lansdowne station when one of a six-man gang pulled out a fire-arm and shot at the conductor, a Mr Boshoff, missing his head by centimetres. The bullet lodged in the roof of the coach.

Amid a growing clamour from staff and commuters for more safety on the trains, shots are reported to have been fired at two passenger trains during the week.

It is believed conductors will next week urge their union to demand armed protection on trains, "no matter what the cost".

This week's incidents form part of a growing pattern of violence on trains, including the fatal shooting of a ticket inspector last month.

On Monday Mr Graham Diemont, 30, a Kuils River driver, was struck on the head with a rock at Ottery station and needed treatment for an eye injury.

### Sharp sounds

On Thursday a train driver between Retreat and Heathfield heard sharp "snapping" sounds close to his head about 8.20pm. These are believed to have been caused by bullets.

Mr Leon Els, a spokesman for South African Transport Services (Sats), said a full investigation into Thursday's incident

Weekend Argus Reporter

had been conducted by the Railways Police and that "no bullet holes had been found in the unit concerned".

An official, who asked not to be named, said railway workers were afraid to go back to work as they might be on a sniper's "hit list".

### "Shocking"

"We are forced to work under these shocking conditions. What is being done to protect both the employees and the public?" he asked.

In the second shooting incident shots rang out as a passenger train passed between Southfield and Ottery yesterday morning. The unit was apparently withdrawn to the Salt River depot after the incident.

● On February 16 a driver had to flee for his life when irate commuters stoned a train near Bonteheuvel after a power failure caused a breakdown on the Cape Flats lines.

Police were called in.

● Two days later, Vrijzee ticket inspector Mr B J Botha, 31, was gunned down and killed at Lavistown station as the train pulled in at 5.25am on its way from Bellville to Cape Town.

● That night 29-year-old commuter Mr George Kruser was stabbed to death on Retreat station.

10/6 Argus  
18/3/04  
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# Bus drivers refuse to go back to work

11/3/84  
By Barney Mthombathi

THE strike by municipal bus drivers — which left thousands of workers stranded this week — resulted from the Durban Transport Management Board's unwillingness to negotiate with worker representatives, union officials said yesterday.

The strike enters its third day today and the drivers were in no mood to go back behind the wheel yesterday until the DTMB acceded to their demands.

The exact number of drivers out on strike is unclear. Management say about 200 — a third of the total — is out, while union officials put the number at 350.

The whole Clermont depot, which carries the biggest number of commuters, is out on strike, so is half the number of drivers at Ntuzuma, which also serves Kwa-Mashu.

The drivers are demanding recognition of their union, the Transport and General Workers Union, shop stewards and the scrapping of a works council system presently operating at DTMB.

DTMB's deputy general manager, Alan Bray, said the dispute was basically between anti and pro-union factions and that the strike was designed to force management to take sides. But this was flatly denied by the union.

"The dispute has a history as long as both my arms," Mr Bray said.

"Our attitude is they should go back to work before we can talk."

Mr John Mawbey, TGWU's branch secretary, said it was not true that the strike was caused by a power-struggle between two factions. The dispute centred around union recognition and DTMB's unwillingness to allow its workers freedom of association.

He said the board had granted the TGWU shop stewards, but had insisted the shop stewards sit on the works council, which also included non-union members and was chaired by a DTMB official. This the union had refused.

"We want a fully representative union, not a truncated-type of representation. We believe that a union is an independent organisation and when it has a plus 50 percent membership, it has the general right to represent its members, and we believe we have achieved this."

The workers wanted a committee of shop stewards, separate from the works council, which would negotiate with management for eventual recognition.

Mr Mawbey accused the DTMB's general manager Marshall Cuthbert of using "extremely heavy-handed" tactics to break the strike.

"He has given the drivers 48 hours to go back to work or face dismissal and has threatened us with the Riotous Assemblies Act because he says basically this is an essential service. If this is how he feels, then the only way to resolve it is to talk."

"Mr Cuthbert is taking the line that he won't talk until the drivers go back. We're willing to talk, but we won't go back."

Mr Mawbey said 55 percent of the drivers were members of the TGWU and that 350 drivers were on strike.

The drivers held a meeting at the Clermont depot yesterday and union organiser Mike Gwamanda said morale was high and there was no way some of them would go back to work.

# Train violence: Staff start to carry arms

Staff Reporter

AKG 12/3/84

270

TRAIN drivers and ticket examiners on Peninsula trains are starting to carry personal firearms on duty for self-protection following the escalation of violence on the suburban railway

A spokesman for SA Transport Services (Sats) said in Cape Town today that Sats was not involved in this development. He said any private citizen was entitled to carry a licensed firearm.

Sats was concerned with the safety of all people travelling on the railways.

Mr Bertie Heckroodt, Western Cape system manager, has disclosed further details about a plan to thwart violence on the railways.

Employees travelling on trains, including drivers and ticket examiners, will carry two-way walkie-talkie radios putting them in direct contact with the railway police.

The police will run "squad car" vehicles, each patrolling a confined area. The radio system will enable them to reach a train on which an incident has been reported within minutes.

Sats also hopes passengers will help by contacting the first officials they can find at stations after incidents have occurred. In many cases this might be the ticket examiner who gets off the train at each stop.

The Sats emergency telephone number is 218 2171 while the Casper number for anonymous tipoffs is 218 2221.

# Deadlock in talks with striking bus drivers

N. Mercury 12/3/84  
152 20

**Mercury Reporters'**  
THOUSANDS of workers from Pinetown and Ntuzuma were again expected to be without Durban Corporation transport today following a deadlock in negotiations between striking bus drivers and the Durban Transport Management Board  
DTMB general manager Marshall Cuthbert had warned that the drivers would face instant dismissal if they did not return to work today

But the 55 percent of Durban Corporation drivers, on strike since Friday, are expected to continue their work stoppage today unless a Works Committee, a rival negotiating body, is abolished by the DTMB

## Angered

According to the Transport and General Workers' Union branch secretary, Mr John Mawbey, the board agreed to sign an agreement with the workers

yesterday allowing for union recognition but reneged when it was established that the committee would have to be abolished

'This angered the workers even more and they are determined to continue the strike until the committee is abolished,' he said

He stressed that there had been no intimidation or violence during the strike and that there some drivers were still driving

'Members of the affiliated Federation of South African Trade Unions (Fosatu), which has a strong following in Pinetown, have apologised to commuters on the drivers' behalf'

Mr Cuthbert said although what the union had proposed over the telephone had sounded reasonable, when the final typescript of the proposed agreement had been seen late yesterday, negotiations had broken down

Clauses insisting on the

dismissal of the leader of the 'rival faction'—those drivers still working and who did not belong to the TGWU—and on the abolition of the Works Committee had been 'too much to live with', Mr Cuthbert said

The striking drivers had been given 48 hours' notice on Friday, and this would be effective today.

'But I don't want to be ruthless about this. Those drivers who report for their shifts will not lose their jobs,' he said

# 156 bus drivers fired, new staff taken on

N. Mawbey 13/3/84 Mercury Reporter

A TOTAL of 156 striking Durban Corporation bus drivers have been fired after ignoring an ultimatum to return to work, Mr Marshall Cuthbert, general manager of the Durban Transport Management Board, announced yesterday

He said new staff were being recruited to replace the dismissed drivers. The work stoppage started on Friday morning, disrupting bus services for commuters on some of the green-line services routes

Commuters in the Pinetown and Ntuzuma areas will once again be faced with transport problems today as the corporation service there is still disrupted

The strikers were demanding the scrapping of

a works committee — a rival negotiating body to the Transport and General Workers' Union

After being dismissed, the drivers congregated at the Clermont depot and were later ordered to disperse by the South African Police

They were warned they were no longer employed by the Durban Corporation and they would be arrested and charged with trespass if they failed to leave

Confirming this last

night, Mr Cuthbert said the police had arrived at the depot and informed the dismissed workers they had broken the law by taking part in an illegal strike. They were also told summonses would be issued against them and were ordered to leave the premises

'All of them left without any incidents. I must compliment the police for the tactful manner in which they handled the situation,' he said.

## Dismissal

Mr Cuthbert said notices calling for replacement staff were displayed at the depots and the response had been 'very good'.

He said among those who had applied for jobs were some of the dismissed workers. 'Each application will be considered on its merit,' he added.

Mr John Mawbey, branch secretary of the Transport and General Workers' Union, said the drivers had refused to accept their dismissal.

'We were very close to reaching an agreement with the DTMB at talks over the weekend, but the DTMB was yesterday still unwilling to negotiate a few minor amendments to a clause to pave the way for a settlement.

'The clause concerns the removal of the existing works committee which has severely antagonised our members,' he said.

Many commuters yesterday claimed they had been forced to take 'special taxis' costing about R5 from Pinetown to Durban to get to work.

Mr Cuthbert said the strike had cost the DTMB between R25 000 and R35 000 a day.



~~18/04/84~~ (276) Police move in to talk as strikers ignore ultimatum

# 156 drivers sacked in bid to end Durban bus chaos

**Mail Correspondent**  
**DURBAN** — A total of 156 striking Durban Corporation bus drivers was fired yesterday after ignoring an ultimatum to return to work, Mr Marshall Cuthbert, general manager of the Durban Transport Management Board (DTMB), announced yesterday.

He said new staff was being recruited to replace the dismissed drivers, following a three-day strike which disrupted bus services for thousands of commuters.

The drivers on the green-line service went on strike on Friday, demanding the scrapping of a works committee — a rival negotiating body to the Transport and General Workers' Union.

The South African Police dispersed the fired drivers when they congregated at the Clermont depot shortly after

midday yesterday.

They were warned they were no longer employed by the Durban Corporation and would be arrested and charged with trespass if they failed to leave the premises.

Confirming this, Mr Cuthbert said the police had arrived at the depot and told the dismissed workers they had broken the law by taking part in an illegal strike.

They were also told summonses would be issued against them and they were

ordered to leave the premises or be arrested.

"All of them left without incident I must compliment the police for the tactful manner in which they handled the situation," said Mr Cuthbert.

He said notices calling for replacement staff were displayed at the depots and the response had been "very good".

He said among those who applied for the jobs were some of the dismissed work-

ers.

"Each application will be considered on its merit," he said.

Mr John Mawbey, branch secretary of the Transport and General Workers' Union, said the workers had refused to accept that they had been dismissed.

"We were very close to reaching an agreement with the DTMB at talks over the weekend, but the DTMB was still unwilling yesterday to negotiate a few minor

amendments to a clause to pave the way for a settlement.

"The clause concerns the removal of the existing works committee, which has severely antagonised our members," he said.

Workers from Clermont, Kwadabeka, Klaraarwater and Ntunzuma have been left stranded and forced to walk long distances to their jobs since the strike began on Friday morning.

Many have taken "special taxis" costing workers about R5 to get from Pinetown to Durban.

According to Mr Cuthbert, the strike has cost the DTMB between R25 000 and R35 000 a day.

He said the DTMB could not accept the demand that only TGWU members represent the running staff and that the existing works committee, which had roughly equal support, be abolished.

RDM 1413/84

# Strike at ~~152/110A~~ 270 'end of

## the road'

PINETOWN — It is "the end of the road" for 156 illegally striking Durban Corporation bus drivers, the chairman of the Durban Transport Management Board, Mr Marshall Cuthbert, said yesterday

The strikers, a faction of the Transport and General Workers' Union, were demanding that their union represent all drivers employed by the corporation

The strike has stranded thousands of commuters in the Pinetown and Ntuzuma areas

There was no point in the drivers asking for another meeting with the DTMB, Mr Cuthbert said

"They are saying this is still a live issue. We are saying there is no further issue, it is the end of the road and they are no longer in our employ"

The sacked drivers, who could be charged under the Riotous Assemblies Act for staging an illegal strike, were cleared from the Clermont bus depot yesterday by police — Sapa

# Striking drivers may return to work

N. Mercury 15/3/84  
~~15/3/84~~ 270

Mercury Reporters

ALL the striking bus drivers of the Durban Transport Management Board may return to work today after agreement was reached late last night between officials of the board and the Transport and General Workers' Union.

In a terse statement issued after a marathon meeting, Mr Marshall Cuthbert, general manager of the board, said: 'Management has reached agreement with the union which protects the rights of both union and non-union members of staff.'

But, Mr John Mawbey, branch secretary of the union, said the board's proposal had not yet been accepted by the union.

He said they would be told the details of the proposal early this morning.

Details of the proposed agreement were not available to the Press last night.

Mr Mawbey was optimistic that agreement could be reached, and the six-day dispute ended.

A spokesman for the union said it appeared that more than 156 drivers were affected.

Mr Cuthbert said the board would retain the additional 31 drivers hired since Tuesday.

Bus services in the western areas were disrupted as the drivers went on strike and demanded full recognition rights for the union and the scrapping of the Works Committee — a rival negotiating body.

The DTMB refused to accede to their demands and subsequently dismissed the drivers for taking part in what it described as an illegal strike.

The drivers refused to accept their dismissal.

## Protest against Easter work planned

N. Mercury 15/3/84

Mercury Reporter

WORKERS in Durban shops are planning to protest against a move by the Durban Chamber of Commerce to have April 21 — Easter Saturday — declared a normal trading day for shops in central Durban.

The Commercial, Catering and Allied Workers' Union — representing thousands of shop workers — has called a meeting of shop stewards today to decide on a line of action.

Shop workers interviewed by the Mercury yesterday said they were not happy about working on April 21 as it would disrupt their Easter long

weekend. 'We work pretty hard all the year round — why can't we, too, have a break sometime,' said a sales assistant in a large West Street department store.

Mr James Aikman, assistant general manager of the Durban Chamber of Commerce, yesterday confirmed that the Chamber recommended to the Durban City Council that it allow shops to remain open on Easter Saturday.

He said most local authorities on the Natal coast had amended the trading by-laws to enable shops to remain open on Easter Saturday. It was time the Durban City Council did the same.

270 ~~257~~ Hansard  
Contract workers  
Q. 61.640 15/3/84  
536 Mr G B D McINTOSH asked the  
Minister of Transport Affairs

- (1) How many Black (a) contract workers and (b) workers with rights under section 10 of the Blacks (Urban Areas) Consolidation Act, No 25 of 1945, are employed by the South African Transport Services in the Western Cape,
- (2) (a) where are these contract workers housed and (b) what is the length of their contracts?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) 1735,
- (b) 1813



641 THURSDAY 15

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(2) (a) In hostels at Langa and Table Bay Harbour  
(b) 12 months

~~270~~ 270 *Hansen*  
Employees: properties  
Q. 61.639 15/3/84  
535 Mr G B D McINTOSH asked the  
Minister of Transport Affairs:

(a) How many properties are owned at present by South African Transport Services employees through the (i) House Ownership Scheme, (ii) Assisted Building Society Housing Scheme and (iii) House Ownership Scheme with Pension Fund Assistance and (b) how many of these

15 MARCH 1984

640

houses are owned by (i) Whites, (ii) Coloureds, (iii) Indians and (iv) Blacks?

The MINISTER OF TRANSPORT AFFAIRS

- (a) (i) 23 666,  
(ii) 4 126,  
(iii) 18 501  
(b) (i) 44 391,  
(ii) 1 123,  
(iii) 430,  
(iv) 349

In so far as the reply to part (b)(iv) of the question is concerned, it should be pointed out that the House Ownership Scheme for Personnel from the different Black Peoples has only recently been introduced. The 349 houses referred to are properties which have been acquired under the Assisted 10 per cent House Ownership Scheme.

THURSDAY, 15 MARCH 1984

†Indicates translated version

For written reply

270 ~~261~~ ~~631~~ Hansard  
 Alcoholism dismissals  
 Q 61 631 15/3/84  
 388 Mr D J N MALCOMESS asked the  
 Minister of Transport Affairs

- (1) Whether any employees of the South African Transport Services have been dismissed for reasons of alcoholism, if so,
- (2) whether any such employees forfeited the interest on their pension contributions in terms of section 13(1) of the Railways and Harbours Service Act, No 22 of 1960, if so, (a) how many employees forfeited this interest during the latest specified period of five years for which figures are available, (b) what was the (i) longest period for which any of these employees had been employed by the South African Transport Services and (ii) amount of interest forfeited by the employees concerned and (c) what was the total amount of interest due to such employees that was retained over this period?

The MINISTER OF TRANSPORT AFFAIRS

- (1) and (2) Employees of the South African Transport Services are not dismissed merely for reasons of alcoholism
- 2

They can, however, be dismissed when they are, *inter alia*, under the influence or in possession of alcoholic liquor or dependence-producing drugs whilst on duty, or in certain cases partaking thereof within a specified period before reporting for duty.

Since 1 January 1981 interest is being paid on pension contributions of ex-employees who had contributed for more than 13 years to the New Superannuation Fund and who were dismissed for the reasons as set out above. No statutory provision exists whereby interest can be paid prior to this date.

Information in respect of ex-employees who were dismissed for the reasons mentioned is not readily available and it will demand much time and expense to gather the particulars.

# Sacked N. Mercury drivers taken back

16/3/84

270

270

### Mercury Reporter

BUS services in western areas, including Clermont and Ntuzama, were back to normal yesterday after 156 sacked bus drivers were reinstated.

This was confirmed yesterday by Durban Transportation Management Board general manager Mr Marshall Cuthbert.

Drivers on the board's green-line services who had been fired for taking part in what was described as an illegal strike, were taken back following talks between the board and the Transport and General Workers' Union.

This followed a signed agreement between the board and the union recognising union and non-union employees, Mr Cuthbert said. Staff hired to replace some of the dismissed workers would be retained, he added.

He also confirmed that 11 of the board's buses were stoned in Clermont on Wednesday night, but denied that commuters had boycotted the bus service in protest against the dismissal of drivers.

Damage was caused mainly to windows of buses, but all buses were back on the road yesterday.

Mr John Mawbey, branch secretary of the union, said the union was very pleased that the matter had been settled.

At the meeting with the board, agreement was reached which will lead to negotiation of a full recognition agreement with the union, he added.

# Drivers go back on the buses

270  
City Press  
18/3/24

TWO HUNDRED sacked Durban bus drivers have been given their jobs back after seven hours of talks between their union and management — and a massive one-shift bus boycott by sympathetic workers.

The drivers were fired earlier this week when they refused to drive in protest at management's handling of a union recognition dispute.

They were told after their dismissal that it was "the end of the road" for them as far as the company was concerned, and threatened with prosecution for striking illegally.

In a bid to tell the Durban City Council their problems, a delegation went to Durban City Hall on Tuesday to meet Mayor Sybil Hotz.

Included in the delegation were the sacked drivers and shop stewards from the Federation of SA Trade

**CP Correspondent:  
DURBAN**

Unions factories in Pinetown, who wanted to show that the community supported the drivers.

The shop-stewards said they would be prepared to "take action" in support of their colleagues.

On Wednesday, bus company management met representatives from Transport and General Workers' Union and an arbitrator.

On Friday morning, workers accepted the proposals made during the marathon talks, and returned to work immediately with no loss of privileges and status.



Pic GIDEON NHLAPO

for freedom.

**0 US,**  
City Press 18/3/24  
**side'**

**"AT DAMELIN WE DON'T ONLY PROMISE A GOOD EDUCATION, WE GUARANTEE IT."**

Mr J P. Brummer, Principal, Damelin Correspondence College



coun- that the accord was  
par- a step in the right



# Union leader hits at Govt and Sats

ARGUS  
21/3/84  
13  
270

## Labour Reporter

THE South African Government could not expect trade unions to exercise restraint when submitting wage claims when the government itself was not exercising the "necessary restraint", according to the president of the Artisans' Staff Association, Mr Jimmy Zurich.

Mr Zurich, who has been president of the all-white 24 000-strong ASA for 12 years, hit out at this year's SA Transport Services budget at the start of the ASA congress in the city today.

He also launched a fiery attack on the government for increasing general sales tax by one percent and for recent price increases in consumer commodities.

"With the country reeling under the effects of the worst drought in memory, while the inflation rate is unacceptably high, with unemployment rife and with an economic recession still on hand, one would expect the government to do all in its power to keep increases down to a bare minimum instead of being a forerunner in increasing prices," Mr Zurich said.

### Bigger profits

"The Minister of Transport Affairs did not make himself popular or endear himself to the masses when he increased pipeline tariffs, which are leading to an increase of up to 1,5 cents a litre in the price of petrol.

"The increase will not only lead to Sasol showing bigger profits and paying higher dividends to the already wealthy shareholders, but what is alarming is that it will lead to an increase in the price of every conceivable commodity."

Referring to the 12 percent increase in third class fares, Mr Zurich said he believed these were "justified".

He criticised the Press for "singling out" the fare increase, which affected only "one race group".

### Wage gap

"Great strides" had been made to close the wage gap and "black race groups" had been granted bigger pay increases than their white counterparts.

Attending the opening of the ASA congress were the Minister of Manpower, Mr Piet du Plessis, the Director-General of Manpower, Dr P J van der Merwe, and Dr B Grove, general manager of Sats.

Bramley 440 and 786 exchanges . . . . .

(i) 1 419 Partly during the second half of 1984 when 904 additional exchange lines will be provided and fully during the second half of 1985 with the addition of a further 1676 lines. It is also planned to provide a further 10 000 lines during the second half of 1985 or early in 1986.

Linden 782 exchange . . . . .

(i) 243 During the second half of 1985 in conjunction with the commissioning of a 754 line extension to the exchange.

Randburg 787 and 789 exchanges . . . . .

(i) 610 During the first half of 1985 when 1 943 additional exchange lines will be provided. A further 1 840 exchange lines will be provided during the second half of 1985.

Rosebank 442, 447 and 788 exchanges . . . . .

(i) 1 249 During the second half of 1985 when 2 300 additional exchange lines will be provided. It is also planned to provide a further 900 lines during the second half of 1985 or early in 1986.

(b) yes, as at 6 Maart 1984

(i) (ii)

Birmam Park Post Office  
Saxonwold Post Office

10 }  
98 }

Craighall Post Office

225

Pinegowrie Post Office

210

Parkhurst Post Office

140

The hired premises housing these offices are unfortunately structurally unsuitable for the installation of additional private boxes. Proposals and line drawings for the installation of 1 100 additional private boxes have been made available to the owners of the building housing the post office, but at this stage it is not possible to say when they will be provided.

Towards the end of 1986 on completion of a proposed new state-owned building with 2 000 private boxes, and

Negotiations with the owners of the building housing the post office for the installation of 150 additional private boxes are in progress and it is unfortunately not possible at this stage to say when they will be concluded.

**Kruger Rand coins**

555 Mr T ARONSON asked the Minister of Finance

**The MINISTER OF FINANCE.**

(a) What was the total number of Kruger Rand coins sold in 1983 and (b) what was the total amount obtained from the sale of such coins?

(a)	(i) Kruger Rand (1 oz)	3 169 200
	(ii) ½ Kruger Rand	227 435
	(iii) ¼ Kruger Rand	545 292
	(iv) 1/10 Kruger Rand	741 222

(b) (i) Kruger Rand (1 oz)

R1 557 400 000

(ii) ½ Kruger Rand

R55 800 000

(iii) ¼ Kruger Rand

67 900 000

(iv) 1/10 Kruger Rand

R37 700 000

R1 718 800 000

**Train services: losses**

660 Mr P C CRONJÉ asked the Minister of Transport Affairs:†

What was the South African Transport Services' loss in the 1982-83 financial year in respect of (a) (i) first-class, (ii) second-class and (iii) third-class main line services and (b) (i) first-class and (ii) third-class suburban services?

**The MINISTER OF TRANSPORT AFFAIRS**

(a) (i) R 68 million,

(ii) R106 million,

(iii) R 83 million

(b) (i) R187 million;

(ii) R262 million

666 Mr G B D McINTOSH asked the Minister of Manpower

(a) How many applications for the (i) establishment of conciliation boards in terms of section 35 and (ii) appointment of a mediator in terms of section 44 of the Labour Relations Act, No 28 of 1956, were (aa) made and (bb) approved in 1983 and (b) in respect of what percentage of the approved applications were the disputes settled in each case?

**The MINISTER OF MANPOWER**

(a) (i) (aa) 118

(bb) 33 (24 applications were withdrawn before they could be considered by the Minister, 34 were still receiving attention at the end of 1983 and 27 were refused)

(ii) (aa) 3

(bb) 3

(b) Conciliation boards 36,4 per cent

Mediations . . . . . 33,3 per cent

672 Mr A B WIDMAN asked the Minister of Health and Welfare.

(1) How many White children were found to be in need of care in terms of the Children's Act in 1983 or the latest specified period of 12 months for which figures are available,

(2) how many of these children were placed in (a) foster care and (b) children's homes?

**The MINISTER OF HEALTH AND WELFARE**

(1) 3 359

(2) (a) 1 366,

(b) 769

675 Mr G B D McINTOSH asked the Minister of Transport Affairs

How many hostel (a) buildings and (b) beds were (i) owned and/or (ii) utilized by the South African Transport Services as at 31 July 1983 for single White, Coloured, Indian and Black males, respectively?

The MINISTER OF TRANSPORT AND  
FAIRS

	Whites	Coloureds	Indians	Blacks
(a) (i)	39	2	—	14
(a) (ii)	39	2	—	17*
(b) (i)	5 514	599	—	22 542
(b) (ii)	3 787	414	—	18 781*

\*Includes three buildings with 4 767 beds hired; 4 048 beds in these buildings were utilized at the time

A further 15 610 Coloureds and employees form the different Black peoples are housed in 185 fully equipped section hostels, erected at strategic points along railway lines.

Wentworth: offences

679 Mr P H P GASTROW asked the Minister of Law and Order

How many offences of each type were committed and reported to the South African Police in the Wentworth police station area during the latest specified period of 12 months for which figures are available?

The MINISTER OF LAW AND ORDER

Owing to the volume of work and the time involved in collecting and compiling the particulars asked for, I consider it impracticable to furnish the information required

THURSDAY, 22 MARCH 1984

†Indicates translated version

For written reply.

State: financial interests in certain company

552. Mr J H VISAGIE asked the Minister of Industries, Commerce and Tourism †

The MINISTER OF TRANSPORT AND  
FAIRS

(a) and (b) Yes

(1) (aa), (bb), (ii) (aa), (bb) and (iii) During the period 1 January to 31 December 1983, 323 properties were acquired for residential purposes. Although particulars are available, it will demand much time and expense to furnish details in respect of each of the abovementioned properties

Military service: exemptions/deferment

674 Mr A B WIDMAN asked the Minister of Posts and Telecommunications

How many employees in his Department were granted (a) exemptions from and (b) deferment of military service in 1983?

The MINISTER OF POSTS AND TELECOMMUNICATIONS

The required information is, unfortunately, not readily available and its special compilation would be a task of such magnitude that it cannot be justified

FRIDAY, 23 MARCH 1984

†Indicates translated version

For oral reply

Housing loans

\*1 Mr R W HARDINGHAM asked the Minister of Transport Affairs

Whether, in considering applications for housing loans, the South African Transport Services make any distinction between employees residing in rural towns and those residing in cities; if so, (a) why and (b) what is the nature of the distinction made?

The MINISTER OF TRANSPORT AND  
FAIRS

(a) and (b) It is the policy not to acquire properties for employees under the House Ownership Schemes at such small centres where the demand for houses is limited and may result in capital loss if circumstances necessitate the selling of such a property

However, exceptions are made in cases of employees approaching retirement age. The only requirement is that they should indemnify SA Transport Services against the risk of any possible future losses on the property

Employees stationed at the small centres are normally advised to acquire properties at bigger centres

*Howard 23/3/84*  
Kokstad: secondary school for Coloureds

\*2 Mr R W HARDINGHAM asked the Minister of Internal Affairs

(1) Whether his Department intends to construct a secondary school for Coloureds in Kokstad, if so,

(2) whether plans for the construction of the school have been finalized, if not, why not, if so, when is it contemplated that the school will be completed?

The DEPUTY MINISTER OF INTERNAL AFFAIRS

(1) Yes

(2) No, because the town planning scheme had been changed as a result of which an alternative site had to be obtained. It is now expected that the school will be completed during the second half of 1986

Report of the Constitutional Committee of the President's Council in regard to the Needs and Demands of the Griqua People

\*3 Mr R W HARDINGHAM asked the

(270) ~~106~~

# Bus retrenchment move condemned

D. Dispatch 22/3/84

EAST LONDON — The chairman of the Committee of Ten, Mr Mzwandile Mampunye, yesterday denounced the CTC bus company's attempt to get commuters back on the buses

Mr Mampunye was reacting to a recent announcement by CTC management that unless the boycott was brought to a rapid end, 240 employees of the company would be retrenched from April 1

"If Mr Hans Kaiser is concerned about the plight of the 240 employees to be retrenched, he should have brought an end to the boycott situation as long ago as July 1983," Mr Mampunye said

Mr Mampunye said his committee had noted with dismay that CTC management had "resorted to press and radio as a means of communication with the commuters instead of using the medium of the Committee of Ten

"That is exactly what has led to the escalation of the boycott up to now and might even lead to further complications," Mr Mampunye said

Mr Hans Kaiser, the managing director of CTC, said yesterday "For the past eight months we have suffered losses totalling R4,5 million. We can no longer provide full employment for our workers

"The retrenchments are not a threat, neither are they a bluff — they are coming, because we have done all we can in

making concessions towards settling the boycott"

He added that CTC had made their announcement of concessions and proposals of restructuring of the company through the press because they were negotiating with many bodies other than the Committee of Ten and felt that the press was the quickest medium of relaying information to all these bodies

"The Committee of Ten say they are waiting for a report back from the board from our meeting with them on March 13 That response was carried in full in the report in the Daily Dispatch detailing the concessions and rationalisation of the company," Mr Kaiser said

Mr Mampunye said that he wondered why employers in East London were concerned about the commuters coping with the coming winter when they had expressed no concern over the hardships suffered by the same commuters during the height of the boycott unrest.

On the committee's refusal to meet with the CTC works council regarding the retrenchments, Mr Mampunye said that the works council had not identified itself with the people for the past eight months

"There have already been 300 retrenchments at CTC — where was the works council then? Only now that their jobs are in jeopardy do they want to talk to us," Mr Mampunye said — DDR

## Study shows all want buses back

EAST LONDON — Preliminary studies of the data gathered by the University of Port Elizabeth research team studying the East London bus boycott show that no individual or party involved in the boycott wants it to continue. Professor F. van Niekerk said yesterday.

Prof Van Niekerk, head of the Institute for Planning Research, said that the survey, involving the completion of questionnaires, had met with a terrific response.

"Thirty-five per cent is considered a good response to a questionnaire survey, and our study has met with an 80 per cent response rate," Prof Van Niekerk said

"This is a clear indication of the intense interest in the city in solving the bus boycott situation"

He expressed his thanks to all those who had taken the time and trouble to fill in the questionnaires and said that his research team would soon begin to process the information they had gathered — DDR

# 'Get on the bus, or out of your job'

270  
~~269~~  
~~268~~  
city press  
25/3/84

MDANTSANE'S Committee of Ten has dismissed the Ciskei Transport Corporation's threat to retrench 240 workers if the bus boycott does not end by the end of this month as "cheap propaganda".

The committee accused the company's management of using the possibility of retrenchment to gain sympathy from the workers to end the boycott.

They said in a Press statement that managing director Hans Kaiser should have

## By BENITO PHILLIPS

been prepared to negotiate with them in July last year if he was so concerned about the plight of the 240 workers

"He has been, and still is, a stumbling block," the committee said.

"We are still waiting for a report from a Mr Osborne on two major issues — the suspension of busfare hikes introduced on July 13, and severing ties with the Ciskeian government.

Instead, said the committee, the company's management used the Press to communicate with commuters

The committee said this resulted in an escalation of the boycott "East London employers seem to favour an end to the boycott because it will soon be winter," said the committee

"They should ask themselves whether

winter is more important than imprisonment, torture and death"

The committee also rejected the "concessions" to be implemented on April 1 — they said no agreement had been reached on "the two major issues".

"We will hold a mass meeting as soon as we have received some form of response from the company. It will then be over to the workers to decide what to do."

The committee also said it has rejected seeing the company's works committee because it has not supported the people.

"The company has already retrenched 300 people," said the committee. "Where were they then?"

# 9 SATS men hurt in Natal derailment

DURBAN — Nine people were injured when three coaches of the main line passenger train from Durban to Cape Town were derailed outside Durban on Monday night

According to Mr Johan Uys, assistant manager of South African Transport Services, Natal, the derailment occurred at 8pm between Shallcross and Cavendish stations

The three coaches, which were not attached to the main train at the time, were derailed in a shunting movement, apparently because of a technical fault

The nine injured, all staff members of the SATS, were taken to Addington Hospital, where eight were treated for shock and discharged. One man was admitted to the hospital with injuries to his kidneys. His name has not yet been released.

The derailment delayed thousands of workers yesterday morning. Buses provided a shuttle service between Shallcross station and Durban.

The Trans-Natal Express train — due in Durban at 8.15am, was also delayed by an hour — Sapa

*Q. Col. 888*  
507 Mr E K MOORCROFT asked the Minister of Education and Training

(a) How many Black veterinarians are being trained at present at universities falling under his Department and (b) how many persons qualified as veterinarians in 1983 at each specified university?

The MINISTER OF EDUCATION AND TRAINING

- (a) 21
- (b) None

*270*  
*Howard* *Q. Col. 887*  
*Transmed* *10/4/84*  
729 Mr D J N MALCOMESS asked the Minister of Transport Affairs

(1) What was the amount of the subsidy paid to the Medical Scheme of the South African Transport Services (Transmed) in the 1983-84 financial year,

(2) (a) what amount was collected in that year in respect of the levy on prescriptions and (b) what was the amount of the contribution made by the South African Transport Services in this regard,

(3) what was the number of (a) members and (b) dependants registered in respect of this medical scheme at the end of the financial year in question,

(4) whether any non-White employees are entitled to benefits in terms of the said scheme, if so, how many (a) Coloureds, (b) Indians and (c) Blacks are entitled to such benefits?

The MINISTER OF TRANSPORT AFFAIRS

(1) R123 648 416 for the first 10 months of the financial year.

(2) (a) Since the change-over from the Sick Fund to Transmed on 1

WEDNESDAY, 11 APRIL 1984

April 1982, levies on prescriptions are not payable For the period 1 April 1983 to 31 January 1984 members' contributions in respect of the cost of medicine at Transmed dispensaries amounted to R3 184 388 Particulars of members' liability for the cost of medicine obtained from contracting and private pharmacists and from medical practitioners are not available

(b) R28 018 773 for the first 10 months of the financial year.

(3) (a) 156 309—As at 16 January 1984

(b) 385 000—As at 16 January 1984

(4) Coloured and Indian employees and employees from the different Black Peoples are not yet members of Transmed but have an own sick fund system

TUESDAY, 10 APRIL 1984

†Indicates translated version

For written reply

Tax: farmers

736 Mr J J B VAN ZYL asked the Minister of Finance †

What amount was paid in tax by farmers in each of the latest specified five financial years for which figures are available?

The MINISTER OF FINANCE

It is not possible to determine the amount of tax paid by farmers as details concerning the source from which a taxpayer derives his income are not recorded when payments of tax are received

WEDNESDAY, 11 APRIL 1984

†Indicates translated version

For oral reply

Prime Minister

Salem

\*1 Mr D J N MALCOMESS asked the Prime Minister

(1) Whether the National Intelligence Service has been requested to institute an investigation into the Salem affair or any aspect thereof, if so, (a) when and (b) by whom,

(2) whether this request was acceded to, if not, why not, if so, when did the investigation commence,

(3) whether the investigation has been completed, if not, when is it anticipated that it will be completed, if so,

(4) whether the findings have been submitted to an attorney-general, if not, why not, if so, (a) by whom, (b) to which attorney-general and (c) when,

(5) whether the National Intelligence Service has submitted any reports in this regard to any bodies or persons, if so, (a) to which bodies and persons and (b) what is the nature of these reports?

The PRIME MINISTER

(1) The hon member is referred to Hansard of Wednesday 9 March 1983, column 2600 and column 2668 where this House was informed that on the instructions of the Prime Minister persons were appointed on 30 September 1982 to investigate the Salem affair Two members of National Intelligence Service were detailed for this and other investigations and afterwards one member was seconded to the Department of Mineral and Energy Affairs for this purpose

(2) Yes, on 30 8 1982

(3) The investigation has been provisionally concluded pending developments which might result from criminal and civil proceedings in other countries Due to the wide ramifications of the case information is still received from time to time and being followed up

(4) Yes

(a) By the Minister and Energy Affairs via the Minister of Justice

(b) The attorney-general of the Cape Province

(c) On 12 3 1984

(5) (a) and (b) A comprehensive report intended as an interim aid to courts and law enforcement agencies in countries which have an interest in the Salem affair has been submitted by the investigator to the Department of Mineral and Energy Affairs Copies of this report have been supplied to the following bodies and persons

— the judge in Piraeus, Greece who is investigating the involvement of Greek citizens in the Salem affair

— the Netherlands Department of Foreign Affairs for transmissions to parties involved in a criminal case in Rotterdam

— officials of the United States Department of Justice and the Federal Bureau of Investigation who are investigating the involvement of US citizens in the Salem affair

— the legal representative of a Swiss company concerned with the case

In addition other reports of a confidential and domestic nature relating to the Salem case and to other investigations have been submitted to the Prime Minister and to the Minister of Mineral and Energy Affairs

# CTC ultimatum

21/12/84 (270)

THE NINE-MONTH Mdantsane bus boycott could cost nearly 600 people their jobs if commuters do not respond to an ultimatum to start using the buses by the end of the month.

*Snelton 12/4/84*  
Ciskei Transport Corporation (CTC) managing director, Mr Hans Kaiser, has announced that 240 employees will be retrenched and 117 buses withdrawn from service if the boycott does not end this month.

More than 340 employees have already been laid off and 74 buses sold in an attempt to cut losses — already estimated to be R4,5-million.



# General Botha equal to world's best

ARG US 26/4/84

~~2970~~ 2970

ADDRESSING guests at the General Botha Old Boys' Commissioning Day commemorative dinner the guest of honour, Captain Arthur Bluett, himself a former cadet, said the high standard of training at the academy equalled the best the world could provide

Speaking at the dinner in the Wynberg officers' mess Captain Bluett, corporate general manager of Safmarine, quoted one of Safmarine's senior masters as saying "I recently commanded a ship in which all officers, both deck and engine-room, were ex-General Botha cadets. It was the happiest and most efficient ship I have ever commanded"

Captain Bluett said that since 1947, of the

2 854 cadets who have passed through the General Botha (now the Merchant Navy Academy, General Botha) since its inception in March 1922, 700 had been absorbed by Safmarine

Of these 17 held senior and executive positions in the company. Apart from these, the South African Transport Services muster as ex-cadets, the Nautical Adviser, seven serving port captains, 16 assistant port captains and/or deputies, 44 pilots and 16 masters and mates. Of all these 32 have served in Safmarine

The General Botha, through the years, had produced five South African Navy admirals (plus yet another in the Royal Navy), 15 commodores, 19 captains and 10 commanders.



By  
Captain  
C J  
HARRIS

Numbers that will be enhanced when one considers that these seniors have all passed through the lower ranks

The intake of cadets at the present establishment at Granger Bay is limited to marine industry requirements

Moves are afoot to develop the academy into one all-embracing complex catering for all facets of marine training as opposed to the present system of being an exclusively deck officer domain.

Captain Bluett is convinced that this is where

the future lies — deck, engine-room and electronics cadet officers under one roof learning one language — that of the seaman

In his address Captain Bluett emphasised the parlous state of the world's shipping

Captain Bluett said the world's fleet of vessels of over 300 tons stood today at 34 366 ships with a combined carrying capacity of 650 257 000 tons

This fleet, he claimed, is considerably over-tonnaged — not by the recognised maritime nations but by fly-by-night

operators who "sprout like daisies and fade equally quickly leaving regular trade in a state of chaos"

Listing in detail the principal ship-owning nations and their respective tonnages he pointed out that the combined fleets of such major maritime powers as Norway, the UK and the US totalled less than those operated by the USSR

Communist fleets, he said, appeared not to operate to produce commercially viable returns but rather to gain control of the seas in both the trade and political spheres

Added to the decline in shipping are disturbing casualty figures, mostly contributed by nations with questionable standards of training

# Dockers' pensions dispute not cleared up yet

By LINDA GALLOWAY

A DOCKYARD worker who was dismissed with 600 others in February last year was removed from railway property by railway police when he attempted to approach the regional manager's office with a query about his pension repayment, the Black Sash in Port Elizabeth said today.

This was in response to a statement issued by the regional manager for the South African Transport Services (SATS), Mr George Engelbrecht, at the time of the dismissals, that any worker with grievances should approach his office.

A Black Sash advice worker, Mrs Mar-

garet Hayward, said the three dismissed workers, who are officials of the General Worker's Union, had approached the Black Sash advice office alleging that half the workers dismissed had not yet received their pension repayments and those who had were insufficiently paid.

She said one of the men had tried to approach Mr Engelbrecht, but Railways Police had prevented him from doing so.

Mr Engelbrecht said today he was not interested in the General Worker's Union.

"At the time, everybody was paid what they were entitled to and no one has since

approached me with any problems," he said.

"The whole thing was cleared up last year and I do not see how three men can speak on behalf of 300, with no proof at all. Any of our former workers who still have any complaints are welcome to come and see me," he said.

The Press liaison officer for SATS, Mr Leon Els, said from Cape Town today that as far as he knew, the men dismissed had been paid their outstanding salaries in March last year.

But two registered letters sent from Mrs Margaret Hayward to the SATS chief ac-

countant in Johannesburg, who issues pension cheques, requesting clarification of the financial statements issued with the cheques, have so far gone unanswered.

Mrs Hayward said the men who approached her were not satisfied with the money they had received and the statements issued noted only that they were pension repayments.

Mrs Hayward said the matter had been taken up by the MP for Central, Mr John Malcomess, and the Minister for Transport Affairs, Mr Hendrik Schoeman, had promised to investigate the case.

**UNLICENSED**

meeting between  
ernhof, Minister

by Mr Johnson  
roads leader, in  
hof to "return to  
changes in govern-

ernhof I will open  
of pleasure," Mr

Mr Ngxobongwana  
government policy  
to them".

any good purpose if  
as well

me or contact me  
ession is held"

arily stood down as  
ation and Develop-

plan the develop-  
ment's intended



late Unlicensed  
for lunch  
**KINGS HOTEL**  
PHONE 49 5647  
FOR FREE TASTING

our minds and agree to  
move" if they did meet.

"As far as we are con-  
cerned we are still de-  
manding the completion  
of New Crossroads"

He was also sharply  
critical of the role  
played by Dr Morrison,  
who has been making  
most major policy state-  
ments on Crossroads  
and Western Cape black  
affairs for some time

"We always see state-  
ments by Dr Morrison  
but we don't know him  
We did not discuss any-  
thing with him in 1978

"Where is Dr Koorn-  
hof? If he is resigning,  
this must be announced,  
and if Dr Morrison is  
appointed in his place,  
we want to know that.

"If he is going to deal  
with us in future, I chal-  
lenge him not to make  
statements in Parliam-  
ent and the press but  
to come to Crossroads  
and talk to us himself

"Crossroads has a  
leader, elected by the  
people, not the govern-  
ment," he said

He said the govern-  
ment was making a "big  
mistake" if it thought it  
could "split up" Cross-  
roads "Crossroads is go-  
ing to stay united," he  
declared

*CAPE TOWN*  
**Policeman fined  
R100 for assault**

Staff Reporter

A RAILWAYS Police sergeant who "exceeded his  
authority" and kicked and punched a man on Cape  
Town railway station last year was yesterday fined  
R100 (or 50 days) by a Cape Town magistrate for as-  
sault.

Jurgens-de Jager van der Merwe, 25, of Vasco,  
pleaded not guilty to assaulting Mr Jacobus Car-  
stens and to swearing at him on February 10 last  
year. He was acquitted on the charge of criminal  
injury.

Evidence was that Mr Carstens and two friends,  
Ms Janet Sassman and Ms Moerida Davids, had  
been searching for a man at the station.

On their way out of the station Van der Merwe  
asked to see their tickets. Mr Carstens said that  
they did not have tickets as it was not their inten-  
tion to go on a train journey.

**Dragged along the ground**

When Mr Carstens refused to accompany Van der  
Merwe to the charge office he was hit in the face,  
dragged along the ground by his shirt and kicked.  
He had then accompanied Van der Merwe to the  
charge office where he was again assaulted and his  
nose broken.

The magistrate, Mr B Carroll, said the court was  
satisfied that Mr Carstens and his friends had been  
on their way out of the station and would have con-  
tinued if Van der Merwe had not interfered.

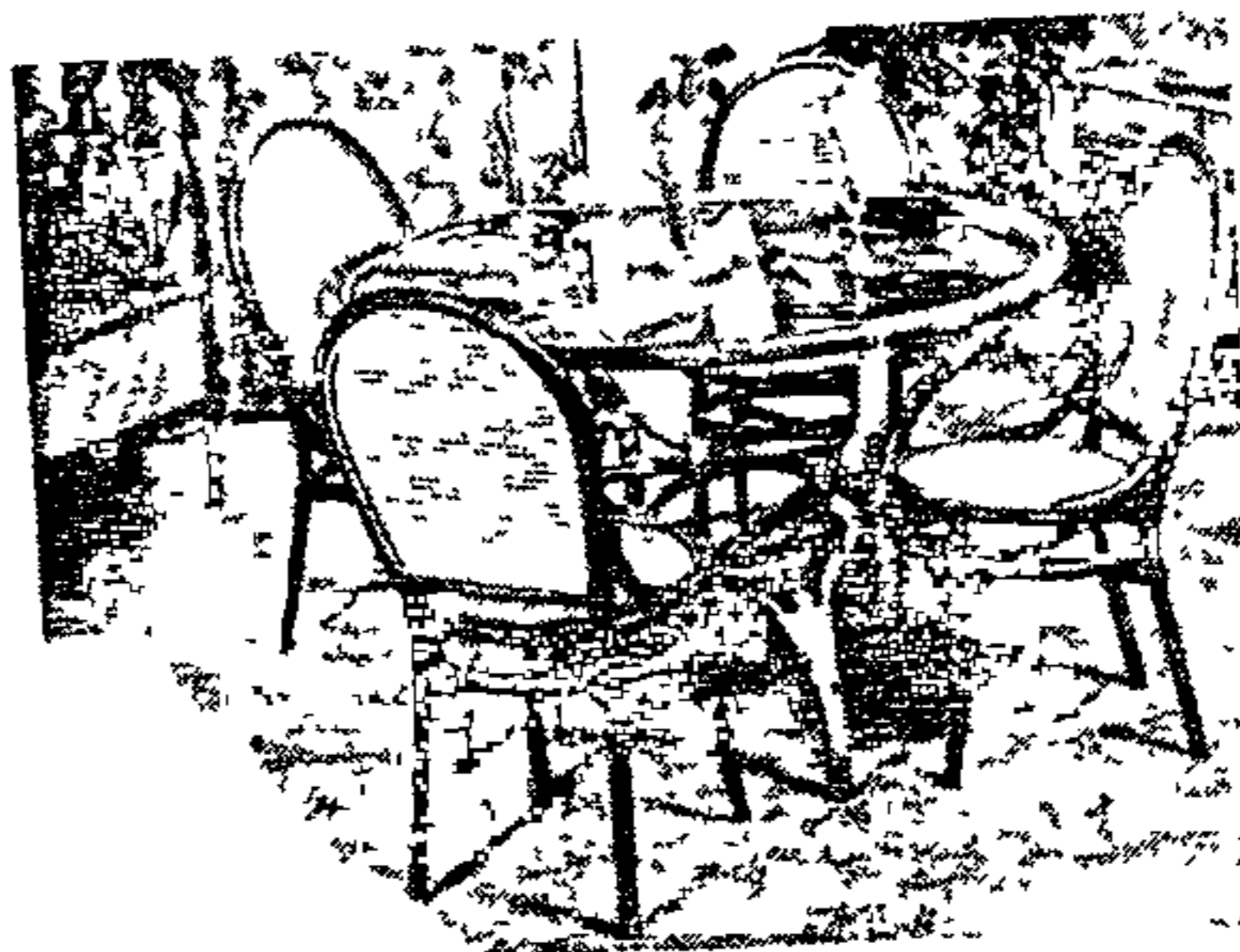
Mr Carroll said he found the true reason why  
Van der Merwe had assaulted Mr Carstens was be-  
cause he had walked with his arms around the  
shoulders of "women of another race".  
Mr J G van Zyl appeared for the State.

**NO MORE PAY UP**

**AMOUS BRAND FURNITURE AT DISCOUNT**



**5-PIECE RATTAN AND  
CANE DININGROOM SET**



TERMS: DEPOSIT: R54,63  
MONTHLY: R25,90 **R499**

SA TRANSPORT SERVICES

Unequal by law

In an era which has been marked by labour reform, the largest single employer in this country — SA Transport Services (SATS) — is something of an anachronism

An examination of the law governing working conditions in SATS reveals that compared to the private sector the 241 000 SATS employees have far fewer legal rights than other workers. Although SATS does not dispute this, it argues that this is necessary because it is an essential service, and also part of the public sector

SATS workers, like all other members of the giant SA civil service, are excluded from the provisions of the Labour Relations Act (LRA). Instead, their working life is governed by the Conditions of Employment (SA Transport Services) Act of 1983 (Cesatsa)

Cesatsa is a formidable piece of legislation. It is the legal basis for employment in SATS which, thanks to its exclusion from the provisions of the LRA, has developed into a self-sufficient sub-section of society with its own internal rules and regulations

In terms of Cesatsa, SATS is sealed off from having to have any dealings with unions it is not prepared to recognise. And unions it has recognised are denied some basic rights enjoyed by those operating in terms of the LRA. In addition, the Act discriminates against black, coloured and Indian workers by denying them significant rights which are accorded to whites

Cesatsa allows the Minister of Transport, Hendrik Schoeman, to decide which unions will be recognised. So far these have all been in-house ones — composed of members who perform similar work, based on the principle of "identity of interests"

Of the 11 recognised unions three are multiracial — the Footplate Staff Association, Artisan Staff Association, and Police Staff Association. There are four exclusively white unions: Salaried Staff Association, Running and Operating Staff Association, the Employee's Union, and the Spoorbond. And then there are the Black Staff Association, Indian Staff Association, Coloured Staff Association (South section) and Coloured Staff Association (North section)

Conflict is inherent in the labour-management relationship. The LRA contains special provisions to deal with conflict when collective bargaining ends in deadlock. These are conciliation boards and arbitration. In most circumstances the Industrial Court usually has final say in disputes — although the Minister of Manpower has, in some circumstances, the power to stop an issue reaching the court.

Collective bargaining, as the term is generally accepted, does not occur in SATS. Unions work with SATS management to determine point values for jobs but it is management's prerogative to attach a monetary value to those points. If a dispute

*Fidelity Group Limited*  
**Preliminary Results Statement and Final Dividend Announcement for the Year Ended 31 March 1984**

The unaudited estimated consolidated profit of the Group for the year ended 31 March 1984 is as follows

	1984 R'000	1983 R'000	% Increase
Net earnings for the year after transfers to inner reserves	2 554	1 720	48,5
Taxation	794	626	26,8
	1 760	1 094	60,9
Deduct: Profit attributable to outside shareholder	5	28	—
	1 755	1 066	64,6
Extraordinary items	782	—	
Less: Transfer to General Reserve	782	—	
Group profit after tax	1 755	1 066	64,6
Dividends	872	792	10,1
Interim	291	264	
Final	581	528	
Retained profit for the year	883	274	
Earnings per share (cents)	132,8	80,7	
Dividend per share (cents)	66,0	60,0	
Dividend cover	2,0	1,3	

The annual report and financial statements detailing the results and activities of the Group are forwarded to shareholders on or about 14 July 1984

**Comments**

The results for the year show the satisfactory progress by both Fidelity Bank and its Executive Directors that was envisaged in the interim statement, and the future is viewed with confidence. The extraordinary item of R782 000 transferred to General Reserve is the profit arising from the disposal of the Group's interest in Robert Enthoven & Company (Pty) Limited Consolidated Holdings Limited

For and on behalf of the Board

A. MCGREGOR, Chairman R. E. LIPPSTREU, Deputy Chairman

**Declaration of Final Dividend**

Notice is hereby given that a final dividend of 44 cents per share (1983 — 40 cents) on 1 May 1984 in respect of the year ended 31 March 1984 payable to shareholders on 1 June 1984. Dividend cheques will be mailed to shareholders on or about 15 June 1984. The transfer books and register of members will be closed from 2 June to 10 June 1984 inclusive

In terms of the Income Tax Act, South African non-resident shareholders' tax at 15% will be deducted from dividends where applicable

By Order of the Board J. KEVITT Secretary  
 1 May 1984

RIGHTFORD SQUARE

is declared by one of the SATS unions about wages or any other matter, the Cesatsa does contain provisions which amount to the equivalent of conciliation boards and arbitration. But unlike outside unions, the SATS unions do not have right of access to the Industrial Court — an institution which is playing an increasingly important role in determining the balance of power between managements and labour.

And when it comes to the crunch, SATS unions are prohibited from striking — usually the ultimate weapon open to outside unions. The LRA recognises striking as a right, provided the warring parties have gone through a process of conciliation. However, Section 26 of the Cesatsa totally prohibits strikes.

The rationale behind this is that SATS is regarded as an essential service. But even if that consideration is accepted, SATS unions lack a powerful weapon which would substitute for a strike to use in the trade-offs which are integral to the bargaining process.

A further failing of the Cesatsa's conciliation and arbitration provisions is that these forms of relief can only deal with disputes involving SATS-recognised unions. This factor had major ramifications in 1982 in the labour row which broke out when SATS refused to recognise an outside union, the unregistered General Workers Union (GWU). GWU claimed it had organised the majority of the services' workers at the docks in Port Elizabeth and East London. SATS resolutely refused to deal with it.

#### GWU members fired

In all, 423 GWU members were fired in go-slows which occurred in protest against the refusal. The machinery of the Cesatsa kept the GWU out and the union was denied access to either conciliation or arbitration procedures.

The ban on the GWU and other outside unions remains. In this respect Cesatsa goes against the tenor of the LRA and developing labour law which indicates that employers should bargain with representative unions and which gives unregistered unions access to conciliation boards and arbitration procedures. The LRA also allows the Industrial Court to judge on matters like unfair labour practices — something not found in the Cesatsa.

Even more contentious aspects of the Cesatsa are its provisions barring black, coloured and Indian workers from enjoying the same protections and security of tenure as white workers. At present SATS employs 241 000 workers: whites 110 000; coloureds 18 000; Indians 2 000, and blacks 111 000.

They are divided up into five categories of staff:

- Permanent Whites who have completed two years' service,
- Temporary Whites with less than two years' service who become permanent thereafter provided they are medically fit;
- Casual Coloureds, Indians and blacks



**White and black SATS' workers  
... some more equal than others**

(including foreign blacks and homeland contract workers) who are not members of the SATS pension fund. Medically unfit whites also fall into this category;

- Regular Coloureds, Indians and blacks (homeland contract workers) who become members of the pension fund after two years' service provided they are medically fit, and
- Contract workers — who get none of the benefits of the other categories.

SATS was only able to supply the FM with figures for regular, casual and contract workers. According to SATS assistant GM (personnel), Danie Butler, the figure he has supplied for regular workers includes both temporary and permanent white employees. The total of 184 000 regulars includes 108 000 whites, 14 000 coloureds, 2 000 Indians and 60 000 blacks.

The number of workers falling into the casual category, which covers 21 000 workers, are whites 700, coloureds 5 100; Indians 100; and blacks 15 100. There are 36 000 contract workers.

Although the Cesatsa makes no mention of race, it is littered with the word "perma-

nent" — and it is only these white workers who get protection from the Act. Thus, permanent workers cannot lose their jobs before retirement "other than for a reason laid down in this Act." Reasons for retirement include "inefficiency," "reduction or reorganisation of staff," physical and mental disability, and "mutual agreement."

There are no similar provisions relating to black workers. On the contrary, the Act says employment of casuals and regulars "shall be regulated exclusively by such conditions as may be agreed upon at the time of his employment, as well as by such conditions as may be from time to time laid down or made by the General Manager."

In all fairness SATS must be commended for embarking on a four-year, five-phase, R40m programme to bring the conditions of employment of workers who are not white into line with those of their white counterparts. Phase one, in which the salaries of six top black, coloured and Indian grades have been made equivalent to those of whites, has already been implemented.

But for the present there are other advantages reserved in the Act for permanent employees only:

- No permanent worker can be dismissed or reduced in rank for an alleged disciplinary infringement without an inquiry being held into the incident in which the worker can cross-examine witnesses and call his or her own witnesses,
- Only permanents can appeal against a punishment for disciplinary infringement, and
- Only permanents can be represented by a union representative at inquiries and appeals.

SATS says that the same protection conditions apply to blacks, coloureds and Indians "in practice."

# SAA WOMEN 'FLY THEIR OWN WAGON'

**SOUTH African Airways emerged this week as the tight-fisted black sheep of the international airline family.**

While all other airlines offer attractive rebates for men and women employees' families, female workers at SAA are not eligible for family rebates.

They are not granted travel concessions for their husbands, children or parents — because, SAA says, they are not the breadwinners. Male employees pay only 10 percent of the usual fare for their wives and children.

But SAA offers a 90 percent rebate on all air fares to female employees — including their husbands and children — of every other international airline but their own. SAA hostesses are bitter.

## No autonomy

SAA Public Relations Officer Mr. Andries Steyn said: "One must see SAA as an integral part of the South African Transport Services which is a government-owned and controlled organisation."

"SATS is made up of five different bodies — railways, harbours, airways, pipelines and road transport — and SAA is not autonomous and cannot operate in isolation."

## Hostesses bitter

### over rebate

### 'discrimination'

tion, if these concessions were made to SAA personnel, they would have to be extended to all five divisions." He said no general disparity between the service benefits of male and female employees of SATS existed "and it is not our intention to discriminate between the sexes."

Unmarried, widowed or divorced women in SATS were entitled to the same travel benefits for themselves and their dependent children as their male counterparts. "In that case the woman is regarded as the breadwinner," said Mr. Steyn. Married women were not allowed family rebates unless their husbands were unable to earn a living.

## Survey

A survey of eight major international airlines found that all offered South African air hostesses the chance of rebates for their husbands and children — and in some cases their parents as well.

Through interline agreements with SAA, female staff on other airlines were also able to secure rebates for their families on SAA air fares.

By CHARMAIN NAIDOO

like many other airlines can." Mr. Steyn said 241 000 people were employed by SATS, of whom only 11 000 worked for SAA. "The personnel, be they in SAA or road transport, are all interchangeable and can be transferred from one department to the next. "Being one large organisa-

## On the heavenly rocks

Sunday Times Reporter

MRS Margaret Potgieter, of New Germany, Natal, serves halibut the size of pigeons' eggs as ice-cubes for guests' drinks. She collected them in her garden after a storm and stored them in her fridge.

**†THE DEPUTY MINISTER OF CO-OPERATION**

No, but the survey is being held in abeyance pending the result of an investigation into certain proposals by the Municipality of Port Alfred

Stockenström

\*21 Mr E K MOORCROFT asked the Minister of Community Development

- (1) Whether a decision has been taken to resettle the Coloured community of Stockenström in the Eastern Cape, if so, (a) where are they to be resettled and (b) when are they to be moved there,
- (2) whether valuations of the properties concerned have been completed, if not, why not, if so, when will payment be made,
- (3) whether the persons to be resettled will be afforded the opportunity of purchasing freehold agricultural property in the new settlement area, if not, why not?

The MINISTER OF INDUSTRIES, COMMERCE AND TOURISM (for the Minister of Community Development)

- (1) The matter is still being investigated
- (2) and (3) Fall away

\*22 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

Whether the South African Airways provides transport between Jan Smuts Airport and the homes of (a) White, (b) Coloured and (c) Indian stewardesses; if not, why not?

**†THE MINISTER OF TRANSPORT AFFAIRS**

(a), (b) and (c) Yes, within a specified radius from Jan Smuts Airport

Mr D J N MALCOMMESS Mr Speaker, arising out of the hon the Minister's reply, I should like to ask the hon the Minister whether the buses are separate or whether all three race groups use the same bus?

The MINISTER Mr Speaker, the air hostesses and the cabin crews are picked up separately because all of them obviously do not live in the same area. We pick them up if they live within a radius of 24 kilometres from Jan Smuts Airport, whether they are Black, White or Brown. However, they are picked up in separate motorcars, not buses

\*23 Mr P G SOAL—Education and Training—Reply standing over

\*24 Mr P C CRONJÉ asked the Minister of Community Development

- (1) Whether his Department intends erecting a business complex in the Indian group area of Brits, if not, why not, if so, (a) when and (b) what will be the nature of this complex,
- (2) whether there is a shortage of houses for Indians in Brits, if so, what is the extent of this shortage,
- (3) whether his Department intends to build any dwelling units in the Indian group area of Brits if not, why not, if so,
- (4) whether these units will be built on (a) an economic and/or (b) sub-economic basis, if so, (i) how many units will be built and (ii) when is it anticipated that they will be ready for occupation?

†The DEPUTY MINISTER OF DEVELOPMENT AND OF LAND AFFAIRS (for the Minister of Community Development)

- (1) No, it is the policy at present to give priority to the provision of infrastructure. Moreover the Indian traders are already settled in the Indian areas
- (2) The Department does not have particulars on housing shortages at its disposal but a further township will nevertheless be proclaimed in the near future
- (3) No, but if applications are received from applicants who qualify, the applications will be considered
- (4) Falls away

Question standing over from Wednesday, 23 May 1984

**Dumping of grape fruit**

\*21 Mr E K MOORCROFT asked the Minister of Agriculture

With reference to his reply to Question No 15 on 16 May 1984, which welfare organizations (a) were approached by the Citrus Board in connection with the grape fruit destined to be dumped and (b) availed themselves of the offer?

The MINISTER OF INDUSTRIES, COMMERCE AND TOURISM (for the Minister of Agriculture)

- (a) The Citrus Board itself did not approach individual welfare organizations, but offered the grape fruit to the Fund for Surplus Food of the Mayor of Durban which in turn arranged for the distribution thereof
- (Rest of reply laid upon the Table with leave of House)
- (b) Umlazi and District Child and Family Society, Rosburgh Senior Citizens, Arjan Benevolent Society, Lake Haven Children's Home, Daydown Centre, Durban Child Welfare Society, Quamashu Children's Home, Nazareth House, Lions Welfare Group, Tafra, Umlazi Place of Safety, Daughters of Charity, Peace-

haven, Issy Geshe Home, Quamashu Christian Centre, Kwatunkwa Home for the Deaf, Merit and Protek, Othandweni, St Martin's Home, St Monica's, St Philomena's, Wendoline's Mission, Wylie House, Quamashu Zamokuhle Women's Welfare Society, Umtuzumo Black Child and Family Welfare Society, Sibusiswe Claremont Child and Family Welfare Society, Musgrave Road Methodist Church, Durban and District Community Chest, Natal Association for Coloured Physically Disabled, Natal Indian Cripple Care; Natal African Blind Society, Durban African Child and Family Welfare, St Giles Association, Natal Society for the Blind, Voluntary Mercy Aid Durban, Chatsworth Child and Family Welfare Society, Spes Nova School, Ematupenu/Zineli Cripple Care Centres, Durban Homes for Men, Queensburgh Cheshire Homes, Quamashu Zomokuhle Women's Welfare Society, Blessed Martin Deportes Home for the Aged, St Theresa's Home for Boys, St Philomena's Home for Girls, Kloof Rest Home, Ethelbert Children's Home, Durban Mental Health, Durban Crèche and Children's Home, Durban Cripple Care Field Services, Nicro, Senior Citizens Housing Project, Durban Christian Centre, Durban Benevolent Society

For written reply Howard  
Black residential areas 25/5/84  
911 Mr J H HOON asked the Minister of Constitutional Development and Planning +

How many Blacks were on (a) 1 January 1970, (b) 1 January 1980 and (c) 1 January 1984 or the latest specified date for which figures are available resident in the Black residential areas of (i) Beaufort-West, (ii) Victoria-West, (iii) Prieska, (iv) Carnarvon, (v) Upington and (vi) Craddock?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

RSM 7/6/84 (270)

# Artisans demand a pay hike

By GERALD REILLY  
Pretoria Bureau

THE 24 500-strong Artisan Staff Association is ready to join the other 10 transport services unions in a demand later this year for substantial salary increases

This was said by the President of the ASA, Mr Jimmy Zurich, after a meeting of his executive in Johannesburg yesterday

He said the executive was

alarmed and dismayed at the recent spate of price rises authorised by the Government

Successive cost of living blows had stunned railway workers Mr Zurich said the shocks included

- The GST increase from 7% to 10% from July 1,
- The increase in doctors' and dentists' fees,
- The increase in mortgage rates

He said workers could not be expected to exercise restraint to curb inflation when the Government permitted "flagrant increases" in essential services and foods

Railway workers were "utterly dismayed" when they heard the price of milk was to be increased

It was feared this would be the case with other "exempted" food such as bread and mealie meal.



270 ~~151/36~~

# SAA: Work to rule threat by engineers

CAPE TIMES 21/6/84

JOHANNESBURG. — More than 1 000 South African Airways engineers and technicians last night threatened to "work to rule" if management did not agree to give them a 25 percent increase by July 1.

At a meeting in Kempton Park, members of the SAA Engineers' Association made their pledge during an emotional hour of unity.

If the threat is carried out, all SAA flights could be severely disrupted.

A compromise offered by the SAA executive — that a reply to salary demands would be given on July 1 although no amount was stipulated — was rejected by irate members.

Calls of "Monkeys work for peanuts, we don't" filled the hall as speakers took the floor.

The association agreed to give its executive council two weeks to finalize an arrangement with SAA management.

They decided to continue as normal until July 1 when a 25 percent minimum increase should be set. If this condition was not met, the 1 700 artisans would begin "working to the manual".

Anyone who did not comply with this stipulation would be "rooted out" by the other workers.

"Working to manual" means that each time a technician inflates a tyre or tightens a bolt or inspects machinery he must "forget" all he ever knew about the job.

He must consult a manual to check every single operation involved in maintaining an aircraft.

"This would result in a slower pace and seriously affect flight departures," a spokesman for the association said. The men agreed that if their demands were not met they would "break SAA".

They left the hall to shouts of "No pay, no planes". The engineering and technical staff last received an increase in 1982 although their wages were adjusted in January this year — Sapa

# GO-SLOW

# threat

# to SAA

~~13/8/82~~  
270  
E. Post  
21/6/82

**JOHANNESBURG — More than 1 000 South African Airways engineers and technicians last night threatened to "work to rule" if they didn't get a 25% pay rise by July 1.**

If the threat — made by the SAA Engineers Association in Kempton Park last night — is carried out, all SAA flights could be severely disrupted.

Militant technicians insisted that if their demands were not met they would "break SAA."

At the end of the meeting at which emotions ran high, the crowd left the hall to shouts of "No pay no planes."

A compromise offered by the SAA executive — that a reply to salary demands would be given on July 1 — was rejected out of hand.

Calls of "Monkeys work for peanuts, we don't!" were heard as speakers took the floor.

A seasoned SAA technician, who asked the gathering to march on SAA headquarters immediately because "promises are not enough", received deafening applause.

Another worker who said he was tired of rumours because "you can't feed a family on them", was answered with foot-stomping and cries of "hear, hear".

The association agreed to give its executive council two weeks to finalise an arrangement with SAA management.

Members decided to continue as normal until July 1 when a 25% minimum pay rise would be set. If the consultation was not met, the 1 700 artisans would begin "working to the manual".

Anyone who did not comply with this stipulation would be "rooted out", the gathering heard.

"Working to manual" means that each time a technician inflates a tyre or tightens a bolt or inspects machinery he must "forget" all he ever knew about the job.

The technician must consult a manual for every operation involved in aircraft maintenance.

"This would result in a slower pace and seriously affect flight departures," an association spokesman said.

The engineering and technical staff last received an increase in 1982 although their wages were adjusted in January this year.

Observers point out that with SAA struggling to balance its books, pay demands are likely to be looked at askance.

It is also pointed out that while the threat has yet to materialise, overseas charter flights operating from adjoining states could further erode profits. — Sapa

# SAA hits back over handling of salary row

~~158~~ 770

Star 21/6/84

By Zenaide Vendeiro, Transport Reporter

South African Airways technicians, who threatened a work-to-rule if salary increases were not announced in two weeks, were today criticised by their management for making public their grievances.

An SAA statement said it had "taken note of the discontent over salaries among certain groups of staff, such as aviation technicians".

The official standpoint, the statement said, was that salaries were negotiated regularly with personnel associations and trade unions.

Information fed through private channels "could only complicate negotiations between the Transport Services and the trade unions".

Negotiations between the Minister of Transport Affairs, South African Transport Services and all personnel associations were well advanced, it continued.

The statement follows a meeting in Kempton Park late yesterday of more than 1 000 members of the South African Airways Engineers' Association.

## Heated

The aviation technicians threatened a work-to-rule — that could seriously disrupt the airline's services — if a salary increase of about 25 percent was not announced before July 1.

They said they last received a salary increase in 1982, although they were given a 12 percent salary adjustment in January this year.

During a heated discussion, the men said they were tired of rumours and vague promises of salary increases.

"We can't feed our kids, our wives and our dependents on rumours," said one man. "We need facts. All we want is a decent salary adjustment."

Several others shouted. "No money, no aircraft."

Jan Kempdorp, are to be moved, if so, (a) why, (b) when, (c) where will they be moved to and (d) how persons are involved.

- (2) whether his Department has held discussions with the Valspan community regarding the proposed move, if not, why not, if so, (a) when and (b) what was the response of the community,
- (3) whether he or any member of his Department has received any representations from the Valspan community, if so, (a) when and (b) what was (i) the nature of the representations and (ii) his response thereto?

The DEPUTY MINISTER OF CO-OPERATION

- (1) Yes Rehousing is already taking place

(a) Due to the fact that they are Tswana and due to the proximity of Bophuthatswana it was decided to rehouse the people of Valspan on a voluntary basis at Pamperstad Planning for this took place since 1965

(b) Since 1979 when the first houses became available

(c) Pamperstad

(d) 2 332 persons have so far been rehoused and 5 697 are still to be rehoused

- (2) Yes

(a) On various occasions and negotiations are still taking place

(b) The response varies, but the majority are in favour of rehousing

- (3) Yes, but from some members of the community only

(a) On various occasions

(b) (i) They expressed an unwillingness to move

(ii) Negotiations are being continued

*Ground-nuts Howard 22/6/84*  
\*7 Mr R W HARDINGHAM asked the Minister of Agriculture.

What quantity of ground-nuts was imported into the Republic during the latest specified period of nine months for which figures are available?

†The MINISTER OF POSTS AND TELECOMMUNICATIONS (for the Minister of Agriculture)

1 April 1983 to 31 December 1983

Edible ground-nuts 13 189 ton

Ground-nuts for peanut butter 3 858 ton

TOTAL 17 047 ton

\* (A further 24 956 tons ground-nuts were imported during the period 1 January to 31 May 1984)

*270 Howard O. 6.1.1756*  
\*8 Mr S S VAN DER MERWE asked the Minister of Transport Affairs

Whether the South African Transport Services intend to take steps to recruit more (a) Blacks, (b) Coloureds and (c) Indians for (i) administrative, (ii) clerical, (iii) professional, (iv) technical and (v) general A posts within the Transport Services, if not, why not, if so, what steps?

†The MINISTER OF CO-OPERATION AND DEVELOPMENT (for the Minister of Transport Affairs)

(a), (b) and (c) (i), (ii), (iii) and (iv) The S A Transport Services continuously devotes attention to the employment of Blacks, Coloureds and Indians

The Organisation is, for some considerable time, busy reducing its personnel complement with the result that it is expected that the complement of

all personnel groups will decline over the short term

- (v) No such posts exist in Transport Services

*Howard O. 6.1.1757*  
\*9 Mr S S VAN DER MERWE asked the Minister of Posts and Telecommunications

Whether his Department intends to take steps to recruit more (a) Blacks, (b) Coloureds and (c) Indians for (i) administrative (ii) clerical, (iii) professional, (iv) technical and (v) general A posts within the Post Office, if not, why not, if so, what steps?

†The MINISTER OF POSTS AND TELECOMMUNICATIONS

Yes, in those grades in which vacant posts are filled by means of recruitment and provided that staff needs continue to increase as in the past. No special steps in this regard are contemplated since the Department's existing recruiting machinery, which operates on a well-organized and continuous basis, is considered adequate. Over the past five years the number of Blacks, Coloureds and Indians occupying posts in the divisions referred to increased by 917 (or 57,7%) to 2 506. During the same period the total number of Blacks, Coloureds and Indians employed increased by 11 063 (or 37,16%) to 40 834.

Founding congress of cultural organization. firearm

\*10 Mr F J LE ROUX asked the Minister of Law and Order †

(1) Whether a (a) charge and/or (b) complaint has been laid with the South African Police against a person who allegedly carried a firearm at the founding congress on 4 and 5 May 1984 of a cultural organization the name of which has been furnished to the South African Police for the purposes of the Minister's reply, if so,

(a) what is the name of the (i) person and (ii) cultural organization and (b) what was the nature of the charge and/or complaint,

- (2) whether the charge and/or complaint has been investigated, if not, why not, if so, what was the result of the investigation?

†The MINISTER OF CO-OPERATION AND DEVELOPMENT (for the Minister of Law and Order).

- (1) (a) and (b) Yes

(a) (i) It is neither the policy nor the practice to disclose the name of the person against whom a complaint is lodged with the South African Police

(ii) Afrikanervolkswag

(b) An allegation of a contravention of section 38(1) of the Arms and Ammunition Act, 1969

- (2) Yes. The senior public prosecutor declined to prosecute

Commission of Inquiry into Health Matters

\*11 Dr M S BARNARD asked the Minister of Health and Welfare

Whether, with reference to his reply to Question No 24 on 8 February 1984, he intends to table the report of the Commission of Inquiry into Health Matters during the current session of Parliament, if not, (a) why not and (b) when is it anticipated that the report will be tabled?

†The MINISTER OF POSTS AND TELECOMMUNICATIONS (for the Minister of Health and Welfare)

(a) and (b) Since the Commission has not yet indicated when its report will be

(270) (18)  
SAA pay  
talks on 7/15  
22/6/84  
progress.

Own Correspondent

JOHANNESBURG. — Negotiations between South African Airways management and dissatisfied technical staff — who on Wednesday threatened to disrupt flight operations — are at an advanced stage

About 1 400 members of the SAA Engineers' Association vowed to "work to manual" if they were not granted a 25 percent increase by the end of the month

However, according to an SAA spokesman, the negotiations which are presently underway should reach an outcome "very soon"

Meanwhile the association decided on Wednesday night to give their executive council until July 1 to finalize the desired arrangement with SAA

If their demands are not met, the "work-to-manual" will be exercised and technicians would "forget" all they ever knew about a job

To do the job, they would have to consult manuals, resulting in a slower pace of work

An association spokesman said while the "go slow" would probably delay SAA flights, the campaign would not compromise the safety of aircraft.

JOHANNESBURG — Negotiations between South African Airways management and dissatisfied technical staff are at an advanced stage

Some 1400 members of the SAA Engineers' Association have vowed to "work to rule" unless management agree to give them a 25 per cent increase by the end of the month

An SAA spokesman said the negotiations should reach an outcome "very soon"

"The minister and the management of transport services are negotiating with the various staff unions about salaries

## SAA confident on pay talks

This continuing negotiation is to determine compensation on the basis of traditional work and compensation evaluation"

The statement said "information to outsiders on the standpoints of SA Transport Services and/or staff unions makes these negotiations so much more difficult"

Meanwhile, the association said yesterday while the go-slow would delay aircraft, the cam-

paign would not compromise the safety of the aircraft

A "work to manual" action taken in 1962 for three days caused chaos at Jan Smuts Airport due to flight delays of up to four hours

The association at that time was reacting to the then Minister of Transport, Mr Ben Schoeman's, refusal to recognise the body after a five-year fight.

The technicians had been granted trade un-

ion status from the Minister of Labour and were wanting to break away from the Railways Artisan Staff Association

However, the Department of Transport told them their new association would not be recognised or heard

On March 9 — after receiving an unsatisfactory reply to their demand — the 300 members of the association decided on a "work to manual".

As internal and newly-introduced overseas flights were delayed for up to four hours, airline officials said if the campaign was continued for a length of time, it could "cripple" SAA's services — DDC

By Zenaide Vendeiro

The trade union for aviation technicians, the South African Airways Engineers' Association, whose members have been agitating for more pay, refuses to reveal present salary structures.

The association and its parent body, the Artisan Staff Association, as well as SAA management, say it is "unethical" and "not policy" to divulge what aviation technicians earn.

But the technicians, who threatened a work-to-rule if a salary increase of about 25 percent was not announced before July 1, are more forthcoming.

Several have telephoned The Star to complain about their "pathetic pay".

A technician with more than 10 years experience, who refused to be named, said he had a take-home pay of about R800 a month.

He said apprentices in their first year earned R4 560 a year, R4 880 the second year, R5 580 in the third year and R6 300 in the fourth year when they quali-

**Airways**  
*Star*  
**pay is**  
*23/6/84*  
**'pathetic'** *(270)*

fied as technicians.

A qualified technician started on a salary of about R1 160 a month and received R1 220 a month after three years, he said. Only men working in certain sections could earn overtime. Technicians were paid bonuses for full attendance and for getting aircraft ready on time.

"There are very few people in this country qualified to do this work and this is what we get paid" he said.

Technicians, like other workers in the South African Transport Services, can fly free once a year inside South Africa and overseas once every five years.

"This is of no use because we don't have the money to spend when we go overseas."

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WEDNESDAY, 4 JULY 1984

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been provided by the State in each specified (i) White, (ii) Coloured, (iii) Indian and (iv) Chinese group area as at the latest specified date for which figures are available?

**THE MINISTER OF COMMUNITY DEVELOPMENT:**

Statistics are not kept separately for group areas but for the country as a whole, the particulars as at 31 March 1984 in respect of amenities financed out of the National Housing Fund and the Community Development Fund, were as follows.

(a) Community centres (including halls, clinics and administrative offices)

- (i) 7
- (ii) 97.
- (iii) 15
- (iv) None

(b) Libraries

- (i) 2
- (ii) 28
- (iii) 4
- (iv) None

(c) Recreational areas (including sports centres and play parks)

- (i) 4
- (ii) 70.
- (iii) 21
- (iv) 1

*How many Industrial accidents/injuries 4/7/84*  
1104. Dr A L BORAINÉ asked the Minister of Manpower:

(1) With reference to his reply to Ques-

tion No 953 on 29 May 1984, how many workmen in each race group (a) suffered permanent disablement and (b) died as a result of injuries sustained at work in 1980, 1981 and 1982, respectively;

(2) in respect of each of these years, (a) how many industrial accidents occurred in the Republic, (b) what amount was paid, out by the Workmen's Compensation Fund in respect of such accidents and (c) what was the total period for which persons injured in such accidents were absent from work?

**THE MINISTER OF MANPOWER:**

Figures in reply to question No 953 on 29 May 1984 should have read as being for 1980 and not 1983. The latest figures available are for 1980

*270*  
*How many New Brighton: hostel 4/7/84*  
1107. Mr A SAVAGE asked the Minister of Transport Affairs:

(1) Whether the South African Transport Services have opened a hostel for Black employees in New Brighton; if so, (a) what was the total cost of the hostel, (b) how many persons can it accommodate, (c) what is the cost per bed in this hostel and (d) how many persons will each unit accommodate,

(2) whether there are any facilities for visiting families at this hostel; if not, why not, if so, what facilities,

(3) (a) what is the proposed commencement date for phase 2 of the construction of this hostel and (b) where is the proposed site for this phase located?

**THE MINISTER OF TRANSPORT AFFAIRS:**

(1) Yes.

(a) R10,25 million

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WEDNESDAY, 4 JULY 1984

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- (b) 1 764
- (c) R5 810
- (d) 9

(2) No, although it is policy to provide such facilities, it was not done in this case as most of the families of the residents reside in the vicinity of Port Elizabeth and home visits can be made with convenience on weekends

(3) (a) and (b) Phase 2 will be commenced with when the need for additional residential facilities arises and will be erected on the site where the present old buildings are situated

**Telephone directories**

1109 Mr A B WIDDMAN asked the Minister of Post and Telecommunications:

(1) (a) How many copies of the (i) white and (ii) yellow page telephone directories were printed for the whole of the Republic for the 1981-82, 1982-83 and 1983-84 years, respectively, and (b) what was the total cost involved

**THE MINISTER OF POSTS AND TELECOMMUNICATIONS**

(2) in printing these directories in each case in each such year,  
(3) how many copies of (a) white and (b) yellow page telephone directories were printed in excess of the number required by subscribers in each of these years;  
(4) whether any of the costs incurred in printing these excess copies were recovered by his Department, if not, why not, if so, what amount in respect of each specified year,  
(5) what was the loss incurred by his Department as a result of the printing costs of the excess (a) white and (b) yellow page telephone directories for the 1981-82, 1982-83 and 1983-84 years, respectively,

	1981-82	1982-83	1983-84
(1) (a)	4 727 541	4 620 316	4 748 993
(i)	916 856	1 019 904	1 060 251
(ii)	R8 327 300	R9 983 750	R11 505 826
(b)	R2 962 831	R3 896 399	R 4 295 973,
(2) (a)	147 970	132 008	not yet available
(b)	13 050	34 031	not yet available,

(3) no, because the Post Office does not share in the revenue derived from the recovery of waste-paper in terms of the State contract,

(4) the approximate printing costs for the years concerned are as follows.

	1981-82	1982-83	1983-84
(a)	R252 334	R280 284	not yet available
(b)	R 43 198	R118 205	not yet available,



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(5) since special storage arrangements were not necessary no direct costs were involved

spectively, (i) dropped out during the year and (ii) failed their examinations in all subjects at the end of the year?

THE MINISTER OF NATIONAL EDUCATION.

(a) How many, and (b) what percentage of the total number of, first-year students enrolled at each university administered by his Department in 1982 and 1983, re-

Statistics in the required form are not available. Refer to the attached schedule for the number of full-time equivalent enrolled and successful first-year students according to the South African Post Secondary Education System (SAPSE). Figures in brackets indicate the percentage successful full-time equivalent students

Full-time equivalent enrolled and successful first-year students

University	1982		1983	
	Enrolled	Successful	Enrolled	Successful
South Africa	3 814	1 208 (31,7)	4 062	1 238 (30,5)
Cape Town	2 034	1 528 (75,1)	2 079	1 594 (76,7)
Stellenbosch	1 871	1 402 (74,9)	2 081	1 577 (75,8)
Witwatersrand	2 798	1 820 (65,0)	3 087	2 009 (65,1)
Pretoria	2 793	1 960 (70,2)	2 590	1 975 (76,3)
Natal	2 187	1 351 (61,8)	2 258	1 394 (61,7)
Rhodes	756	484 (64,0)	703	478 (68,0)
Potchefstroom	1 117	951 (85,1)	1 399	1 070 (76,5)
OFS	1 468	1 004 (68,4)	1 433	1 017 (71,0)
Port Elizabeth	547	358 (65,4)	627	436 (69,5)
RAU	1 003	646 (64,4)	931	730 (78,4)

THURSDAY, 5 JULY 1984

+Indicates translated version

For written reply: *Answered Q. 612/1927*  
Schools: hostel accommodation  
1092 Mr S S VAN DER MERWE asked the Minister of Internal Affairs.

(1) How many (a) Coloured and (b) Asian (i) primary and (ii) secondary schools (aa) have and (bb) do not have hostel accommodation.

The MINISTER OF INTERNAL AFFAIRS

(2) whether there is a shortage of hostel accommodation at any (a) Coloured

(1) (a) (i) (aa) 16  
(bb) 1 843  
(ii) (aa) 43

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THURSDAY, 5 JULY 1984

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(bb) 158

(b) (i) (aa) None  
(bb) 326

(ii) (aa) None  
(bb) 115

(2) (a) Yes

(i) A shortage of hostel accommodation is experienced country-wide especially in bigger towns where secondary education facilities are provided also to accommodate pupils from nearby smaller towns and the surrounding rural areas. Many primary pupils resident on farms in rural areas have to attend schools in towns and the establishment of hostels to accommodate them is also necessary. The shortage of hostel accommodation is presently estimated at approximately 20 000

(ii) Seven hostels are presently in the process of construction whilst provision has been made in the building programme for the erection of 40 hostels. Where necessary transport schemes have been and are still being introduced to transport pupils daily to and from schools. Boarding allowances are also paid to pupils who qualify for such allowances to enable them to board privately

(3) (a) (i) Applications are received locally and figures are not readily obtainable  
(ii) 8 622  
(b) (i) None  
(ii) None

*Answered Q. 611/1930*  
Centres for adult education  
1094 Mr S S VAN DER MERWE asked the Minister of Internal Affairs.

Whether there are any centres for adult education for (a) Coloured and (b) Asian persons in the Republic, if not, why not, if so, (i) how many, (ii) where are they situated in each case and (iii) how many persons were enrolled at each centre at (aa) primary and (bb) secondary school level as at the latest specified date for which figures are available?

The MINISTER OF INTERNAL AFFAIRS.

states and (bb) how many title deeds had been registered in each category in each national state as at the latest specified date for which figures are available,

- (2) whether his Department has received any representations from any national state government concerning the ownership of land in its territory, if so, (a) from which governments, (b) when and (c) what was the (1) nature of the representations and (ii) response thereto?

**THE MINISTER OF CO-OPERATION AND DEVELOPMENT** (Reply laid upon the Table with leave of House)

- (1) (a) (i) Yes, in rural areas In proclaimed township's deeds of grant are issued

(ii) Yes, in rural areas provided the land is acquired from the South African Development Trust and Parliamentary approval is obtained in terms of the provisions of Act 18/1936. In proclaimed townships Whites can acquire land in terms of the 99 year leasehold scheme

(b) Yes, in the case of White industrialists in rural areas provided land is acquired from South African Development Trust and Parliamentary approval is obtained Black industrialists can obtain full title in rural areas provided the Government of the national state approves. In proclaimed townships Black industrialists can obtain deeds of grant and white industrialists may acquire land in terms of the 99 year leasehold scheme

(aa) All national states

(bb) At present the following numbers of title deeds are registered in favour of Blacks in national states

(i) KwaNdebele	58
(ii) Lebowa	2 878
(iii) Gazankulu	13
(iv) KaNgwane	Nil
(v) Owaqwa	Nil
(vi) Kwazulu	9 021

No title deeds are registered in favour of Whites or industries in any national state

- (2) No recent representations were received from any national state regarding ownership in respect of land in its area

*Harwood Q. 61. 1956*  
*East Rand: contracts 6/7/84*  
 \*24 Mr P G SOAL asked the Minister of Co-operation and Development

Whether the East Rand Development Board has signed any contracts for work to be undertaken at (a) Ekangala/Ekandustria, (b) Lebowakgomo and (c) any other area outside the East Rand Development Board area, if so, (i) how many contracts were signed by the Board in each of these areas in each of the latest specified five years for which figures are available, (ii) what was the value of each contract in respect of each of these areas and (iii)(aa) on what basis and (bb) for what reason did the East Rand Development Board act in these areas?

**THE DEPUTY MINISTER OF CO-OPERATION** (Reply laid upon the Table with leave of House)

- (a) and (b) Yes
- (c) No, Ekangala and Ekandustria are situated within the area of the East Rand Development Board, but Lebowakgomo not

At Ekangala and Ekandustria the Board has for the past three years acted as agent for the Bronkhorst-spruit City Council and at Lebowakgomo it acts as agent for the Department of Co-operation and Development.

- (1) Figures are not readily available and can only be obtained by performing a great quantity of work which, in the circumstances, is not deemed justified

(ii) Figures are not readily available and can only be obtained by performing a great quantity of work which, in the circumstances, is deemed not justified. The total funds spent are as follows.

Ekangala	R4,0 million
1981/82	R5,0 million
1982/83	R5,3 million
1983/84	

These funds were obtained by means of loans from the National Housing Commission

Ekandustria	R4,2 million
1981/82	R6,2 million
1982/83	R14,3 million
1983/84	

These funds were acquired by the City Council of Bronkhorst-spruit

Lebowakgomo	R1,5 million
1979/80	R2,5 million
1980/81	R2,1 million
1981/82	R1,7 million
1982/83	R1,2 million
1983/84	

These funds were acquired from the South African Development Trust

- (iii) (aa) On an agency basis as indicated under (a) and (b) above.

(bb) The Board is capable of rendering these services, the services fall within the ambit of its operations and it was accordingly appointed as agent

**Tsitsikamma Toll Road Project**

\*25 Mr D J N MALCOMESS asked the Minister of Transport Affairs.

- (a) What was the total cost of erecting toll collection facilities in respect of the Tsitsikamma Toll Road Project and (b) on what specified items was this money spent?

**THE MINISTER OF TRANSPORT AFFAIRS:**

- (a) The estimated total cost is R4,028 million

- (b) Extra road construction

Toll Plaza buildings	R1,380 million
Toll Plaza lighting and electrical work	R0,495 million
Electrical and other toll equipment.	R0,453 million
Professional fees in respect of architect, civil engineer and electrotechnical engineer	R1,300 million
	R0,400 million

*Harwood Q. 61. 1958 6/7/84*  
 \*26 Mr S P BARNARD asked the Minister of Transport Affairs †

- (1) How many employees of the South African Transport Services were only repaid their pension contributions during the latest specified period of 12 months for which figures are available;

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

**†The MINISTER OF TRANSPORT AFFAIRS.**

(1) and (2) During the period 1 June 1983 to 31 May 1984 former employees were only repaid their pension contributions in the following cases:

Voluntary resignations	—	3 766
Abandonments/dismissals	—	3 444
Termination of services in terms of service contract (e.g. poor execution of duties)	—	220

Interest on pension contributions is paid to former employees in the following circumstances

Voluntary resignation/dismissal	For each completed year above 13 years for which he contributed to the fund
Termination of services in terms of service contract (e.g. poor execution of duties)	For each completed year above one year for which he contributed to the fund

During the period in question interest was paid in 366 cases to former employees who left the Service in the aforementioned circumstances

†Mr S P BARNARD Mr Speaker, arising out of the hon the Minister's reply and in view of the good pensions which are going to be paid to members of the President's Council, can the hon the Minister not reconsider this matter? While members of the President's Council are going to receive a pension of almost R21 000 per year after only two and a half years' service, why must the families of persons such as these with 30 or 40 years' service, suffer hardships?

of what statutory provision, and (c) why, was each person arrested,

(4) whether these persons have been charged, if so, in terms of what statutory provision;

(5) whether he (a) approached and (b) held any discussions with the Attorney-General of the Transvaal in connection with these persons, if so, (i) when, (ii) why and (iii) what was the purport of these discussions,

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

**The MINISTER OF LAW AND ORDER**

(1) Yes

(a), (b) and (c) I was telephonically contacted on a date which I can no longer remember precisely by Mr John Fourie, the managing director of Chubby Chicks (Pty) Ltd of Potchefstroom. As his Member of Parliament he asked my advice in connection with the application of the Labour Relations Act, and I referred him to the Department of Manpower as the matter fell under the Minister of Manpower. Since Mr Fourie approached me as his Member of Parliament, I am not prepared to disclose more of the nature of our conversation

(2) Yes

(a), (b) and (c) The police arrested a number of persons because they attended an illegal gathering after they had been dismissed by their employer

(d) and (e) The police were not

called to the premises of the company, but acting on information received regarding the gathering they proceeded to the premises at 12h30

(3) Yes.

(a) On municipal property adjacent to the company's premises

(b) and (c) In terms of section 40(1)(a) of the Criminal Procedure Act, 1977, because of contravention of section 57 of Act 74 of 1982

(4) Yes For contravening section 57(1)(a) and 57(1)(c) of Act 74 of 1982

(5) No

(6) No

Dr A L BORAINÉ Mr Speaker, arising out of the hon the Minister's reply, is he aware that at the time of the arrest those workers were meeting together with the trade union leader to attempt to resolve what was a legal dispute? Does the hon the Minister feel that the fact of the police arriving and charging and arresting legally striking workers together with their trade union leader actually encourages labour peace or achieves the opposite result?

The MINISTER I am not aware of the facts the hon member is referring to, but I am satisfied, on the basis of the facts at my disposal, that as far as the police action is concerned, the police acted correctly in terms of the law and in terms of the circumstances prevailing at that stage

Dr A L BORAINÉ Mr Speaker, further arising out of the hon the Minister's reply,

*Questions standing over from Wednesday, 4 July 1984*  
*Dispute between employees/company*  
*Harvard Q 61. P 60*  
\*21 Dr A L BORAINÉ asked the Minister of Law and Order

(1) Whether he has received any representations from a certain person employed by a certain company, whose names have been furnished to the South African Police for the purpose of the Minister's reply, concerning the dispute between employees and this company in February 1984, if so, (a) when, (b) what was (i) the nature of representations and (ii) his response thereto and (c) what is the name of the (i) person and (ii) company concerned,

(2) whether the South African Police took any action against any employees of this company on or about 23 February 1984, if so, (a) what action, (b) why, (c) what were the circumstances surrounding the incident, (d) who called the police to the premises of this company on this occasion and (e) at what time were the police ordered to go to these premises;

(3) whether any persons were arrested as a result, if so, (a) where, (b) in terms

# Barrage of eggs greets committee

By Zenaide Vendeiro,  
Transport Reporter

Eggs and tomatoes were thrown at members of the SA Airways Engineering Association's executive committee yesterday when they relayed details of a salary "adjustment" to their members.

The aviation technicians threatened more than two weeks ago to work-to-rule if they did not receive a salary increase of about 25 percent.

At a union meeting yesterday more than 1 000 members were told by their executive committee that a salary increase was out of the question.

A member of the Association, who declined to be named, said members were angry and disappointed with the salary adjustment. The mood turned nasty at the meeting — eggs and tomatoes were thrown at the executive committee and there were calls for their resignations.

The technician refused to give details of the adjustment.

"Two years ago, we were asked to save money because SAA was experiencing such tremendous losses. We co-operated and in a few months, we saved millions. The members feel SAA owes them something for that," he said.

(270) D. Anpatih

# Bus drivers strike erupts

1/8/82  
GARANKUWA — Police baton-charged 300 striking bus drivers at Erasmus near Garankuwa yesterday afternoon

A number of policemen and women were injured by stones thrown

by the strikers, according to witnesses, who added that the strikers had the upper hand until police reinforcements arrived

Several policemen suffered facial injuries

when their car windows were smashed by stones

The drivers were striking over the dismissal of two of their colleagues, who were later temporarily reinstated. — SAPA

# Police in clash with bus workers

PRETORIA — A clash between Bophuthatswana police and a group of striking Pitso transport workers left 12 people injured and several vehicles damaged

The incident occurred outside the Pitso transport depot in Erasmus near Pretoria. A group of about 300 striking employees apparently tried to prevent other workers from continuing with their duties

Police were called in. A source said a group of policemen were forced to retreat when bus drivers, workshop assistants and workers from other departments stoned them, damaging several police vans

Bophuthatswana police allegedly charged the protesting workers. About 12 workers were treated at Ga-Rankuwa Hospital for minor injuries.

A spokesman for the Bophuthatswana police said three workers had been arrested for holding an "illegal" meeting and obstructing police.

According to transport sources, the strike was apparently sparked by grievances over the dismissal of two bus drivers and over union recognition

The sources said the transport company apparently had to make use of "all sorts of people" to drive bus commuters to Erasmus — a change-over point for passengers travelling into Pretoria — yesterday morning as most bus drivers were still on strike. —SAPA

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# 400 SATS workers on strike

270 (KJ)  
Slw 4/12/84

By Michael Tissong

About 400 railway workers at the SA Transport Services (SATS) Kazerne offices went on strike today over what they said was the introduction of a six-day work week without compensation.

The SATS immediately suspended them.

A SATS spokesman, Mr. Andre Thomas, said the workers had worked a 48-hour week over a five-day period. The change meant the workers would work a 48-hour week over a six-day period.

But some workers claimed white workers affected by the new six-day week, introduced about two weeks ago, were being paid for working on Saturdays.

The black workers, who said they were forklift drivers and labourers, claimed they were not being paid for working on Saturdays.

Mr. Thomas said both black and white workers were not being paid extra for the change.

Twenty SATS policemen positioned themselves between the mass of striking workers and the concrete office block.

★ 270

# SATS press for more pay

Own Correspondent

JOHANNESBURG — The 250 000 SA Transport Services workers intend pressing ahead with their demands for pay increases next year in spite of the public sector salary freeze announced by the Minister of Home Affairs, Mr F W de Klerk, in Pretoria earlier this week.

The president of the federal council of SATS staff associations, Mr Jimmy

Zurich, said yesterday that although Mr De Klerk had not specifically included SATS personnel in his freeze announcement, in the past what the public service got or did not get applied also to railway workers.

"We are seeing the Minister of Transport Affairs, Mr Hendrik Schoeman, in February and we will demand a very conservative increase of 15 percent from April."



# PUBLIC SECTOR

## TRANSPORT LABOUR

1985

Footnotes Tobacco Industry Oudtshoorn  
1. Separate wages for Calitzdorp and all areas outside the municipal area of Oudtshoorn were gazetted in the agreement of 1/76. These fell away with the agreement of 11/78.  
2. Qualifying periods:  
Clerical Employee: 4 years  
Examiner: 6 months  
Hand twister: 6 months  
Tobacco packer: 1 year  
Cigar maker: 2 years  
Cigar bunch maker: 1 year  
Cigar packmaker Class A: 6 months  
Cigar box maker, Class B: 6 months  
Grade I employee: 2 years  
Grade II employee: 1 year  
Grade IV employee: 6 months  
3. Prior to the agreement of 1/85, there were separate wages for female clerical employee and hand twisters. The wages listed here are male clerical employees & hand twisters.

TOBACCO MANUFACTURING INDUSTRY, OUDTSHOORN, Conciliation Board.  
Parties: Employer Organisations: Barran's Tobacco Co. (pty).  
Ltd. and H.S. Spies Broers (Edms.) Bpk.  
Trade Unions: National Union of Cigarette and Tobacco Workers Oudtshoorn Branch.  
Area: Magisterial district of Oudtshoorn.

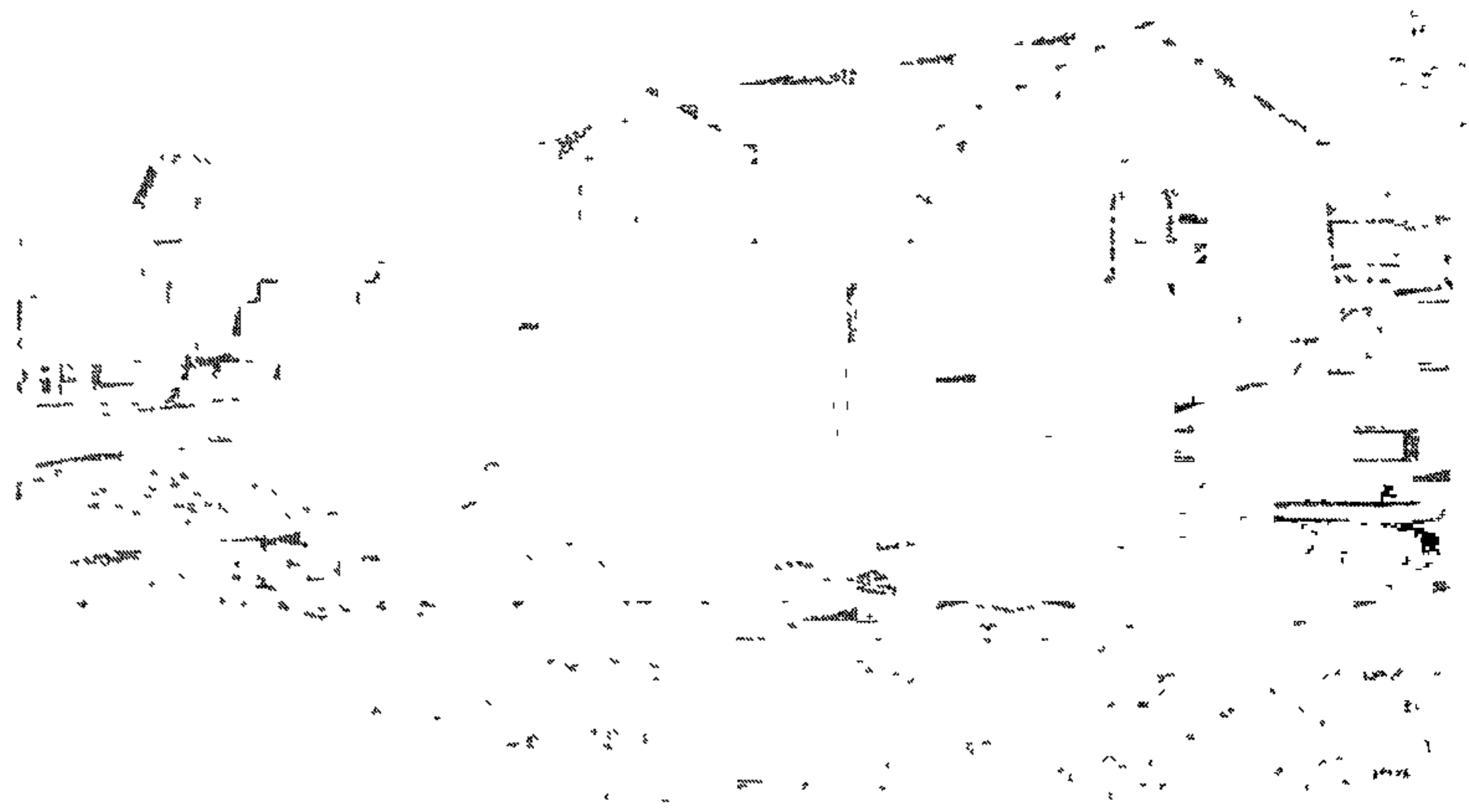
# Houses for SATS workers

SOWETAN REPORTER

THE SOUTH African Transport Services (SATS) has built and purchased houses for hundreds of its black employees since it introduced house ownership schemes for them 10 months ago.

Mr D J Botha, SATS deputy director of house ownership schemes told The SOWETAN that SATS was proud to have introduced this scheme to its black employees, since its conditions are applicable to all races in their employ

He said they had two kinds of housing



THIS IS ONE of the SATS houses built for an employee at Diepkloof Extension 3, Soweto.

schemes. The 100 per cent scheme and the assisted scheme. SATS had already acquired and registered 363 houses for their workers in terms of the first scheme and 669 were in

the process of being acquired in the next month or two. On the latter scheme 1 380 of their black staff already had houses while 121 were in the process of being granted houses.

# SATS staff to demand higher wages

~~128~~  
270  
D. D. D.  
1/2/85

PRETORIA — Representatives of the 230 000-strong Federal Council of SATS Staff Associations will meet the Minister of Transport Affairs, Mr Hendrik Schoeman, on February 15 to press demands for 15 per cent pay rises throughout the service

This is in spite of a government announcement last year that pay increases in the public sector would be frozen during 1985

The president of the federal council, Mr Jimmy Zurich, said in Pretoria yesterday the demand lodged with the minister last November had been backed by solid evidence of living cost rises in excess of 15

per cent since the last increases were granted

Since November, Mr Zurich said, further big increases in living costs had taken place

"There is informed speculation that the inflation rate may reach 20 per cent this year, and the need for relief for railway workers is obvious"

Mr Zurich pointed out that, in co-operation with the 11 railway unions, the administration had slashed staff numbers by about 40 000 in the past two years to 230 000

"In spite of this, efficiency and standards have been maintained throughout the service — and this has been

achieved by the extra effort being made by the staff to compensate for the far smaller establishment"

Senior public servants said if Mr Schoeman agreed to increases for his workers it would trigger off a wave of new demands throughout the public sector

However, according to Pretoria sources, there is little if any chance of the railway workers demands being agreed to. The best they can look forward to, it was suggested, were increases with the rest of the public sector from April 1986 — unless there was a dramatic end to the recession and solid growth in the economy — DDC

*7/2/85*  
 Identify documents/influx control/curfew regulations *Q. 601. 31*  
 28 Mr D J DALLING asked the Minister of Law and Order

How many Blacks in (a) the Sandton municipal area and (b) Alexandra Township were charged in 1984 with offences relating to (i) identity documents, (ii) influx control and (iii) curfew regulations?

The MINISTER OF LAW AND ORDER

(a)	(b)
(i) 1 263	170
(ii) 961	347
(iii) None	None

Patrol vehicles

30 Mr D J DALLING asked the Minister of Law and Order.

How many serviceable patrol vehicles (a) with and (b) without radio equipment installed are stationed on a daily basis at the (i) Sandton, (ii) Bramley, (iii) Wynberg/Alexandra and (iv) Lombardy East police station?

The MINISTER OF LAW AND ORDER

(a)	(b)
(i) 3	—
(ii) 2	—
(iii) 2	2
(iv) 3	1

The crime prevention unit is still being used daily on crime prevention and patrol duties

Sandton: special crime prevention unit

31 Mr D J DALLING asked the Ministers of Law and Order

With reference to his reply to Question No 42 on 8 February 1984, how many arrests in respect of each specified type of suspected offence were effected in 1984 by the special crime prevention unit stationed in Sandton?

significant deviation from normal water quality

*(270) Howard Q. 601 33*  
 37 Mr D J N MALCOMESS asked the Minister of Transport Affairs

(a) How many applications to train as air hostesses were received in 1984 from (i) Whites, (ii) Coloureds persons, (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)	(i) 2 601
	(ii) 123
	(iii) 90
	(iv) 1 138
(b)	(i) 322
	(ii) 1
	(iii) 3
	(iv) 0

*Howard*  
 Land and Agricultural Bank: loans  
 50 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 1984 and (b) to how many farmers had these loans been granted?

The MINISTER OF FINANCE

(a) On 31 December 1984 farmers were indebted to the Land Bank for the total amount of R1 884 405 506 under long-, intermediate- and short-term loans.  
 (b) The foregoing total debt is in respect of 42 675 loans granted by the Land Bank to farmers' Joint loans, which were granted to two or more farmers.

make up a large percentage of these loans

*Howard Q. 601. 34*  
 53 Mrs H SUZMAN asked the Minister of Law and Order

(1) How many persons are detained at present under section 29 (1) of the Internal Security Act, No 74 of 1982.  
 (2) whether any such persons have been detained for longer than three months, if so, (a) how many and (b) for what period in each case?

The MINISTER OF LAW AND ORDER.

(1) 135 Persons as on 31 January 1985  
 (2) Yes

(a)	59
(b)	1 for 225 days
	1 for 170 days
	2 for 163 days
	3 for 133 days
	1 for 130 days
	1 for 129 days
	4 for 128 days
	2 for 121 days
	10 for 120 days
	1 for 119 days
	10 for 112 days
	1 for 111 days
	1 for 100 days
	17 for 102 days
	1 for 99 days
	3 for 97 days

Note Five cases in which 56 persons are involved are already in the possession of the attorney-general for a decision. The investigation of two cases in which three persons are involved, has not yet been concluded

Internal Security Act

56. Mrs H SUZMAN asked the Minister of Law and Order

(1) How many visits to detainees held under section 29 of the Internal Security Act were made by (a) inspectors and (b) magistrates in 1984.

CAPE Times  
9/2/85  
'Vile' 270  
circular  
for SAA  
staff

Own Correspondent

JOHANNESBURG. — A confidential circular which probes deep into personal lives and political leanings has gone out to South African Airways staff.

This follows a disclosure yesterday that senior staff at Johannesburg schools had been handed a similar document by school inspectors.

An outraged SAA employee, who this week received the circular, marked "secret", alerted the Cape Times correspondent yesterday, after he had read of educationalists' circulars.

Attached to his circular was a note threatening that unless the forms were completed by February 28, SAA personnel would be taken off international flights, the source said.

The SAA employee, who did not want to disclose his name, said he had received the "vile" circular in his communications box.

#### 'Personal questions'

He had worked for SAA for more than five years and demanded to know the need for "all these personal questions".

A public relations officer for SAA, Mr Johan Hugo, said last night that he had "left his lists at work" and was therefore unable to obtain comment.

Meanwhile the Transvaal Education Department yesterday drew a veil of secrecy over the circulars hand-delivered to senior staff in Johannesburg.

The TED said in a statement that it regarded "the possible circulars" as confidential and could not discuss them.

10/2/85 (13) (13) (13)  
**'What  
about  
us?'** (270)  
C. Per

THE Federal Council of the 230 000-strong SA Transport Services Staff Association came under heavy fire this week over its meeting for pay increases with Transport Minister Hendrick Schoeman next week.

"These people approaching Minister Schoeman are the electorate," said General and Allied Workers' Union president Samson Ndou. "The Government will try to satisfy them at the expense of blacks."

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# SAA circulars 'traditional procedure'

Own Correspondent

JOHANNESBURG —

South African Airways yesterday claimed that it was "traditional procedure" to issue circulars demanding confidential information from cabin staff and cockpit crew

A letter attached to the circular states that after February 28 overseas cabin crew will be suspended from flying duties unless a completed circular is handed in

It is dated January 30, 1985, and is signed on behalf of the assistant director of cabin services

## Coincide

The SAA circulars coincide with the delivery of similar questionnaires to senior teaching staff at Johannesburg schools

A spokesman for SAA, Mr Johan Hugo, yesterday declined to disclose the name of the assistant director of cabin services. The attached letter was "an internal memo" and intended to speed matters up, he said

"The security form is traditional procedure and has been followed in regard to cabin and cockpit crew for years because these staff travel on international flights," Mr Hugo said yesterday

Asked when the "traditional" circulars were first introduced at SAA, Mr Hugo said "about 15 years ago"

But on the letter attached to the SAA circular—dated January 30—is written "It has been decided that all cabin

crew must be security cleared"

Asked why SAA cabin crew of long service had never seen one of these forms before, SAA replied that some staff had completed these forms before, but they were valid for only five years

Mr Douglas Grbson, leader of the Progressive Federal Party in the Transvaal, has called both the SAA and the school circulars "sinister and impertinent. I personally would refuse to complete a form like this until its exact purpose had been properly explained," he said

Ephraim Khumalo . . . . . 25 November  
Joseph Moshewa . . . . . 16 March  
Molezi Mokoena . . . . . 16 March

- (c) Except in the case of Rochester Mlanga who attempted to flee after he had stopped, the other persons and their passengers named in (i) and (ii) all raced through the road blocks

Aircraft: names

60 Mr D J DALLING asked the Minister of Transport Affairs

What are the names given to the aircraft operated by the South African Airways on (a) internal and (b) external flights?

The MINISTER OF TRANSPORT AFFAIRS

- (a) Airbus A300  
Airbus A300 Combi  
Boeing 737S

Boeing 737

- (b) Boeing 747-300 (SUD)  
Boeing 747 Super B

Tafelberg  
Drakensberg  
Waterberg  
Helderberg  
Matroosberg  
Outeniqua  
Malutu  
Majuba  
Hantam  
Soutpansberg

61 The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Defence

*Ovambo: training exercise 12/2/85*

- (1) Whether the South African Defence Force undertook in January 1985 a training exercise in Ovambo, the name of which has been furnished to the South African Defence Force for the purpose of the Minister's reply, if so, (a) which towns or villages fell within the exercise zone, (b) what is the estimated total number of persons living in this zone, (c) how many members of the South African Defence Force were involved, (d) what is the total estimated cost involved and (e) what was the code name of the exercise,

- (2) whether residents of the battle area in Ovambo were forewarned of the exercise, if not, why not, if so, (a) in what manner and (b) how many days prior to the exercise,

- (3) whether any residents were evacuated by the South African Defence Force, if so, (a) where were they evacuated to, (b) in what manner and (c) how many residents were involved,

- (4) whether any compensation was payable; if not, why not, if so,

- (5) whether any compensation was paid to any persons, if so, (a) to whom, and (b) what was the total amount paid out,

- (6) whether any (a) civilians and (b)

members of the South African Defence Force were injured; if so, (i) how many, (ii) what was the nature of the injuries in each case and (iii) what action was taken as a result,

Operational Area in Ovambo the reply is yes  
(a) By means of  
—Sky shout apparatus  
—Warning signs on roads to the exercise terrain and in the exercise terrain itself  
—An announcement by the General Officer Commanding SWA Territorial Force over the SWA Radio

The MINISTER OF DEFENCE

- (7) whether the South African Defence Force received any reports of damage to property as a result of the exercise, if so, what (a) was the nature of the damage and (b) is the total estimated cost involved?

- (1) Yes  
(a) None the participating troops did, however, move through towns to reach the exercise zone

- (b) None The exercise zone was totally uninhabited

- (c) About 1 000

- (d) It should be pointed out that this was the annual rounding off exercise of training of troops deployed in the SWA Operational Area. The only difference between this exercise and that of previous years was that this year's exercise was not held in the training area itself but about 600 km from there which resulted in an additional expenditure of R25 898 for transport of the troops to and from the exercise terrain. The other costs relating to the exercise such as salaries and rations would in any event have had to be paid even if the exercise did not take place. Likewise the expenditure of ammunition and fuel during the exercise would have been the same had the exercise been held at the training area

- (2) If by battle area is meant the so-called

- (a) and (b) fall away

*270 Howard R. G. 1 98*  
Always: staff complement 12/2/85

80 Mr D J N MALCOMESS asked the Minister of Transport Affairs

- (a) What is the staff complement of the South African Airways and (b) how many posts were (i) vacant and (ii) filled as at 31 December 1984?

The MINISTER OF TRANSPORT AFFAIRS



- (a) 12 701
- (b) (i) 847
- (ii) 11 854

*Howard Q. 61.99*  
Prospecting for oil  
*13/2/85*

111 Mr D J N MALCOMESS asked the Minister of Mineral and Energy Affairs.

- (1) What was the total amount spent in 1984 on prospecting for oil (a) on land and (b) at sea,
- (2) whether any (a) oil and (b) gas was discovered in that year, if so, where in each case,
- (3) whether prospecting was restricted to South African (a) territory and (b) territorial waters; if not, in what other areas did prospecting take place?

The MINISTER OF MINERAL AND ENERGY AFFAIRS

- (1) (a) R50 000
- (b) R97.1 million

(2) Gas was encountered in 4 of the 17 boreholes drilled by SOEKOR in 1984. These further discoveries were made in the F-A and E-M gas fields

- (3) (a) Yes
- (b) Yes

*Howard Q 61.99*  
Unemployment Insurance Fund  
*13/2/85*

119 Dr A L BORAINÉ asked the Minister of Manpower

- (1) What was the balance in the Unemployment Insurance Fund at the end of 1984,
- (2) (a) what was the amount (i) paid into the Fund and (ii) paid out in benefits in that year and (b) to how many (i)

White, (ii) Coloured, (iii) Indian and (iv) Black applicants were benefits paid?

The MINISTER OF MANPOWER

- (1) R243 331 820
- (2) (a) (i) R205 520 434
- (ii) R196 286 366

(b) (i) to (iv) Figures in respect of different population groups are not readily available. Benefits were paid to 305 197 unemployed contributors

WEDNESDAY, 13 FEBRUARY 1985

†Indicates translated version.

*Howard*  
For written reply  
General Affairs  
*Q. 61.100 13/2/85*  
Vaal Triangle area: disturbances at schools

14 Mr W L VAN DER MERWE asked the Minister of Education †

- (1) Whether any disturbances took place in the Vaal Triangle area in 1984, if so,

(2) whether any Black school buildings were damaged during these disturbances; if so, (a) what was the nature of the damage, (b) how many schools were involved and (c) what was the cost of the damage;

(3) whether his Department gave approval to certain building contractors to do repair work at such damaged schools during the recent builders' holiday; if so, (a) why, (b) at which schools and (c) what was the cost of the repair work,

(4) whether any of the school buildings so repaired, have again been damaged.

aged since; if so (a) what was the nature of the damage, (b) which schools were involved and (c) what was the cost of the damage?

The MINISTER OF EDUCATION.

- (1) Yes
- (2) Yes

(a) Damage caused by fire and broken window-panes as result of stone-throwing

(b) 9

(c) The estimated cost of R540 000,00

- (3) No (a), (b) and (c) Fall away
- (4) No (a), (b) and (c) Fall away

Kirkpatrick, Marais and Associates: contract

24 Mr D J N MALCOMESS asked the Minister of Transport Affairs

(1) Whether, with reference to his reply to Question No 1113 on 11 July 1984, the contract awarded to Kirkpatrick, Marais and Associates for R240 000 was (a) extended and (b) renewed, if so, (i) why and (ii) what was the (aa) contract price and (bb) duration of the contract;

(2) whether the contract was awarded on

(2) No, as the extension and renewal was negotiated to allow Kirkpatrick, Marais and Associates to complete projects arising out of the original contract

(3) Yes

(a) R205 923,83

a tender basis, if not, why not; if so, which companies submitted tenders, whether any sums have been paid in respect of the contract, if so, (a) what total amount and (b) on what specified items?

The MINISTER OF TRANSPORT AFFAIRS.

- (1) (a) and (b) Yes

(i) To continue outstanding public relations work connected with approved toll projects in the Republic of South Africa

(ii) (aa) and (bb)(i) R98 224,44 in respect of the extended period commencing 1 February 1984 and terminating on 31 July 1984, and

(ii) R107 699,39 in respect of the renewed contract commencing 1 August 1984 for an agreed period of two years but terminated on 30 September 1984 by mutual consent

Professional fees . . . . . R 80 000,00

<i>Authorised expenditure</i>	
Media advertising . . . . .	R38 739,25
Photocopying . . . . .	R 441,75
Traveling and accommodation . . . . .	R 7 187,54
Telephone and telex . . . . .	R 353,42
Courier delivery . . . . .	R 267,61
Postage . . . . .	R 58,15
Printing and stationery . . . . .	R 5 758,65
Functions . . . . .	R13 075,40
Miscellaneous . . . . .	R 42,06
<i>Winding-up fees</i>	
Total . . . . .	R 60 000,00
	<u>R205 923,83</u>

ADM  
12/2/85  
270

# Railmen press for 15% rise

Pretoria Bureau

THE Federal Council of SATS Staff Associations will meet the Minister of Transport Affairs, Mr Hendrik Schoeman, in Cape Town today to press demands for a 15% pay rise for 230 000 railway workers.

The railway unions pay demand ignores the government's freeze on the earnings of public sector during the 1985-86 financial year and would cost nearly R300-million.

It could also spark massive wage demands from other sectors of the public service.

The president of the federal council, Mr Jimmy Zurich, said yesterday the original 15% demand was made in November last year, supported by solid evidence of living costs increases in excess of 15%.

Since then, he said, there had been a vicious rise in the cost of living with increases in fuel and electricity prices and rail and air fares.

Bread and maize prices are also expected to rise

270 ~~15~~ ~~55~~ D. Asfeldt  
12/2/85

# Railway unions to demand pay hikes

PRETORIA — The Federal Council of Sats Staff Associations will meet the Minister of Transport Affairs, Mr Hendrik Schoeman, in Cape Town today to press demands for 15 per cent pay hikes for 230 000 railway workers

The railway unions have ignored the government's freeze on the earnings of the public sector during the 1985-86 financial year

If the demand is agreed to it will cost the administration nearly R300 million

The president of the council, Mr Jimmy Zurich, said yesterday that the original 15 per cent demand was made in November last year, supported by solid evidence of living-cost increases exceeding 15 per cent

Since then, he said,

there had been a vicious acceleration in living costs. Since the beginning of the year electricity tariffs had been raised, the fuel price had been increased by a record 40 per cent, and passenger and air fares had gone up

And if railway goods tariffs were to be increased in the railway budget next week, another inflation shock wave would hit the economy

"And it's not going to stop there. The price of maize and maize products are expected to rise from May and there is likely to be an upward adjustment in the bread price"

Mr Zurich said that in co-operation with the "railway unions, the administration had been able to reduce staff num-

bers drastically by about 40 000 in the last two years

"In spite of this, efficiency standards have been maintained throughout the service — and has been achieved by the extra effort of the staff to compensate for a smaller establishment"

Sources here said railway workers had virtually no hope of salary adjustments. But if they were agreed to, there would be an immediate demand from state department workers for comparable compensation

The public service, the sources said, would have to wait until April next year at the earliest for pay hikes — and if the economy by then was still in the doldrums an extension of the freeze was certain — DDC

SATS PAY

## The freeze applies

Railway trade unions have accepted — for the moment at least — that there will be no annual salary increase this year. This settles the uncertainty about whether the public sector pay freeze applies to the SA Transport Services (Sats)

The freeze will delay implementation of

Continued on page 51



Schoeman ... no budgetary provision for pay increases

49

a five-phase R400m plan to bring racial parity to salaries and fringe benefits

At a meeting last Friday, Transport Minister Hendrik Schoeman told the Sats Federal Consultative Committee, which represents 170 000 employees, that Sats has no funds available for salary hikes

Council president Jimmy Zurich tells the FM that the Minister's decision has been "reluctantly accepted." He fears the council's 11 unions will face severe pressure from members in the second half of the year as inflation begins to bite harder. The Minister "is lucky he is dealing with such a moderate group of unions," says Zurich

Schoeman has, in fact, left the door open for a possible rethink on the issue later in the year. He has arranged for the council to meet him in August for further talks. However, Schoeman emphasised that he would not make budgetary provisions for any general increases. A spokesman for the Minister's office says the August talks are part of a process of negotiation with the unions and no promises can be made

*Howard O. G. 119*  
 Pretoria police district: offences  
 18/2/85

13 Mr P G SOAL 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) burglary, (g) robbery,

(h) theft of vehicles and cycles, (i) damage to property, (j) housebreaking with intent to steal and theft and (k) possession of drugs were reported at each specified police station in the Pretoria police district in 1984?

The MINISTER OF LAW AND ORDER

	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)
Brooklyn	13	20	78	223	36	—	77	849	211	1 346	68
Sunnyside	16	15	49	342	12	—	57	642	339	639	49
Pretoria Central	16	33	204	581	37	—	379	731	285	645	170
Pretoria West	6	31	100	454	21	—	89	253	153	424	64
F. van der Merwe	8	18	165	249	31	—	75	75	183	354	0
Wierda Bridge	17	24	105	143	10	—	56	200	96	410	0
Lytelton	7	24	46	136	18	—	44	241	79	570	30
Atteridgeville	44	15	750	1 000	—	—	219	69	439	125	0

Note For statistical purposes burglary and housebreaking with intent to steal and theft are coded under the same code. The figures under (b) culpable homicide relates to motor accidents

Airways: refreshment trolley service

23 Mr W V RAW asked the Minister of Transport Affairs.

(1) Whether the refreshment trolley service on Boeing 737 aircraft on the internal services of the South African Airways has been curtailed in respect of the economy class, if so, why,

(2) whether consideration has been given to starting the service from the front and the rear of the aircraft on alternative flights, if not, why not,

(3) what was the number of (i) business-class and (ii) economy class passengers on each flight on the coastal route over the latest specified week during which the new system was in operation?

The MINISTER OF TRANSPORT AFFAIRS

(1) No

(2) Yes, the feasibility of such an ar-

HoA

range ment is at present being investigated

(3) A business class on the internal services of SA Airways, was introduced on 1 November 1984. For the week 21 to 27 January 1985 the occupancy of the respective classes on the coastal route was as follows:

	Cape Town to Durban	Business Class	Economy Class
SA 600	42	42	566
SA 602	43	43	499
SA 604	57	57	554
SA 606	69	69	765
SA 609	42	42	375
SA 612	1	1	86
SA 614	12	12	69
SA 616	10	10	95
SA 622	28	28	367
SA 624	4	4	178
SA 626	24	24	205
SA 630	28	28	408
SA 632	9	9	125
SA 634	6	6	117
SA 642	9	9	76
SA 648	9	9	247
SA 640	13	13	59

	Durban to Cape Town	Business Class	Economy Class
SA 611	16	16	353
SA 613	14	14	111
SA 605	43	43	747
SA 607	47	47	505
SA 631	11	11	237
SA 609	99	99	596
SA 623	55	55	572
SA 601	13	13	129
SA 603	20	20	253
SA 637	12	12	86
SA 641	1	1	82
SA 621	1	1	59
SA 619	15	15	241
SA 645	8	8	326
SA 635	12	12	253
SA 617	—	—	61
SA 615	4	4	64
SA 625	3	3	110
SA 643	2	2	68

*270 Howard O. G. 121*  
 Air/ground hostesses 18/2/85

62 Mr D J N MALCOMESS 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 hostesses are members of the permanent staff, if not, why not,

(3) whether any steps are being taken to employ these persons on a permanent basis, if not, why not, if so, what steps,

(4) what is the longest period for which any (a) Black, (b) Coloured and (c) Asian air or ground hostess has been employed by the South African Airways?

The MINISTER OF TRANSPORT AFFAIRS.

1 February 1985

HoA

	(1)	(a)	(i)	and (ii)	None
(b)	(i)	7			
(c)	(i)	7			
(ii)	3				

(2) (a) and (b) No Coloured and Asian air and ground hostesses are classified as regular employees with security of tenure

(3) Yes a programme has been embarked upon which is designed on parity of service conditions for all Transport Services' employees. As soon as parity has been reached the employees in question will be considered for appointment to permanent staff. The time schedule of the programme is coupled to the availability of sufficient funds

63 Mr K M ANDREW asked the Minister of Education

(1) Whether there are any (a) pre-primary, (b) primary and (c) secondary schools in Khayelitsha, if not, (i) why not and (ii) where are the nearest schools situated in each case if so, how many (aa) teachers, (bb) pupils and (cc) classrooms were there at each such school as at the latest specified date in 1985 for which figures are available;

(2) whether all the children from Khayelitsha who applied for accom-

*Howard O. G. 122*  
 Khayelitsha schools 18/2/85

270

Transport Services keep mum on figures

# R100 million-a-year perks

Travel perks for South African Transport Services employees and pensioners are costing almost R100 million a year.

By Zenaide Vendero, Transport Reporter

And concessions for other State employees could run into millions more each year.

Transport Services, however, refuse to supply the latest figures, claiming it is an in-house matter.

Two years ago air and rail concessions for Transport Services employees and pensioners cost R55 million and R32,5 million a year.

The value of travel privileges is not reflected in any Transport Services accounts.

The amount has increased considerably since then

Employees are allowed to fly free once a year inside South Africa and overseas once every five years

They may obtain an unlimited number of privilege cards which enable them to pay only 25 percent of normal fare

In addition, senior Transport Services officials hold elite life passes for air travel

Employees are not charged commission on transactions made through foreign exchange offices at the Rotunda in Johannesburg and at South African Airways centres in Cape Town

and Durban

Public criticism has been directed not so much against free business and annual holiday travel as against free commuter travel

In 1983 between 6 000 and 7 000 senior officials were in possession of black leather-backed passes, which they used to travel free to and from work

The situation has reached such ridiculous proportions that the Metropolitan, the high-speed

train between Pretoria and Johannesburg, cannot be economically operated because more than 30 percent of passengers are Transport Services workers using free passes

Also, it is known that Salstaff, the association for Transport Services salaried staff, has made representations to Transport Minister Mr Hendrik Schoeman to allow holders of black leather-backed free passes who have completed 35 years' service to retain the benefit after retirement

In addition to hundreds of millions of rands spent in the last financial year on house ownership schemes and hostel accommodation, which are provided by the majority of private companies, Transport Services have on register 25-543 departmental houses

Of these houses, some 6 446 were unoccupied for different periods in the year, resulting in rental losses of R357 391

# Scrap job reservation in railways — PFP

AGU<sup>s</sup>  
28/2/85

270

**Parliamentary Staff**  
BLACK workers in the South African Transport Services were "blatantly discriminated" against, the PFP member for Greytown, Mr Pierre Cronje, said in the House of Assembly

Speaking during the Sats budget debate yesterday, Mr Cronje said only white workers in Sats could hold permanent positions, as well as a few coloured and Indians, within certain limitations

Black workers were appointed to permanent posts only on the condition that no whites were available, he said

Mr Cronje challenged the Minister of Transport Affairs, Mr Hendrik Schoeman to "strike another blow for reform" and scrap job reservation in Sats

The wages of white railway workers were higher than they would be in open market situation, he added

Mr N J Pretorius (NP Umhlatuzana) said Sats placed a high premium on its labour relations

A good spirit of co-operation had been fostered between the railways and trade unions recognised by Sats

Sats had been criticised because workers could not belong to the unions of their choice, Mr Pretorius said.

## Pensions

In an apparent reference to an incident three years ago when hundreds of Port Elizabeth railway workers were fired after a dispute about the union which they had joined, Mr Pretorius said there had been problems in the



Mr Hendrik Schoeman

past with unions which had members outside Sats

"But we are going forward to sort out these problems," he said

Mr S P Barnard (CP Langlaagte) called on the Government to give serious attention to the pensions and payments of 44 000 Sats employees who had left the service since 1982 as a result of mechanisation

● The Minister of

Transport Affairs, Mr Hendrik Schoeman, has told the House of Assembly it was a "disgrace" that Progressive Federal Party members acted as if coloured and Indian people could not handle their own affairs

The Minister accused the PFP of being paternalistic towards coloureds and Indians and of insulting them

He was reacting to PFP calls to him to spell out steps the Government would take to remove racial discrimination in the South African Transport Services

Mr Schoeman also clashed with the Conservative Party which had accused the Government of moving towards racial integration

Replying to the second-reading debate on the Transport Services budget, Mr Schoeman

said he received many letters from people who did not want "crowding-out" of whites using railway services

As long as there was "crowding-out" (verdinging), separate facilities would be provided on station platforms and elsewhere

Earlier Mr Ray Swart (PFP Berea) said the Minister owed it to the country to commit the Transport Services to moving away from discrimination

## Move away

Such a declared commitment needed to be given in the spirit of President P W Botha's recent address at the opening of Parliament

The Minister should take steps to scrap racial discrimination in trains and on railway platforms.

# 'No lay-offs in public sector'

**Post Reporter**  
WHILE everything possible is being done to reduce costs, redundancies are not being considered by State and local government departments in Port Elizabeth.

This emerged from a survey conducted by the Evening Post after criticism by some leaders in commerce and industry that not enough was being done to curb public spending

Spokesmen for public bodies mentioned, among other things, the need to maintain essential services and the fact that in some departments, notably the Post Office, there had not been a noticeable decline in the work load.

Mr George Engelbrecht, regional manager of SATS for the Cape Midland region, said the personnel establishment for his region had been reduced by 3 629 or 21,65%

"This has been done without retrenchments — by not filling vacancies which have occurred"

Mr Henry Whittaker, past president of the Midland Chamber of Industries and managing director of Phillips Carbon Black, said "My personal view is that while the private sector is being exhorted to hold down wages, cut back on staff, improve productivity and efficiency and hold down prices, none of these de-

mands seems to apply to the public sector"

"Pay in the public sector increased by 30% last year while increases in the private sector were kept well below the inflation rate of 13%"

Mr Brian Pitt, former managing director of Ford, said "The economic climate forced the private sector to cut back on costs and people

"Now the public sector must do the same"

Mr Tony Gilson, director of the Port Elizabeth Chamber of Commerce, said "This chamber and Assocom believe very strongly that if we are going to sort out the problems in our economy we have got to cut Govern-

ment expenditure very drastically

"The private sector has had to look closely at its situation and take unpleasant decisions. It is time the public sector did the same thing"

Mr Fanie Vermaak, acting public relations officer for the Post Office, said there had been no decrease in activity across Post Office counters. Thus no cuts in counter staff were being considered. Nor was there any decrease in demand for other services

Mr Angus Fraser, PE's Deputy City Engineer, said the demand for essential services remained constant and no cuts in staff were planned



375

*Howard*

MONDAY, 4 MARCH 1985

376

*270*  
Properties of employees  
Q. 601-375 4/13/85  
346 Mr G B D McINTOSH asked the Minister of Transport Affairs.

- (1) (a) How many properties are owned at present by the South African Transport Services employees through the (i) House Ownership Scheme, (ii) Assisted Building Society Housing Scheme and (iii) House Ownership Scheme and (b) how many of these houses are owned by (i) Whites, (ii) Coloureds, (iii) Indians and (iv) Blacks,

- (2) in respect of what date is this information furnished?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) (i) 24 344
- (ii) 5 136
- (iii) 20 759
- (b) (i) 46 461
- (ii) 1 428
- (iii) 456
- (iv) 1 894

The differences in numbers can be attributed to the fact that house ownership schemes for Whites, Coloureds, Indians and Blacks were introduced at different dates, viz 1938, 1973, 1977 and 1984 respectively

- (2) 20 February 1985

Pelagic fish

360 Mr R R HULLEY asked the Minister of Environment Affairs and Tourism

What was the total catch of pelagic fish in the 1984 calendar year?

The MINISTER OF ENVIRONMENT AFFAIRS AND TOURISM

346 168 James

*Sabotage*  
Q. 601 376 4/13/85  
384. Mrs H SUZMAN asked the Minister of Law and Order.

- (a) How many persons were charged with offences relating to sabotage in 1983 and (b) for what period was each of these persons detained before being charged?

The MINISTER OF LAW AND ORDER

- (a) One

- (b) The person concerned was charged within 48 hours of his arrest

Commissions/departmental committees

401 Mr K M ANDREW asked the Minister of Law and Order

- (1) How many (a) commissions and (b) departmental committees of inquiry were appointed in respect of his Department in 1984,

- (2) whether any of the reports of such commissions and committees have been completed, if so, (a) how many and (b) of which commissions and committees,

- (3) whether any of the reports of such commissions and committees have been made public, if so, (a) how many and (b) of which commissions and committees,

- (4) what is the total estimated cost relating to each of these commissions and committees?

The MINISTER OF LAW AND ORDER

- (1) (a) and (b) None

- (2) (3) and (4) Fall away

377

MONDAY, 4 MARCH 1985

378

Commissions/departmental committees

415 Mr K M ANDREW asked the Minister of Water Affairs

- (1) How many (a) commissions and (b) departmental committees of inquiry were appointed in respect of his Department in 1984,

- (2) whether any of the reports of such commissions and committees have been completed, if so, (a) how many and (b) of which commissions and committees,

- (3) whether any of the reports of such commissions and committees have been made public, if so, (a) how many and (b) of which commissions and committees,

- (4) what is the total estimated cost relating to each of these commissions and committees?

The MINISTER OF WATER AFFAIRS

- (1) (a) One
- (b) None

- (2) No

- (a) and (b) and (3) Fall away

- (4) R13 000

*Internal Security Act*  
Q. 601-377 4/13/85  
444 Mrs H SUZMAN asked the Minister of Law and Order

- (1) Whether any notices in terms of section 5(1)(e) of the Internal Security Act, No 74 of 1982, (a) were issued, (b) were withdrawn and (c) expired

in 1984, if so, (i) how many in each case and (ii) how many such notices were of effect as at 31 December 1984,

- (2) whether any notices which expired were renewed, if so, how many?

The MINISTER OF LAW AND ORDER

- (1) (a), (b) and (c) No

- (2) Falls away

*Trade unions: registration*  
Q. 601 378 4/13/85  
456 Dr A L BORRAINE asked the Minister of Manpower

How many trade unions applied between 1 January and 31 December 1984 for registration in respect of (a) Black employees only, (b) White employees only (c) Coloured employees only and (d) employees of more than one population group?

The MINISTER OF MANPOWER

- (a) One

- (b) One

- (c) None

- (d) One

*Apprenticeship contracts*  
Q. 601-378 4/13/85  
460 Dr A L BORRAINE asked the Minister of Manpower

How many new apprenticeship contracts were registered in each trade in 1984 in respect of (a) White, (b) Coloured, (c) Asian and (d) Black persons?

(3) As on 11 February 1985

(6) No

- (a) 22
- (b) 4
- (c) 3

(a) and (b) fall away  
 Howard Q. 61.364  
 Crossroads 4/3/85  
 190 Mr K M ANDREW asked the Minister of Co-operation and Development

(4) Yes Their names will be divulged to the honourable member personally in each case the stabling of their horses at the Centre takes place with the approval of the Treasury

(5) (a) Yes

(b) Yes

In both cases the following levies are payable

- (i) R3,42 per day for rations,
- (ii) R2,00 for shoeing per hoof,
- (iii) R2,00 per hoof for cutting and grating of hooves

(1) What is the latest estimate of the (a) de facto and (b) de jure Black population of Old and New Crossroads, respectively, in respect of (i) adult (aa) males and (bb) females and (ii) children,  
 (2) what is the date of this estimate?

The MINISTER OF CO-OPERATION AND DEVELOPMENT

(1) (a) Old Crossroads 87 572.

New Crossroads 16 690

Figures in respect males, females and children are not available.

(b)

- (i) Adult
  - (aa) males
  - (bb) females
- (ii) Children

Old Crossroads

New Crossroads

3 412  
 4 416  
 9 744

2 327  
 3 039  
 6 324

(2) De jure figures—30 May 1984

De facto figures—15 February 1985  
 Howard  
 Langa Commissioners' Courts  
 Q. 61.363 4/3/85  
 193 Mr K M ANDREW asked the Minister of Justice

In 1984, if so, (a) how many children were involved and (b) into what age categories did they fall?

The MINISTER OF JUSTICE

Yes

Whether any women convicted at the Langa Commissioners' Courts were accompanied to gaol by dependent children

(a) Male 64  
 Female 47  
 Total 111

(b)

Under 1 year  
 1 year up to 2 years

Male 22  
 14

Female 17  
 16

HOA

(b)

- 2 years up to 3 years . . . . .
- 3 years up to 4 years . . . . .
- 4 years up to 5 years . . . . .
- 5 years up to 6 years . . . . .
- 6 years up to 7 years . . . . .
- 7 years up to 8 years . . . . .
- 8 years up to 9 years . . . . .

Total

64

47

Male 9  
None 5  
3 4  
3 3  
4

Female 7  
None 2  
3 3  
None 1  
1

Crimes against security of State  
 Q. 61.365 4/3/85  
 221 Mrs H SUZMAN asked the Minister of Justice

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 11 February 1985

- (a) Whites 16
- (b) Coloureds 6
- (c) Asians 1
- (d) Blacks 314

337

(3) whether these loans are subsidized, if so, (a) what is the nature of the subsidy and (b) what is the total monthly cost of this subsidy to the South African Transport Services?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) R1 408,3 million

(b) R20,2 million

(c) R9,3 million

(d) R1,5 million

The differences in the amounts owed by the different groups can be attributed to the fact that home ownership schemes for Whites, Coloureds, Indians and Blacks were introduced at different dates viz 1938, 1973, 1977 and 1984 respectively

Home-ownership schemes: loans  
 Q. 61.365 4/3/85  
 239 Mr D J N MALCOMESS asked the Minister of Transport Affairs.

(1) What total amount was owing to the South African Transport Services by (a) White, (b) Coloured, (c) Indian and (d) Black persons in respect of loans in terms of home-ownership schemes as at the latest specified date for which figures are available,

(3) Yes

(a) Loans not exceeding R65 000 are subsidized by the difference between the rate of interest paid by the employee and the average interest rate which Transport

HOA

# Anger mounts among public servants over cuts

AKG 13 5/3/85 250 270  
Cont from Page 1

and representatives have said "there will be fireworks".

A spokesman for the airways workers said yesterday that members were furious about the proposed cuts and that they refused to accept them without a fight.

The president of the Post

and Telegraphs Association of South Africa, Mr Frikkie Smith, said no one was happy about the move.

He said the association's central executive committee was likely to discuss the measures at a meeting tomorrow night.

Transport union officials met the Government last week

to discuss the cuts and they voiced their strong disapproval, the president of the federation, Mr Jimmy Zurich, told the railway workers' meeting yesterday.

Mr Zurich said Sats workers had made many sacrifices in recent years and had improved productivity, so the Govern-

ment's steps were a "great injustice".

A prominent labour spokesman, Mr Willem van der Merwe, who is vice-chairman of the federation and second vice-president of the Trade Union Council of SA, said railwaymen were facing their biggest crisis since pay cuts in 1925.

By IOS WENTZEL, Political Correspondent

PUBLIC servants seem set to have their bonus pay cut by a third, but basic salaries will not be affected by measures to increase productivity and reduce personnel expenditure. This was indicated today by Government sources.

The Government hopes to save about R720-million a year with various schemes to cut costs and raise productivity. It is expected the cut will apply only to people who earn more than R6 000 a year.

The Cabinet discussed the package savings for the public service after an investigation by the Commission for Administration.

President Botha is to make a statement later today.

When President Botha announced the 3 percent cut in parliamentarians' salaries yesterday, he said the Government was considering more measures affecting the Budget and that he would make an announcement on increased productivity and savings on personnel expenditure in the public sector.

### "Premature"

The Minister of Home Affairs, Mr F W de Klerk, under whose department the Public Service falls, and the Minister of Transport Affairs, Mr Hendrik Schoeman, have had discussions with staff associations. The two Ministers declined to comment today on details of the savings package.

Mr Schoeman said protests from Sats staff associations against a proposed cut in bonus pay were "premature". An announcement would be made later in the week.

Mr de Klerk said it was known that an inquiry into increased productivity and savings was under way and that an announcement would be made soon.

Other Government sources, however, confirmed there would be a one-third cut in public servants' annual thirteenth (bonus) cheques but not in basic salary.

### Longer hours

As part of an increased productivity deal, civil servants would be required to work longer hours.

This does not necessarily mean that public servants will work a longer day as one of the possibilities being considered is shorter lunch and tea breaks.

The retirement age in the public service may be brought forward from 65 to 60 and some public servants may be asked to take early retirement.

The Opposition has agreed to the cut in parliamentarians' salaries but Dr F van Zyl Slabbert said today the Government needed to act urgently to restore confidence in the economy and in future political stability.

This meant fiscal and monetary discipline, re-evaluating priorities for State expenditure and above all cutting back on wasteful ideological expenditure.

### Call for freeze

The Opposition's chief spokesman on financial matters, Mr Harry Schwarz, called on the Government to negotiate a national voluntary price and wage freeze as a means to arrest the deteriorating economic situation.

Mr Schwarz warned the Government it could not apply one set of principles to wages and salaries and another set to prices.

The Government was trying to cut salaries in the public sector and was trying to get the private sector to do the same, yet yesterday's Post Office budget was only the latest example of how prices were treated differently.

MR 600 5/3/85  
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Public Service bonuses  
may be cut 33 percent

# MPCs to take 3% cut in their allowances

Provincial Reporter

The Administrator, Mr Gene Louw, and all provincial councillors are taking a three percent cut in their taxable allowances as an economy measure

The leader of the provincial council and MPC for local government, Mr Piet Loubser, said all three parties in the council, the National Party, Progressive Federal Party and New Republic Party, had decided at caucus meetings to take a three percent cut in taxable allowances

He said. "The Administrator, Mr Gene Louw, has also indicated that he will take a similar cut

## CITY COUNCILLORS

No directive has been issued to town and city councillors to take similar allowance cuts but Mr Loubser said if a request were made to senior officials in local authorities, "I would appeal to them to consider it favourably."

● In Johannesburg, the MPC for Randburg, Mrs Pat van Rensburg, has called on her fellow councillors to accept a three percent cut in salary, Sapa reports

Mrs van Rensburg added that the Progressive Federal Party caucus in the Randburg town council was willing to accept a three percent cut in salary

# Anger at austerity measures

Argus Correspondent

PRETORIA. — Anger is mounting among the country's 450 000 State employees over austerity measures and at least one trade union has openly rejected the Government's latest economy moves.

More than 1 000 angry railway workers gathered in Pretoria yesterday to protest against proposed pay cuts. They called on the Government to reconsider cutting 13th cheques by a third.

Employees of the Federation of SA Transport Workers overwhelmingly supported a resolution which called on President P W Botha and the Cabinet to reconsider the economy moves

Workers were clearly upset by the measures and their protests are likely to be echoed by public servants around the country.

Yesterday Mr Botha announced that all MPs and Cabinet ministers would take a three percent cut in basic pay.

Railways workers warned that the Government's measures would lead to "widespread labour unrest and dissatisfaction".

This week the SA Airways Engineers' Association will hold a similar protest meeting

(Turn to Page 3, col 3)

# P W unveils plan

# to save R500-m

By David Braam,  
Political Correspondent

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Ska 5/3/85

**PARLIAMENT** — President P W Botha today announced a six-point plan to slash Government staff expenditure by close on R500 million in the coming year.

He told Parliament this afternoon that the decision had not been made lightly and that civil servants could be assured that the Government had been compelled to act in the na-

## Railwaymen protest at plan to cut their bonus

By Colleen Ryan,  
Pretoria Bureau

More than 1 000 angry railway workers gathered in Pretoria yesterday to protest against the proposed bonus cuts

Members of the Federation of SA Transport Workers overwhelmingly supported a resolution calling on President Botha and the Cabinet to think again about the cuts

The resolution warned that the measures would lead to "widespread labour unrest and dissatisfaction", and said transport workers were not responsible for the financial crisis

The South African Airways Engineers' Association will hold a similar protest meeting later in the week

Transport union officials met the Government last week to discuss the pay cuts and voiced their strong disapproval, the president of the federation, Mr Jimmy Zurich, told the meeting yesterday

He said SA Transport Services workers had made many sacrifices in recent years and improved productivity so the Government's plans now were "a great injustice"

The Public Servants' Association says it has not yet been notified officially of any cuts, but there is growing dissatisfaction about the Government's austerity programme to reduce costs by eight percent

Vacant positions were not filled and some employees, such as hospital staff, have to work longer hours.

Teachers are anxiously awaiting the outcome of talks between the Federal Council of Teachers' Associations and the Government.

The leader of the Progressive Federal Party in the Provincial Council, Mr Douglas Gibson, said that if teachers were not given the back-pay promised by the State President last year it would be a "serious breach of faith".

"For the first time in memory teachers are being paid a respectable salary As a result the Transvaal Education Department has been overrun by young people wanting to enter the profession"

national interest.

The six-point plan, which comes into effect on April 1, involves:

● Measures to increase productivity which are expected to save R231 million on staff costs.

● Cutting of service bonuses (often referred to as 13th cheques) in the coming financial year from 8,3 percent of annual salary to 5,5 percent (a saving of 2,8 percent on the wage bill). This measure will not apply to those earning R6 000 a year or less. It is expected to save R225 million this year.

● The scrapping of an average 50 percent of the civil service posts which are now vacant

● Staff who make regular use of free official transport between their homes and places of work will now have to pay for this service

### Expansion curtailed

● The immediate suspension of all further expansion in the civil service establishment, except where personally approved by Cabinet Ministers or Administrators as necessary

● The adjustment of the system of merit awards to apply to a maximum of 10 percent of the staff as against the current 25 percent.

These last four steps will contribute a further saving of R35 million in the current year.

Mr Botha said that all institutions which paid staff costs out of revenue funds would be subject to the savings measures.

This included the provincial administrations and a variety of boards and other institutions.

Discussions were being held with the national states to implement similar measures in those administrations.

Mr Botha said it was essential that all public institutions in these difficult times reduced their expenditure and their claims indirectly or directly on the public's money

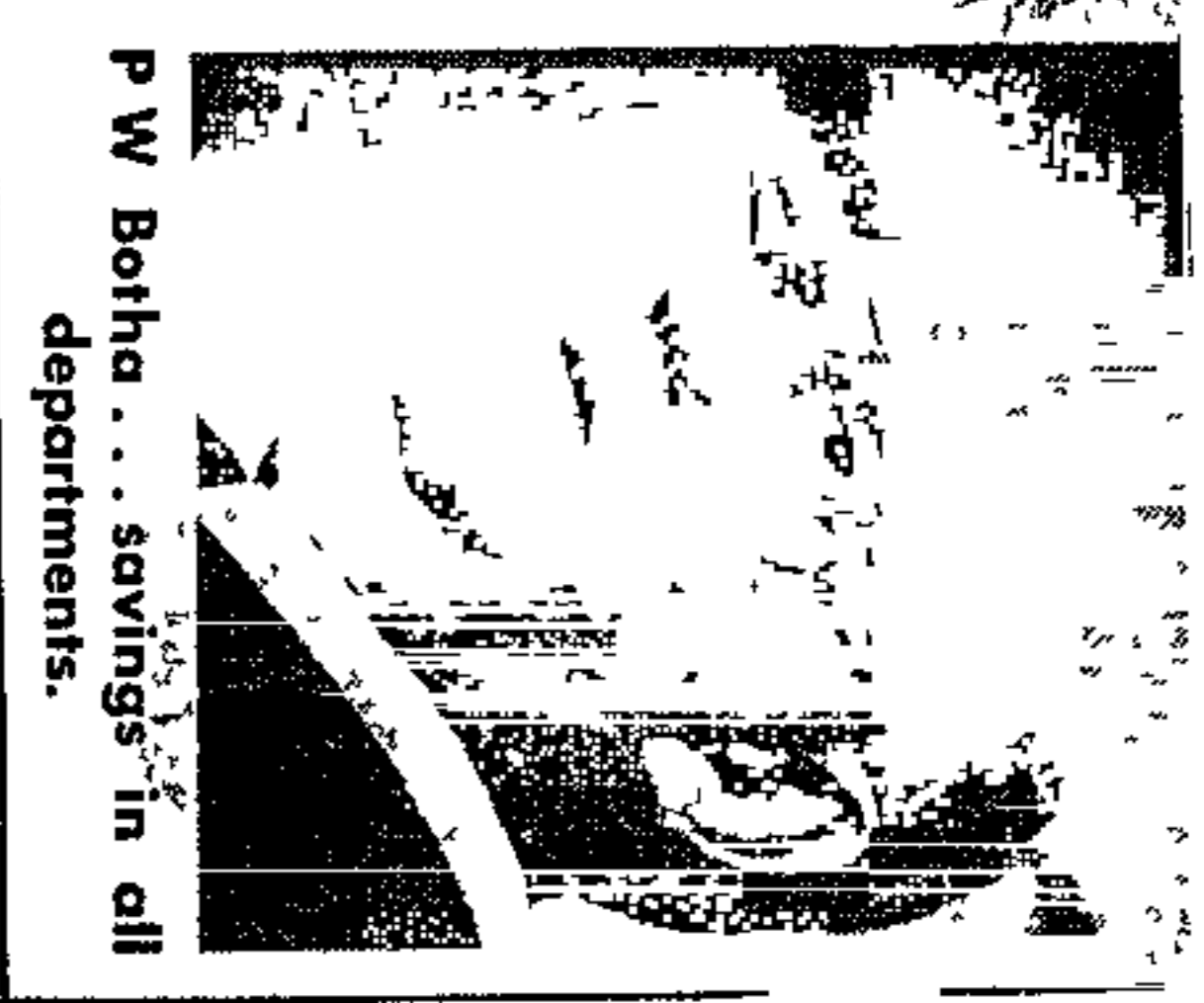
With regard to the SA Transport Services, Mr Botha said a programme to reduce expenditure had been started two years ago. In that time the number of employees had been reduced by 45 000 or 16 percent, making a relative saving on labour costs of more than 10 percent

The Post Office also made substantial contributions to increased productivity and strong financial discipline.

Nonetheless the Government had decided that employees of the SATS and the Post Office would also have to take a cut in service bonuses from April.

Pensioners would not be affected, said Mr Botha.

He said it was necessary to prune staff costs even after all possible savings had been made. This had been a difficult and a sensitive task.



P W Botha... savings in all departments.

# SATS staff slam big cut in bonus

Own Correspondent

PRETORIA — The country's 235 000 railway workers are up in arms at the arbitrary 33 1/3 cut in their annual thirteenth (bonus) cheque

Protest meetings have been called throughout the country

Last night, at the first of the meetings at Koedoespoort in Pretoria nearly 2 000 angry members of the Artisans Staff Association expressed "shock and dismay" at the big cut in their bonuses

A similar protest meeting was also held in Cape Town last night

At last night's meeting in Pretoria, addressed by the president of the ASA, Mr Jimmy Zurich, there were repeated angry shouts of "strike, strike"

The meeting resolved to appeal to the State President Mr Zurich told the meeting he had been summoned to Cape Town last week to be told by the Minister of Transport Affairs, Mr Hendrik Schoeman, that the bonuses were to be cut

He had warned the minister of the angry reaction the announcement would trigger off among his workers

Mr Zurich told the rowdy meeting "We have made sacrifices over the years We have voluntarily accepted cuts in overtime and Sunday time and we have kept the railways running in spite of a 43 000 staff reduction in the past two years

"And this is the thanks we get — the cut in our bonuses is the biggest blow suffered by railway workers since our salaries were reduced in 1922"



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# DFP hits out

# at 'illogical'

# pay cut plan

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By ANTHONY JOHNSON  
Political Correspondent

THE PFP last night slammed the government's latest plan to cut civil servants' pay as an "illogical and unfair" strategy that was unlikely to improve productivity or produce meaningful savings.

## Assocom sees 'determination'

Own Correspondent

JOHANNESBURG — Assocom has given high but qualified praise to the public service savings package announced by President Botha

The chief executive of Assocom, Mr Raymond Parsons, welcomed the fact that even before the budget the government had given tangible evidence of its determination to reduce government spending and raise productivity in the public sector

However, some economists see the three percent cut in the earnings of parliamentarians announced by the State President this week as an empty symbolic gesture entailing absolutely no

sacrifice

They pointed out the State President, who earns more than R7 000 a month, will sacrifice only R210 a month Cabinet ministers who earn more than R6 000 a month will lose R147,50 and Members of Parliament who earn about R3 500 a month, will find R67,50 less in their pay packets

Others welcomed the package

Barclays Bank economist Dr Johan Cloete said "Considerable amounts are involved They should have done this long ago"

Volkskas economist Mr Adam Jacobs said it was far better that total earnings packages be cut than that staff be laid off

At a press conference yesterday, President P W Botha staunchly defended his comprehensive plan to slash expenditure of South Africa's 750 000 public servants by almost R500-million in the coming year as "necessary medicine"

Mr Botha said that if the austerity measures succeeded in bringing South Africa single-digit inflation, the sacrifices that workers were being asked to make at present would be worthwhile

He emphasized that the measures he announced earlier, which included a one-third cut in the Public Service's bonus cheques — should not be seen as "steps originating from a spirit of despair" but rather as a timely bid to alleviate current economic ills

But the PFP's spokesman on finance, Mr Harry Schwarz, and the party's spokesman on the public service, Major Reuben Sive, said in a joint statement last night that the present steps were "retrogressive"

While the party had advocated the need to cut state expenditure, it was "utterly illogical and unfair" to impose a reduction in wages without doing anything about prices

The PFP called on the government to sit down with employers and trade unions in the private sector to work out a policy of voluntary price and wage restraints to prevent the economic situation from deteriorating even further

The Conservative Party's spokesman on Home Affairs, Mr Daan van der Merwe, said last night the announced pay cuts were the result of a spendthrift government being willing to make public servants the "unfortunate victims of its failed financial measures".

### To take effect from April 1

The State President announced the sweeping austerity package for the Civil Service in the House of Assembly yesterday

The steps, which take effect from April 1 and also apply to provincial administrations and a number of other boards and similar institutions, include

● Measures for increased productivity which will bring about an average saving of three percent — about R321-million — on the original allocations of departments' personnel expenditures

● Cutting bonuses (or 13th cheques) in the coming financial year from 8,3 percent of the annual salary to 5,5 percent — a saving in the wage bill of 2,8 percent

This cut will not apply to those earning R6 000 a year or less and is expected to save R225-million a year

● The abolition of on average 50 percent of existing vacant posts

● Staff who make regular use of transport between their homes and work will have to pay for this service

● The immediate freezing of all establishment increases except where ministers and administrators personally approve essential expansions

● The expenditure on the present achievement awards which provides for a maximum of 25 percent of officials to be reduced to a maximum of 10 percent of officials

This last step would save a further R35-million

● Cutting spending for two years'

Mr Botha said the SA Transport Services and the Post Office had been cutting expenditure for two years already, but bonuses in these two services would also be cut

Discussions were being held to put the measure into operation in the homelands, semi-state organizations and control boards

At yesterday's press conference, the Minister of Home Affairs, Mr F W de Klerk, stressed that the bonus cuts should be seen as a temporary measure and would not affect the basic salaries or pensions of public employees

He said the abolition of 50 percent of vacancies in state departments would not affect education, police, prisons or labour core (low-level income groups)

● The one-third bonus cut had caused almost unprecedented discontent among the SATS's 235 000 staff members, according to the chairman of the Federation of SATS Trade Unions, Mr Jimmy Zurich

Railways workers across the country held protest meetings last night and more are planned today

Mr Zurich said the cuts were a "great injustice" because the SATS had made many sacrifices in recent years and had improved productivity



# Public Service angry over cut in bonus cheque

**Argus Correspondent**  
**PRETORIA** — Public servants, teachers and nurses have reacted with anger and indignation to the Government's announcement of a cut in their bonus cheques.

And the mood of South African Transport Services workers is expected to deteriorate as further protest meetings against the cutting of their 13th cheque are held around the country.

President P W Botha yesterday announced a six-point plan to slash Government staff expenditure by R500-million.

Measures taken include a cut in 13th cheques, the scrapping of free transport, a reduction in merit award increases and abolishing 50 percent of vacant Government posts.

## Fireworks

"I expect that fireworks will erupt in Despatch, when railmen from Port Elizabeth and Uitenhage get together tonight," said Mr Jimmy Zurich, president of the Federation of SA Transport Workers.

He described a similar meeting in Johannesburg last night as being "very ugly".

"The meeting in Pretoria on Monday was calm compared to last night's gathering. In the 25 years I have worked for Sats I have never seen railwaymen react like this.

"The authorities should take note of the situation which is developing and try to defuse it," said Mr Zurich. "I don't feel easy about the situation and there are further meetings to be held in Durban, Kimberley and Bloemfontein.

## "Diabolical"

"These meetings are not being organised by the Federation's headquarters but by the men themselves. We are just being invited to them."

At the protest meeting in Johannesburg last night, the cut in the annual bonus cheques of SA Transport Services employ-

was described as diabolical, immoral and unacceptable.

Workers strongly condemned the Government's decision to cut bonuses by 33 percent. A motion expressing their shock and dissatisfaction was accepted unanimously and will be sent to the President.

"The workers are not responsible for the financial crisis being experienced by the country and the SA Transport Services," the motion said. Their sacrifices had made it possible for Sats to reduce its staff by 43 000 and they deserved a better deal, it continued.

## Strike action

In Durban more than 500 angry, rowdy and militant railway artisans last night called for a vote of no confidence in management and the Government, as well as strike action and work stoppages to force the President to back down on his decision to cut their 13th cheque.

The vast majority rejected the initial resolution put forward by the Artisan Staff Association as being "too soft".

"What good is a resolution? Let's have some action — let's tell them what will happen if they take our money away," people shouted.

However, when the meeting was declared closed and many artisans had left, the union committee again put an amended resolution to them. It was accepted, but it did not reflect the mood of the meeting.

## High inflation

The president of the Public Servants' Association, Dr Colin Cameron, said the measures were a great shock, particularly in the light of the high inflation.

"This is a reflection of the poor economic climate and it means there are difficult times ahead for public servants."

The latest measures, coupled with fringe benefits tax and soaring interest rates, would hit employees hard, said Dr Cameron.

The president of the Post and Telegraph Association, Mr Frikkie Smith, said workers would be disappointed with the cuts. The Government's measures would be discussed at an executive committee meeting.

## Nursing posts

The indiscriminate scrapping of nurses' service posts will have a negative effect on the quality of patient care which nurses are expected to provide, the SA Nursing Association (Sana) has warned.

The executive director of Sana, Mrs Susan du Preez, said the scrapping of vacant student posts was unacceptable.

"We may have temporary vacancies because of a poor student intake, but we want student posts to be increased to provide for nursing needs in the next 20 years," she said.

Nurses supported the Government's efforts to increase productivity but Sana said if

the measures entailed adding to the hours already worked by nurses, then it did not agree because this would not necessarily lead to greater productivity.

Nurses at provincial hospitals recently had their working day increased by 30 minutes.

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# Bonus cut immoral SATS workers

The cut in the annual bonus cheques to South African Transport Services employees was last night described as diabolical, immoral and unacceptable

Emotions ran high as about 1 000 SATS workers attended a protest meeting in Johannesburg

Workers strongly condemned the Government's decision to cut bonuses by 33 percent

A motion expressing their shock and dissatisfaction was accepted unanimously, and will be sent to the State President in a telegram

"The workers are not responsible for the financial crisis being experienced by the country and the SATS," the motion said. Their sacrifices had made it possible for SATS to reduce staff by 43 000 — and they deserved a better deal

## STAND TOGETHER

Employees roared, clapped their hands and stamped their feet when their president, Mr Jimmy Zurich, said they should stand together and let the Government know what they thought of this "diabolical, immoral deed".

The association's general secretary, Mr Willie van der Merwe, said many workers had already bought on credit during January and February in anticipation of receiving the bonuses

"And how are they going to pay now?" he asked, to which several members of the audience shouted "We will have to steal money"

# Public Service angry over cut in bonus cheque

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# Minister unaware of wages cut

## Parliamentary Staff

THE Minister of Transport Affairs, Mr Hendrik Schoeman, did not know that railway workers would have their wages cut when he drew up his budget

Mr Schoeman was replying to an across-the-floor question from Mr Salmon Barnard (CP, Langlaagte) during the committee-stage debate on the Transport Services Appropriation Bill

Conservative Party members condemned the proposed 33 percent cut in annual bonuses for public servants, announced by President PW

Botha in the House of Assembly yesterday

Mr Barnard accused the Government of making ad-hoc decisions when the economy was in chaos

"The President has taken millions away from railway workers without even telling the minister

"To take money away from a man earning R7 000 a year, with five children is robbery"

CP members said they appreciated what Mr Schoeman had done for the railway workers, but said Mr Botha's announcements of the cuts were

"tragic" as many earned little more than R500 a month

Replying in the debate, Mr Schoeman said the 33 percent cut in bonuses was a "very serious affair"

He had appealed to the railway unions to understand that he was "part of a team", and although he was sympathetic to their position, one section of the public service could not be excluded from the country-wide attempt to save money

"If we do that, then other ministers are going to say that workers in their departments have also worked hard and put in long hours," he said

# Railwaymen

## up in arms

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# Over pay cuts

## 1 000 meet in Jo'burg

By PHILLIP VAN NIEKERK

**COUNTRYWIDE** discontent among railway workers at the loss of a third of their bonus cheque gained momentum yesterday with more than 1 000 workers packing a rowdy meeting in Johannesburg to voice their anger.

In a militant mood, a large section of the mainly white meeting rejected a resolution adopted at the meeting as "too soft".

The resolution expressed shock at the decision to chop the bonus cheque and warned of labour unrest if the cuts were not rescinded.

Last night's meeting followed a similar event in Pretoria on Monday night, and further meetings are planned in the main centres throughout the country.

The decision to cut the cheque is part of the Government's effort to cut public spending.

Mr Willie van der Merwe, general secretary of the Artisan Staff Association, told last night's meeting that railway workers were angry that they had to pay for the country's parlous financial state, for which they were "not responsible".

The meeting was called by the Federal Council of SA Transport Services Unions which consists of 11 railway unions and has



Railway workers cheer last night as a trade union official calls on the Government to rescind the one-third cut in their annual bonus cheques.

Picture: GARTH LUMLEY

## Anger cut in salaries

From Page 1

SA Transport Services employees, and provincial administration employees will be affected

Semi-government organisations, including control boards and State corporations, have been asked to make equivalent cuts. An estimated 750 000 employees in the "broad Government sector" will be affected.

The Minister of Home Affairs, Mr F W de Klerk, who is responsible for the public service, said at yesterday's Press conference that he hoped the measures would be temporary. It was possible that the full bonus would be re-introduced in the next financial year.

Mr Botha said he accepted that there would be protests against the measures, but he had faith in the reasonableness of people to realise the steps were for their own good.

Public sector workers reacted with dismay and shock yesterday to the measures, reports **GERALD REILLY**

The reduction by a third of the annual 13th bonus cheque caused the greatest distress.

The president of the Public Servants' Association, Dr Colin Cameron, said the immediate and drastic reduction of the service bonus had caused a shock wave throughout the service.

In a statement last night, Dr Cameron said "This bonus cut is a drastic step which has not been repeated since the previous recession when cost of living allowances were decreased."

And economists said yesterday that the 3% cut in the earnings of MPs was seen as an empty symbolic gesture "entailing absolutely no sacrifice".

They pointed out the State President, who earns more than R7 000 a month, will sacrifice only R210 a month. Cabinet Ministers, who earn more than R6 000 a month will lose R147,50 and MPs, who earn about R3 500 a month, will find R67,50 less.

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170:000 of Sats 235 000 workers.

# Loyal civil servants 'fall men for Govt's disastrous policies'

Mr Van der Merwe slammed the "big spiel" surrounding the announcement that the salaries of Members of Parliament and Cabinet Ministers were to be cut by 3%, saying: "This is a case of the rich getting richer and the poor getting poorer".

**By CHRIS FREIMOND**  
Political Correspondent  
CAPE TOWN. — The Government's latest moves to cut the civil service pay bill amounted to an "illogical and unfair" wage and salary reduction without doing anything to stop spiralling prices, the Progressive Federal Party said yesterday

the Government negotiated voluntary price and wage restraints with employers and trade unions, the economic situation would continue to deteriorate

earning more than R500 a month, which will save R225-million;

His speech was punctuated by footstomping, roars of anger and cheering from the crowd, some of whom called on the Minister of Transport, Mr Hendrik Schoeman, to resign.

And in an even stronger statement, the Conservative Party said loyal civil servants had become the unfortunate victims of the Government's disastrous financial measures.

But at a Press conference soon after his announcement, Mr Botha said he was not prepared at this stage to consider such a move because it was unlikely to be successful

● Payment by employees for arranged official transport between homes and work;

Widespread dissatisfaction with the Government was a notable aspect of the meeting and one railwayman called out from the floor that Mr Schoeman "treats the railway workers like his farmhands"

In a reaction to the measures — aimed at saving R500-million a year — announced by the State President, Mr P W Botha, in Parliament yesterday, the PFP's finance spokesman, Mr Harry Schwarz, and the party's spokesman on the public service, Major R Sive, said unless

Mr Botha said his austerity package was the least that could be done at present to help the economy. Far stricter action could have been taken. People could have been retrenched, as happened in the private sector under similar circumstances

● An average of 50% of vacant posts will not be filled. In some departments it will be more than 50% and in other less,

Mr Van der Merwe said that though Mr Schoeman was a "sympathetic Minister", the cuts were a result of the "meddling" of President P W Botha

Mr Johan Benade, also an official of the council, said the cuts were a "sop to the private sector" by the State President, and blamed the private sector for the increase in prices

Mr Botha's package included  
● Increased productivity, leading to a saving of R231-million,  
● A one-third cut in the 13th cheque bonus for employees

● The immediate freezing of staff compliments except where expansions are essential,

Mr Benade said the SA Transport Services had shed 43 000 jobs, overtime and Sunday time had been cut to the bone, and transport workers had achieved higher productivity.

He said the railway unions had co-operated with Sats in producing these results and maintaining the service at a high level of efficiency.

All civil servants, including teachers, Post Office workers,

The measures, applicable from April 1, will reduce by about 5% the estimated annual R10-billion pay and benefits bill

"As long as they keep on increasing prices, we, the workers, will have no option but to ask for higher wages."

"This is our reward, a cut in our bonuses," he said. "How can he, a reasonable Minister, ask us to accept that?"

The resolution adopted by the meeting said Sats workers were not responsible for the country's financial crisis, and that the cut in the 13th cheque would lead to labour unrest.

While a cheering crowd accepted the resolution, a large segment of the audience at the back shouted out that it was "much too soft"

Though railway workers are forbidden by law to strike, a number of workers left the meeting saying that they had had enough and were prepared to strike in support of the demand that the cuts be rescinded.

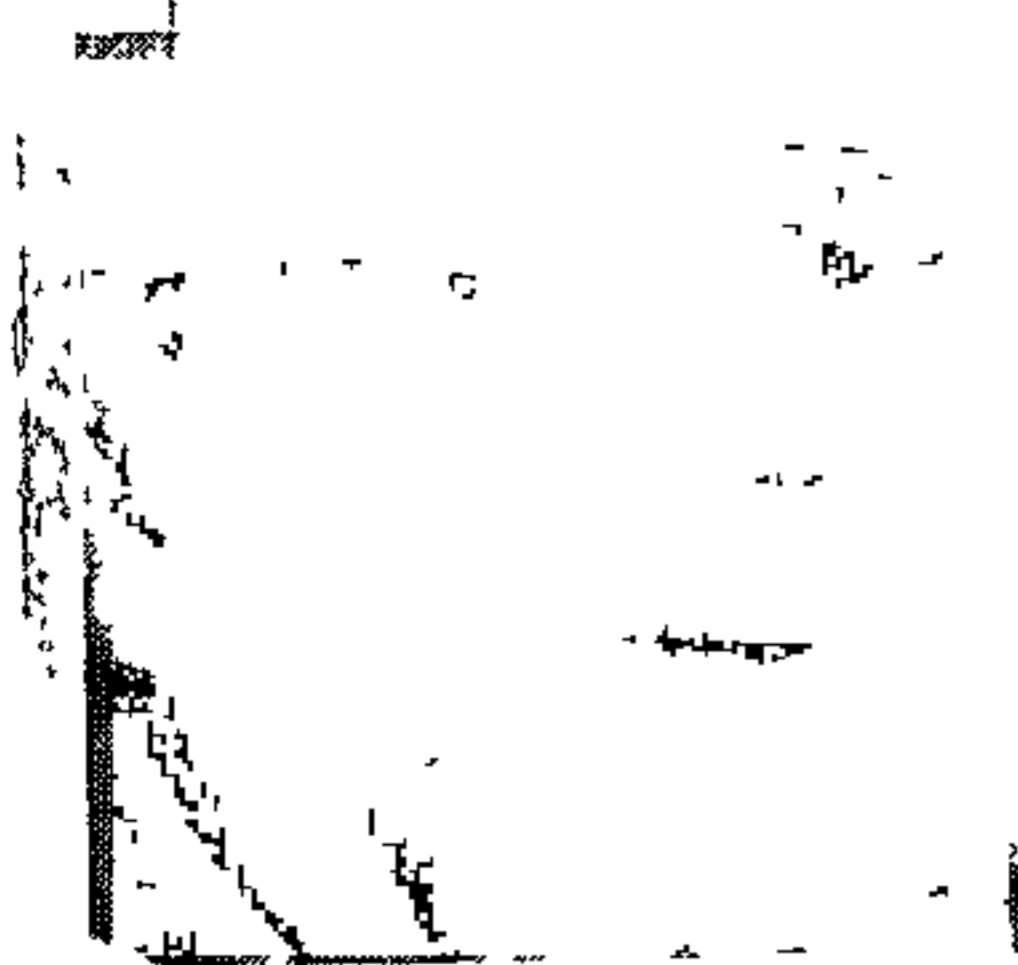
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## POLITICAL REPORT



Mr Botha



Mr Schoeman



Mr Poovalingam

# Schoeman 'unaware of pay plans'

*Political Staff Stan 6/3/85*  
*270*  
PARLIAMENT — The Minister of Transport Affairs, Mr Hendrik Schoeman, did not know that railway workers would have their wages cut when he drew up his budget.

Mr Schoeman was replying to an across-the-floor question from Mr SP Barnard (CP, Langlaagte) during the committee-stage debate on the Transport Services Appropriation Bill

Conservative Party members condemned the proposed 33 percent cut in annual bonuses for public servants

Mr Barnard accused the Government of making ad hoc decisions when the economy was in chaos "The State President has taken millions away from the railway workers without even telling the Minister (of Transport)

"To take money away from a man earning R7 000 a year, with five children is robbery. In April, when you have already taxed him, then you also take away the bonus he has earned," he said

CP members said they appreciated what Mr Schoeman had done for the railway workers, but said Mr Botha's announcements of the cuts were

tragic as many earned less than R500 a month. Dr F A H van Staden (CP, Koedoespoort), in whose constituency many railway workers live, appealed to Mr Schoeman to "stand up and fight for your people"

Mr W L van der Merwe (CP, Meyerton) said the South African Transport Services was the "artery" of the country's economy, which would come to a standstill if SATS stopped operating

Mr Koos Lloyd (NP, Roodeplaat) challenged the private sector to create more jobs to make up for the 40 000 to 50 000 posts being lost in the civil service because of Government cutbacks

Replying to the debate, Mr Schoeman said the 33 percent cut in bonuses was a "very serious affair" He had appealed to the railway unions to understand that he was "part of a team" and although he was sympathetic to their position, one section of the public service could not be excluded from the country wide attempt to save money

"If we do that, then other Ministers are going to say that workers in their departments have also been hard workers who have put in long hours" Everyone had to take note of the recession the country was going through, he said



AKG 15 6/3/85 (270) ~~270~~

# Minister unaware of wages cut

## Parliamentary Staff

THE Minister of Transport Affairs, Mr Hendrik Schoeman, did not know that railway workers would have their wages cut when he drew up his budget

Mr Schoeman was replying to an across-the-floor question from Mr Salmon Barnard (CP, Langlaagte) during the committee-stage debate on the Transport Services Appropriation Bill.

Conservative Party members condemned the proposed 33 percent cut in annual bonuses for public servants, announced by President PW

Botha in the House of Assembly yesterday

Mr Barnard accused the Government of making ad-hoc decisions when the economy was in chaos

"The President has taken millions away from railway workers without even telling the minister

"To take money away from a man earning R7 000 a year, with five children is robbery"

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"tragic" as many earned little more than R500 a month

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He had appealed to the railway unions to understand that he was "part of a team", and although he was sympathetic to their position, one section of the public service could not be excluded from the country-wide attempt to save money.

"If we do that, then other ministers are going to say that workers in their departments have also worked hard and put in long hours," he said.

# Public sector anger at govt austerity plan

Own Correspondent

PRETORIA — Anger spread yesterday throughout the public sector as the implication for nearly a million black and white workers of the government's austerity measures became clear

This anger has been intensified because the bonus cuts have come against a background of a spate of big government-authorized price rises in the past three months and a soaring inflation rate

Furious railway workers are continuing their meetings nationwide to protest against the cutting of their 13th cheque by a third

Protest meetings were held at Kempton Park and Dispatch in the Eastern Cape last night and a meeting has been organized in Bloemfontein tomorrow

Union leaders say there are demands from members for go-slow action to support the protest

The general secretary of the Artisan Staff Association, Mr Willie van der Merwe, said his office was flooded yesterday with telegrams from many parts of the country demanding action and expressing shock at the bonus cut

Dissatisfaction is also rife among the 85 000 Post Office workers

An urgent meeting of the executive of the Posts and Telegraphs Association was held in Johannesburg last night to discuss the issue

Tomorrow in Durban an emergency meeting of the Federal Council of Teachers' Associations will discuss a "future action programme" unless some of the measures are abolished or watered down

The council has said there is a threat to education if an attempt is made to abolish posts. One of the measures to be enforced is the abolition of 50 per cent of all vacant posts in the public sector

The measures have been rejected in toto by the council

In a hard-hitting statement, the Transvaal Teachers' Association accused the government of resorting to penny-pinching to stop leaks caused by antiquated short-sighted economic planning

Senior State department workers feared the austerity measures would be counter-productive and demotivate staff. They supported the Public Servants' Association plea for a speedy reversal of the decision to cut bonuses

# Sats police accept bonus cheque cuts

EAST LONDON — Members of the 6 000-strong Sats police staff association have reluctantly accepted the announcement that their annual bonus cheques are to be cut considerably — like all other civil servants — but have given the Minister of Transport, Mr Hendrik Schoeman, notice of their disappointment

This was disclosed here yesterday by the national president of the association, Captain D F Venter, who together with the full-time secretary of the body, Mr B J Reinecke, is visiting all major centres

Captain Venter said that railway and harbours police, who patrol and ensure the safety of Sats's R13 000 million worth of property and installations, have been asked to accept the announcement in the spirit in which it was made

"We realise the country is in financial difficulties and everyone is being asked to pull in their belts and assist where possible," he said

"Needless to say, we are all upset because we believe we earn the 13th cheque bonus by work done throughout the rest of the year," he said "but if it is to help the state overcome the difficulties of the existing economic climate we will have to accept it"

Captain Venter said members of his association, which is no longer affiliated to the Federal Council of Staff Associations of Sats, will not take part in any protest action and has assured the government of its full support

The head of the railway police staff association explained that the body had withdrawn from the Sats's Federal Council of Staff Associations earlier this year because the body was a signatory of the World Conference of Labour

"We believe the Brussels-based body support political attacks on South Africa and as police officers we are not allowed to be connected in anyway with such an organisation," he said DDC

# Railmen demand end to pay cut move

Post Reporter

AMID calls for strike action, more than 700 East Cape railwaymen last night demanded the withdrawal of the move to cut their bonus pay and gave the Cabinet a week to respond

They also pledged to continue holding protest meetings in greater numbers to pressurise the Government



The packed Despatch Town Hall rang with anti-Government and anti-private sector slogans as the meeting resolved to mandate Mr Jimmy Zurich, chairman of South African Transport Services Artisan Staff Association, to demand an "immediate" meeting with the State President, Mr P W Botha

During a fiery address which drew thunderous applause, Mr Zurich

- Blamed pressure on the Government from the private sector for the cuts
  - Said the Federation of Railwaymen's Unions rejected the cuts when informed by Minister of Transport Hendrik Schoeman on February 25.
  - Said the money taken off paychecks had "already been earned"
  - Said living standards for railwaymen had dropped by 13% and the standard would never be regained
  - Said over a 10-year period railway workers had made many sacrifices
  - Said railwaymen continued to curse the "J W Jagger cuts" to their pay made in 1925 and would do the same for "the P W Botha cuts"
  - Said railwaymen were not responsible for the economic mess in South Africa, nor for problems experienced by SATS.
  - Said he had been stopped at the H F Verwoerd Airport before the meeting by "top SATS officials" to express their concern about the issue
  - Told the meeting he would not lead a strike because it was illegal, but said the workers should meet in a week when "different resolutions will be presented"
- Mr Zurich said the Minister had told him he was unhappy about the cuts but the decision had been made by the full Cabinet

# FREE PRESS

# JOHANNESBURG

 E. Post  
 270  
  
 By KEITH ROSS 9/3/85

**EAST LONDON —** A meeting of nearly 1 000 transport workers in East London last night passed a vote of no confidence in the Government in a bitter response to the State's decision to cut their bonus cheques by a third.

And in Bloemfontein late yesterday afternoon, Free State railway workers, also passing a vote of no confidence, angrily threatened to strike.

Sapa reports that in Bloemfontein, the motion of no confidence in the Government was passed unanimously.

Both meetings followed hard on the heels of Wednesday night's meeting in Despatch, when 700 railwaymen demanded the withdrawal of the bonus cuts and gave Mr Jimmy Zurich, chairman of the South African Transport Services Artisan Staff Association, a mandate to demand an immediate meeting with the State President, Mr P W Botha.

Last night's East London meeting did not vote on the motion but thunderous applause indicated a near-unanimous decision.

Speakers received loud applause when they berated the Government for its mistakes and its "heartless" treatment of its workers.

In a statement issued by the meeting, the workers expressed their lack of confidence in the Government for its handling of recent events.

They said it was apparently the worker who was always sacrificed for the mistakes of others.

The workers asked for an assurance from the Government that the other third of their bonus cheques would be paid as soon as the economy allowed.

They called on the Government to do more to ensure that the private sector kept prices down.

In addition, they stressed that any increases in taxes at this stage would not only be unacceptable but could lead to further confrontation.

Sapa reports that in Bloemfontein, the motion of no confidence in the Government was passed unanimously.

The rowdy meeting, called to protest against the one-third cut in the soon-to-be-paid bonus cheques, was punctuated by cries of "We must strike. We must strike."

Some of the workers carried placards reading "We made big sacrifices. This is the thanks we get."

Mr Zurich told the meeting that when pay increases were given SABS workers were not considered part of the

... they were

# SATS staff protest to P. W.

9/3/85  
EAST LONDON — Seven resolutions taken by South African Transport Services employees will be forwarded to the State President Mr P. W. Botha

The resolutions state the employees' grievances following the government announcement of a one third cut in the Sats 13th pay cheque

This was decided by approximately 500 members of the South African Transport Services who attended an emotionally charged meeting at the city hall here yesterday afternoon

The meeting was held to protest against the third cut in their 13th cheque which members regarded as part of their condition of employment, Mr Paul Koeke-moer, area executive for the Eastern Cape region, said

The motions were

1 No confidence in the government's handling of matters in the past and present was accepted unanimously

2 Shock at the fact that it was always the worker who had to suffer due to other people's mistakes

3 That the government undertake to reimburse the third of the bonus taken away as soon as the country improved economically

4 That because everyone was calling on everyone else to be patriotic and make sacrifices, the government must freeze all prices in the private sector

5. That an increase in GST and income tax at present would be inappropriate and unacceptable and if an increase did take place it could lead to further confrontation

6 That the government not only be representative, but that it should act responsibly

7 Seeing that KwaZulu's government had cut parliamentary salaries by 36 per cent, the South African Government should do likewise —  
DDR

**OUTRAGE** at the 'austerity campaign' continued yesterday when the Association of Salaried Personnel of the South African Railways (Salstaff) threatened to take legal action against the Government for breaking workers' contracts.

In a strongly worded statement, Salstaff's executive council said the payment of merit bonuses was based on services rendered in the previous year

'According to legal advice which has already been sought, it seems that the measures taken by the Government can be regarded as a breach of contract

'It is Salstaff's intention to take legal action if this matter is not cleared up properly'

Salstaff has sent a telegram to the Minister of Transport, Mr Hendrik Schoeman, stating its findings and demanding that the matter be 'cleared up'

The statement said Salstaff was deeply dissatisfied with the decision to cut bonus 13th cheques by a third. It said the measure was making 'victims' of specific sectors

'We are well aware of the country's problems, but the financial burden should be carried by the broad public'

The Mercury's Pretoria correspondent reports that the Cabinet has been startled by the furious reaction to the slashing of bonuses.

### **Confrontation**

Sources said if the Cabinet thought by reducing their own substantial incomes by 3 percent they would dampen the reaction from Government workers they had 'made a serious miscalculation'.

The Government is now faced with a confrontation with leaders of the public sector's staff associations

Meanwhile the PFP's spokesman on the public service, Maj Ruben Sive, said that by its penny-pinching efforts to cut State spending the Government had antagonised many thousands of public sector workers 'and a high price will be paid in lost motivation and productivity'

### **Mercury Reporter**

Botha, who was awarded the Freedom of Roodepoort, said the ability to adapt to changing circumstances was part of the will to survive

'Therefore I ask that you criticise the Government where it neglects to make essential changes — that is positive criticism

'But I also ask that you support the Government where it brings about reform in the interests of peace and welfare of our country and all its communities'

The extent of the reaction to the President's plan was unprecedented in the public sector. Maj Sive said by scrapping 50 percent of vacant posts in the service and allowing retirement and death to reduce the bureaucratic establishment, far greater savings could be made than by 'monkeying about' with bonuses

The State President said in Roodepoort yesterday that the changes being made by the Government in the interests of the welfare of all South Africa's people should be approached with understanding and responsibility

Sapa reports that Mr

# Pay cuts: Legal action threatened

270  
Mercury  
9/3/85  
[Signature]

~~#270~~ ~~132~~ Star 11/3/85  
**SATS staff threatens legal  
action over bonus cut issue**

The SA Transport Services salaried staff has informed the State President, Mr P W Botha, that it will take legal action unless the bonus cut issue is resolved to its satisfaction

In a telegram to Mr Botha last Friday, the executive committee of the SAR and Harbours Salaried Staff Association expressed disappointment at the State President's response to a previous message, sent on Wednesday, requesting that the bonus cuts be reconsidered

Two days later Mr Botha responded with a telegram

telling the association that everybody must contribute to efforts to bring down the rate of inflation "Labour unrest will improve nothing

His position was rejected in the Staff Association's second telegram, signed by its president, Mr B L Currie'

It stated that, according to legal advice already obtained, the bonus cut was tantamount to a breach of contract "It is the intention of this association, unless this matter is resolved satisfactorily, to proceed with legal action," the association's second telegram to Mr Botha said — Sapa



# Railway workers stand <sup>Stan</sup> firm on pay cuts

Pretoria Bureau

Militant white railway workers are remaining firmly opposed to Government pay cuts and will hold a new round of protest meetings this week to back their demands.

The SATS Artisans Staff Association (ASA) will hold protest meetings in Pretoria and Cape Town tonight and Johannesburg tomorrow.

Yesterday ASA demanded that the Government agree to repay lost bonus money within two years.

The SATS Salaried Staff Association (Salstaff) has also taken a hard line and is threatening to take the State President, Mr P W Botha, to court unless the bonus cut issue is resolved to its satisfaction.

## ELECTRIC

"The atmosphere is electric at the moment. We will not let this matter lie," said ASA's chief secretary, Mr Wilhe van der Merwe.

The two associations have sent telegrams to Mr Botha asking that the one-third cut in 13th cheques be reconsidered. Mr Botha has replied by saying that all South Africans must contribute in times of economic crisis.

Salstaff's general secretary, Mr Piet Pieterse, said the bonus cuts were particularly unfair to SATS workers as the 13th cheques had already been earned.

Ironically, in the midst of the pay crisis, several top transport union leaders have left for an overseas congress. They include ASA's president, Salstaff's president and SATS Federation of Unions' chairman.

## APPEARS

While thousands of transport workers seem unconvinced of the need for pay cuts, most of the public sector appears to have accepted the Government's decision.

The Nursing Association of South Africa and the Post and Telegraph Association expressed disappointment at the cuts but accepted them as inevitable.

The Public Servants' Association executive is meeting on March 21 to discuss the cuts but the vice-president, Mr Stan Davis, has ruled out the possibility of strikes or court action.

The Committee of Technikon Principals said yesterday it accepted the bonus cuts.

It said most staff members realised the economy measures were necessary because of the country's serious financial plight.

## FIRMLY

The Federal Council of Teachers' Associations remains firmly opposed to the pay cuts as it believes it is a step back for underpaid teachers. It has asked for a meeting with Mr Botha to offer alternative economy measures.

A labour law expert, Professor Dawie de Villiers, head of the Institute of Labour Relations at Unisa's School of Business Leadership, said if railway workers carried out their threat to strike it would be a case of "the State versus the nation".

"If the railway workers went on strike it would be a Catch-22 situation. The principle of organised labour is that it is a test of strength between labour and the owner of the business — not the management. As all civil servants are employees, if they were to strike against the State President, they would in effect be striking against themselves," he said.

If bonus payments were part of civil servants' conditions of employment, they would probably succeed in obtaining a status quo order from the Industrial Court.

# Sats workers hold pay protest meetings tonight <sup>(270)</sup>

Argus Correspondent

JOHANNESBURG — Militant white railway workers remain firmly opposed to Government pay cuts and will hold a new round of protest meetings this week to back their demands

The Sats Artisans Staff Association (ASA) will hold meetings in Cape Town and Pretoria tonight and in Johannesburg tomorrow

Yesterday the ASA demanded that the Government agree to repay lost bonus money within two years

The Sats Salaried Staff Association (Salsstaff) has also taken a hard line and is threatening to take the State President to court unless the bonus cut issue is resolved to their satisfaction

"The atmosphere is very electric — we will not let this mat-

ter lie," said ASA's chief secretary, Mr Wilhe van der Merwe

Meanwhile South Africa's thousands of white teachers are waiting to hear whether Mr P W Botha will heed their call for a meeting to discuss the austerity announcements, writes The Argus Education Reporter

The Suid-Afrikaanse Onderwysersunie (SAOU) has also rejected the decision to slash teachers' bonus cheques and has thrown its weight behind the call for the meeting

A statement after an extraordinary meeting of the SAOU's executive committee yesterday said although it understood the country's financial dilemma, the SAOU was deeply unhappy that the Government had found it necessary to cut bonuses at such short notice when the improved salary package for teachers had

been implemented only last October

The measures were unacceptable and were not a satisfactory solution for the financial difficulties facing the country

However, the bulk of the public sector appears to have accepted the Government's decision.

The Nursing Association of South Africa and the Post and Telegraph Association have expressed disappointment at the cuts but have accepted them as inevitable

The executive of the Public Servants' Association meets on March 21 but the vice-president, Mr Stan Davis, has ruled out the possibility of strikes or court action

The Committee of Technikon Principals has accepted the cuts

# Bonus cuts: 400 Municipal SATS workers workers slam Cabinet reject cut

March 1984 star

Pretoria Bureau

270

About 400 South African Transport Services (SATS) workers unanimously passed a vote of no confidence in the Cabinet last night as a protest against the loss of a third of their annual bonus payments.

The meeting in Pretoria was addressed by the general secretary of the Artisans Staff Association (ASA), Mr Willie van der Merwe.

The action taken by the State President, Mr P W Botha, and the Cabinet in deciding to cut civil servants' bonus cheques was "dictatorial" and made without any consultations with the trade unions concerned, said Mr van der Merwe.

He said the service bonus was entrenched as a condition of service and could not be arbitrarily removed.

"The action taken by this Government was unlawful," said Mr van der Merwe.

He said that the union was not interested in party politics.

"Our politics are bread and butter politics," he said.

Mr van der Merwe was not impressed by the State President and Government's call for greater productivity on the part of civil servants and other workers.

"They sit there in their green leather chairs ... I wonder if they can increase their productivity by 10 percent."

"Where is this country heading to — dictatorship?" Mr van der Merwe asked.

More than 45 000 of the country's municipal employees have rejected a Government request for a pay cut similar to that imposed on other State employees last week, a union spokesman said.

The acting general secretary of the South African Association of Municipal Workers, Mr Lem Claassens, said yesterday the 46 000-member union refused the suggestion of a third cut in holiday bonuses because municipalities had consistently made financial sacrifices in the past.

And although the service load on municipalities had been gradually increased, there had been no accompanying rise in personnel.

The union added that it would be counter-productive to reduce wage packages at a time when employees were expected to be increasingly productive. — Sapa.

- (2) whether there is a shortage of social workers in Johannesburg, if so, what is the nature of the shortage,
- (3) whether his Department is taking any steps to eliminate this shortage, if so, what steps are being taken to fill these vacancies?

The MINISTER OF HEALTH AND WELFARE

- (1) The information is not readily available

- (2) Unknown to this Department

- (3) Falls away

*Own Affairs*  
*Howard*  
 Old age pensions/disability pensions/children's allowances  
 Q. Col. 599 12/3/85  
 50 Dr W J SNYMAN asked the Minister of Health Services and Welfare +

- (1) What amounts have been paid to Whites in respect of (a)(i) old age and (ii) disability pensions and (b) children's allowances by his Department since the commencement of the new constitutional dispensation,
- (2) in respect of what date is this information furnished?

The MINISTER OF HEALTH SERVICES AND WELFARE

- (1) (a) R167 643 000  
 (ii) 33 433 000

- (b) R30 724 000 This amount, however, includes parents' allowances payable to parents who are in receipt of children's allowances and allowances in respect of foster children as the expenditure is not accounted for separately

- (2) The period 1 September 1984 to 31 March 1985

HOA

the South African Transport Services are (i) permanent, (ii) temporary, (iii) casual and (iv) regular employees?

The MINISTER OF TRANSPORT AFFAIRS

As at 15 January 1985

	(i)	(ii)	(iii)	(iv)
(a)	82 385	23 134	1 034	—
(b)	—	—	13 998	58 564
(c)	—	—	3 467	14 307
(d)	—	—	69	1 880

A further 582 Whites and 35 454 Blacks are employed as contract workers

*Transmed*  
*Howard*  
 Q. Col. 601 13/3/85  
 240 Mr D J N MALCOMESS asked the Minister of Transport Affairs

- (1) What was the amount of the subsidy paid to the Medical Scheme of the South African Transport Services (Transmed) in the (a) 1983-84 and (b) 1984-85 financial years,

- (2) (a) what amount was collected in each such year in respect of the levy on prescriptions and (b) what was the amount of the contribution made by the South African Transport Services in this regard,

- (3) what was the number of (a) members and (b) dependants registered in respect of this medical scheme at the end of each of these financial years,

- (4) whether any non-White employees are entitled to benefits in terms of the said scheme, if so, how many (a) Coloureds, (b) Indians and (c) Blacks are entitled to such benefits?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) R152 1 million

- (b) For the period 1 April 1984 to 31 January 1985—R148,37 million

HOA

- (2) (a) Since the change-over to Transmed, levies on prescriptions are no longer payable. Members' liability for the cost of medicines at Transmed dispensaries was R3,98 million for the financial year 1983/84 and R5,76 million for the period 1 April 1984 to 31 January 1985. Similar details in respect of medicines obtained from private pharmacies and medical practitioners are not available

- (b) Financial year 1983/84—R34,5 million  
 1 April 1984 to 31 January 1985—R33,5 million

- (3). (a) 31 March 1984 154 070  
 31 January 1985 153 216

- (b) 31 March 1984 235 018  
 31 January 1985 238 938

- (4) Yes, 131 Coloured, Indian and Black apprentices/artisans are entitled to Transmed benefits

- (a), (b) and (c) Details in respect of the individual groups are not readily available

In addition medical benefits are accorded to 17 774 Coloured, 1 949 Indian and 108 016 Black employees at a contribution of R1,50 per month. Benefits include medical treatment, medicines and hospitalization

Expenditure to provide these benefits for the financial year 1983/84 and for the period 1 April 1984 to 31 January 1985 amounted to R13,35 and R13,40 million, respectively

*Howard*  
 Military disability pensions/widows' pensions  
 Q. Col. 602 13/3/85  
 272 Mr P A MYBURGH asked the Minister of Health and Welfare

- (1) Whether any persons who served in wars prior to World War I received military disability pensions, if so (a) how many and (b) what amount is paid to each per month.

HOA

- (2) whether there is a shortage of social workers in Johannesburg, if so, what is the nature of the shortage,
- (3) whether his Department is taking any steps to eliminate this shortage, if so, what steps are being taken to fill these vacancies?

**THE MINISTER OF HEALTH AND WELFARE**

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**THE MINISTER OF HEALTH SERVICES AND WELFARE**

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*Children in need of care*  
*Q. 601 600 12/3/85*  
 51 Mr A B WIDMAN asked the Minister of Health Services and Welfare

- (1) How many White Children were found to be in need of care in terms of the Children's Act in 1984,
- (2) how many of these children were placed in (a) foster care and (b) children's homes?

**THE MINISTER OF HEALTH SERVICES AND WELFARE**

- (1) 2 983
- (2) (a) 1 260  
 (b) 749

**Adoption**

52 Mr A B WIDMAN asked the Minister of Health Services and Welfare

How many White Children were placed in adoption in terms of the Children's Act in 1984?

**THE MINISTER OF HEALTH SERVICES AND WELFARE**

2 557

†Indicates translated version

For written reply

*General Affairs Howard*  
*Employees*  
*Q. 601, 600 13/3/85*  
 238 Mr D J N MALCOMESS 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**

As at 15 January 1985

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**THE MINISTER OF TRANSPORT AFFAIRS**

- (1) (a) R152.1 million
- (b) For the period 1 April 1984 to 31 January 1985—R148.37 million

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- (1) Whether any persons who served in wars prior to World War I receive military disability pensions, if so, (a) how many and (b) what amount is paid to each per month

# Angry railmen blast the Govt

By GERALD REILLY  
Pretoria Bureau

AN ANGRY meeting of about 1 000 members of the Railways Artisan Staff Association last night uproariously passed a motion of no confidence in the Government.

They packed out a hall in Koedoespoort, Pretoria, for the second time in 10 days to make a foot-stamping protest at the arbitrary cut in their service bonuses.

A motion of no confidence is unprecedented in recent railway trade unions history. Railwaymen could not recall so forthright an attack on the Government for the past 40 years.

Mr Willie van der Merwe, ASA general secretary, stressed the vote of no confidence was not a political action — "trade union politics are bread and butter, and that is what this protest is all about".

Mr Van der Merwe said there had been no consultation on the bonus cut. The bonus was entrenched in railwaymen's service conditions.

ASA members in Johannesburg are to hold a second protest meeting at Sturrock Park tonight and a similar motion is expect-

ed to be approved. Last year the country's 235 000 railway workers were granted a 12% increase.

Last month the president of the Federal Council of Sats Trade Unions, Mr Jimmy Zurich, submitted a claim for 15% increases to the Minister of Transport Affairs, Mr Hendrik Schoeman. This was rejected.

And last week the Railways Salaried Staff Association threatened the Government with legal action to get bonuses back.

● The South African Teachers' Council yesterday warned the Government it would have to take cognisance of the "general opposition and unhappiness" caused by its austerity measures, but said it supported the call for savings provided education was not detrimentally affected.

● Meanwhile, after a meeting with Mr Chris Heunis, Minister of Constitutional Development and Planning, more than 45 000 members of the SA Association of Municipal Workers yesterday rejected a Government request for a pay cut similar to that imposed on other State employees last week, reports Sapa.

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(2) whether there is a shortage of social workers in Johannesburg, if so, what is the nature of the shortage,

(3) whether his Department is taking any steps to eliminate this shortage, if so, what steps are being taken to fill these vacancies?

The MINISTER OF HEALTH AND WELFARE:

(1) The information is not readily available

(2) Unknown to this Department

(3) Falls away

*Own Affairs*  
*Howmond*  
*Q. Col. 599 12/3/85*  
50 Dr W J SNEYMAN asked the Minister of Health Services and Welfare +

(1) What amounts have been paid to Whites in respect of (a)(i) old age and (ii) disability pensions and (b) children's allowances by his Department since the commencement of the new constitutional dispensation,

(2) in respect of what date is this information furnished?

The MINISTER OF HEALTH SERVICES AND WELFARE

(1) (a) (i) R167 643 000

(ii) 33 433 000

(b) R30 724 000 This amount, however, includes parents' allowances payable to parents who are in receipt of children's allowances and allowances in respect of foster children as the expenditure is not accounted for separately

(2) The period 1 September 1984 to 31 March 1985

*Children in need of care*  
*G. Col. 600 12/3/85*  
51 Mr A B WIDMAN asked the Minister of Health Services and Welfare

(1) How many White Children were found to be in need of care in terms of the Children's Act in 1984,

(2) how many of these children were placed in (a) foster care and (b) children's homes?

The MINISTER OF HEALTH SERVICES AND WELFARE

(1) 2 983

(2) (a) 1 260

(b) 749

Adoption

52 Mr A B WIDMAN asked the Minister of Health Services and Welfare

How many White Children were placed in adoption in terms of the Children's Act in 1984?

The MINISTER OF HEALTH SERVICES AND WELFARE

2 557

WEDNESDAY, 13 MARCH 1985

†Indicates translated version

For written reply

*General Affairs*

*Howmond*  
*Q. Col. 600 13/3/85*  
270 Mr D J N MALCOMESS 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

As at 15 January 1985

	(i)	(ii)	(iii)	(iv)
(a)	82 385	23 134	1 034	—
(b)	—	—	13 998	58 564
(c)	—	—	3 467	14 307
(d)	—	—	69	1 880

A further 582 Whites and 35 454 Blacks are employed as contract workers

*Transmed*  
*Q. Col. 601 13/3/85*  
240 Mr D J N MALCOMESS asked the Minister of Transport Affairs

(1) What was the amount of the subsidy paid to the Medical Scheme of the South African Transport Services (Transmed) in the (a) 1983-84 and (b) 1984-85 financial years.

(2) (a) what amount was collected in each such year in respect of the levy on prescriptions and (b) what was the amount of the contribution made by the South African Transport Services in this regard.

(3) what was the number of (a) members and (b) dependants registered in respect of this medical scheme at the end of each of these financial years,

(4) whether any non-White employees are entitled to benefits in terms of the said scheme, if so, how many (a) Coloureds, (b) Indians and (c) Blacks are entitled to such benefits?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) R152,1 million

(b) For the period 1 April 1984 to 31 January 1985—R148,37 million

(2) (a) Since the change-over to Transmed, levies on prescriptions are no longer payable. Members have no longer payable. Members have no longer payable. Members have no longer payable.

(b) Financial year 1983/84—R34 5 million  
1 April 1984 to 31 January 1985—R33,5 million

(3) (a) 31 March 1984 154 070  
31 January 1985 153 216

(b) 31 March 1984 235 018  
31 January 1985 238 938

(4) Yes, 131 Coloured, Indian and Black apprentices/artisans are entitled to Transmed benefits

(a), (b) and (c) Details in respect of the individual groups are not readily available

In addition medical benefits are accorded to 17 774 Coloured, 1 949 Indian and 108 016 Black employees at a contribution of R1,50 per month. Benefits include medical treatment, medicines and hospitalization

Expenditure to provide these benefits for the financial year 1983/84 and for the period 1 April 1984 to 31 January 1985 amounted to R13 35 and R13 40 million respectively.

*Military disability pensions/widow's pensions*  
*Q. Col. 602 13/3/85*  
272 Mr P A MYBURGH asked the Minister of Health and Welfare

(1) Whether any persons who served in wars prior to World War I receive military disability pensions, if so (a) how many and (b) what amount is paid to each per month.

# Lack of unions 'a threat to industrial peace' Boraine

APG 45 20/3/85

250 770

Parliamentary Staff  
LABOUR relations in the South African Transport Services were the subject of a heated exchange between the Minister of Transport affairs, Mr Hendrik Schoeman, and the PFP's chief spokesman on Manpower, Dr Alex Boraine, in the House of Assembly

Speaking during the second reading of the SATS Amendment Bill, Dr Boraine accused Mr Schoeman of allowing workers no freedom of association

The lack of freedom of association and "genuine" collective bargaining was a risk to industrial peace in the transport sector, Dr Boraine said

SATS workers were denied the "fundamental right" to join the union of their choice. He said "The Minister will never be able to control the situation with in-house staff associations that have no teeth.

The 11 in-house unions, re-

cognised by SATS, had no access to the industrial court and there was no security of tenure for black, coloured or Indian workers

At one stage Mr Schoeman interjected "We don't want any disruption"

Later replying in the debate, Mr Schoeman said "Are you asking that SATS be dominated by the General Workers Union?"

"What I'm fighting for is freedom of association," Dr Boraine replied

Mr Schoeman said "We have got labour peace in the docks and I communicate with the SATS labour unions regularly. You (Dr Boraine) said our staff associations had no teeth but they are satisfied that I fight to improve their labour situation" Mr Schoeman said

"They don't need a father They need to fight for themselves," said Dr Boraine across the floor



ADM 18/3/85 (270)

THE new-found militancy of white railway workers, prompted by the Government's decision to slash public service bonuses by one-third, has surprised many observers of the political and labour scene.

Potentially, railway workers have the muscle to take industrial action which would have a major impact.

But, like other public sector employees, they are outside the ambit of the Labour Relations Act, and are barred from striking legally.

The major weapon in their hands is that they are white and therefore have the vote — a factor which has already been mobilised by the Artisan Staff Association in passing motions of no-confidence against the Government in meetings around the country.

The executive of the ASA was meeting this weekend to decide what further strategies to take, but at this stage their range of options appears limited.

cc: [illegible]

# Bonus cuts 'will result in unrest'

CARE Times 13/3/85 270

Staff Reporter

**THE government's slashing of SATS workers bonus cheques by one-third would result in nation-wide labour unrest, about 400 angry artisans were told last night.**

Addressing a packed Liesbeek Park Recreation Hall, the vice-president of the South African Artisans Association, Mr Hugo van Dyk, said that South African Transport Service workers and management had responded to 1975 government anti-inflation pleas with 16 percent staff cuts and a 10 percent increase in productivity

### Profit

"This was something no other department had 'even come close to'" SATS now had a smaller and better trained staff saving "millions of rands a year" They were also one of the few government departments making a profit Two years ago the Minister of Transport, Mr Hendrik Schoeman, had budgeted R635-million to cover losses "Last month he closed

his books with a profit," Mr Van Dyk said The government move was an arbitrary decision taken without consulting their unions, he charged

### 'Chaotic'

"We are not responsible for the country's chaotic economic position If these measures are brought in there will be major unrest amongst the workers," he warned "The public was under a 'grossly wrong' impression that SATS workers were paid out of State coffers The truth was that salaries came out of the organization's own profits

Mr Van Dyk described the 13th cheque as a service bonus which formed part of workers' salary package

A motion calling for the State President to "defuse mounting unrest amongst workers especially while the disinvestment campaign gathers momentum", was unanimously accepted by the meeting

Only urgent reconsideration of the decision

to cut 13th cheques would avoid widespread labour unrest, Mr Van Dyk said

● In Johannesburg, an angry meeting of about 1 000 members of the Railways Artisan Staff Association last night passed a motion of no confidence in the government.

They packed out a hall in Koedoespoort, Pretoria, for the second time in 10 days to make a foot-stamping protest at the arbitrary cut in their service bonuses

The general secretary of the ASA, Mr Willie van der Merwe, emphasized that the vote of no confidence was not a political action — "trade unions politics are bread-and-butter and that is what this protest is all about"

To shouts of approval, Mr Van der Merwe said "The cabinet is calling for higher productivity We have increased ours by 10 percent What about their productivity?"

"We were merely told of the cabinet's decision The whole matter was handled in an unaccep-

table dictatorial manner"

The service bonus, he said, was entrenched in service conditions, and could not be arbitrarily taken away.

Last year the country's 235 000 railway workers were granted a 12 percent increase

● More than 45 000 of the country's municipal employees yesterday rejected a government request for a pay cut similar to that imposed on State employees last week, a union spokesman said.

The acting general secretary of the South African Association of Municipal Workers, Mr L Claassens, said the union refused the suggestion of a one-third cut in holiday bonuses because municipalities had consistently made financial sacrifices in the past.

And although the service load on municipalities had been gradually increased, there had been no accompanying rise in municipal personnel, he said.

### BUSINESS BRIEF

Gold (close)	\$288,65
Rand	\$0,4995/5005
FT index (close)	990,40
RDM 100	847,70

*Capl Times 20/3/81*  
**Schoeman's iron rule**

**270** Political Correspondent

HOUSE OF ASSEMBLY. — The Transport Minister, Mr Hendrik Schoeman, ruled the mighty SATS empire with a "rod of iron" in a bid to maintain Victorian labour relations, Dr Alex Boraine (PFP Pinelands) charged yesterday.

During debate on the Transport Services Amendment Bill, he said there was no freedom of association or collective bargaining in SATS.

There was no security for black, coloured and Indian as only the 110 000 white employees were classified "permanent" SATS employed 241 000 workers yet was out of step with the rest of South Africa in labour relations.

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

The MINISTER OF TRANSPORT AFFAIRS.

- (1) No

(a), (b) and (2) to (4) Fall away

*Handwritten: Q 61 791*  
Eastern Cape Region: certain person

*Handwritten: 20/3/85*  
employed/dismissed

619 Mr D J N MALCOMESS asked the Minister of Transport Affairs

- (1) Whether a certain person, whose name has been furnished to the South African Transport Services for the purpose of the Minister's reply, is or was employed by the Eastern Cape Region of the South African Transport Services,

- (2) whether he was dismissed, if so, (a) on what date, (b) by whom and (c) what are circumstances surrounding his dismissal?

The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes

- (2) (a), (b) and (c) No, the person concerned was arrested on 16 November 1984 on a charge under the Internal Security Act (Act 74 of 1982). Although he was released on bail on 19 November 1984 he only reported back for duty on 5 December 1984 by which time he had already been regarded as having absconded. It is normal practice to regard employees who are absent from duty for more than six days without informing his controlling officer of his whereabouts, as having absconded.

**Pinelands: pollution of rivers/streams/canals**

644 Dr A L BORRAINE asked the Minister of Water Affairs

- Whether his Department took any action in 1984 in regard to the pollution of rivers, streams and canals which flow through Pinelands, if so, (a) what action, (b) in respect of which rivers, streams and canals and (c) with what results?

The MINISTER OF WATER AFFAIRS

No, but regular monitoring of the El-sieskraal River, which flows through the Pinelands residential area and drain areas including the Parow and Goodwood industrial areas was undertaken. Analyses of the samples taken revealed no unusual results which pointed to pollution and no action was thus required.

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

*Handwritten: Q 61.792*  
*Own Affairs*

Unmarried/married women teachers

54 Mr R M BURROWS asked the Minister of Education and Culture

- (1) Whether there are any differences in the conditions of service for unmarried and married women teachers in (a) his Department and (b) the provincial education departments, if so, (a) what are these differences and (b) why do they exist?

- (2) whether he or his Department has received any representations concerning any single female teachers living together with males in consequence of these differences, if so (a) from whom and (b) what was (1) the nature of the representations and (ii) his response thereto,

- (3) how many (a) married and (b) unmarried female teachers were there on the (i) permanent and (ii) temporary staff of his Department as at the latest specified date for which figures are available,

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

The MINISTER OF EDUCATION AND CULTURE

- (1) (a) and (b) The conditions of service of married and unmarried female teachers are in the main the same. The marriage of a female teacher, however, brings about that continued employment/service retention is subject to certain conditions. In the following instances different conditions of service apply to married and unmarried female teachers

- (i) Accouchement leave is only granted to married female teachers

- (ii) Only unmarried female teachers appointed in a temporary capacity and earning less than R18 000 per year are admitted to the unemployment insurance fund in terms of the Unemployment Insurance Act

- (iii) Married female teachers whose husbands are members of a medical fund are, in terms of the Medical Schemes Act, not admitted to the PSMAA

- (iv) Both married and unmarried female teachers who are declared breadwinners qualify under specific circumstances for a 100% housing loan as well as for the payment of a housing subsidy and the cost of transfer.

- (v) Departments which provide a permanent relieving service do not normally appoint married female teachers on the permanent relieving staff as their marital circumstances bind them to one area and their husbands are subject to transfer.

- (2) No, and (a) and (b)(i) and (ii) fall away,

- (3) (a) and (b)(i) and (ii) in view of the fact that the conditions of service of single and married woman teachers are in the main the same, no statistics are being kept in this connection, and

- (4) No

THURSDAY, 21 MARCH 1985

†Indicates translated version

For written reply

General Affairs

Representations from certain association

517 Mr P G SOAL asked the Minister of Transport Affairs

- (1) Whether he or any member of his Department has received any representations from a certain association, the name of which has been furnished to the Minister's Department for the purpose of his reply, if so, (a) when, (b) what was the (i) nature of the representations and (ii) response thereto and (c) what is the name of the association concerned

- (2) whether scheduled air carriers will be allowed to operate in the Republic as an alternative to the South African Airways, if not, why not, if so, (a) under what circumstances and (b) where will they be allowed to operate.

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

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

The MINISTER OF TRANSPORT AFFAIRS

(1) No

(a), (b) and (2) to (4) Fall away

~~270~~ ~~619~~ ~~Mr D J N MALCOMESS~~ asked the Minister of Transport Affairs

*Howard Q. Col. 791*  
Eastern Cape Region: certain person employed/dismissed 20/3/85

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The MINISTER OF TRANSPORT AFFAIRS

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*Howard Q. Col. 792*  
~~Own Affairs~~ ~~3~~ ~~20/3/85~~  
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(3) whether he will make a statement on the matter?

644 Dr A L BORRAINE asked the Minister of Water Affairs

this period, if not, why not; if so, (a) in what manner and (b) what is the minimum period they have to serve before they may leave the Force,

- (3) (a) what percentage of women who were trained at this college and who subsequently attested, remained in the Permanent Force after the expiry of their initial training period, during the latest specified period of five years for which figures are available and (b) in what capacities do or did they serve?

The MINISTER OF DEFENCE

- (1) Only other ranks are attested under oath in the Permanent Force Women who attest directly in the Permanent Force, i.e. not from the ranks of the SA Army Women's college, are not trained at the SA Army Women's College

- (2) (a) and (b) Permanent Force other ranks do not attest for a fixed period. They can purchase their discharge at any time

- (3) (a) For the period 1980 to 1984—15%

- (b) Women are only utilized in the supporting services of the SA Defence Force such as personnel, stores and finance functions: signallers, etc

677 Mr R W HARDINGHAM asked the Minister of Co-operation, Development and Education

- (a) How many applications for the subsidization of farm schools were received by his department in 1984 and (b) what number of pupils benefited from the subsidization of farm schools in that year?

The MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION.

- (a) 379 in respect of farm school buildings  
(b) 468 619 pupils

683 Dr M S BARNARD asked the Minister of Agricultural Economics

- What was the (a) landed cost of each consignment of maize imported in 1983 and (b)(i) outflow of foreign currency and (ii) extra cost to the taxpayer as a result of these imports?

The MINISTER OF AGRICULTURAL ECONOMICS

- (a) Figures are not available for the 1983 calendar year. The following contracts were concluded for the importation of maize during the period May 1983 to April 1984

600 000 tons at R172,74 per ton  
100 000 tons at R160,09 per ton  
500 000 tons at R171,09 per ton  
225 000 tons at R188,91 per ton  
275 000 tons at R192,15 per ton  
300 000 tons at R206,20 per ton  
150 000 tons at R196,02 per ton  
230 000 tons at R194,71 per ton

The landed cost consists of the above-mentioned CIF prices plus an average landing cost of R11,34 per ton

- (b) (i) Total outflow currency until 30 April 1984 amounted to R427,9 million (Landing costs excluded)

- (ii) The deficit on the import account until 30 April 1984 which was borne by the tax payer amounted to R44,5 million. With the inclusion of interest after 30 April 1984, the final deficit amounted to R49 million

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

- (1) Whether any employees of the South African Transport Services in the Cape Peninsula were victims of crimes of violence while on duty in 1984, if so, (a) how many and (b) what was the nature of the crime in each case.

- (2) whether the South African Transport Services have had to pay any compensation to (a) employees and/or (b) passengers in 1984 as a result of their being victims of such crimes while performing their duties or travelling on trains in the Cape Peninsula, if so, what total amount was paid out in each case;

- (3) at which stations in the Cape Peninsula are there South African Railways Police posts?

The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes

- (a) 76

(b) Attempted murder 1  
Murder 2  
Common assault 41  
Assault with intent to do grievous bodily harm 23  
Robbery 9

- (2) (a) Yes, compensation in terms of the Workmen's Compensation Act, 1941, was paid in five cases

- (1) R10 093 for total disablement

- (2) R700 plus R276 per month compensation pension to widow

- (3) R875 for temporary disablement

- (4) R63 for temporary disablement

- (5) R105 for temporary disablement

The remaining cases are either of a very minor nature for which claims were not instituted or are still being investigated

- (b) No such claims were instituted  
(3) Cape Town, Table Bay Harbour Salt River, Langa Bonthuwel Philipp and Bellville

Pharmaceutical/homeopathic medicines

705 Mr W V RAW asked the Minister of Health and Welfare

- (1) What was the cost of (a) registration and (b) annual renewal of (i) pharmaceutical and (ii) homeopathic medicines as at the latest specified date for which figures are available.

- (2) whether there is any difference in the registration of generic and individually specific medicines in these two categories, if so, what difference?

The MINISTER OF HEALTH AND WELFARE

- (1) (a) (i) Compounded in entirety in RSA = R500 plus R60 at approval of registration  
—not compounded in entirety in RSA = R1 000 plus R120 at approval of registration.

- (ii) compounded in entirety in RSA = R500 plus R60 at approval of registration

—not compounded in entirety in RSA = R1 000 plus R120 at approval of registration

- (b) (i) compounded in entirety in RSA = R60.

- (ii) not compounded in entirety in RSA = R120

- (2) Currently, no

this period, if not, why not, if so, (a) in what manner and (b) what is the minimum period they have to serve before they may leave the Force,

- (3) (a) what percentage of women who were trained at this college and who subsequently attested, remained in the Permanent Force after the expiry of their initial training period, during the latest specified period of five years for which figures are available and (b) in what capacities do or did they serve?

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- (3) (a) For the period 1980 to 1984—  
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**THE MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION**

HOA

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(3) at which stations in the Cape Peninsula are there South African Railways Police posts?

**THE MINISTER OF TRANSPORT AFFAIRS**

(1) Yes

(a) 76

(b) Attempted murder

1

2

41

23

9

Murder  
Common assault  
Assault with intent to do grievous bodily harm  
Robbery

(2) (a) Yes, compensation in terms of the Workmen's Compensation Act, 1941, was paid in five cases

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The remaining cases are either of a very minor nature for which claims were not instituted or are still being investigated

(b) No such claims were instituted

(3) Cape Town, Table Bay Harbour, Salt River, Langa, Bonthuvel, Philippi and Bellville

**Pharmaceutical/homeopathic medicines**

705 Mr W V RAW asked the Minister of Health and Welfare

(1) What was the cost of (a) registration and (b) annual renewal of (i) pharmaceutical and (ii) homeopathic medicines as at the latest specified date for which figures are available,

(2) whether there is any difference in the registration of generic and individually specific medicines in these two categories, if so, what difference?

**THE MINISTER OF HEALTH AND WELFARE**

(1) (a) (i) Compounded in entirety in RSA = R500 plus R60 at approval of registration  
—not compounded in entirety in RSA = R1 000 plus R120 at approval of registration,

(ii) compounded in entirety in RSA = R500 plus R60 at approval of registration  
—not compounded in entirety in RSA = R1 000 plus R120 at approval of registration,

(b) (i) compounded in entirety in RSA = R60,

(ii) not compounded in entirety in RSA = R120

(2) Currently, no

WEDNESDAY, 27 MARCH 1985

Mr H M Habig  
Mr C E Fairweather  
Mr H C van der Walt  
Mr H M Meyer  
Mr H S Kriel  
Mr G S Visser

*Central Transvaal Development Board*

Mr C H Kotzé  
Mr J J Prinsloo  
Dr P G J Louw  
Prof Dr C F Swart  
Mr N Vlok  
Mr W J van Niekerk  
Mr J G Toerien

*Eastern Transvaal Development Board*

Mr G J van der Merwe  
Mr J Z Celliers  
Dr H J Geyer  
Dr G F J van Rensburg  
Mr B Shrosbree  
Mr N J Badenhorst  
Mr J S Scheepers

*Northern Transvaal Development Board*

Dr T L Boshoff  
Mr J E Vorster  
Mr J M C Dippenaar  
Mr P P Fouche  
Mr J J Storm  
Mr N J Badenhorst  
Mr H P Eloff

*Western Transvaal Development Board*

Mr S W P de Waal  
Mr H F Prinsloo  
Mr D M Archer  
Prof G L van Heerden  
Mr C C van Eeden MPC  
Mr W J van Niekerk  
Mr J T Burke

*Highveld Development Board*

Mr H F Breytenbach  
Mr R P Botha  
Mr W A de Klerk  
Mr N du Toit  
Mr F R P Schutte

Mr W J van Niekerk  
Mr J I du Toit

*Western Cape Development Board*

Mr F S J Mantz  
Mr B W Lategan  
Mr A W Bester  
Mr J G Brandt  
Prof D E W Schuman  
Mr T P Bezuidenhout  
Mr J E Carstens

*Eastern Cape Development Board*

Dr J Wessels  
Mr A T Meyer  
Mr G P Morum  
Dr J A Erwee  
Mr F H Kotze  
Mr G P Reynolds  
Mr R L de Lange

*Northern Cape Development Board*

Mr G H Venter  
Mr J P de Wet  
Mr S Lombard  
Mr J H V Viljoen  
Mr S E Belingam  
Mr D J Human  
Mr H J H Lubbe

*Southern Orange Free State Development Board*

Mr H N le Roux  
Mr A M Wessels  
Mr F van Rooyen  
Prof Dr W J H Vrey  
Mr J I Cronje  
Mr H S Kriel  
Mr H B M Coetzee

*Natalia Development Board*

Mr K R H Eggers  
Mr A C J E Schmidt  
Mr P J Marais  
Mr O G Jones  
Mr R E Hudson-Reed  
Mr R Leppan  
Prof J L W de Clerq

WEDNESDAY, 27 MARCH 1985

(ii) All the Boards consist of members who possess the qualifications laid down by statute in

this regard the hon member is referred to section 4 of Act No 4 of 1984

(b) *Chairman of each Development Board*

Mr J C Knoetze  
Mr A D Niemandt  
Mr H P van Nieuwenhuizen  
Mr C H Kotzé  
Mr G J van der Merwe  
Dr T L Boshoff  
Mr S W P de Waal  
Mr H F Breytenbach  
Mr F S J Mantz  
Dr J Wessels  
Mr G H Venter  
Mr H N le Roux  
Mr K R H Eggers

West Rand Development Board  
East Rand Development Board  
Orange Vaal Development Board  
Central Transvaal Development Board  
Eastern Transvaal Development Board  
Northern Transvaal Development Board  
Highveld Development Board  
Western Cape Development Board  
Eastern Cape Development Board  
Northern Cape Development Board  
Southern Orange Free State Development Board  
Natalia Development Board

**Nuclear Non-Proliferation Treaty**

684 Mr D J N MALCOMMESS asked the Minister of Foreign Affairs

(1) Whether a decision has yet been reached regarding South Africa's signing the Nuclear Non-Proliferation Treaty, if so, (a) what is the decision and (b) what are the reasons for reaching this decision, if not, when is it anticipated that a decision will be reached.

(2) whether, since 1 March 1984, representations have been made to South Africa by (a) foreign governments and (b) any other persons or bodies to sign this treaty, if so, (i) by which (aa) governments, (bb) persons and/or (cc) bodies and (ii) what was his response thereto?

(1) Whether the establishment of the South African Transport Services has been reduced in terms of the recently announced staff cuts, if so, by what number was the (a) total and (b) authorized establishment reduced

270 *Hewson* Q. Col. 911  
271/3/8  
Mr S S VAN DER MERWE asked the Minister of Transport Affairs

The MINISTER OF FOREIGN AFFAIRS

(1) No The matter is still under consideration (a) and (b) fall away

(2) Representations were received from certain Western Governments in this

(2) whether any vacant posts have been frozen, if so, (a) how many, (b) when were these posts last occupied and (c) how many persons in each race group occupied these posts at the time.

(3) whether any employees have been (a) made redundant, (b) dismissed and



(c) retired prematurely as a result of these staff cuts, if so, how many in each race group in respect of each of the above categories,

(4) in respect of what date is this information furnished?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a), (b) and (c) As a result of the adverse economic situation and the resultant decrease in traffic, Transport Services has been busy since 1982 with a programme of systematically reducing the number of personnel in its employ. The actual reduction to date is 44 869 whilst the authorized establishment has been reduced by 18 145

(2) Yes

(a) 26 724

(b) Particulars are not readily available as these posts became vacant over a number of years

(c) Separate particulars of posts frozen are not available, however, the figures for posts frozen and abolished since 1982 are as follows

	Coloureds	Indians	Blacks
Whites	13 503	4 600	200
			26 566

(3) (a) Since 1982 the services of 429 pensioners employed in a casual capacity who could no longer perform a full day's work, were dispensed with

(b) and (c) No, the decrease in staff numbers is due to normal wastages, i.e. retirements, resignations, etc

(4) 15 February 1985

HQA

**Certain magazine costs**

729 Mr W V RAW asked the Minister of Transport Affairs

(1) (a) What is the cost per issue in respect of (i) salaries, (ii) printing and publishing and (iii) distribution of a certain magazine, the name of which has been furnished to the South African Transport Services for the purpose of the Minister's reply and (b) what is the name of this magazine,

(2) what is the revenue derived by this magazine from (a) advertising and (b) any other specified sources,

(3) in respect of what date is this information furnished?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) (i) and (ii) The publishing of this newspaper was awarded to a private publisher after the normal tender procedures had been followed. Particulars of the publisher's salary, printing and publishing costs are therefore unknown. In terms of the contract Transport Services paid the publisher R40 498 in respect of the February 1985 issue. The price per issue may fluctuate from month to month depending on the number of pages and the extent to which colour is used

(iii) During February 1985 R7 177 was spent on postage for copies sent to pensioners. Internal distribution is done through the normal in-house channels

(b) Esprit de Corps

(2) (a) In terms of the agreement, revenue derived from advertise-

ments is for the credit of the publishing house. This naturally had a beneficial effect for Transport Services in so far as the accepted tender price was concerned

(b) Apart from advertising there is no other source of revenue

(3) February 1985 issue

Own Affairs

**Technikons**

62 Mr H E J VAN RENSBURG asked the Minister of Education and Culture

How many (a) White, (b) Coloured, (c) Asian, (d) Black and (e) other technikons were registered in 1984 at each technikon falling under the control of his Department?

The MINISTER OF EDUCATION AND CULTURE

The statistics in respect of the technikons for 1984 are not yet available. It is anticipated to be available in June 1985

**Technikons**

63 Mr H E J VAN RENSBURG asked the Minister of Education and Culture

What was the ratio of students to staff in 1984 in each faculty at each specified technikon falling under the control of his Department?

The MINISTER OF EDUCATION AND CULTURE

The information requested is not yet available. The technikons are still compiling the 1984 statistics. It is anticipated that these statistics will be available in June 1985

Regional Councils for Cultural Affairs

64 Mr R M BURROWS asked the Minister of Education and Culture

With reference to his reply to Question No 6 on 12 March 1985, what are the names of the persons serving on each of the Regional Councils for Cultural Affairs?

The MINISTER OF EDUCATION AND CULTURE

The names of the persons serving on each of the Regional Councils for Cultural Affairs are as follows

1 Regional Council for Cultural Affairs  
Northern Transvaal

Mr H G Malan (Chairman)  
Prof C E Lamprecht  
Mrs C C Fisser  
Dr A J Werth  
Mr N Stofberg  
Dr V Hesse  
Prof H O Maree  
Mr J C Oelofse  
Mr J Botes  
Mrs E O Wessels  
Mr J P J Winterbach  
Mrs E Liebenberg  
Prof L H Hugo  
Mr D G van der Byl  
Dr K R Panne  
Mrs M Meiring

2 Regional Council for Cultural Affairs  
Southern Transvaal

Prof P Kapp (Chairman)  
Prof P J van der Merwe  
Mr V P B Horne  
Mr N J J van Rensburg  
Mr C Swanepoel  
Mrs C van Zyl  
Mrs M F Buhmann  
Mrs A Malan  
Mr G G du Toit  
Mr J H Fourie  
Mr N W Nossel  
Adv P A Paizes  
Prof W A Mony  
Mrs E Till  
Mrs V Mickleburgh  
Mrs M Knight

3 Regional Council for Cultural Affairs  
Western Transvaal

The Honourable B J van der Walt  
(Chairman)

HQA

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In reply thereto standing Government policy was explained to them. In this regard I would like to refer to the press statement by Dr J W L de Villiers, Executive Chairman of the Atomic Energy Corporation of South Africa issued on 31 January 1984, a copy of which could be made available to the hon member, if required.

270 *Hennemann* Q. 601.910  
Staff establishment 27/3/85

(2) whether, since 1 March 1984, representations have been made to South Africa by (a) foreign governments and (b) any other persons or bodies to sign this treaty, if so, (1) by which (aa) governments, (bb) persons and/or (cc) bodies and (ii) what was his response thereto?

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The MINISTER OF TRANSPORT AFFAIRS

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(4) 15 February 1985

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Mr N Stoberg  
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Prof H O Maree  
Mr J C Oelofse  
Mr J Botes  
Mrs E O Wessels  
Mr J P J Winterbach  
Mrs E Laebenbergh  
Prof L H Hugo  
Mr D G van der Byl  
Dr K R Paane  
Mrs M Merring

2 *Regional Council for Cultural Affairs Southern Transvaal*

Prof P Kapp (Chairman)  
Prof P J van der Merwe  
Mr V P B Horne  
Mr N J J van Rensburg  
Mr C Swanepoel  
Mrs C van Zyl  
Mrs M F Buhmann  
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Mr G G du Toit  
Mr J H Fourie  
Mr N W Nossel  
Adv P A Pazes  
Prof W A Mony  
Mrs E Till  
Mrs V Mickleburgh  
Mrs M Knight

3 *Regional Council for Cultural Affairs Western Transvaal*

The Honourable B J van der Walt (Chairman)

Mr J D Rowles  
 Mrs M C Richards  
 Dr F R P de Bruyn  
 Prof E J Smit  
 Mr A A van de Venter  
 Mrs H E du Toit  
 Mr H P Butow  
 Prof T Botha  
 Dr J L Jansen van Vuuren  
 Mr D P Oelofse

4 Regional Council for Cultural Affairs  
 Western Cape

Dr P S Meyer (Chairman)  
 Prof K J Pienaar  
 Adv L A Pienaar  
 Prof J Cawood  
 Rev P W Bingle  
 Mr E Smit  
 Mr A H Gouws  
 Dr M du T Potgieter  
 Mr D S van Eeden  
 Col H Burnett  
 Mr T Barlow  
 Bishop S Bradley  
 Prof D P Inskip  
 Mrs R Salmon  
 Mrs E Char

5 Regional Council for Cultural Affairs  
 Eastern Cape

Prof J G de Wet (Chairman)  
 Dr J F K Marais  
 Mrs M Vosloo  
 Mr J M Strýdom  
 Mr G J van der Walt  
 Mr J H Hurter  
 Mr J P van Zijl  
 Mrs S J du Preez  
 Rev J R Schmidt  
 Mr J J Breitenbach  
 Mr J G Loopuyt  
 Mr C J Stadler  
 Mr D J Rodger  
 Mr B D Mann  
 Miss M H van Deventer  
 Prof J A Gledhill

6 Regional Council for Cultural Affairs  
 Northern Cape

Rev L Swanepoel (Acting Chairman)  
 Mr P J Venter  
 Mr H van Tiddens  
 Mr K Scholtz

Mr G F Bester  
 Mr V W Haddad  
 Mr P J Hugo

7 Regional Council for Cultural Affairs  
 Orange Free State

Prof B de Koker (Chairman)  
 Mrs F Zerwick  
 Mr G P Visser  
 Mrs Z Weich  
 Mr A J van Wyk  
 Mr A B du Plessis  
 Mr J D Bouwer  
 Rev J P L van der Walt  
 Mr R Rau

8 Regional Council for Cultural Affairs  
 Natal

Mr H H Hallen (Chairman)  
 Dr J J Pauw  
 Rev G H J Kruger  
 Mr A H Prinsloo  
 Mrs K Kriek  
 Mr B J Pienaar  
 Mrs M J Gildenhuys  
 Mr M R A McElligott  
 Mr G A Chadwick  
 Mr R McDonald  
 Dr A R de Villiers  
 Mrs L I Dalrymple  
 Mrs B C Auret

THURSDAY, 28 MARCH 1985

†Indicates translated version

For written reply  
 General Affairs  
 Nursing Profession: agreement  
 631 Mr W V R A W asked the Minister of Health and Welfare

(1) Whether his Department is concerned with an agreement amongst the four provincial administrations relating to the salaries and conditions of service in the nursing profession, if so, (a) what are the details of this agreement in respect of (i) payment of overtime, (ii) board and lodging charges for accommodation in nurses' homes, (iii) uniform and/or shoe allowances and

(iv) any other specified allowances and (b) to what extent is his Department concerned with this matter,  
 (2) whether he has received any complaints of inter-provincial differentiation, if so, what complaints, if not,  
 (3) whether he will conduct an investigation into whether parity is being maintained amongst the four provincial administrations, if not, why not, if so, when?

THE MINISTER OF HEALTH AND WELFARE

(1) No

(a)(i), (ii), (iii), (iv) and (b) No written agreement exists between the Department of Health and Welfare and the Provincial Administrations in connection with salaries and conditions of service for nursing personnel

In terms of the Health Act, 1977 (Act No 63 of 1977) it is a function of each authority which renders a health service in the Republic to co-ordinate these services Co-ordination in regard to the salaries and conditions of service of Health personnel, is undertaken by the statutory Health Matters Advisory Committee and its sub-committees viz the sub-committee for personnel matters and the sub-committee for nursing, as well as the National Health Policy Council

mortality for (i) whites, (ii) Coloured, (iii) Indians and (iv) Blacks and (b) what is the percentage of deaths from each of these causes in respect of each race group?

THE MINISTER OF HEALTH AND WELFARE:

(a) and (b)

(i) Whites.

- (a) conditions originating in the perinatal period = 47,8%,
  - (b) diseases of the respiratory system = 12,3%,
  - (c) infectious and parasitic diseases = 10,6%,
  - (d) ill-defined conditions = 10,1%,
  - (e) congenital anomalies = 8,8%
- (ii) Coloureds
- (a) infectious and parasitic diseases = 40,7%,
  - (b) conditions originating in the perinatal period = 24,8%,
  - (c) diseases of the respiratory system = 19,4%,
  - (d) ill-defined conditions = 7,4%,
  - (e) congenital anomalies = 2,0%

(iii) Asians

- (a) conditions originating in the perinatal period = 46,3%,
  - (b) infectious and parasitic diseases = 19,2%,
  - (c) ill-defined conditions = 12,7%,
  - (d) diseases of the respiratory system = 9,8%,
  - (e) congenital anomalies = 4,6%
- (iv) Blacks
- (a) infectious and parasitic diseases = 39,6%,
  - (b) conditions originating in the perinatal period = 20,9%,
  - (c) diseases of the respiratory system = 15,7%,

634 Dr M S BARNARD asked the Minister of Health and Welfare

(a) What are the major causes of infant mortality

28/3/85

270

Momentum  
4/85

## UMLAZI HOSTEL

**T**HE SOUTH AFRICAN Transport Services employs 107 000 blacks all over the Republic, many of whom come from the homelands. It has always been one of the highest priorities to provide suitable accommodation for them and in 1983 the Umlazi Hostel, situated in the township of the same name near Durban, was opened by the Minister of Transport Affairs, Mr Hendrik Schoeman.

Umlazi is a shining example of faith in the future of the country and its peoples expressed in a practical way by the provision of living quarters and recreational facilities which are outstanding.

### Olympic village design

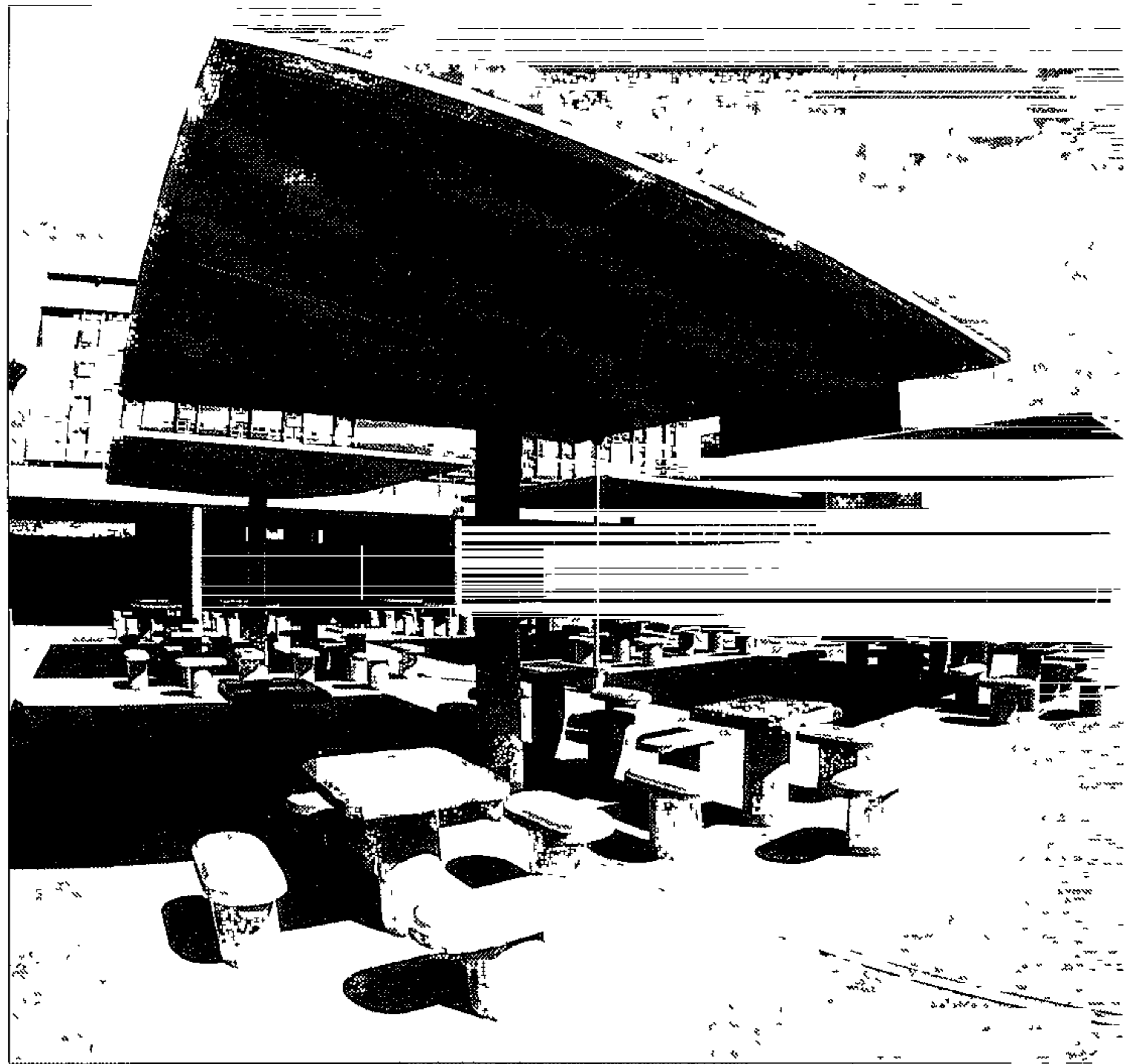
Umlazi, which is 37 hectares in size, has been designed along the lines of an Olympic village and, when ultimately completed, is expected to cost R60-million and house 6 600 residents. The hostel will provide accommodation for employees whose homes are situated too far from Durban for them to be able to return to their homes daily. A unique feature is a special block for visiting wives who have to discuss with their husbands problems experienced at their home.

The hostel itself has also been planned in such a way that the dormitory blocks may be converted into blocks of flats for families.

Construction of the project has been split into two phases. The completed first phase, accommodating 3 924 people, cost about R27-million, including sporting and other facilities. Phase two will cost R35-million and is intended to house 2 673 employees. But because of the current recession it has been delayed.

Most of the accommodation provides for 19 modules a floor, each housing four people. The remaining units are for the more senior graded personnel, each floor providing four modules housing three each, plus 11 single rooms.

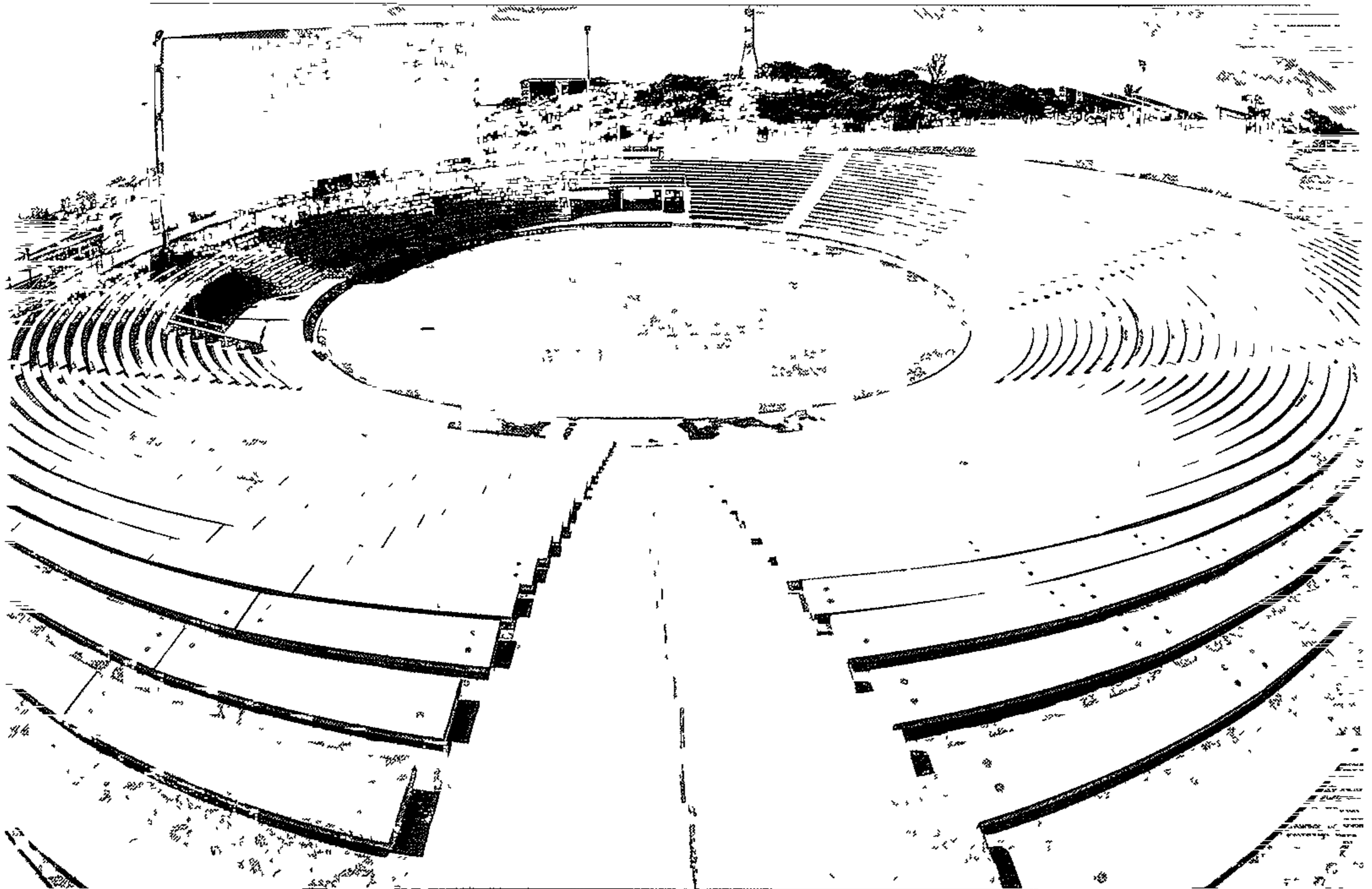
The all-inclusive accommodation tariffs are most reasonable – to say the least. It costs the lowest-paid employee not more than R37,50 a month for full board and lodging and access to all the sports and other



# Transport Services leads the way

Heine Toerien

# UMLAZI HOSTEL



Previous page The hostel's dining terrace – neat, practical and traditional in design

Above The amphitheatre can seat 5 000 and the projection screen is the largest outdoor screen in the southern hemisphere measuring 43 m x 19 m.

recreational facilities. The cost to a more senior employee is R56,40 a month.

Each floor has its own ablution and toilet facilities plus an ironing room. Each block has laundry facilities on the roof, as well as a paved underground parking area for cars.

### Recreational facilities

A main recreation centre houses the administrative offices, a beer garden, an open-air dining terrace, a beerhall equipped with a quadrasonic sound system and a dining hall and kitchen. The beer garden seats about 4 000 people. Food and "mahewu" are available around the clock and sorghum beer is sold at fixed times.

The sporting and other recreational facilities include an amphitheatre with 5 000 seats, designed mainly for Ngoma dancing and cinema shows. The outdoor projection screen is 43 m x 19 m and is believed to be the largest outdoor screen in

the southern hemisphere.

The stadium seats 7 000 people and is used for soccer, athletics and cycling. Apart from the normal cloakrooms and change rooms for participants, kiosks and toilet facilities for spectators are provided. There is also a commentary box. In addition to the field in the stadium, seven soccer fields will be provided.

The normal staff includes managers, cooks, watchmen, cleaners – and also a full-time horticultural staff to attend to the grounds. For staff not using their own vehicles, transport is arranged to and from the hostel.

### Other hostel complexes

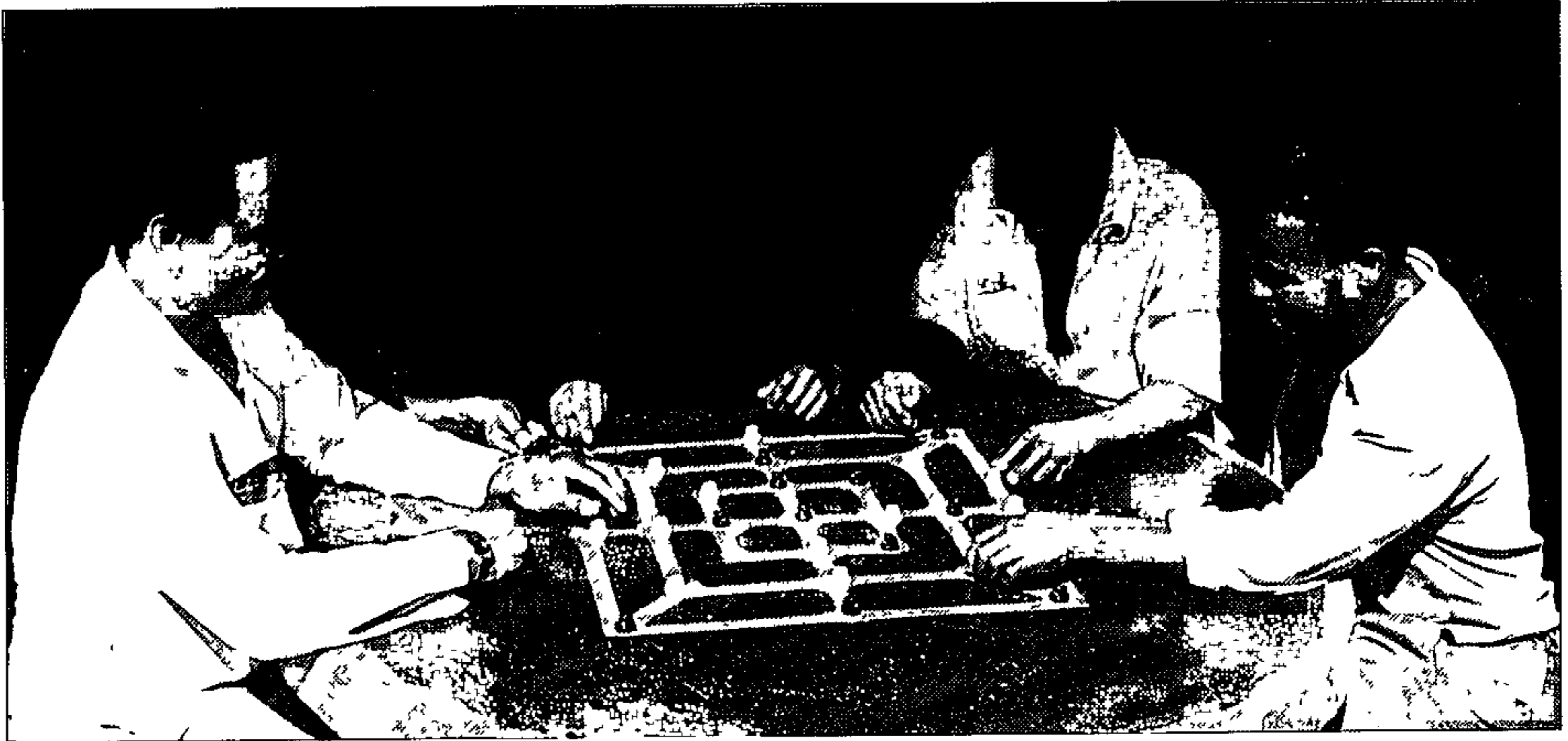
The Umlazi hostel complex was the first of several similar projects to be tackled and in 1984 the Sentrarand hostel for blacks was officially opened by Minister Schoeman. This complex is near Daveyton on about 19 ha and is different to the other projects in that it is planned to pro-

vide accommodation for single black employees working exclusively within the confines of the modern marshalling yard of Sentrarand. It is also planned in two phases, the first offering residential facilities to 1 296 people. Ultimately, 3 024 residents will be housed at Sentrarand.

### Effective planning

Other large hostel complexes include those at New Brighton, near Port Elizabeth, opened in 1984 and housing 1 764 people, and the personnel residence for coloureds at Mitchell's Plan on the Cape Flats. It accommodates 1 000 single coloured workers. This complex was opened in 1983 by Mr Piet Albertyn, one of the Commissioners of the SA Transport Services Board.

Several other similar complexes are on the drawing board or nearing completion. These include accommodation facilities at Vryheid East, New Ca-



nada, Ladysmith (improved facilities), Insele (Richards Bay), Soshanguve in the Northern Transvaal (which will house four ethnic groups) and Imbali, near Plessislaer, Natal. The latter is due to be opened officially this year.

According to Mr Thys Storm, Deputy Director (Personnel), the quality of the facilities provided is such that it will meet all required standards in 30 years' time. "We pride ourselves on the fact that Umlazi will still be regarded as an excellent example of effective planning in the year 2000," says Mr Storm.

Mention has been made of the sporting facilities provided at the hostel complexes and this has opened the door to a new and exciting development in Transport Services. It is envisaged that athletes employed by Transport Services will soon be running under the registered sporting colours of Transport Services instead of having to affiliate to different existing clubs. This also applies to rugby and soccer.

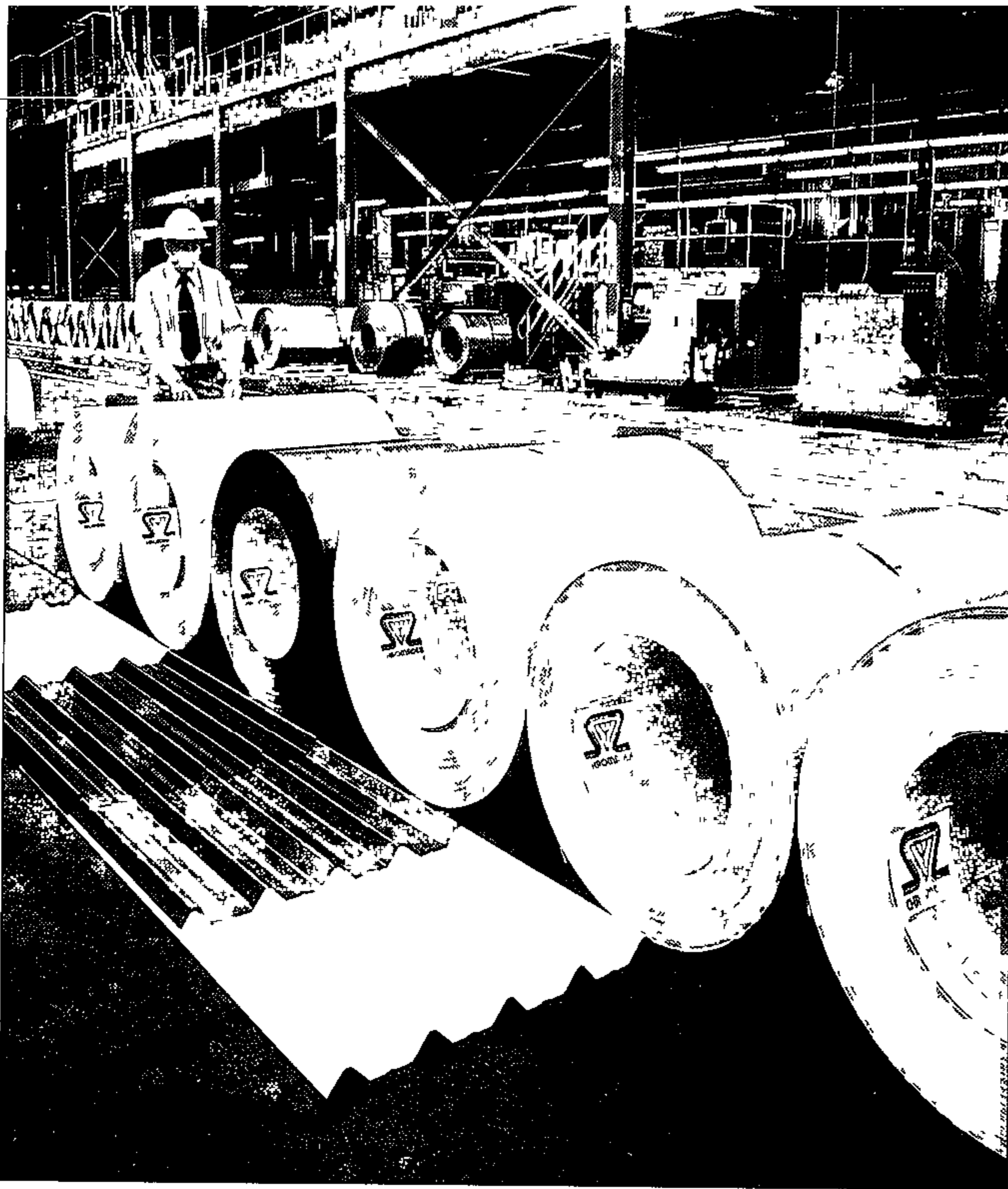
The 13 existing hostel complexes, including Umlazi, provide for 20 000 black employees of Transport Services and an additional 7 256 will be accommodated with the completion of the new hostels.

Umlazi, as in the case of the other projects, is an investment to ensure higher productivity, and the dividends are valuable.

**Top** The popular game of 'umlabalaba' being played. It is similar to draughts - only more complicated!

**Centre** Well-trained cooks and modern equipment provide nutritious meals to satisfy healthy appetites.

**Below** The rooms are comfortable and cool in Durban's heat and humidity. The occupants pride themselves on keeping their quarters neat.



# YSKOR se belangrike bydrae

A J van der Westhuizen

**Y**SKOR se Markontwikkelingsafdeling skets in breek die onafskeidbare rol wat Yskor steeds speel in die ontwikkeling en instandhouding van die Suid-Afrikaanse Vervoerdienste

Die onderhoud is gevoer met mnr Pierre Massyn, Afdelingshoof, Markontwikkeling, dr Rocco de Villiers, Tegniese Adviseur Vervoermywerhede, mnr John Barnard, Tegniese Adviseur Bou- en Konstruksiebedryf en Johann van der Westhuizen, Tegniese Adviseur, Swaar Nywerhede

Sowat 95 persent van die staalprodukte wat gebruik word vir die vervaardiging van die rollende materiaal in diens van die Suid-Afrikaanse Vervoerdienste, bestaan uit koolstof-

staal. Hiervan is sowat 65 persent plat produkte en nagenoeg 35 persent profiele.

Die SA Vervoerdienste se nuwe geslag van sowel vragtrokke as passasierswaens is volledig herontwerp om hulle wyer en langer te maak met 'n hoer toelaatbare asbelasting. Die nuwe vragtrokke word veral van Cor-Ten-staal vervaardig.

Laasgenoemde is 'n koperhoudende, hoer sterkte lae allooï-staal wat reeds sedert 1956 deur Yskor kragtens 'n lisensie-ooreenkoms met die United States Steel Corporation, geproduseer word.

Weens die goedgekeurde verhoging van steenkooluitvoer deur Richardsbaai tot 44-miljoen ton teen 1986, en later tot 80-miljoen per jaar, is die asbe-

lading van 20 tot 26 ton verhoog om die toename in verkeer op koste-effektiewe wyse te hanteer.

Dit beteken trokke met 'n vragvermoe van 85,6 m<sup>3</sup> teenoor die ou standaard van 67,7 m<sup>3</sup>, 'n verbetering van meer as 24%. Dit verg ook opgradering en ombouing van die spoorlyne.

Omdat Cor-Ten-staal oor uitstekende atmosferiese korrosieweerstande beskik en boonop 'n hoer vloei-grens het, kan van dunner materiaal gebruik gemaak word. Cor-Ten-plaat en profiele bied die ontwerper dus hoer sterkte en verlaagde onderhoudskoste.

Yskor het ook sy reeks I-profiel uitgebrei om by die spesiale SA Vervoerdienste-ontwerp aan te pas. Een van die nuwe I-profiel, 610 x 229 mm, is 15 persent dieper as enige van die vorige maksimum grootte warmgewalste profiele wat plaaslik beskikbaar was en is die grootste warmgewalste balke wat in Afrika geproduseer word.

Gebruik van die nuwe profiele dra by om die dra-vermoe van trokke te verhoog. Warmgewalste profiele is meestal meer ekonomies as vervaardigde profiele en kos sowat R650 per ton (BS 4360 Graad 43A) teenoor R1 100 tot R1 200 vir laasgenoemde.

Verder, om die nuwe, groter trokke moontlik te maak, vervaardig Yskor nou by sy fabriek in Vanderbijlpark plate wat heelwat wyer is vir 'n bepaalde dikte. 'n Enkele plaat dek die hele vloerarea van sommige van die nuwe trokke, en maak lasse onnodig. Deur die sweislas in die vervaardiging van die trokke uit te skakel, word 'n bydrae gelewer om die vervaardigingskoste daarvan te verlaag.

Tot dusver was dit gebruikelik om blokgietstaal te gebruik vir die vervaardiging van trok- en wa-aste. Daar is deesdae 'n wêreldwye neiging na die gebruik van stringgietstaal vir die vervaardiging van aste vir rollende materiaal. Saam met die SA Vervoerdienste is Yskor tans betrokke by 'n program van intensiewe navorsing in hierdie rigting. In hierdie stadium is die aanduidings reeds daar dat blokgietstaal waarskynlik na 1988 van die toneel sal verdwyn en dat daar uitsluitlik in die toekoms van stringgietstaal



TUESDAY, 9 APRIL 1985

1985, the investigation of the inquest docket relating to the death of one Mododana Tyuka in Port Alfred Township has been concluded, if so,

- (2) whether the inquest docket has been referred to the Attorney-General, if not, why not, if so, (a) when and (b) with what result?

The MINISTER OF LAW AND ORDER

- (1) Yes

- (2) Yes

- (a) On 4 February 1985

(b) The Attorney-General has instructed that an inquest be held, which will now take place in the magistrates court at Port Alfred on 16 April 1985

*Hansen and Q. 61/939*  
Black train drivers. Foot Plate Staff Association

\*17 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

- (1) Whether Black train drivers are employed by the South African Transport Services in (a) Transkei, (b) any other specified independent Black states and (c) the Republic, if not, why not, if so,

- (2) whether these drivers are allowed to join the Foot Plate Staff Association, if not, why not,

- (3) Whether there is any union and/or staff association of which they can become members, if so, which union and/or staff association, if not, why not?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) Yes

(b) and (c) No, the need has not arisen yet

*Hansen and Q. 61/941 9/4/85*  
Kwanobuhle Township: Visits to doctor  
\*19 Mrs H SUZMAN asked the Minister of Law and Order

- (1) With reference to his reply to Question No 6 on 12 March 1985, (a) how many members of the South African Police visited the doctor in question in Kwanobuhle Township in Uitenhage on or about 29 January 1985, (b) what was the rank of each of these policemen and (c) why was only one doctor visited,

- (2) whether this doctor was requested to

(a) inform the police of treatment given to any persons with gunshot wounds, (b) refer such person to any hospital and (c) take any other specified action in regard to such persons, if so, why in each case,

- (3) whether the police (a) questioned and (b) arrested any persons (i) in any hospitals and (ii) on any doctors' premises in Kwanobuhle Township or Uitenhage in connection with incidents of public violence in 1985, if so, (aa) when, (bb) how many persons were involved and (cc) what was the nature of their injuries in each case,

- (4) whether any of the persons arrested were under 18 years of age, if so, where were they held,

- (5) whether their parents were informed of their arrest, if not, why not, if so, when,

- (6) whether any of the persons arrested have been charged, if so, what were the charges in each case?

The MINISTER OF LAW AND ORDER

- (1) (a) Three

(b) One lieutenant and two constables

(c) Because only one doctor was available at that time

- (2) (a) and (b) No

(c) Yes, to inform the police of such persons with a view to effecting their apprehension for public violence

- (3) (a) (i) Yes

- (ii) No

- (b) (i) and (ii) No

- (aa) On 29 January 1985

- (bb) Three

(cc) Gunshot wounds caused by bird-shot

- (4) Yes, one He was discharged from the hospital on 5 March 1985 and detained in the police cells at Uitenhage until 8 March 1985 when he was entrusted to the care of his parents

- (5) Yes, on 5 March 1985

- (6) Yes, all three of them for public violence

*Hansen and Q. 61/942*  
Fort Hare University: refusal to readmit certain person 9/4/85

\*20 Mr E K MOORCROFT asked the Minister of Co-operation, Development and Education

- (1) Whether a certain person, whose name has been furnished to the Minister's Department for the purpose of his reply, has been refused re-admission to the Fort Hare University in this year, if so, (a) why and (b) what is the name of this person,

- (2) whether any other students have been refused re-admission to this university in this year, if so, (a) how many have been refused on non-academic grounds and (b) what were the surrounding circumstances in each case?

3 000 NM  
volts  
kills 270

## SATS man

### Mercury Reporter

A 32-YEAR-OLD South African Transport Services worker was electrocuted on Monday afternoon while working on live 3 000 volt overhead track equipment at the Dannhauser station yard.

Mr Mauritz Wessels, of 10 Eaton Road, Amiel Park, Newcastle, was carrying out maintenance work on a section insulator when the accident happened, the regional electrical engineer, Mr M L Whitehead, said yesterday

He was working on 'normally safe' overhead lines when he 'unthinkingly reached across the insulation' and was killed, Mr Whitehead said.

Mr Wessels was a traction tradehand and had a short while to go to qualify as a linesman, Mr Whitehead said

A board of inquiry has been appointed to investigate the circumstances of the accident.

Mr Wessels leaves his wife, Susan, two daughters and a son.

# Sats country's largest employer

CAPE TOWN 25/4/85 270

AS THE biggest employer in the country, the South African Transport Services (Sats) offers a wide and varied field of employment.

In its operation Sats adheres as far as practicable to the broad principle of using the services of personnel belonging to the various racial groups to serve the needs of their respective peoples in the area in which they predominate.

The implementation of this policy has necessitated the progressive

training of coloured, Indians and blacks to equip them for this task.

Sats inaugurated intensive specialized training for these groups in 1957.

## Decentralized

This is undertaken at its training centres at Kaalfontein, Braamfontein and Germiston and/or on a decentralized or in-service basis.

Training is closely connected with actual duties to be undertaken by the personnel con-

cerned. A high standard is maintained at all times and excellent results are achieved.



Sats also strives to provide the best possible housing for its employees.

For instance, Mitchell's Plain Residence (at Philippi) for coloured is indeed a residence — it is designed in such a way that it takes the place of the parents' home, especially for young men who come from small towns to work in the city.

The personnel residence was put into service on July 1, 1983 and the complex comprises four hostels called Liesbeek, Goede Hoop, Outeniqua and Protea. Each has a community centre and accommodates 250 residents.

Residents are divided into small "families", each of which must keep its home in order under the guidance of a manager.

Each hostel has a house-committee chosen by the residents.

Committee members help the manager on a voluntary basis and also act as spokesmen for the residents.

The complex provides among others the following facilities:

- A well-equipped kitchen block with four dining-rooms.

- An administrative building, which houses the office of the manager in charge of the complex, as well as a library and a tuck shop.

- The community centre at each hostel comprises a television room, visitors' lounge where residents can receive their parents and other guests, and recreation room for indoor games such as darts, cards, shuffle board and chess.



- A modern laundry for residents' washing.

- A recreation hall with a club house which houses facilities for the screening of films, as well as indoor sports such as badminton, basket ball, volley-ball and boxing.



- Six maisonettes to house managers and their families.

- A synthetic athletic and cycling track with a covered stand for 1 200 spectators, three soccer fields, two rugby fields, a cricket field and several tennis courts.

The residence is within walking distance of Philippi Station which is about 25 km from the city.



Accommodation fees (including washing) are calculated on a sliding scale in accordance with residents' salary scales.

In addition to six managers, the residence personnel comprises matrons, cooks, general workers, labourers, security guards and gardeners.

## CONGRATULATIONS TO THE SOUTH AFRICAN TRANSPORT SERVICES ON REACHING THEIR 75th YEAR!!

with best wishes from

PESCANOVA SHIP AGENTS AND BROKERS



THE PESCANOVA GROUP



NOVATRONICS  
Marine Electronic  
Equipment



NOVATRADING  
Marine Equipment  
& Commodity Traders



HILDERBRAND SUPPLIES  
Ships Chandlers



NOVAFREIGHT  
Clearing and  
Forwarding



HESPER ENGINEERING  
Marine and  
Industrial Engineers



NOVATECH  
Industrial and  
Engineering Supplies

Cape Times

270

25/4/85



A highlight of the 75th anniversary celebrations is the 1927 diningcab at the the Cape Town station.

No 64 (Held in undivided shares by 6 owners)

(10) 17/09/84

(18) Portion 24 (Portion of Portion 20) of Farm Klipfontein No 64

(11) 11/09/84

(19) Portion 22 (Portion of Portion 20) of Farm Klipfontein No 64

(12) 10/09/84

(20) Portion 23 (Portion of Portion 20) of Farm Klipfontein No 64

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(21) Portion 27 (Portion of Portion 25) of Farm Klipfontein No 64

(14) 9/10/84

(22) Remainder of Portion 1 of Farm No 81

(15) 27/03/85

(23) Portion 9 (Portion of Portion 1) of Farm Dolla's Downs No 264

(16) 5/11/85

Portion 8 (Portion of Portion 2) of Farm Dolla's Downs No 264

(17) (a) 2/01/85

Portion of Portion 7 (Portion of Portion 4) of Farm Dolla's Downs No 264

(b) 2/01/85

(c) In the Division Bredasdorp to the West of the De Hoop Nature Reserve

(c) 31/12/84

(d) 27/09/84

(d) 7/01/85

(e) 12/09/84

(e) 7/01/85

(f) 8/02/85

(f) 14/01/85

(g) 5/03/85

(g) 6/03/85

(h) 23/03/85

(h) 23/01/85

(i) 5/03/85

(i) 13/02/85

HOA

*Handwritten:* 772 Mr J J B VAN ZYL asked the Minister of Transport Affairs +

and (f) other specified forms of remuneration in respect of its staff in each specified financial year from 1978-79 up to and including the latest financial year for which figures are available?

(1) What total number of officials were employed by the South African Transport Services (a) as at 31 March 1979 and (b) in each specified financial year from 1979-80 up to and including the latest financial year for which figures are available.

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) 264 973

(b) 1979 80

1980-81

1981-82

1982-83

1983-84

1984-85

(2) what amounts were spent by the South African Transport Services on (a) salaries, (b) bonuses (c) leave money, (d) gratuities (e) subsidies

(2) (a) and (c) Million

1978-79 R 875,4

1979-80 R 990,0

1980-81 R 1 192,6

1981-82 R 1 504,9

1982-83 R 1 763,1

1983-84 R 1 777,5

(b) Million

R 51,3

R 27,2

R 87,1

R 112,6

R 141,6

R 146,1

(d) Million

R 1 09

R 0,74

R 0,62

R 0,72

R 1,63

R 0,90

(e) Million

R 55,1

R 63,7

R 77,6

R 107,4

R 140,0

R 166,7

\* Separate particulars are not available

† Although subsidies as such are not paid to employees the difference between the interest payable to the Treasury and the Pension Fund in respect of loan-funds for housing loans and that which are recovered from employees, is subsidized Likewise the rental from departmental houses, and personnel residence and hostel fees are lower than the working expenditure to maintain these Such differences are also absorbed by Transport Services

‡ Sunday and overtime

Dismissal of employees what are the names of these employees,

792 Mr T LANGLEY asked the Minister of Transport Affairs +

(2) whether any of the employees lost any remuneration as a result of their dismissal, if so, what remuneration,

(1) Whether any employees of the South African Transport Services were dismissed for reasons other than fraud or theft in the period from 1965 up to and including 1980, if so, (a) in terms of what statutory provisions and (b)

(3) whether any payments were made to them (a) on dismissal and (b) subsequently; if so, (i) to whom, (ii) what amount was paid to each and (iii) on what grounds were these payments made?

HOA

**THE MINISTER OF TRANSPORT AND FAIRS**

TUESDAY, 30 APRIL 1985

(1), (2) and (3) The provisions whereby the services of employees of South African Transport Services can be terminated, are contained in the Conditions of Employment (South African Transport Services) Act, 1983 (Act 16 of 1983)

The staff files of ex employees dismissed prior to 1975 have been destroyed in terms of the Archives Act, 1962 (Act 6 of 1962), and the desired information is therefore not available. Particulars of persons dismissed after that date are also not readily available and it will take too much time and expense to gather the information.

However, the policy in this regard is as follows.

An employee who has contributed to the Pension Fund for a period of at least twenty years and is dismissed from the service or ordered to resign as a result of a disciplinary infringement other than—

- (a) fraud or dishonesty, or
- (b) deliberate mal-performance of work,

may be granted an annuity not exceeding one-half of the annuity which he could have claimed upon the date of his dismissal or resignation if his services had been dispensed with on that date as a result of a reduction in or reorganization of personnel

Employees who are dismissed or ordered to resign and do not qualify for a reduced annuity or those who are not granted such an annuity, are reimbursed with their Pension Fund contributions plus interest for each completed year in excess of 13 years they have contributed to the Fund. No such interest was paid prior to 1 January 1981

TUESDAY, 30 APRIL 1985

+Indicates translated version  
For oral reply

*General Affairs*

*State President* *Handwritten*  
*30/4/85*  
The 11-ADLER OF THE OFFICIAL OPPOSITION asked the State President

Whether (a) he and/or (b) any member of the National Intelligence Service has authorized the tapping of any telephones in terms of section 118A of the Post Office Act, No 41 of 1958, since the insertion of this provision in the principal Act by the Post Office Amendment Act, No 101 of 1972, if so, (i) on how many occasions, (ii) what was the rank of the person who authorized the tapping in each case and (iii) in respect of what dates is this information furnished?

**†THE STATE PRESIDENT**

- (1) (a) No
- (b) No

- (i) Lapse
- (ii) Lapse
- (iii) Lapse

*Ministers*

*Question standing over from Tuesday, 9 April 1985*

\*29 Mr C W EGLIN—Defence—[Reply standing over]

*New Questions*

*Bophuthatswana television service*

\*1 Mr D J DALLING asked the Minister of Foreign Affairs

Whether, with reference to his reply to

Question No 11 on 19 February 1985, the meeting with the Bophuthatswana Government to discuss the relaying of the Bophuthatswana television service to areas within the Republic has been held, if so, with what result, if not, when is it anticipated that this meeting will be held?

**THE DEPUTY MINISTER OF EDUCATION AND OF CO-OPERATION** (for the Minister of Foreign Affairs)

The Deputy Minister of Foreign Affairs held discussions with President Mangope and members of his Cabinet at Mmabatho on 7 March 1985. Technical aspects concerning the relaying of Bop TV to agreed target areas in the RSA were discussed. It was decided that representatives of the SABC and Bop TV shall have meetings on a regular basis in order to solve any problems of a technical nature which may occur. An official of the Department of Foreign Affairs has been appointed to attend the meetings in order to keep the Deputy Minister informed of the progress towards the implementation of the Television Agreement which was concluded on 25 November 1983.

**De Hoop missile testing range**

\*2 Mr P A MYBURGH asked the Minister of Defence

- (1) Whether any houses have been acquired by Armscor in the De Hoop area if so,
- (2) whether any of these houses will be used as dwellings by Armscor, if not, to what use will they be put, if so, (a) how many (i) will and (ii) will not be used as dwellings and (b) to what use will the other houses be put?

**†THE DEPUTY MINISTER OF DEFENCE**

- (1) Yes. There are 57 dwellings on the properties already expropriated for the Overberg Testing Range

- (2) No. Thirty will be demolished on account of their dilapidated state and

twenty-three will be used as temporary storerooms, training centres and depots by Armscor's nature conservation teams. The remaining four are not being used at present.

*Handwritten*  
*Q. 601. 1314*  
*30/4/85*

\*3 Mr R M BURROWS asked the Minister of Public Works

- (1) Whether, with reference to his reply to Question No 208 on 27 March 1985, his Department has at any time kept statistics on the (a) number of persons in receipt of State-guaranteed housing loans and (b) cost to the State of such loans, if not, (i) why not and (ii) who is responsible for keeping such information, if so, in respect of what aspects of such loans are statistics kept,

- (2) whether there have recently been any changes in policy in regard to the (a) issuing, (b) administration and (c) collection of statistics on State-guaranteed housing loans, if not, who is responsible for these matters at present, if so, (i) what is the nature of the changes, (ii) why were they effected and (iii) when did they come into effect?

**THE MINISTER OF PUBLIC WORKS**

- (1) The Department of Public Works and Land Affairs provides the guarantees for the housing loans of government officials who wish to make use of the 100 per cent loan scheme. The financial institutions (building societies) advance the full amount of the loan to the official concerned and the Department therefor does not provide any part of the loan. The Department is basically only involved with the furnishing of a guarantee for 20% of the purchase price and its expenditure is therefore limited to the administration of the scheme. Furthermore, particulars of loans granted under the same scheme involving other government institutions are also obtained.

1985, the investigation of the inquest docket relating to the death of one Mododana Tyuka in Port Alfred Township has been concluded, if so,

- (2) whether the inquest docket has been referred to the Attorney-General, if not, why not, if so, (a) when and (b) with what result?

The MINISTER OF LAW AND ORDER

- (1) Yes  
(2) Yes

(a) On 4 February 1985

(b) The Attorney-General has instructed that an inquest be held, which will now take place in the magistrates court at Port Alfred on 16 April 1985

*Hansen and Q. 6/1 939*  
Black train drivers: Foot Plate Staff Association

\*17 Mr D J N MALCOMESS asked the Minister of Transport Affairs

- (1) Whether Black train drivers are employed by the South African Transport Services in (a) Transkei, (b) any other specified independent Black states and (c) the Republic, if not, why not, if so,

(2) whether these drivers are allowed to join the Foot Plate Staff Association, if not, why not,

(3) Whether there is any union and/or staff association of which they can become members, if so, which union and/or staff association, if not, why not?

†The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) Yes  
(b) and (c) No, the need has not arisen yet

*Hansen and Q. 6/1 941 9/4/85*  
\*19 Mrs H SUZMAN asked the Minister of Law and Order.

Kwanobuhle Township: Visits to doctor

(1) With reference to his reply to Question No 6 on 12 March 1985, (a) how many members of the South African Police visited the doctor in question in Kwanobuhle Township in Uitenhage on or about 29 January 1985, (b) what was the rank of each of these policemen and (c) why was only one doctor visited.

(2) whether this doctor was requested to (a) inform the police of treatment given to any persons with gunshot wounds, (b) refer such person to any hospital and (c) take any other specified action in regard to such persons, if so, why in each case,

(3) whether the police (a) questioned and (b) arrested any persons (i) in any hospitals and (ii) on any doctors' premises in Kwanobuhle Township or Uitenhage in connection with incidents of public violence in 1985, if so, (aa) when, (bb) how many persons were involved and (cc) what was the nature of their injuries in each case,

(4) whether any of the persons arrested were under 18 years of age, if so, where were they held,

(5) whether their parents were informed of their arrest, if not, why not, if so, when,

(6) whether any of the persons arrested have been charged, if so, what were the charges in each case?

†The MINISTER OF LAW AND ORDER

- (1) (a) Three  
(b) One lieutenant and two constables  
(c) Because only one doctor was available at that time

(2) (a) and (b) No

(c) Yes, to inform the police of such persons with a view to effecting their apprehension for public violence

(3) (a) (i) Yes

(ii) No

(b) (i) and (ii) No

(aa) On 29 January 1985

(bb) Three

(cc) Gunshot wounds caused by bird-shot

(4) Yes, one He was discharged from the hospital on 5 March 1985 and detained in the police cells at Uitenhage until 8 March 1985 when he was entrusted to the care of his parents

(5) Yes, on 5 March 1985

(6) Yes, all three of them for public violence

*Hansen and Q. 6/1 942*  
Fort Hare University: refusal to readmit certain person

\*20 Mr E K MOORCROFT asked the Minister of Co-operation, Development and Education

(1) Whether a certain person, whose name has been furnished to the Minister's Department for the purpose of his reply, has been refused re-admission to the Fort Hare University in this year, if so, (a) why and (b) what is the name of this person,

(2) whether any other students have been refused re-admission to this university in this year, if so, (a) how many have been refused on non-academic grounds and (b) what were the surrounding circumstances in each case?

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(f) 14/01/85

Portion 8 (Portion of Portion 2) of Farm Dolla's Downs No 264

(18) 6/03/85  
(19) 23/01/85

(c) In the Division Bredasdorp to the West of the De Hoop Nature Reserve

(20) 13/02/85  
(21) 15/03/85  
(22) 13/02/85

(d) (1) 27/09/84  
(2) 12/09/84  
(3) 8/02/85

(23) 4/03/85  
(2) and (3) The representations are presently still being investigated and considered. It entails, inter alia, consultation with the State's valuers, discussions and/or correspondence with the parties concerned or their legal representatives and where necessary further in loco investigations. A revised compensation offer can be made should evidence be found or submitted which justifies revision of an offer. Efforts are made to expedite the matters as far as possible.

(4) 5/03/85  
(5) 23/03/85  
(6) 5/03/85

(7) 19/10/84  
(8) 14/09/84  
(9) 19/09/84

**270** Employees: employment benefits  
772 Mr J J B VAN ZYL asked the Minister of Transport Affairs †

and (f) other specified forms of remuneration in respect of its staff, in each specified financial year from 1978-79 up to and including the latest financial year for which figures are available?

(1) What total number of officials were employed by the South African Transport Services (a) as at 31 March 1979 and (b) in each specified financial year from 1979-80 up to and including the latest financial year for which figures are available.

The MINISTER OF TRANSPORT AFFAIRS.  
(1) (a) 264 973  
(b) 1979-80 266 845  
1980-81 272 120  
1981-82 276 404  
1982-83 251 038  
1983-84 211 566  
1984-85 233 986

(2) what amounts were spent by the South African Transport Services on (a) salaries, (b) bonuses, (c) leave money, (d) gratuities, (e) subsidies

(1) (a) 264 973  
(b) 1979-80 266 845  
1980-81 272 120  
1981-82 276 404  
1982-83 251 038  
1983-84 211 566  
1984-85 233 986

(2)	*(a) and (c) Million	(b) Million	(d) Million	†(e) Million	†(f) Million
1978-79	R 875,4	R 51,3	R 1,09	R 55,1	R 168,8
1979-80	R 990,0	R 27,2	R 0,74	R 63,7	R 203,6
1980-81	R 1 192,6	R 87,1	R 0,62	R 77,6	R 264,9
1981-82	R 1 504,9	R 112,6	R 0,72	R 107,4	R 339,6
1982-83	R 1 763,1	R 141,6	R 1,63	R 140,0	R 285,2
1983-84	R 1 777,5	R 136,1	R 0,90	R 166,7	R 262,5

\*Separate particulars are not available

†Although subsidies as such are not paid to employees, the difference between the interest payable to the Treasury and the Pension Fund in respect of loan-funds for housing loans and that which are recovered from employees, is subsidized. Likewise the rental from departmental houses, and personnel residence and hostel fees are lower than the working expenditure to maintain these. Such differences are also absorbed by Transport Services

‡Sunday and overtime

**Dismissal of employees**

what are the names of these employees,

792 Mr T LANGLEY asked the Minister of Transport Affairs †

(2) whether any of the employees lost any remuneration as a result of their dismissal, if so, what remuneration

(1) Whether any employees of the South African Transport Services were dismissed for reasons other than fraud or theft in the period from 1965 up to and including 1980, if so, (a) in terms of what statutory provisions and (b) whether any payments were made to them (a) on dismissal and (b) subsequently; if so, (i) to whom, (ii) what amount was paid to each and (iii) on what grounds were these payments made?



1311

TUESDAY, 30 APRIL 1985

1312

The MINISTER OF TRANSPORT AND FAIRS.

TUESDAY, 30 APRIL 1985

(1), (2) and (3) The provisions whereby the services of employees of South African Transport Services can be terminated, are contained in the Conditions of Employment (South African Transport Services) Act, 1983 (Act 16 of 1983)

The staff files of ex employees dismissed prior to 1975 have been destroyed in terms of the Archives Act, 1962 (Act 6 of 1962), and the desired information is therefore not available. Particulars of persons dismissed after that date are also not readily available and it will take too much time and expense to gather the information. However, the policy in this regard is as follows

An employee who has contributed to the Pension Fund for a period of at least twenty years and is dismissed from the service or ordered to resign as a result of a disciplinary infringement other than—

- (a) fraud or dishonesty, or  
(b) deliberate mal-performance of work,

may be granted an annuity not exceeding one-half of the annuity which he could have claimed upon the date of his dismissal or resignation if his services had been dispensed with on that date as a result of a reduction in or reorganization of personnel

Employees who are dismissed or ordered to resign and do not qualify for a reduced annuity or those who are not granted such an annuity, are reimbursed with their Pension Fund contributions plus interest for each completed year in excess of 13 years they have contributed to the Fund. No such interest was paid prior to 1 January 1981

1313

TUESDAY, 30 APRIL 1985

1314

Question No 11 on 19 February 1985, the meeting with the Bophuthatswana Government to discuss the relaying of the Bophuthatswana television service to areas within the Republic has been held, if so, with what result, if not, when is it anticipated that this meeting will be held?

The DEPUTY MINISTER OF EDUCATION AND OF CO-OPERATION (for the Minister of Foreign Affairs)

The Deputy Minister of Foreign Affairs held discussions with President Mangope and members of his Cabinet at Mmabatho on 7 March 1985. Technical aspects concerning the relaying of Bop TV to agreed target areas in the RSA were discussed. It was decided that representatives of the SABC and Bop TV shall have meetings on a regular basis in order to solve any problems of a technical nature which may occur. An official of the Department of Foreign Affairs has been appointed to attend the meetings in order to keep the Deputy Minister informed of the progress towards the implementation of the Television Agreement which was concluded on 25 November 1983

**De Hoop missile testing range**

\*2 Mr P A MYBURGH asked the Minister of Defence

- (1) Whether any houses have been acquired by Armscor in the De Hoop area, if so,  
(2) whether any of these houses will be used as dwellings by Armscor, if not, to what use will they be put, if so, (a) how many (i) will and (ii) will not be used as dwellings and (b) to what use will the other houses be put?

\*The DEPUTY MINISTER OF DEFENCE

- (1) Yes There are 57 dwellings on the properties already expropriated for the Overberg Testing Range

- (2) No Thirty will be demolished on account of their dilapidated state and

twenty-three will be used as temporary storerooms, training centres and depots by Armscor's nature conservation teams. The remaining four are not being used at present

*Howard*  
Q. 601.1314  
30/4/85

\*3 Mr R M BURROWS asked the Minister of Public Works

- (1) Whether, with reference to his reply to Question No 208 on 27 March 1985, his Department has at any time kept statistics on the (a) number of persons in receipt of State-guaranteed housing loans and (b) cost to the State of such loans, if not, (i) why not and (ii) who is responsible for keeping such information, if so, in respect of what aspects of such loans are statistics kept.

- (2) whether there have recently been any changes in policy in regard to the (a) issuing (b) administration and (c) collection of statistics on State-guaranteed housing loans if not, who is responsible for these matters at present, if so, (i) what is the nature of the changes, (ii) why were they effected and (iii) when did they come into effect?

**The MINISTER OF PUBLIC WORKS**

- (1) The Department of Public Works and Land Affairs provides the guarantees for the housing loans of government officials who wish to make use of the 100 per cent loan scheme. The financial institutions (building societies) advance the full amount of the loan to the official concerned and the Department therefor does not provide any part of the loan. The Department is basically only involved with the furnishing of a guarantee for 20% of the purchase price and its expenditure is therefore limited to the administration of the scheme

Furthermore, particulars of loans granted under the same scheme involving other government institutions are also obtained

HoA

HoA

# SATS workers

## 270 still furious over bonus cut

Star 30/4/85

By Zenaide Vendeiro,  
Transport Reporter

All South African Transport Services employees will have received their annual bonus cheques by today — but they will not be celebrating

Although protest meetings are no longer held and strikes and legal action have not materialised, SATS employees are still furious about the 2,8 per cent cut in their 13th cheques

The cut in service bonuses, which affects all public servants and which will save R225 million, is part of a six-point plan announced by the Government last month to reduce public spending by almost R500 million

The fiercest opposition to the move came from the Federal Council of SATS Trade Unions, which consists of 11 unions and has a combined membership embracing more than 170 000 of SATS's 235 000 workers.

### STRIKE THREATS

Protest meetings were held countrywide, motions of no-confidence in the Government were passed, and some unions threatened legal and strike action

Members were angered because they were not consulted and because they felt they had made enough sacrifices

"There is still a lot of bitterness and anger," the president of the Artisans Staff Association, Mr Jimmy Zurich, said yesterday "I have never seen railwaymen so dissatisfied"

Mr Bill Currie, president of the Salaried Staff Association (Salstaff), agreed that workers were "still very upset"

At one stage, Salstaff threatened legal action on the grounds that the bonus cut was tantamount to a breach of contract but, Mr Currie said, this was not pursued because "the long-term benefits of such a move were dubious".

270 ~~270~~ S. Times  
19/5/85

# Railmen in bonus row

By BRIAN POTTINGER  
Political Correspondent

**THE** Government's austerity pay cut in public service bonuses could flop because of rebellious railwaymen.

The South African Transport Services — in secret negotiations with their outraged unions — have said they will consider repaying the docked bonus cheques when the economy improves.

But central Government and Post Office employees have been given no such assurance and will also demand their money back if their SATS counterparts are reimbursed.

## Sacrifice

The row burst into the open this week amid apparent disagreement between the SATS and the Public Service Commission about what the President meant when he announced the wide-ranging public service austerity measures in March.

Announcing a cut of one third in the 13th cheque paid to public servants, he said it would save the country at least R225-million in the 1985/86 financial year. The cuts were part of an austerity package aimed at reducing the costs of the public service.

The strongest disagreement came from the SATS



**MR HENDRIK SCHOEMAN**  
Money back . ?

unions which claimed that staff reductions and cuts in voluntary overtime had been sacrifice enough.

And in the last three weeks the six staff unions representing the SATS's 230 000 workers have been negotiating with the Government for a reinstatement of the full bonus.

Annual bonuses were paid out at the end of last month. An SATS spokesman con-

firmed yesterday that Mr Hendrik Schoeman, Minister of Transport, had told the SATS unions the Government would consider repaying the money when the economy improved.

Although no official figure is available, the amount at stake could be as high as R50-million.

## Threat

The SATS unions apparently threatened to take the Government to court for breach of contract if the money was not paid back.

But a surprised senior spokesman of the Commission for Administration — the State watchdog on public service pay — said yesterday the possibility of repaying the money was "never on the cards".

He conceded that any SATS move to restore the docked bonuses would have serious implications for the rest of the public sector.

Meanwhile, Opposition spokesmen in Parliament believe the whole pay cut exercise — launched by the President amid much publicity — runs the risk of becoming a non-event if the State agrees to pay the money back.

Major Reuben Sive, the PFP's chief spokesman on the Public Service, said any thought of repaying the docked 1985 bonuses in a time of economic upswing would make a mockery of the President's claim that the country was making a "saving" by chopping the bonuses.

Dr Colin Cameron, president of the 640 000-strong Public Servants Association, confirmed yesterday that it had also made representations to the Government on the issue. The association was unaware of the decision regarding the SATS.

"But, clearly, if they consider repaying the SATS employees it would be grossly unfair if they did not consider the rest of the public sector."

# Behind high walls

AGUS  
23/5/85

**Former  
prison  
still  
has  
the  
dreaded  
Tread  
Mill**

ON countless occasions I have either driven or walked the length of Portswood Road, past the high stone wall topped with broken glass that guards the old breakwater prison.

And always my thoughts have turned to the sinister and once notorious building looming behind that formidable barricade.

During the past few months I have been exploring the older parts of dockland, and the former prison was high on my list of priorities — for its unfortunate occupants were, after all, responsible for the construction of the breakwater. In fact they were pioneers in the future development of the harbour as we know it.

It is paradoxical that an old building with an infamous and unsavoury record should have been the cradle of one of the world's most important ports.

## Prince Alfred

The former prison is now a compound housing Sats labourers but in spite of the now wide-open gates its old atmosphere still persists and it takes only a limited imagination to picture the scenes of cruelty, hardship and despair that once prevailed in the not too distant past within its menacing walls.

The present compound manager, Mr Marais, escorted me over his domain.

Above the intimidating main entrance is engraved the date AD 1901 but I was told the building was actually completed in 1896.

This puzzled me, for I knew that the prison had been in existence long before then — as the plentiful graffiti readily confirmed.

## IDB culprits were there

Sure enough, it transpired that the original jail was established about the time Prince Alfred tipped the first load of breakwater stone on 17 September 1860 but in those days it was located much nearer the waterfront and as the prison population increased — swollen by IDB culprits from Kimberley — so the complex spread itself further inland to its present site.

The main gateway led to a vast courtyard surrounded by cell blocks with barred windows but it is nearer the sea that the real interest lies

There, one finds the former hospital flanked by the doctor's house and single quarters for warders. The whole has now been put to domestic use or converted into store rooms.

Nearby is a long line of solitary confinement cells terminating in the dreaded Tread-Mill.

Installed in 1870 and enlarged in the 1890s to take six men at a time, the machinery for controlling this inhumane device is still there. Regulated by a warder and dependent on his mood or nature, so was the speed of rotation governed. Any tardiness on the part of convicts undergoing this harsh punishment and the spinning planks lacerated the shins. This dreadful penalty, which lasted the whole day with a few short breaks, was only finally abolished in 1905.

Although the prison ceased to exist in 1923 it is nevertheless with a feeling of relief that one passes out through its grim portals and back into the outside world.

By  
Captain  
C J  
HARRIS



Portion of the old, notorious Breakwater prison. The small cell windows still retain their bars.



The machinery controlling the Tread Mill. Six men at a time could undergo this punishment.

1645

MONDAY, 3 JUNE 1985

1646

MONDAY, 3 JUNE 1985

+Indicates translated version

For written reply

General Affairs

Amount spent on advertisements

889 Mr D J DALLING asked the Minister of Justice

- (1) What was the total amount spent by the Directorate Justice in 1984 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 JUSTICE

(1) R3 215,96

(2) *Rapport* R1 958,22  
*Sunday Times* R1 026,74  
*Pretoria News* R231,00

*Handwritten:* Reference books/influx control  
 904 Mr E K MOORCROFT asked the Minister of Justice

(a) How many Black persons appeared in magistrate's courts in the area of the Eastern Cape Development Board for offences relating to reference books and influx control, (b) how many such persons were (i) acquitted and (ii) convicted, and (c) what total amount in fines was paid by those convicted, from 1 September 1984 up to the latest specified date for which figures are available?

The MINISTER OF JUSTICE

The required information is unfortunately not readily available. Statistics of this nature have not been kept by the Department up till now. The keeping of statistics in general is at present the subject of an investigation.

*Handwritten:* Occupational differentiation: employment benefits 3/6/85 - 1646

921 Mr R M BURROWS asked the Minister of Transport Affairs

(1) Whether, during the process of occupational differentiation in the South African Transport Services, any announcements were made to the effect that salaries and/or fringe benefits would be paid from a date prior to the announcement date, ie backdated, if so, (a) in respect of which posts were they to be backdated, (b) on what dates were the increases announced and (c) from what date were the increases paid,

(2) whether payments were made only to persons already in service at the date of the announcement, if not, from what date were employees eligible for such payments,

(3) whether persons who retired between the above-mentioned two dates were able to benefit from the increase, if not, why not,

(4) whether, during the period of five years which ended on 31 December 1984, any payments of increases were made to persons who were not in service at the date of the announcement of the increase, if so, (a) in respect of which persons and (b) why?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes, in respect of salaries only

(a) All employees, excluding the higher graded senior officers

(b) 17 July 1984 in the case of all employees represented by the Artisan Staff Association (Artisan, Trade Hands, etc.),  
 24 July 1984 in the case of employees represented by the SA

HOA

TUESDAY, 4 JUNE 1985

1648

Railways Police Staff Association (Police personnel),

3 September 1984 in the case of employees represented by the SA Footplate Staff Association (Footplate personnel),

1 October 1984 in the case of employees represented by Spoorbond (Motor Vehicle Drivers, Platelayers, Railworkers, etc),

2 October 1984 in the case of employees represented by (i) the SA Transport Services Employees' Union (Crane Drivers, Cargo Checking, Stores and Catering Personnel, etc) and (ii) the Running and Operating Staff Union (Guards, Conductors, Shunting Personnel, etc),

4 October 1984 in the case of employees represented by (i) the SA Railways and Harbours Sal-  
aried Staff Association (Station Masters, Drawing Office and Clerical Personnel, etc) and (ii) the Coloured, Indian, and Black Trade Unions (Labourers, Trackmen, Shunting, Motor Vehicle Driving and Clerical Personnel, etc)*For oral reply**General Affairs**State President*

Natal/KwaZulu area: federal/other system of government

\*1 Mr R A F SWART asked the State President.

(1) Whether the Cabinet (a) has considered and/or (b) is considering a plan to provide for (i) a federal or (ii) any other specified system linking the government of Natal with that of KwaZulu, if not, what steps are to be taken in regard to the Natal/KwaZulu area, if so,

(2) (a) why and (b)(i) what is the nature of, and (ii) who formulated, this plan,

(3) whether the Cabinet has reached a decision in this regard, if not, when is it anticipated that a decision will be reached, if so, (a) when and (b) what was the decision,

(4) whether any persons other than members of the Cabinet were consulted regarding this plan, if not, why not, if so, (a) who, (b) when, (c) in what manner and (d) what were their recommendations,

(5) whether legislation is to be introduced to implement this plan, if so, when,

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

†The MINISTER OF TRANSPORT AFFAIRS (for the State President)

(1) I refer the hon member to a speech I made in this House on Friday, 19 April 1985

The Special Cabinet Committee to which I referred will naturally discuss suggestions and proposals of mutual interest with any responsible Black

TUESDAY, 4 JUNE 1985

- (c) July 1984
- (2) Yes
- (3) Yes
- (4) Yes
- (a) The persons referred to in part (3) of the reply
- (b) The increase became effective prior to the date of their retirement

TUESDAY, 4 JUNE 1985

1650

leader, including Chief Minister Buthezi

(2), (3), (4), (5) and (6) Fall away

*Ministers**Questions standing over from Tuesday, 28 May 1985**Chinese persons: properties in White areas*

\*5 Mr E K MOORCROFT asked the Minister of Constitutional Development and Planning

(1) Whether Chinese persons may purchase property in White group areas, if not, (a) why not and (b) in what areas may they purchase property, if so,

(2) whether the purchasing of property by Chinese persons in White group areas is subject to any restrictions and/or conditions, if so, (a) why and (b) subject to what specified restrictions and/or conditions,

(3) whether any steps will be taken to remove these restrictions and/or conditions, if not, why not, if so, (a) what steps and (b) when?

The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Constitutional Development and Planning)

(1) Yes (a) and (b) Fall away

(2) No (a) and (b) Fall away

(3) Falls away

*New Questions*

D F Malan Airport: private aircraft

\*4 Maj R SIVIE asked the Minister of Transport Affairs

(1) Whether the owners of private aircraft are permitted (a) landing rights and (b) any other specified use of facilities at D F Malan Airport, if not, why not, if so,

(2) whether any steps are to be taken in respect of such (a) landing rights and (b) use of other facilities, if so, (i) what steps, (ii) when, (iii) why and (iv) who took the decision to take these steps,

(3) whether there are any other airports in Cape Town for use by owners of private aircraft, if so, (a) where are they situated, and (b) what facilities are available, in each case, if not,

(4) whether facilities for use by owners of private aircraft are to be provided anywhere in the Cape Peninsula, if not, why not, if so, (a) where, (b) when, (c) by whom and (d) at what estimated cost,

(5) whether any of the costs of providing such facilities will be (a) borne by and/or (b) passed on to the owners of private aircraft who will use such facilities, if so, (i) why and (ii) in what manner,

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

†The MINISTER OF TRANSPORT AFFAIRS

(1) (a) Yes

(b) Yes

(2) (a) and (b) Yes, in respect of private pilots undergoing *ab initio* flying training but not in respect of licenced private pilots making use of the airport facilities. I have decided that the embargo on the *ab initio* flying training of private pilots must be introduced as from 1 January 1989 because increased runway demand makes it necessary to restrict usage to harmonize capacity with demand

(3) Yes

(a) At Fisantekraal and at Stellenbosch

(b) Facilities at Fisantekraal aero-

1645 MONDAY, 3 JUNE 1985 1646

MONDAY, 3 JUNE 1985

istics in general is at present the subject of an investigation.

Occupational differentiation: employment benefits 3/6/85 7646

921. Mr R M BURROWS asked the Minister of Transport Affairs

†Indicates translated version

For written reply.

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The MINISTER OF JUSTICE.

The required information is unfortunately not readily available. Statistics of this nature have not been kept by the Department up till now. The keeping of stat-

HOA



(1) Whether, during the process of occupational differentiation in the South African Transport Services, any announcements were made to the effect that salaries and/or fringe benefits would be paid from a date prior to the announcement date, ie backdated, if so, (a) in respect of which posts were they to be backdated, (b) on what dates were the increases announced and (c) from what date were the increases paid,

(2) whether payments were made only to persons already in service at the date of the announcement, if not, from what date were employees eligible for such payments,

(3) whether persons who retired between the above-mentioned two dates were able to benefit from the increase, if not, why not,

(4) whether, during the period of five years which ended on 31 December 1984, any payments of increases were made to persons who were not in service at the date of the announcement of the increase, if so, (a) in respect of which persons and (b) why?

The MINISTER OF TRANSPORT AFFAIRS:

(1) Yes, in respect of salaries only

(a) All employees, excluding the higher graded senior officers

(b) 17 July 1984 in the case of employees represented by the Artisan Staff Association (Artisans, Trade Hands, etc),  
24 July 1984 in the case of employees represented by the SA

Railways Police Staff Association (Police personnel),

3 September 1984 in the case of employees represented by the SA Footplate Staff Association (Footplate personnel),

1 October 1984 in the case of employees represented by Spoorbond (Motor Vehicle Drivers, Platelayers, Railworkers, etc);

2 October 1984 in the case of employees represented by (i) the SA Transport Services Employees' Union (Crane Drivers, Cargo Checking, Stores and Catering Personnel, etc) and (ii) the Running and Operating Staff Union (Guards, Conductors, Shunting Personnel, etc);

4 October 1984 in the case of employees represented by (i) the SA Railways and Harbours Salaried Staff Association (Station Masters, Drawing Office and Clerical Personnel, etc) and (ii) the Coloured, Indian, and Black Trade Unions (Labourers, Trackmen, Shunting, Motor Vehicle Driving and Clerical Personnel, etc)

- (c) July 1984
- (2) Yes
- (3) Yes.
- (4) Yes

- (a) The persons referred to in part (3) of the reply.
- (b) The increase became effective prior to the date of their retirement

TUESDAY, 4 JUNE 1985

†Indicates translated version

HoA

For oral reply.

General Affairs.

State President

Natal/Kwazulu area: federal/other system of government

\*1 Mr R A F SWART asked the State President:

- (1) Whether the Cabinet (a) has considered and/or (b) is considering a plan to provide for (i) a federal or (ii) any other specified system linking the government of Natal with that of Kwazulu; if not, what steps are to be taken in regard to the Natal/Kwazulu area, if so,

- (2) (a) why and (b)(i) what is the nature of, and (ii) who formulated, this plan,

- (3) whether the Cabinet has reached a decision in this regard, if not, when is it anticipated that a decision will be reached, if so, (a) when and (b) what was the decision,

- (4) whether any persons other than members of the Cabinet were consulted regarding this plan, if not, why not, if so, (a) who, (b) when, (c) in what manner and (d) what were their recommendations;

- (5) whether legislation is to be introduced to implement this plan, if so, when,
- (6) whether he will make a statement on the matter?

†The MINISTER OF TRANSPORT AFFAIRS (for the State President)

- (1) I refer the hon member to a speech I made in this House on Friday, 19 April 1985

The Special Cabinet Committee to which I referred will naturally discuss suggestions and proposals of mutual interest with any responsible Black

leader, including Chief Minister Buthezi.

- (2), (3), (4), (5) and (6) Fall away

Ministers

Questions standing over from Tuesday, 28 May 1985

Chinese persons: properties in White areas

\*5 Mr E K MOORCROFT asked the Minister of Constitutional Development and Planning:

- (1) Whether Chinese persons may purchase property in White group areas, if not, (a) why not and (b) in what areas may they purchase property, if so,

- (2) whether the purchasing of property by Chinese persons in White group areas is subject to any restrictions and/or conditions, if so, (a) why and (b) subject to what specified restrictions and/or conditions,

- (3) whether any steps will be taken to remove these restrictions and/or conditions, if not, why not, if so, (a) what steps and (b) when?

The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Constitutional Development and Planning)

- (1) Yes (a) and (b) Fall away

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

- (3) Falls away

New Questions

D F Malan Airport: private aircraft

\*4. May R SIVE asked the Minister of Transport Affairs

- (1) Whether the owners of private aircraft are permitted (a) landing rights and (b) any other specified use of facilities at D F Malan Airport; if not, why not, if so,

- (2) whether any steps are to be taken in respect of such (a) landing rights and (b) use of other facilities, if so, (i) what steps, (ii) when, (iii) why and (iv) who took the decision to take these steps,

- (3) whether there are any other airports in Cape Town for use by owners of private aircraft; if so, (a) where are they situated, and (b) what facilities are available, in each case, if not,

- (4) whether facilities for use by owners of private aircraft are to be provided anywhere in the Cape Peninsula, if not, why not, if so, (a) where, (b) when, (c) by whom and (d) at what estimated cost,

- (5) whether any of the costs of providing such facilities will be (a) borne by and/or (b) passed on to the owners of private aircraft who will use such facilities, if so, (i) why and (ii) in what manner,
- (6) whether he will make a statement on the matter?

†The MINISTER OF TRANSPORT AFFAIRS:

- (1) (a) Yes  
(b) Yes

- (2) (a) and (b) Yes, in respect of private pilots undergoing *ab initio* flying training but not in respect of licenced private pilots making use of the airport facilities. I have decided that the embargo on the *ab initio* flying training of private pilots must be introduced as from 1 January 1989 because increased runway demand makes it necessary to restrict usage to harmonize capacity with demand

- (3) Yes

- (a) At Fisantekraal and at Stellenbosch  
(b) Facilities at Fisantekraal aero-

HoA



1645

MONDAY, 3 JUNE 1985

1646

MONDAY, 3 JUNE 1985

istics in general is at present the subject of an investigation.

†Indicates translated version

For written reply

General Affairs

Occupational differentiation: employment benefits  
3/6/85  
921. Mr R M BURROWS asked the Minister of Transport Affairs

Amount spent on advertisements

889 Mr D J DALLING asked the Minister of Justice

- (1) What was the total amount spent by the Directorate Justice in 1984 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 JUSTICE

(1) R3 215,96

(2) *Rapport* R1 958,22  
*Sunday Times* R1 026,74  
*Pretoria News* R231,00

*Hommond*  
*Reference book/influx control*  
*Q. 1.1645 3/6/85*  
 904. Mr E R MOORCROFT asked the Minister of Justice

- (a) How many Black persons appeared in magistrate's courts in the area of the Eastern Cape Development Board for offences relating to reference books and influx control, (b) how many such persons were (i) acquitted and (ii) convicted, and (c) what total amount in fines was paid by those convicted, from 1 September 1984 up to the latest specified date for which figures are available?

The MINISTER OF JUSTICE

The required information is unfortunately not readily available. Statistics of this nature have not been kept by the Department up till now. The keeping of statistics in general is at present the subject of an investigation.

- (1) Whether, during the process of occupational differentiation in the South African Transport Services, any announcements were made to the effect that salaries and/or fringe benefits would be paid from a date prior to the announcement date, ie backdated, if so, (a) in respect of which posts were they to be backdated, (b) on what dates were the increases announced and (c) from what date were the increases paid,
- (2) whether payments were made only to persons already in service at the date of the announcement, if not, from what date were employees eligible for such payments,
- (3) whether persons who retired between the above-mentioned two dates were able to benefit from the increase, if not, why not,
- (4) whether, during the period of five years which ended on 31 December 1984, any payments of increases were made to persons who were not in service at the date of the announcement of the increase, if so, (a) in respect of which persons and (b) why?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes, in respect of salaries only

(a) All employees, excluding the higher graded senior officers

(b) 17 July 1984 in the case of employees represented by the Artisan Staff Association (Artisans, Trade Hands, etc),  
24 July 1984 in the case of employees represented by the SA

Hoa

*270* Mortgage loans: subsidies *11/6/85*  
951 *Q. Col. 1787* Maj R SIVE asked the Minister of Transport Affairs.

What total amount has been budgeted by the South African Transport Services for interest subsidies on mortgage loans of officials in their employ in the 1985-86 financial year?

The MINISTER OF TRANSPORT AFFAIRS

R80 million

*Heurward Q. Col. 1787*  
*Commuter services: loss 11/6/85*

975 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

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 1984-85 financial year?

The MINISTER OF TRANSPORT AFFAIRS

- (a) Estimated at R262 million
- (b) Estimated at R128 million
- (c) Estimated at R7 million
- (d) Estimated at R106 million

Pipelines department: staff complement

979 Mr B B GOODALL asked the Minister of Transport Affairs:

(a)(i) What is the staff complement of the pipelines department of the South African Transport Services and (ii) in respect of what date is this information furnished, (b) how many of these posts were filled as at (i) 31 December 1984 and (ii)

Hoa

the latest specified date for which information is available and (c) how many of the employees of this department are engaged in (i) monitoring, and (ii) manning key installations connected to, these pipelines?

The MINISTER OF TRANSPORT AFFAIRS

- (a) (i) 717
- (ii) 27 May 1985
- (b) (i) 565
- (ii) 555 as at 27 May 1985

- (c) (i) 25
- (ii) 60

Shareholding in certain company

1004 Mr G B D McINTOSH asked the Minister of Transport Affairs.

(1) Whether he will furnish this House with particulars regarding the shareholding of the South African Airways in a certain company, the name of which has been furnished to the South African Transport Services for the purpose of the Minister's reply, if not, why not, if so,

(2) whether South African Airways or any other specified body falling under the control of the South African Transport Services holds or has at any time held any shares in this company, if so, what is the nature of that shareholding?

The MINISTER OF TRANSPORT AFFAIRS.

(1) and (2) South African Transport Services, which incorporates the South African Airways, does not hold, nor has it at any time held shares in the company referred to

WEDNESDAY, 12 JUNE 1985

Indicates translated version

For written reply

General Affairs *Heurward*

Unlawful road transportation: summonses  
*Q. Col. 1789 12/6/85*  
928 Mr A SAVVAGE asked the Minister of Transport Affairs

(1) Whether any summonses were served on long-distance road transportation companies for alleged unlawful road transportation in the 1984-85 financial year, if so, how many,

(2) whether any charges of this nature against such companies were withdrawn in that financial year; if so, in respect of how many companies during each specified quarter of the said year?

The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes, 6 124
- (2) Yes—

1st quarter	(84/04/01-84/06/30)—	141
2nd quarter	(84/07/01-84/09/30)—	231
3rd quarter	(84/10/01-84/12/31)—	198
4th quarter	(85/01/01-85/03/31)—	129

For the purpose of the above reply "long-distance road transportation" was construed as all road transportation with the exception of—

- (a) transportation inside areas declared as exempted areas in terms of section 1(2)(w) of the Road Transportation Act, 1977 (Act 74 of 1977);
- (b) transportation by a carrier within a radius of 40 kilometres from a place

Hoa

of business vis section 1(2)(x) of Act 74 of 1977, and

(c) transportation in the course of any industry, trade or business of own goods within a radius of 80 kilometres from the address where such industry, trade or business is situated vis section 1(2)(y) of Act 74 of 1977

THURSDAY, 13 JUNE 1985

Indicates translated version

For written reply

General Affairs *Heurward*

Fort Beaufort: revenue/expenditure  
*Q. Col. 1790*  
666 Mr E K MOORCROFT asked the Minister of Co-operation, Development and Education

(1) (a) What was the total revenue generated through all channels for the Black townships of Fort Beaufort in respect of the 1983-84 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.

(2) how much of this amount was spent on (a) the building and/or renovation of (i) schools and (ii) housing, (b) the building and/or maintenance of roads and drains (c) the provision of electricity, including street lights, and (d) refuse removal?

The MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION.

(1) (a)	182 006
(1) (b)	168 019
	738
	40

Hoa

CAPE TIMES  
6/6/85

~~270~~  
270

# SATS pensions to increase

Political Staff

## HOUSE OF ASSEMBLY

— Railway pensions for all races are to be increased from July 1, Mr Hendrik Schoeman, Minister of Transport, announced yesterday

However, while the move was welcomed by the opposition's chief transport spokesman, Mr John Malcomess, MP for PE Central, he said the sooner the SATS moved away from discrimination in pensions the better

Mr Schoeman said the increases were being made because of the "financial problems being faced by pensioners"

"Whites who became annuitants before or on April 1, 1981 and who did not participate in the improved pension benefits from that date will re-

ceive 13 percent more

"Whites who became annuitants after April 1, 1981 will get 8 percent more," he said

"Coloured, Indian and black pensioners will get 10 percent"

Mr Malcomess welcomed the increases but said "It is a sad commentary on our government that we need to have constant up-dates on pensions because of the government's total lack of ability to keep the inflation rate under control"

The increases had to be seen against an inflation rate of 16 percent.

He said it was "ridiculous that there should be differences between the race groups as regards their pensions".

"The sooner discrimination is taking out of the employment practices of SATS the better."

*B. Davy* (770) (1288) (1289)  
Blacks to block  
187.135  
Sats union move

By ALAN RUDDOCK

ONE of the 10 SA Transport Services unions, Die Spoorbond, is riding for a fall if it expects to swell its ranks with black Sats workers, say industrial relations observers.

The application for extended membership will be opposed by Sats' black union and sources say that in any case, it is highly unlikely blacks will want to be represented by a white minority association.

"I will advise the Black Staff Association (BSA) to object to Die Spoorbond's application to extend its membership," says J R Benade, general secretary of Sats' Federal Council of Unions.

"If the application went through it could mean the BSA losing up to half of its 60 000 members to Die Spoorbond. Because blacks have been taking over jobs that used to be done by whites, unions like Die Spoorbond have been steadily losing membership."

Die Spoorbond's application is motivated partly by financial considerations.

Of Sats' unions, three are white only, three are multi-national, two are coloured, one Indian and one black.

"Psychologically, Die Spoorbond's action is a very sensitive issue, whether we have co-existence or integration," says Benade.

"The BSA has already withstood onslaughts from the likes of the General Workers' Union (GWU). At the moment, they control a whack of the vote in Sats, with the non-white block controlling half the votes. They will not want their voting strength purloined by another union," says Benade.

Observers say that although blacks are spreading throughout the Sats organisation, politically they will prefer to remain aligned on racial grounds.

The general secretary of Die Spoorbond, Eben Jacobs, could not be contacted for comment yesterday.

(270)

Transport Reporter

South African Transport Services had responded to the recession by cutting personnel by 16 per cent and increasing productivity by 10 per cent, the Minister of Transport Affairs, Mr Hendrik Schoeman, said today

Opening the International Transport Exhibition and Conference at the Crown Mines show-grounds, Mr Schoeman said, however, that important electrification projects such as the Bloemfontein-Noupoort railway line had had to be deferred

He also said the decision to introduce toll

# SATS cuts back staff by 16 percent

(270) Star 22/7/55

roads had not been taken lightly, adding "The original motivation was stimulated by the climate of scarce funds for road building and should be seen as a means of supplementing the income of the National Road Fund"

The first toll road, the Tsitsikamma toll road, had proved to be economically viable The next toll project, the Mariannahill toll road bypassing Kloof and Pinetown on the N3 near Durban, was

expected to be opened to traffic next March

Other projects on the drawing board were the Frere-Besters toll road which would bypass Ladysmith and Colenso and the Springs-Krugersdorp toll road which would be known as the South Rand toll road

Mr Schoeman said the possible appointment of private consortiums to finance and operate certain toll roads was being investigated

# SATS cuts staff by 16pc



270

20

NM 23/7/85

JOHANNESBURG— South African Transport Services had cut down personnel by 16 per cent as a result of the economic recession — and had increased productivity by 10 percent, the Minister of Transport Affairs, Mr Hendrik Schoeman, said yesterday.

Opening the International Transport Exhibition Conference (Itec '85) at the Crown Mines show grounds, Mr Schoeman said important electrification projects such as the Bloemfontein-Noupoort railway line had had to be deferred

The Eastern Cape had no electrified railway lines, owing to limited funds, he said, but electrification of the De Aar-Port Elizabeth line would be completed in October

Mr Schoeman said the decision to introduce toll roads had not been taken lightly

'The original motivation was stimulated by the climate of scarce funds for road building and should be seen as a means of supplementing the income of the National Road Fund, which in spite of the recently approved increase, is still inadequate to satisfy the needs for construction and maintenance of national roads,' he said

## Toll road

The Minister said the first toll road in South Africa, the Tsitsikamma toll road, had proved to be economically viable

The next toll project, the Marianhill toll road bypassing Kloof and Pinetown on the N3 near Durban, was expected to be opened to traffic in March next year

The Kranskop toll road bypassing Warmbaths and Nylstroom on the N1 north of Pretoria was expected to be completed in the middle of next year

Construction of the Du Toitskloof toll tunnel, said Mr Schoeman, was under way but the 4km-long tunnel was a major and expensive undertak-

ing and would be completed only by 1988

Other projects on the drawing board were the Frere-Besters toll road, which would bypass Ladysmith and Colenso on the N3 and the Springs-Krugersdorp toll road to be known as the South Rand toll road

Mr Schoeman said SATS was investigating the possible appointment of private consortiums to finance and operate certain toll roads — (Sapa)

SATS ~~2-28~~  
2-70  
men want  
~~2-25~~ ~~2-28~~  
wage rise  
slow 30/7/85

The Federal Council of SA Transport Services trade unions, representing 240 000 railway workers, is expected to demand salary increases of about 20 percent from the Minister of Transport in the next few weeks.

Mr Jimmy Zurich, chairman of the council, said in Pretoria today that the 10 unions, which represent workers of all races within the SATS, last had an increase in April 1984 of 15 percent.

"Since then living costs have risen by about 30 percent," he said. "Last year in September we asked for 15 percent which should have become effective early this year. This was refused."

"A request for about 20 percent to become effective in January next year would not be unrealistic," he added.

The council was coming under increasing pressure from members.

(270) (128) B. Day 30/7/85

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# Railmen send up pay signal

REPRESENTATIVES of 240 000 railway workers are expected to demand a wage increase more than 15% from January

The decision is likely to come on Friday at a meeting of the Federal Council of SAs trade unions in Johannesburg

Council chairman Jimmy Zurich said yesterday that Transport Minister Hendrik Schoeman had rejected a council demand last year to increase earnings by 15% from January this year

"Since January we have had an average inflation rate of between 14% and 15% We could therefore easily justify a demand of at least 25% from January"

The council is almost sure to submit the demand to Schoeman at a meeting

GERALD REILLY

in Pretoria next month

Another issue to be discussed by the council is the huge surplus of beef cramming the Meat Board's cold stores

"We believe the time has come to market this meat at considerably reduced prices instead of searching the world for export markets where the surplus can only be sold at big losses"

Meanwhile senior public servants warned that the pay demands expected from railway workers should be taken as an early warning that similar demands would come from postal workers, State department and provincial authority workers



# Transport strike threatens in Tvl

Star  
30/7/85  
By Sheryl Raine

270

The prospect of a strike by 12 000 transport workers throughout the Witwatersrand and other Transvaal areas came closer yesterday when transport unions announced the rejection of management's latest wage offer

If the workers strike there could be widespread disruption of commercial deliveries ranging from furniture to food.

At the beginning of July in the Industrial Council for the Motor Transport Industry, the Motor Transport Workers' Union, the Transport Workers' Union of South Africa and the SA Transport Workers' Union deadlocked over the length of the working week and wages.

## REJECTED

At a mass meeting of union members at the weekend management's latest offer of a 46-hour working week and wage increase of six percent for drivers and eight percent for general workers was rejected.

The unions are demanding a reduction of the working week from 48 hours to 46 hours and across-the-board wage increases of 30 percent. This would bring the average general worker's pay to R65 a week and a truck driver's pay to R130 a week.

Originally, employers refused to reduce the working week and offered increases ranging from five to 11 percent.

# Oil drum blast kills worker 270

Pretoria Correspondent

SA 2/8/55  
An aircraft assembler was killed in a freak accident when an oil drum exploded at Voortrekkerhoogte yesterday.

He was Mr Casper Johannes le Roux (42), of Strelitzia Flats, D F Malan Avenue, Lyttelton Manor, Verwoerdburg.

The accident happened about 5 pm when Mr le Roux and a colleague were pumping hydraulic oil from a 200-litre drum at No 1 Air Depot.

Oil was being pumped through an inlet into the drum to ease the syphoning of the oil.

It is understood an inlet valve failed, resulting in the pressure building up in the container.

It "exploded" and struck Mr le Roux before it went through the workshop's ceiling. He was killed instantly.

Mr le Roux leaves his wife Magrieta and two sons, Coenraad (5) and Johannes (2).

● A man whose name has not been released yet was killed when his car crashed into the back of a truck on the Kempton Park Highway near Irene early today.

# Transport men request 25 pc salary increase

270

5/8/85  
Transport Reporter STAR

The federal council of S A Transport Services trade unions, which represents about 240 000 workers, today will request a 25 percent salary increase from the Minister of Transport Affairs, Mr Hendrik Schoeman.

Council chairman Mr Jimmy Zurich said today the 10 unions in the council had met on Thursday and Friday to discuss wage demands and had unanimously agreed on the figure

"I anticipated that we would ask for 20 percent but the unions wouldn't listen to anything lower than 25 percent," he said. "They feel their members have made enough sacrifices. They want the increase to become effective as soon as possible in the new year."

A letter would be sent to the Minister today advising him of this, said Mr Zurich. The council is scheduled to meet with the Minister on August 19, when the wage claim will be discussed.

The last increase granted to railway workers was in April 1984 when they received 15 percent. In September they asked for a further 15 percent increase but the Government froze all salary increases in the public sector because of the recession.

The federal council today also released a statement welcoming the declaration of the state of emergency.

"In lauding the measures, we equally trust that the need for them will be of short duration and that life will soon be returned to peace and harmony."

## Recession hurts transport

# Sats heads for unprecedented loss of R400m

270 200 B-Day  
16/8/85

A MASSIVE collapse of rail, air and sea traffic was going to produce an estimated R400m loss for the Department of Transport Affairs, Hendrik Schoeman said yesterday.

The Minister of Transport was addressing the Natal National Party congress in Durban.

He said the recession had affected all his departments. Railway staff had been cut to the bone — by nearly 40 000 to about 230 000 — in the past two years and could not be reduced any further without disrupting services and contributing to unemployment.

Since the July holiday, travel had fallen off so badly that flights had had to be withdrawn.

He said SAA losses for the first quarter ran to R17m.

"For the first quarter this year Sats showed a loss of R40m.

"If the present trends continue, then we expect a loss of between R300m and R400m for the book-year.

"We are going to introduce further savings to try and bring that figure down," he said.

Economists warn that the threatened huge R400m Sats losses will have seri-

### Business Day Reporters and Sapa

ous consequences for the economy.

They include higher rail and air fares and freight tariffs from the start of the new financial year in April, inflated costs throughout commerce and industry, and a boost to SA's high inflation rate.

Sats union leaders say the threatened big losses will not modify their salary demands.

The Federal Council of Sats Trade Unions, headed by Jimmy Zurich, will meet Schoeman next Monday to press a demand for 25% increases from January 1.

The PFP finance spokesman Alf Widman feels the huge deficit is a spin-off from the recession.

However, the implications of so big a deficit are alarming.

If the loss is indeed going to be so great, higher rail and air fares and freight tariffs are certain.

This will add greatly to SA's inflation problem.

The minister's announcement, too, could be an early warning to Sats trade unions that their hopes of substantial increases next year were slim, if not non-existent, he says.

Sats storm on the horizon

# Unions facing a blunt refusal on pay increases

MINISTER of Transport Affairs Hendrik Schoeman is expected bluntly to tell the Federal Council of Sats Trade Unions at a meeting in Pretoria today there are to be no increases in January and that April increases are still in the balance.

The council, which represents 11 Sats unions, decided on a demand of 25% at its half-yearly meeting in Johannesburg two weeks ago. Watching anxiously the outcome of today's talks will be the three post office staff associations and the Public Servants' Association.

For the past decade annual routine increases have been uniform throughout the public sector. So whatever Schoeman tells the railway workers today will apply to state and provincial department workers, and to post office staff.

However, senior public sector workers warn that if any effort is made to extend the current salary freeze — the last routine increase was in April 1984

GERALD REILLY  
Pretoria Bureau

— it will be met with an angry outcry.

Senior railway trade unionists believe Schoeman's announcement at the National Party's Natal Congress this week that a R400m loss on Sats services for the current financial year is likely was made to form a background to today's talks.

It is understood, too, that at a recent meeting with railways GM Bart Grove unionists were given a bleak picture of Sats' financial plight. To give railway workers even a 10% salary hike would cost more than R250m.

This, added to the expected big deficit, could only be recovered by increased Sats charges and this would have grave consequences for the entire economy. So, according to Pretoria sources, the chances are government will decide to ride out the storm and grant only token increases from April to public sector workers.

19/8/85 B. Day

270  
1500

Argus 20/1/84  
270

# No January pay rise for railmen

Argus Correspondent

JOHANNESBURG — The Minister of Transport Affairs, Mr Hendrik Schoeman, has rejected demands by the Federal Council of South African Transport Services' Trade Unions for a general pay increase in January

This will come as a blow to the 170 000 members of the 10 unions in the council, who were adamant before the two-hour meeting with the minister in Pretoria yesterday that they would accept nothing less than a 25 percent increase

The last wage increase granted to railway workers — 15 percent — was in April 1984. The Government then froze all salary increases in the public sector because of the economic recession

"The minister said pay increases in January were out of the question because of the current economic situation and the R300-million-plus loss Sats is expected to make this year," council chairman Mr Jimmy Zurich said last night

## "ONE RAY OF HOPE"

"He did not dispute the merits of our demand and was very sympathetic. This is a ray of hope"

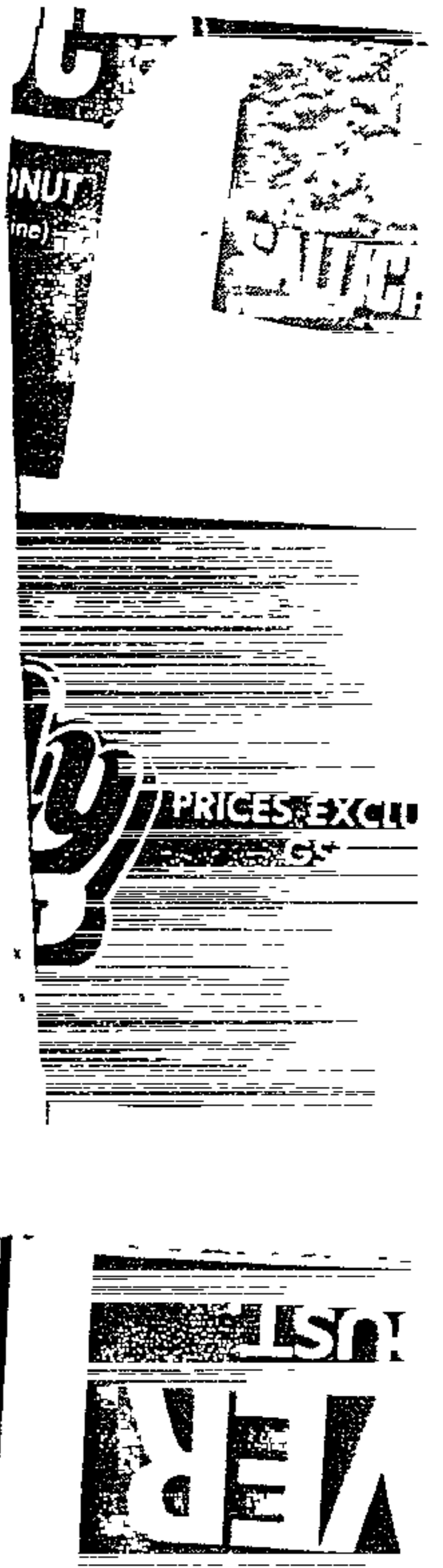
Mr Zurich said the council had not "backed off" from its 25 percent increase demand

"It still stands. We will be meeting with the minister in the new year to negotiate increases for next April. I must make it clear, however, that he did not promise there would be any. It will depend on the state of the economy"

Yesterday's talks bode ill for South Africa's million public servants because annual pay increases in the public sector have been uniformly applied in the past

The Public Servants' Association will discuss pay increases with the Minister for Administration and Economic Advisory Services, Mr Eli Louw, at the association's annual meeting next month

All SAA Doing 747c



Pressure for public service increases now 'intense'

# Sats and PO workers want 20%-plus rises

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Mr.  
fice.

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) Ltd.

138.

**PRESSURE** on the Cabinet to make a positive announcement about pay increases for public-sector workers next year has become intense, according to Pretoria sources

This week, after a meeting of its executive in Johannesburg, the 24 000-strong Artisans' Staff Association sent a telegram to Minister of Transport Affairs, Hendrik Schoeman, demanding an urgent interim pay rise

Post Office staff associations have also lodged a claim with the Postmaster-General for a pay rise, which would amount to an increase in excess of 20%

#### Pretoria Bureau

Last month ASA president Jimmy Zurich — also chairman of the Federal Council of Sats Staff Associations — headed a council delegation to Schoeman and submitted a claim for a 25% rise next year on behalf of all 11 railway unions

This was rejected by Schoeman. Zurich said unions appreciated the desperate financial situation of the Railways, but said that the situations of its workers was as desperate. Revenue from both exports and imports was down, and it looked as if Schoeman's forecast of a Sats loss of R400m for the 1985/86 financial year would be

proved correct. Schoeman's 235 000 workers were costing more than R2bn a year

This week Public Servants' Association president Colin Cameron demanded a double-digit pay rise for government workers

The sources pointed out the public sector — Sats, Post Office, government and provincial departments — including teachers and nurses — would be lumped together, and given the same "moderate" pay adjustments

Sats and the Post Office would recover the amount spent on increases by raising tariffs and fuelling inflation, it was stated

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# Boy (16) dies in police station

By THEMBA  
MOLEFE

A 16-YEAR-OLD Dobsonville youth, arrested by Railway police after allegedly breaking into a ticket examiner's cabin at the weekend, has died in a South African police station.

The South African Transport Services (SATS) confirmed the death of Patrick Manyane who was arrested on Saturday night by Railway police at Maraisburg Station.

Mr Jannie van Zyl, SATS liaison officer, said yesterday that Patrick and another youth had broken into a ticket examiner's cabin, and surprised a sleeping SATS employee.

"The employee hit Manyane with an iron bar on the head in self-defence. The other youth escaped," Mr. van Zyl said.

Patrick was taken by the Railway police to the Coronation Hospital where he received six stitches and was discharged.

Patrick's mother, Miss Edith Manyane (35) said Railway policemen arrived with her son at her home on Sunday morning. The boy had stitches on his forehead and was being carried by one of the policemen.

Miss Manyane said Patrick had a swollen mouth, a cut above the eyes and was clutching "painfully" at his stomach.



# Worker sues SATS after shooting

Supreme Court Reporter  
A CONTRACT worker is suing South African Transport Services for R3 500 in damages, claiming that he was shot in his "single quarters" home by a railway policeman and then arrested on January 15, 1983.

Mr Bhubhotyana Mchwetyana, of NY64 number 50 in Guguletu, originally sued for R10 000, half for pain, suffering, and loss of amenities of life and the

other half for unlawful deprivation of liberty

His counsel, Mr Deon Irish, came to an agreement last week with Mr D Uys, for SATS, that the amount would be R2 500 for the alleged assault or alleged negligence in firing and R1 000 for the arrest

Mr Mchwetyana told the court railway police had come to his home late one Friday night in search of a person he did

not know. The following week they came again late, when he was asleep

They wanted to see passports but these were at the Besterecta offices awaiting endorsements

He said the police stripped the beds of two men who shared his room, and did not believe that all the lights in the building had fused

Most of the ten or so men who were then in the hostel came into the common room and spoke

to the police in raised voices. The police were retreating but one fired and the bullet lodged in his wrist

The police left but came back with reinforcements. They told him to open the door of his room, and then he was hit with a broomstick and a baton. When they saw by torchlight that he was injured, he was taken bodily to the police van

He was charged with

assaulting a policeman but was acquitted

Mr Uys, for SATS, said the policemen would say Mr Mchwetyana had closed the door so that the policemen could not escape, had suggested kieres should be fetched, and threw something at the constable who shot him

Mr Acting Justice R G Comrie presided. Mr Irish was instructed by Herbsteins. Mr Uys was instructed by the office of the Attorney-General

1985 at 2 pm followed  
by a private cremator  
No flowers by request  
Suggest donations in  
lieu thereof to Missions  
to Seamen, P O Box  
39063, Bramley, 2018  
THOM KIGHT AND CO  
Tel 837-8176

**DEAREST**  
dearest  
granny  
peacefully  
by Ingrid  
and Lynn  
Rest in

**DEAREST**  
beloved  
Ruth and  
am, darling  
Merid, Brian,  
Clifford,  
mother of  
Lynn passed  
on 9th  
Rest in

**DEAREST**  
Wells  
peacefully  
10th Sep-  
Rondly re-  
by his wife  
family

**DEAREST**  
memory of our  
in-law  
In Peace Love

**DEAREST**  
memory  
beloved  
now has been  
rest after such  
so bravely  
In Peace  
very beloved  
and brother

**DEAREST**  
Robert  
in memory of  
husband fa-  
grandfather,  
away peace-  
long illness  
remembered by  
wife Win-  
Ronald, wife  
grandchildren  
Clive

**DEAREST**  
Loving memory  
Ray Love  
sole and fami-

**DEAREST**  
condolances  
Van Der Nest  
on their great  
and Bertuc-

**DEAREST**  
uncle Ray  
missed and  
May you rest

**MOIR**  
The Funeral Service for  
Donald James Moir, of  
Hillbrow will be held in  
the Avbob Chapel, De  
Korte Street, Braamfontein tomorrow Thurs-  
day at 10 30 am pro-  
ceeding to the Westpark  
Cemetery, AVBOB, 51  
De Korte Street, Braam-  
fontein Tel  
724-2196/7/8 or  
724-2166/7. At your ser-  
vice

**QUINN**  
A Memorial Service for  
Archibald James (Ar-  
chie), late of George  
Ybers Street, Constan-  
tia Park, Pretoria will  
be held at 1142 George  
Ybers Street, Constan-  
tia Park, Pretoria on  
Friday, September 13th  
at 11 15 am. The Crema-  
tion will take place pri-  
vately SAFFAS GROB-  
BELAAR 199 Church  
Street West, Pretoria  
Tel 28-7127. We Care

**NEID**  
The Cremation Service  
for Robert Ian (Bob),  
late of Kensington will  
be held at the Thom  
Kight Chapel, 29 Solo-  
mon Street, Cnr 10th  
Street, Braamfontein  
West on Friday Septem-  
ber 13th 1985 at 2 pm  
No flowers by request  
Suggest donations in  
lieu thereof to the Min-  
erva Masonic Lodge or  
The ILH Moth Shellhole,  
c/o 232 St Frusquin  
Street, Malvern Would  
all brother Moths or  
Masons attend THOM  
KIGHT AND CO Tel  
837-8176

**RICHARDS**  
The Cremation Service  
for Eileen, late of Fattis  
Mansions will be held at  
the Thom Kight Chapel,  
29 Solomon Street,  
Braamfontein West on  
Friday, September 13th  
1985 at 3:30 pm fol-  
lowed by a private cre-  
mation No flowers by  
request Suggest dona-  
tions in lieu thereof to  
JAFTA, P O Box 31850  
Braamfontein, 2017  
THOM KIGHT AND CO  
Tel 837-8176

**RUDDOCK**  
The Cremation Service  
for Albert, late of Fair-  
lands will be held on  
Thursday, September  
12th 1985 at 11 am prior  
to a private cremation  
Suggest donations in

taken part in the robbery in J

# R32,6m to be spent on Vaal roads

Vereeniging Bureau  
STAR  
Vaal Triangle motorists  
have reason to be delight-  
ed following an an-  
nouncement that the  
Transvaal Roads Depart-  
ment is to spend about  
R32,6 million on building  
new roads and improving  
existing ones in the area  
during the next year

A further R34,2 million  
will be spent on local  
roads in the following  
four years 11/9/85

Mr Tom Gunning, MPC  
for Overvaal, said the  
huge backlog in local  
road development should  
now be wiped out

Mr Gunning said some  
of the more important  
developments in the pipe-  
line include the building  
of the Pan interchange to  
link the Sybrand van Nie-  
kerk freeway and the  
Barrage road, as well as  
the construction of a  
6,5 km through road near  
Vereeniging

Construction is due to  
start in early December  
on a dual carriageway  
from Vereeniging to Se-  
bokeng

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# Bus driver fined after 19 died in crash

*Mercury*  
 (270) 14/9/85

## Mercury Reporter

A DURBAN Corporation driver, who pleaded guilty to causing the deaths of 19 passengers when his bus crashed on a gravel road near Hibberdene on the Natal South Coast, was fined R500 (or six months) yesterday.

Jabulani Lushaba, 38, of Umlazi, changed a not-guilty plea to culpable homicide to one of guilty when he appeared before Mr MP Tomlinson in the Scottburgh Regional Court.

He was also sentenced to six months' imprisonment, conditionally suspended for three years.

According to the State, Lushaba had been driving a hired Durban Corporation bus with 90 passengers aboard when it crashed on April 20 this

year. The passengers were travelling from Durban to their homes on the South Coast.

Lushaba initially pleaded not guilty to the charge claiming that the brakes of the bus had failed.

Leading evidence yesterday he admitted being responsible for the deaths of the 19 passengers.

He admitted he had failed to observe the treacherous gravel road conditions when he descended a hill.

Lushaba said he had been a driver for 15 years and had never been involved in an accident. He had two wives and 12 children and was still employed as a driver by the Durban Corporation, he added.

He told the Court that after the accident he fled

to the police station because he feared he might be killed by the angry passengers.

An expert witness, Mr George Tompkins, who is employed as a consulting engineer for the Durban Transport Management Board, said according to the tachograph chart on the bus it had been travelling at 72 km/h before the accident and the speed had been reduced to 40 km/h at the time of the accident.

Mr Tompkins said the driver had approached a bend faster than he should have on a treacherous gravel road.

The Court accepted that Lushaba had been travelling 12 kms over the speed limit.

Mr AJ van der Merwe appeared for the State and Mr Robert Mortassagne for Lushaba.

# Suspended fine for torturer shocks judges

Pietermaritzburg Bureau

**A RAILWAYS policeman was yesterday ordered by the Supreme Court here to give reasons why a suspended R100 fine imposed on him by a magistrate last month for torturing a woman prisoner should not be increased.**

The order was made by Mr Justice Diccott, with Mr Justice Galgut concurring, after Const Mabango Matamayi, 62, of Donnybrook, had appealed against his sentence for assaulting Mrs Sithekile Phoswa, 39, with intent to do grievous bodily harm.

After the Court had been told that the policeman was not present to argue his appeal, Mr Justice Diccott adjourned the hearing until October 31 and ordered the constable to show cause why his sentence should not be increased.

The Judge described as breathtaking the derisory sentence imposed by Bulwer Magistrate Mr S C Schule.

## 'Painful'

According to Court records Mrs Phoswa, who was in hospital for eight days, had been handcuffed and blindfolded; a pole had been placed between her arms and knees and had been swung across two chairs so that her body was not touching the ground.

She said a 'painful' thing was then pressed against her armpit, right hand and left arm while Const Matamayi was questioning her about beer she had been selling at Bulwer Station.

Mrs Phoswa, who had supported her family since her husband became an invalid in 1981, said she still had scars on her arms which had been left 'half paralysed'.

On her release Mrs

Phoswa, who had been assaulted between 4 p m 'until it became dark' on June 9, paid a R20 admission of guilt fine for unlawfully selling beer.

During legal argument Mr Justice Diccott said there was 'bad business' at Donnybrook Police Station and requested Mr Bruce Morrison, for the State, to look into the matter concerning its station commander, Sgt Johann van Zyl, who had been charged with defeating the ends of justice after refusing to accept a complaint from Mrs Phoswa about her treatment.

The Court said it would like to know what had happened to the case against the sergeant.

The sergeant had told the Magistrate the woman had not shown any signs of injuries or pain when he saw her in custody and consequently he did not accept her allegations of being assaulted.

Describing her ordeal, Mrs Phoswa said she had eventually lost consciousness from pain after something painful had been pressed against various parts of her body.

# judges

270

25/9/85

Morrows

Cape Times 25/9/85

# Judge aghast at torture sentence

**Own Correspondent**  
**MARITZBURG** — A Railways policeman was yesterday ordered by the Supreme Court here to give reasons why his suspended R100 fine imposed in the Magistrate's Court last month for torturing a woman prisoner should not be increased.

The order was made by Mr Justice Didcott, with Mr Justice Galgut concurring, after Constable Mabango Matamayi, 62, of Donnybrook, had appealed against his sentence for assaulting Mrs Sithekile Phoswa, 39, with intent to do grievous bodily harm.

After the court was told that the policeman was not present to argue his appeal, Mr Justice Didcott adjourned the case until October 31 and ordered that the constable show cause why his sentence should not be increased.

The judge described as "breathtaking" the sentence imposed by Bulwer magistrate Mr S C Schule on the policeman for torturing a prisoner.

According to court records Mrs Phoswa, who was hospitalized for eight days, was handcuffed and blindfolded. A pole was placed between her arms and knees and swung across two chairs so that her body did not touch the ground.

She said something "painful" was then pressed against her arm-pit, right hand and left arm while Constable Matamayi was questioning her about beers she had been selling at Bulwer station. She said she eventually lost consciousness.

On her release Mrs Phoswa, who had been assaulted from 4pm until it became dark" on June 9, paid a R20 admission-of-guilt fine for unlawfully selling beer.

During legal argument Mr Justice Didcott said there was "bad business" at Donnybrook police station and requested Mr Bruce Morrison, for the State, to look into the matter concerning its station commander, Sergeant Johann van Zyl, who had been charged with defeating the ends of justice for not accepting a complaint from Mrs Phoswa about her treatment while in custody.

The court said it would like to know what had happened to the case against the sergeant.

# Law group slams A-G's decision

Pietermaritzburg  
Bureau

MR MIKE Cowling, chairman of Lawyers for Human Rights, slammed a decision by the Attorney-General not to prosecute a Railway Police station commander who had refused to accept an official complaint from a woman that she had been 'tortured' by one of his constables.

Sgt Johann van Zyl of Donnybrook Railway Police Station was charged with trying to defeat the ends of justice after Mrs Sithekile Phoswa, 39, said she had been assaulted by Const Mabango Matamayi during questioning about selling beer at Bulwer Station.

According to Col Hannes Slabbert of the Railway Police, Durban, the Attorney-General had dropped the case against the sergeant in April 1984. No reasons were given for the decision.

## Increased

Const Matamayi was found guilty in the Bulwer Magistrate's Court in August 1984 of assaulting Mrs Phoswa with intent to do grievous bodily harm and was fined R100 (or four months) conditionally suspended for three years.

The constable appealed against his sentence in the Supreme Court in Pietermaritzburg, where he failed to appear to argue his case and the matter was postponed until October 31 when, Mr Justice Didcott ruled, the policeman should show cause why his sentence should not be increased.

According to Court records, Sgt van Zyl said, he had not believed the woman's accusations when she had tried to lodge a complaint because when she had been in custody he had not seen her in pain or

injured 270  
Mr Cowling said he was surprised at the decision of the Attorney-General not to prosecute Sgt van Zyl in the light of the constable's conviction.

The Magistrate accepted Mrs Phoswa's evidence, which should have created enough doubt that the sergeant could have tried to obstruct the course of justice when he claimed he did not believe her story about being assaulted, he said.

Mr Cowling said the Attorney-General's role was not to judge the merits of allegations but where there was any 'suspicion' he should refer the case for trial and let the court decide.

Mr Cowling said 'In this case the station commander should have no discretion about assessing the validity of the complaint when it concerns a serious allegation against one of his men.'

Deputy Attorney-General Mr H C Slabbert said it was the policy of the office of the Attorney-General not to give reasons in these matters.

## Pressed 26/9/85

In evidence before a magistrate, Mrs Phoswa said the constable had blindfolded and handcuffed her and then pushed a pole between her arms and knees, which had been swung between two chairs so that she did not touch the floor.

She said she had lost consciousness from the pain when something had been pressed against various parts of her body. The woman had been in hospital for eight days and had shown her scars from the assault to the magistrate.

Const Matamayi was sentenced on August 30, 1984, and not last month as was reported in The Natal Mercury yesterday.

# Bus drivers injured in Umlazi stoning

Mercury Reporter

TWO Putco drivers were injured and the bus service temporarily suspended after the stoning of buses continued in Umlazi yesterday afternoon

A breakdown truck was set on fire by a group of

youths which was towed away before setting it alight. The incident happened on Wednesday

Bus drivers Mr S Hlophe and Mr E Thusini were both treated at Prince Mshveni Hospital for slight injuries following the stoning

In Chesterville, rampaging youths robbed the driver of a municipal

Meanwhile in Lamontville scores of illegal taxis were impounded following roadblocks mounted by the police at the entrance to the township

4/10/85

270

# Big transport hikes loom as railmen seek 15% rise

THE ECONOMY will be hit by more big increases in SA Transport Services (Sats) tariffs from the start of the new financial year, authorities in Pretoria said yesterday.

At the same time Federal Council of Sats Trade Unions chairman Jimmy Zurich warned that railways workers will demand a pay increase of 15% when they meet Transport Minister Hendrik Schoeman in January.

GERALD REILLY

Assocom yesterday criticised the timing of the latest passenger fare increases.

Schoeman announced on Monday that rail tariffs would rise by 10% from November 17 and bus fares by between 10% and 15%.

Assocom president Michael Weir said passenger services had pre-

sented an increasing problem for Sats. However, this could have been alleviated by regular, small fare adjustments.

Weir said Assocom hoped Wim de Villiers, in his investigation, would address Sats' role in passenger transport and its future direction.

Sats could not continue indefinitely to recoup its huge passenger losses from other services at the expense of other Sats users.

Zurich said the country would have to brace itself for across-the-board tariff increases from the start of the new financial year.

He said the interim tariff rises were a drop in the ocean and would not relieve the financial plight of the railways.

"Our problem is the lack of high-rated goods traffic. This is a major reason why Schoeman has forecast a loss of about R400m for the current financial year."

Zurich cited the dramatic drop in air traffic as another problem facing Sats and said tariffs would have to be raised because Schoeman could not escape granting increases to railways workers.

"Even a 10% increase will cost him between R250m and R300m," he said.

Zurich said the federal council would meet Schoeman in January and "we hope to get an assurance of an increase of around 15%. If we don't, there are going to be an awful lot of angry and dissatisfied Sats workers."

Economists agreed that comprehensive Sats tariff increases seemed inevitable from the start of the 1986-87 financial year.



BUS. DAY 11/12/85 (270) 7/10

# Few jobs for apprentices

THE fate of about 900 apprentices employed by the South African Transport Services hangs in the balance because of a lack of jobs for tradesmen, Jimmy Zurich, president of the 23 500-strong Artisans' Staff Association, said in Durban yesterday

# SATS loss estimate R450m

CALC TIME  
15/10/85  
270

## Own Correspondent

PRETORIA — South African Transport Services (SATS) has raised its loss estimate for the current financial year by R50 million to R450 million.

Last month the Minister of Transport Affairs, Mr Hendrik Schoeman, told the Natal National Party congress SATS was heading for a R400m deficit because of a 'collapse' of rail, air and sea traffic.

Railway staff he said had been 'cut to the bone' in the economy effort, and could not be reduced further without grave risk of disrupting services.

April to July figures showed a combined loss in all three services of R92 million.

In an effort to increase revenue SATS has embarked on a campaign to win back some of the traffic lost to road hauliers over the past decade.

SATS at one time had a 65 percent share of all transport. This figure had plunged to 35 percent and extraordinary efforts would be made, through intensive marketing to close the gap, a spokesman said.

Factors influencing the plunge in SATS earnings included the fact that fewer South Africans were travelling abroad — hitting SAA revenue hard — because of the depreciated rand and the general growing antipathy towards South Africans.

Also fewer overseas tourists and immigrants were coming to South Africa since they were scared off by unrest and the state of emergency.

Cape Times 23/10/85

# Hostel food row boils over

270

By HILARY VENABLES

MORE than half the 1601 railway workers living in the Ikwezi Hostel in Langa are refusing to eat hostel food until the management agrees to deal with their complaints about the quality and price of meals

The workers, who are mainly migrants, have accused management of refusing to act on complaints raised at meetings between management and the elected hostel committee earlier this year

They are now considering taking legal action against South African Transport Services, which they say, is deducting more from their monthly pay for board than the amount specified in their contracts

According to the minutes of meetings between the Hostel Committee and the hostel management before the boycott began the committee said workers had complained about sour samp, watery stew small portions uncleaned fish and re-cooked leftovers,

that workers are paying for three meals a day when many of them do not return to the hostel for lunch, and deductions continue to be made while they are on leave, and that the amounts deducted are in excess of the amounts contracted for at the recruitment office in the Transkei

Workers say that none of these complaints has been dealt with

The regional manager of the SATS, Mr Bertie Heckroodt, confirmed that most hostel residents were refusing to eat the food provided

"We don't know why this is. We have tried our damndest to get the reasons for the boycott out of the Hostel Committee with no success" he said "Individuals have complained but the committee as a formal body has not approached us"

Mr Heckroodt denied that there were any discrepancies between the deductions for food in the contracts and the amount deducted from the workers' salaries

5/10/85 (270)

# Public servants lobby for pay hike

Pretoria Bureau

The Public Servants' Association this week took its pay demands to the Minister of Administration and Economic Advisory Services in the office of the State President, Mr Eli Louw. The delegation is known to have asked for an increase of around 12 per cent.

PSA President Dr Colin Cameron said recently that a double figure increase was vital if public servants were to keep their heads above water.

At its annual meeting in September, the association decided to begin lobbying for a general increase differentiated according to profession, as well as for the reinstatement of full public service bonuses, which were cut by a third this year.

The State's total wage bill — already about R10 000 million annually — will soar even further if the Government accedes to all the demands coming from public servants in different sectors.

Railway workers have said they want 26 per cent.

# Early retirement in the air for SAA pilots

SOUTH African Airways chief retirement Gert van der Veer consulted pilots yesterday to negotiate early retirement.

It is believed that a working group of several pilots and members of management was established to deal with the early retirement

MIKE CADMAN

ment of about 25 pilots. The pilots, all 50-55 years old, were asked to consider early retirement as part of a general reduction in staff by the airline. SAA's reduction in flights has

resulted in a surplus of pilots. Van der Veer confirmed yesterday that the meeting had taken place but would not give details. The early-retirement age for SAA pilots is 50 but in recent years the airline has allowed men to carry on working until the age of 55.

# Strike by council workers

STAR 21/12/85

270

By Mike Siluma

About 300 black bus drivers and cleaners employed by the Welkom Town Council went on strike on Thursday, according to a spokesman for the Orange-Vaal General Workers' Union.

The spokesman, Mr Philip Masia, said the workers downed tools to back a demand for the return of union documents confiscated from shop stewards by a white council employee a week ago. They also want the white employee dismissed, he said.

However, the Welkom Town Clerk Mr C Rademan, said only 34 workers had taken part in the stoppage. He said

the workers returned after he had spoken to them. He denied claims that he had called police during the stoppage.

Mr Masia said workers had decided to strike when they did not receive a satisfactory reply from Mr Rademan about the seizure of the documents.

Mr Rademan had told the union he could do nothing about the matter as it was a case of theft and not an industrial relations issue.

Mr Masia said an additional demand was the reinstatement of four drivers allegedly dismissed subsequent to the stoppage, the recognition of the union and the opening of wage negotiations.

# Six-month food boycott leads to court action

ARGUS 4/12/85  
Labour Reporter

A SIX-month food boycott by 1 600 residents at the South African Transport Services Ikwezi hostel in Langa could be resolved by a Supreme Court hearing which starts this week.

The men have been boycotting hostel food since June after protests to the management about quality and quantity failed to produce improvements.

The food protest by the contract workers is linked to dissatisfaction over deductions made from wages for food and accommodation. The workers claim their contracts provided for deductions of R17 a month but say Sats has been deducting up to three times that amount from several hundred residents.

## Contract terms

Hostel residents also claim the food does not meet the standard laid down by law for black workers

Now the residents are asking the Supreme Court to order Sats to abide by contract terms.

Discontent has been serious for more than a year when a hostel committee was formed to meet the management in attempts to resolve some of the points at issue.

Workers claim their complaints were largely ignored and conditions did not improve.

## "Staff drank on duty"

Food at the hostel often ran out, they say, before all residents had eaten, which sometimes led to anger and fights. They also claim the kitchen staff were aggressive, untidy and drank on duty.

Requests for information about hostel finances were refused by the management. The workers say that R35 a month from each of 1 600 residents for food and accommodation should provide R672 000 a year for running the hostel which they allege should be enough to provide decent meals.

Another complaint is that outsiders, including watchmen and railway policemen, often help themselves to food from the kitchen.

The boycott started after residents felt their requests for improvements had been ignored.

## Hostel men lodge application

CAPE TOWN 12/12/85 Staff Reporter (270) (277)  
RAILWAY workers living in the South African Transport Services Hostel in Langa have lodged an urgent application in the Supreme Court, Cape Town, to stop SATS deducting more money from their wages for food and lodging than the amount stipulated in their contracts

According to the Legal Resources Centre, which is representing the workers, more than half the 1 600 hostel residents are boycotting the hostel food in protest against the deductions which in some cases are double the amount contracted for

The applicants have also asked the court to order their employers to improve the quality of the food  
The application is due to be heard tomorrow



# 'Clipped wings' policy angers pilots

By DEANNA GALBRAITH

POLITICS could ground top South African pilots, who may be unable to find other jobs on international airlines if they are victims of SAA's threatened cutbacks.

South African Transport Services are to begin implementing across-the-board staff reductions in view of the economic recession.

"We don't have the freedom of movement people with internationally-acceptable passports have," one concerned Jumbo pilot at Jan Smuts Airport said this week.

"And SAA can't recruit overseas pilots because they are unable to pay their salaries," said the pilot who, like his colleagues, feared repercussions if he was named.

"Skilled pilots should be viewed as a limited resource. We do not believe management has the competence to decide on the disposal of such a key asset."

## Vacancies

Flight engineers also face the axe in staff cut-backs.

The Flight Engineers' Association is meanwhile trying to find employment for retired members with international airlines.

"The problem is that our South African passports are an embarrassment to international airlines," Mr Peter de Beer, the association's chairman, said this week.

"United States and European aviation companies are going into a boom, so there should be a lot of vacancies in the new year. But they have to prove there are no flight engineers available in their own countries before employing foreigners," Mr de Beer said.

"SAA is cutting back on some 1 000 staff members, 20 of whom are expected to be flight engineers."

"We're in a difficult situation. If 20 flight engineers retire we won't be able to cope with special flights over Christmas."

## Protection

According to member pilots, the SAA Pilots' Association has "no muscle in negotiations with management," but its president, Captain De Villiers Steyn, said they would do everything in their power to protect pilots' interests.

"SATS does not recognise us as an official staff association so we're forced to negotiate through the Salaried Staff Association."

"Our entire remedy is an in-house process and we are by law denied access to the Industrial Court."

"However, we are negotiating with management and may follow the lines of arbitration laid down by SATS."

"As far as we're concerned no competent pilot wishing to stay with SAA should be forced into retirement for economic reasons," Capt Steyn said. One pilot said they had not received a salary increase in nearly three years.

# Public Sector - TRANSPORT - LABOUR

1986

The image shows a large grid of graph paper, likely used for data collection or analysis. The grid consists of approximately 10 columns and 15 rows of small squares. A vertical margin line is present on the right side of the page, creating a narrow column for notes or labels. The grid is mostly empty, with only a few faint marks or lines visible.

CAPL TROTS  
4/2/86

(SARP)  
(SARP)  
(SARP)

# '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

# Schoeman tells wait staff: NO more cash

NEWS 270 1248 2115

**Political Staff**  
RAILWAY workers threatening to strike would be breaking the law and would not get more money, the Minister of Transport, Mr Hendrik Schoeman, warned today.

Mr Schoeman said he was prepared to meet the railwaymen to discuss their problems

But he could give them no more money — "I can only plead with them to be more reasonable"

"We haven't got the money It is already costing more than R400-million," he said

"I will be contacting them today to talk to them The position is serious"

Mr Schoeman said the first he had heard of strike threats over the Government's offer of a 10-percent increase was in yesterday's newspapers

He said there were contingency plans in the event of a strike but he wanted to point out that any strike would be illegal

Sats staff asked for a 25-percent increase

Mr John Malcomess, the Progressive Federal Party's spokesman on the SA Transport Services, said he believed the people threatening to strike were being "totally unreasonable"

### "Stirring pot"

"With their 10-percent increases, the 10-percent increases and the re-instatement of their full bonuses they are in a far better position than the worker in the private sector

"And it should be pointed out that the people threatening to strike are whites who have far better benefits and working conditions than their counterparts of colour"

The Conservative Party, which is being accused of behind-the-scenes "stirring the pot", disagrees

Mr Frank le Roux, the party's spokesman on manpower, believes that increases in the region of 15 percent should be awarded not only to the railwaymen but generally to the Public Service

He rejected arguments that this would be far higher than increases paid in the private sector

"The railways have laid off a high percentage of people and the employees have had to work harder and under stress," he said

"My fullest sympathy is with the workers"

Mr le Roux said, however, that he could not condone any idea of a strike as it was illegal

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

### "In control"

He said he was "still in control of the situation"

"There is talk about it among my workers, but we are not organising any strike and will not be party to any strike," he said

"But it indicates the unrest and dissatisfaction among my members on account of the 10-percent increase.

He said the unhappiness was an accumulation of events It goes back to the cutting of the 13th cheque to a third last year

"I have 900 apprentices just becoming artisans There is no work and they are being placed on other jobs such as drivers' assistants and operatives at a rate of pay which is a couple of hundred rand a month less than if they were on artisan rate"



Mr Hendrik Schoeman

10/2/86 BUSDAY  
270

## Cabinet talks on wage increases

GERALD REILLY

THE cabinet is expected to discuss on Wednesday the build up of public sector pressure for adequate pay increases.

A decision on increases is likely, Pretoria sources say.

First hint of the cabinet's decision could be given by Transport Minister Hendrik Schoeman when he meets the Federal Council of Sats Trade Unions in Cape town on Saturday.

Federal Council president Jimmy Zurich says he will press for 25% increases "more than justified by the rise in the CPI since the last public sector rises were granted in January 1984".

Zurich will also raise an issue causing serious concern among railway workers — the announced intention to slash staff by another 25 000.

Assurances will be sought that no railway worker who has not yet reached retirement age will be fired.

Meanwhile, public sector staff associations submitted claims for higher earnings months, but there has been no response from government as yet.

# Sats unions reject 10% pay rise offer

270  
17/2/86 BUS DAY

ANGRY leaders of 230 000 SA Transport Services workers passed a motion of no confidence in the Cabinet after a clash on Saturday with Transport Minister Hendrik Schoeman over pay increases.

Earlier at a meeting with Schoeman, the executive of the Federal Council of Sats Trade Unions rejected an offer of a 10% pay rise as totally unacceptable.

Pretoria sources say it is now certain the Cabinet has decided on a flat 10% pay increase for all public-sector workers — government and provincial staff, the Post Office, police, and prisons and SA Defence Force staff.

Schoeman told the federal council the 30% cut in service bonuses would be restored in the new financial year.

When the meeting was told of the proposed 10% increase, the federal council rose to leave, claiming there was nothing further to discuss. Schoeman called members back and tried to explain the Cabinet's attitude against a background of SA's serious financial difficulties.

GERALD REILLY

After Saturday's meeting, federal council chairman Jimmy Zurich said decisions on Sats' increases were apparently being taken by Cabinet.

"In future, therefore, we will demand direct negotiations at Cabinet level as the Transport Minister obviously has no mandate to bargain and negotiate with his trade unions."

He said the 10% offer was an insult to all rail workers:

"We asked for 25% which would still have left a backlog when the huge increases in living costs over the past two years are taken into account."

Public Servants' Association president Colin Cameron told *Business Day* it appeared the rest of the public sector was also to get 10% increases. "We asked for an across-the-board increase of about 13%, and so far we have had no indication from government as to what the settlement is to be."

CAPE TIMES 17/2/86

# Sats in clash over pay increases

Own Correspondent

PRETORIA — Angry leaders of 23 000 Sats workers on Saturday passed a motion of no confidence in the Cabinet after a clash with the Minister of Transport Mr Hendrik Schoeman over pay increases.

Earlier at a meeting with Mr Schoeman the executive of the Federal Council of Sats Trade Union rejected an offer of a ten percent pay rise as totally unacceptable.

It is certain now, according to Pretoria sources, that the Cabinet has decided on a flat ten percent pay hike for all public sector workers — government and provincial staff, the post office, police, prisons and SADF personnel.

The pay delay will also meet with an angry reaction from public sector staff associations which had hoped for more after the two-year pay freeze.

Mr Schoeman also told the Federal Council the 30 percent cut in service bonuses would be restored in the new financial year.

After Saturday's meeting Federal Council Chairman, Mr Jimmy Zurich, said decisions on Sats increases were apparently being taken by Cabinet.

"In future, therefore, we will demand direct negotiations at Cabinet level as the Transport Minister obviously has no mandate to bargain and negotiate with his trade unions."

Mr Zurich said the ten percent offer was an insult to all railway workers.

18/1/60 *BUSINESS DAY* (270) (287)

# Schoeman's 10% pay-rise offer angers Sats workers

GERALD REILLY

THE Federation of Transport Workers Unions is to meet tomorrow to review the "totally unacceptable" 10% salary increase offered by Transport Minister Hendrik Schoeman.

The talks will take place against a background of Schoeman's budget speech in the Assembly.

Federation chairman Jimmy Zurich told *Business Day* yester-

day that angry phone calls had come in from Sats trade union leaders throughout the country, expressing shock at the increase and demanding urgent action.

"We intend to continue pressing for the additional 15% — the original claim was for 25% — until

finality is reached."

The federation, he said, wanted to avoid a repetition of the rebellious protest meetings of disgruntled railway workers which followed the announcement last year of the 30% cut in service bonuses.

Tucsa gave its wholehearted support to the Sats workers yesterday and said it deplored the 10% increase.



25/2/66  
**Schoeman to see unions**

270

**BUS DAY**  
GERALD REILLY  
**TRANSPORT MINISTER Hendrik Schoeman is ar-**  
ranging an urgent meeting with the Federation of  
Sats Trade Unions to discuss the strike threat and  
the "unacceptable" 10% pay hike, according to a  
ministerial spokesman.

Federation chairman Jimmy Zurich welcomed  
the minister's decision to meet his executive  
"There are a few options open to the minister  
which would help defuse the explosive situation."  
These included a shorter working week — hours  
had not changed since 1944 — payment of market-  
related salaries, and service increments similar to  
those paid in the civil service, he said

278 SOWETOAN 2012/8t

# 'Kill councillors'

By NKOPANE  
MAKOBANE

A DELMAS Circuit Court judge was told yesterday that four of the accused addressed a rent protest meeting in Sharpeville where residents were incited to kill councillors and those who defied a call to boycott their businesses.

Mr Justice K van Dijkhorst also heard that emotions ran so high during speeches that if any one had disagreed with the meeting something could have happened to him.

This evidence was given by a witness who may not be identified, in the trial of 22 people, most of them residents of Sebokeng. Proceedings are in camera.

The accused have pleaded not guilty to a high treason charge, alternatively murder, subversion and terrorism. The charges arise from unrest that broke

out in the Vaal Triangle in September 1984.

Mr X, questioned by Mr W J J Hanekom, for the State, said on August 19, 1984, he attended a meeting at St Cyprians Church. Inside the church hall there was a banner which said "Asinamali — away with councillors, no more rent hikes".

Present at the meeting, Mr X said, were Mr Tom Manthata (45), Mr Patrick Daleka (25), Mr Oupa Hlomuka (32), the Reverend Tebogo Moselane (39) and Mr Mohapi More (25).

## Power

Mr X said Mr Manthata, who had been introduced as the main speaker, told the residents that they were oppressed through the councillors to pay high rent. He told them they had power but did not know how to use it.

Mr Manthata also said for a long time they had told the councillors to resign, but they had refused, Mr X said.

Because of their refusal, Mr Manthata had said, they were to be forced, to do so, or to be killed, stoned and burnt. He had further called

for the boycott of their businesses because they did nothing for the community.

In his speech Mr Baleka had said he was from the Transkei where people were oppressed by (Chief Kaizer) Matanzima. Mr Baleka said on arrival in Johannesburg, he had found that Mr Esau Mahlatsi (Le-koa mayor) and Mr Ephraim Tshabalala (then Soweto mayor) also oppressed the people.

Argus 20/2/86

# Angry rail workers threaten to strike

The Argus Correspondent

PRETORIA. — Angry railway workers are threatening to strike if their demand for a further 15 percent pay increase is not met.

The salaries of public servants, teachers, postal workers and railway staff are to rise by 10 percent from April 1, according to announcements in Parliament.

These pay increases will cost between R1-billion and R2-billion, said Major Reuben Sive, Opposition spokesman on public service matters. He added that this lessened hopes of a reduction in taxes.

The chairman of the Sats Artisans' Staff Association, Mr Jimmy Zurich, has warned that the situation is "explosive" and says railway workers may down tools in protest.

The Transport Minister, Mr Hendrik Schoeman, said yesterday he would have liked to grant a higher pay increase but the economic situation and the financial position of Sats did not allow this.

He promised that further talks would be held with transport workers unions as soon as possible.

The head of the white Public Servants' Association, Dr Colin Cameron, said public servants were thankful for the increase but had hoped for 13 percent.

The chairman of the coloured Public Service League, Mr Malcolm Domingo, welcomed the increase but said it would not really help public servants to cope with the cost of living, which had risen 30 percent since the last increase.

The chairman of the Federal Council of Teachers Associations, Professor H O Maree, said the adjustment did not represent the backlog which had built up since January 1, 1984.

The 10 percent increase was inadequate, said the Union of Teachers Associations of South Africa (Utasa).

CAPE TOWN  
Friday, February 21, 1986

270

# Apartheid dream 'achieved'

By BARRY STREEK

THE South African Transport Services has achieved the old apartheid dream — there are, officially, no black South Africans working for it

The 1985 report of the SATS board, which was tabled in Parliament yesterday, shows that 103 110 blacks were working for the SATS on December 15 last year. But they were "employees of the different black peoples of Southern Africa"

And the report provided "a summary of the ethnic grouping of black personnel employed

with an indication of their country of origin or with which they are traditionally linked"

So, the summary shows that 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, Cavango, Damara, Herero, Nama and Wambo people from

"South West Africa". But there were no black South Africans

Back in 1978, the then Minister of Plural Relations, Dr Connie Mulder, said the ultimate aim of government policy was that there would be no black South Africans and they would all be citizens of one or other homeland. The government has since accepted that was an impossible policy and that there would always be some black South Africans.

Nevertheless, the SATS has in 1986 achieved the apartheid dream

# SATS workers demand bigger wage increase

Mercury  
24 28 270 278

**Mercury Correspondent**

PRETORIA—The 24 000-strong Artisan Staff Association yesterday warned Transport Minister Hendrik Schoeman that he would have to act swiftly to defuse the explosive situation which had developed after the 'unacceptable' 10 percent pay increase offer.

Mr Jimmy Zurich of the Federation of SATS Trade Unions, who is the ASA president, said there was wild talk of strike action among ASA members.

'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.

SATS workers were forbidden to strike under the SATS Services Act.

But if there was no quick response from Mr Schoeman, the ASA would go to the State President, Mr Zurich said.

He warned that the minister was on 'a collision course' with his workers.

It was the high level of productivity over the past two years that had made it possible for Mr Schoeman to reduce his staff by 53 000.

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.

'Last week the federation sent an urgent letter to Mr Schoeman, asking for 25 percent, and we will maintain pressure until we get it.'

## 'To bones'

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 cut drastically '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 both the public and private sectors.

Mr Schoeman said at the weekend that the 10 percent increases and the restoration of the full service bonus would cost SATS about R400m and it was impossible for SATS to pay more.

ARGUS 25/2/46  
Schoeman (270)  
to meet (270)  
rail unions (270)  
10 Oct

The Argus Correspondent

PRETORIA. — The Minister of Transport Affairs, Mr Hendrik Schoeman, and the Federation of Railway Unions are to meet to discuss the growing outcry over salaries.

This was confirmed today by a spokesman for Mr Schoeman's office who said the date and place of the meeting will probably be decided within the next two weeks.

According to railwaymen there is growing grassroots support for a strike by workers who feel insulted by the 10 per cent increase. This has been aggravated by proposals tabled in Parliament yesterday for increases of 42 percent to 106 percent for parliamentarians.

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.

#### MINERS' UNION

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

Although workers would feel outraged, they would not be surprised. "Rulers always see to themselves first," he said.

The president of the Afrikaanse Handelsinstituut, Mr Donald Masson, said the AHI was in favour of reasonable, competitive salaries for parliamentarians and believed the recommendations had been based on sound, scientific studies.

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## Schoeman to meet railmen's executive

The Argus Correspondent

PRETORIA. — Mr Hendrik Schoeman, Minister of Transport Affairs, has agreed to meet the 17-man executive of the Artisan Staff Association in Cape Town on Monday in what has been welcomed as a move to end the growing wildcat strike threat to South Africa's transport services

The move, which will help union leaders in their efforts to cool railway employees' tempers, will also help the railwaymen to put their case before the main meeting between Mr Schoeman and the Federal Council of Transport Services Trade Unions.

### WELCOMED

Details of the meeting were confirmed today by the Artisan Staff Association executive, which said that the delegation would be led by Mr Jimmy Zurich, president of the ASA, and leader of the federal council

The federal council is due to meet Mr Schoeman a week later, on March 10, also in Cape Town

Members of the executive today welcomed Mr Schoeman's decision to see the ASA delegation as a move which would help the union leaders to cool their members' tempers and stave off demands for a countrywide wildcat strike by transport services workers

### ANGERED

Because the railways is declared an essential service in terms of legislation they may not legally strike, and union leaders have been adamant that they will not lead nor support a strike

However, they have said that the situation was becoming increasingly difficult to control as mass meeting after mass meeting passed resolutions of no confidence in Mr Schoeman and urged the union towards strike action

Railwaymen were angered by the fact that they received only a 10-percent salary increase promised to them in the Railway Budget, and the situation was fanned by proposals that parliamentarians were to receive increases of up to 106 percent

Among the regions which have already come out in favour of strike action, or who have passed motions of no confidence in Mr Schoeman, are Pretoria, Johannesburg, Bloemfontein and Welkom

Meetings have been scheduled for East London tomorrow afternoon, in Cape Town on Tuesday and in Durban on Thursday

# Railway workers threaten to take strike action

## Labour Reporter

A TWO-HOUR meeting of angry white Railways employees decided last night to take strike action or 'go slow' if the Government did not accede to their demand for a 25 percent pay rise by April 1

They also demanded immediate repayment of their bonuses which the Government cut by a third last year, threatened wildcat strikes and warned the Government of white union unrest in South Africa

About 500 artisans packed the Railways Institute Hall in Durban for the meeting, after rejecting the Government's offer of a 10 percent pay rise.

The meeting, convened by the local branch of SATS Artisan Staff Association, also called on the Minister of Transport Affairs, Mr Hendrik Schoeman, to resign after a vote of no-confidence in the minister was passed

Speaker after speaker attacked Mr Schoeman for his 'inability and inefficiency' in running the South African Transport

Services There were shouts from all sections of the audience for Mr Schoeman to be fired

A banner in front of the hall read 'Fire Schoeman, hire Schiebusch'

The meeting also lashed out at the huge salary increases proposed for parliamentarians and instructed the president of the ASA, Mr Jimmy Zurich, to seek an urgent meeting with President Botha, to halt the increases

An irate worker said the MPs were getting 'fabulous increases' for only working six months in a year, while railway employees, who worked hard throughout the year, were given 'meagre' increases

Mr Chris Schutte, who chaired the meeting, said railway employees were told to 'work hard and be more productive, but in return they got a 'slap in the face'

Mr Schutte said the resolutions would be forwarded immediately to the association's executive for its meeting with the minister in Cape Town on Monday

● See also Page 17



General  
Industry  
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Friday  
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LOW PRICE AND DEAL... Price 36c excluding

# East Cape railmen decide against strike move

DISPATCH

12/80 (SA) (270)

Dispatch Reporter

EAST LONDON — The Cape Eastern region of the Artisans' Staff Association (ASA) will not consider strike action in their dispute with the Minister of Transport, Mr Hendrik Schoeman, over their recently announced 10 per cent pay increase.

The regional executive officer of the ASA, Mr Paul Koekemoer, said after a meeting here last night that there was "strong talk" of strike action but his committee was not in favour of it.

He said that more than 100 members of the ASA had unanimously passed

a vote of no-confidence in the cabinet for deciding to grant public servants only a 10 per cent increase from April 1.

"It is commonly felt that the plight of the workers has not been accorded the necessary attention," Mr Koekemoer said.

"The Federation of South African Transport Services Unions, which consists of nine staff bodies including the ASA, asked for a 25 per cent pay increase and this was not even considered. The cabinet came out with the 10 per cent increase without any negotiations with the fed-

eration," Mr Koekemoer said.

He said the ASA members last night expressed disgust at the fact politicians' increases of up to 108 per cent had been proposed for politicians.

"We reckon that if we received 10 per cent pay increases, then the politicians should have the decency to turn down their astronomical increases and receive the same as any other government worker," he said.

Mr Koekemoer also pointed out that government workers' increases

compared with the inflation rate were lagging behind by at least 25 per cent.

ASA also took exception to a statement in Parliament by the PFP's spokesman on transport, Mr John Malcomess, that railway workers were well paid, Mr Koekemoer said.

"We plan to write a letter to Mr Malcomess telling him exactly what we think of his statement."

Mr Malcomess advised Mr Schoeman in Parliament this week to "hold fast" against Sats workers' demand for a bigger increase.

ARGUS 3/3/86,  
Bugging of  
meeting:

Railmen  
see Minister

270  
Political Correspondent

RAILMEN today complained to the Minister of Transport Affairs, Mr Hendrik Schoeman, about the alleged recording of some of their meetings by members of the security branch of the Railways Police.

An 18-men delegation of the Artisans' Staff Association led by the chairman, Mr Jimmy Zurich, presented Mr Schoeman with a sworn affidavit from a member on the alleged bugging of a meeting at Ayalon Park railway recreation centre at Jan Smuts Airport on Thursday night.

They also brought to Mr Schoeman's attention the alleged bugging of another meeting at Germiston.

Mr Zurich said these were ordinary branch meetings of the association and feelings were running high among members.

#### NOT DISCUSSED

At today's meeting dissatisfaction about the recent 10-per cent salary increase was not discussed. Mr Zurich said this matter would be raised at a meeting between the Minister and the South African Transport Services federation of nine trade unions in Cape Town next Monday.

Apart from anger about the alleged police activities members of his association were still upset by the reduction in the 13th cheque last year — this has now been restored — and about losses being through wage incentive schemes being stopped.

This has resulted in some railwaymen losing up to R300 a month.

There was also the question of 950 trained apprentices who could not find work in their trades and who had been given jobs at a lower rate of pay.

REC-113

Cape Times 4/3/86 (970) (28) (38) (47)

**Political Correspondent**  
THE Minister of Transport, Mr Hendrik Schoeman, yesterday met an 18-strong railwaymen's delegation in the City — but the vexed issue of salary increases was not

raised at the meeting. Instead, the SATS Artisans Staff Association delegation protested about the alleged bugging of its meetings by the security branch of the Railways Police.

4-3

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# Attack on SATS 'discrimination'

CMC Times 4/3/86 (270)

By **EBRAHIM MOOSA**  
Political Reporter

**HOUSE of DELEGATES**  
— The South African Transport Services (SATS) still practised "blatant discrimination" during an era of reform, Mr Mohanlal Bandulalla (Sol Havenside) said yesterday

Speaking during second-reading debate on the Transport Services Appropriation Bill, Mr Bandulalla said SATS employees who were not white were subjected to discrimination in terms of salaries, employment, travel concessions and medical benefits.

He said it was "shocking" to note while white SATS employees enjoyed air travel concessions of up to 80 percent and 90 percent after 10 years of employment, the same benefit applied to coloured, black and Indian employees only after a 30-year period of service.

White employees were given long-service leave of 30 days a year after 10 years of service, whereas employees of other race groups in the same category were not granted this privilege, Mr Bandulalla said

There were also gross inequities in medical-aid benefits Whites had access to better private-sector health services while SATS employees of other race groups were restricted to general practitioners and State-controlled hospitals only, he said

## White privilege

"Does it give his (SATS) department joy to see blacks suffer while whites enjoy privileges?" Mr Bandulalla asked.

Between January and December 1985 SATS had employed 79 whites in the "professional level" compared to only one black person in this sector of its operations, Mr Bandulalla said

He added that SATS's five-phase programme towards parity contradicted the "basic principle of equality" which could not be phased out

Mr Boetie Abramjee (NPP Laudium) called for the deregulation of private sector transport and an end to SATS's "absolute monopoly" over the road transport sector

In his reply Mr Hendrik Schoeman, Minister of Transport Affairs, said it was due to the difficulty in finding Indians who were prepared to be transferred to rural areas that SATS did not have a large component of senior staff in this race group

The incidents of discrimination Mr Bandulalla had highlighted were already being remedied by the introduction of a series of parity measures, he said

Discrimination in medical-aid benefits applied only in terms of income, he claimed

It would cost up to R700 million to introduce salary parity immediately between all race groups employed by SATS, he said

He denied that SATS had a monopoly over road transport adding that it handled only 42 percent of the country's total road transport freight

Responding to charges of continued train apartheid, Mr Schoeman said "I must look after my customers"

270  
138  
374  
313

## Parliament and Politics

# Flower pot 'bugged'

**HOUSE OF ASSEMBLY**  
— Members of the Transport Services' Artisan Staff Association (ASA) were being "hounded" by security police when they met freely to discuss their labour problems, Mr Reuben Sive (PFP Bezuidenhout) said yesterday.

Speaking in the Transport Budget's committee stage debate, he said although it was "perfectly true" the ASA was considering a strike, which would be illegal, "no strike has been called so there is no illegality".

"Yet the security police are now bugging meetings of branches of trade unions," he said, adding that he had received a copy of a sworn

affidavit to this effect from a SATS trade union member.

Quoting from the affidavit, about a meeting in the Transvaal on February 27, Mr Sive said the union member had discovered a bugging device in a flower pot on the table alongside him.

"I say to the trade unions that it is true Big Brother is watching you," Mr Sive said.

He said white voters should take note the security police were "not only organized to watch out for black dissidents, but white legitimate dissidents, who do not toe the line, are also being watched".

● The Minister of Transport Affairs, Mr Hendrik Schoeman, had

"written off" the railway worker, Mr S P Barnard (CP Langlaagte) said during the debate.

He said CP Transport Services workers were being "threatened" by officials because of their membership of the party.

He had been sent letters by numerous CP supporters who had been harassed because of their affiliation, he said.

Mr Barnard asked whether it was fair to build a R21-million hostel for black railway workers in Geduld, at R16 000 a unit, while white workers in his constituency had to make do with an old steel cupboard and a bed — Sapa

# Schoeman rejects rail workers' 25% pay demand

Political Correspondent

A 25 percent salary increase demand by workers of the SA Transport Services was turned down today by the Minister of Transport Affairs, Mr Hendrik Schoeman.

He said that while he understood the viewpoint of the trade unions, the financial position of Sats and the economy of the country did not allow for an increase of more than 10 percent.

Mr Jimmy Zurich, of the Artisan Staff Association and head of the Federation of Transport Services Unions, said further wage discussions would be held in September.

## HIGH PRODUCTIVITY

The trade unions also asked for an improvement in the negotiation system. Mr Schoeman announced the appointment of a three-man committee to urgently investigate the matter.

Mr Schoeman said he gave the delegation the assurance that all personnel in permanent or regular service would retain their jobs.

He expressed appreciation of the high productivity of Sats personnel.

Mr Zurich expressed satisfaction with the re-

sults of today's talks, especially the decision to form a committee, with the trade unions presented on it, to consider ways of negotiating on matters such as salary increases.

Mr Zurich said there was no structure comparable to an industrial council through which wage negotiations could be carried on and the move would go a long way towards solving dissatisfaction in his own union.

Engineer	2
Control Technician	3
Senior Technician	29
Technician	32
Industrial Technician	10
Soil Conservation Technician	12
Research Technician	11
Senior Industrial Technician	10
Senior Research Technician	4
Chief Technician	6
Control Agricultural Extension Technician	1
Control Industrial Technician	2
Chief Agricultural Research Technician	3
Chief Agricultural Extension Officer	18
Chief Live Stock Improvement Technician	1
Senior Live Stock Improvement Technician	1
Chief Extension Officer	2
Agricultural Research Officer	12
Senior Outdoor Officer	2
Outdoor Officer	8
Control Farm Manager	2
Farm Manager	3
Assistant Agricultural Extension Officer	1
Officer	1
Veterinarian Surgeon	1
Stock Inspector	2
Senior Professional Officer	15
Professional Officer	7
Liaison Officer	2
Social Worker	1
Administrative Officer	1
District Surgeon	1
Senior Dentist	5
Dentist	3
Professional Nurse	7
Senior Dietician	1
Nursing Service Manager	1
Agricultural Extension Officer	15
Vocational Councillor	2
Training Officer	1
Assistant Agricultural Meteorologist	1
Deputy Regional Representative	1
Liquor Inspector	1
Drilling Inspector	2
Wine Controller	2
Senior Plant and Seed Inspector	16
Weed Inspector	1
Research Leader	5
Workshop Foreman	1
Soil Protection Officer	1
Soil Protection Technician	7

The attention of the hon member is drawn to the fact that the initial capital outlay for the purchase of these vehicles forms a debit against the vote of the Department of Transport but that all allowances for the amortisation of the purchase price, maintenance, insurance and garaging are paid out of funds allocated to the Department involved. It is also pointed out that due to the new dispensation, 302 of the 341 motor vehicles were transferred from other Departments to the Administration House of Assembly where these services are now seated and are therefore not new allocations in the 1984-85 financial year.

*Q 512*  
National states: size  
319 Mr R A F SWARTZ asked the Minister of Education and Development Aid:

What was the size in hectares of each of the national states as at the latest specified date for which figures are available?

**THE MINISTER OF EDUCATION AND DEVELOPMENT AID.**

KwaNdebele	103 370 ha
Gazankulu	744 570 ha
Owagwa	62 000 ha
KaNgwane	385 337 ha
Lehowa	2 212 897 ha
KwaZulu	3 188 295 ha

as at 31 December 1985  
*HANSARD 12/3/86 270*  
Bus operators: subsidy  
*Q 513*  
334. Mr A SAVAGE asked the Minister of Transport Affairs:

What was the extent of the subsidy granted to bus operators in respect of commuter traffic in each of the four main metropolitan areas in the 1984-85 financial year?

**THE MINISTER OF TRANSPORT AFFAIRS**

Cape Town R13 685 932,09  
Port Natal R33 834 326,45  
PWV-Area: R35 565 236,06  
Johannesburg and West Rand: R20 782 903,79

*HANSARD*  
Malze 2/13/86  
356. Dr M S BARNARD asked the Minister of Agricultural Economics:

What was the (a) landed cost of each consignment of maize imported in 1984

and (b)(i) outflow of foreign currency and (ii) extra cost to the taxpayer as a result of these imports?

**THE MINISTER OF AGRICULTURAL ECONOMICS:**

(a) Date of Arrival	Contract Quantity	\$-price/cif	Rate of Exchange	R/-price cif	Total R
May 1984	200 000 t	\$175,00	R = \$0,8148	R214,78	42 956 000
May 1984	100 000 t	\$172,25	R = \$0,8060	R213,71	21 371 000
May 1984	50 000 t	\$166,50	R = \$0,8022	R207,55	10 377 500
June 1984	100 000 t	\$170,25	R = \$0,8022	R212,23	21 223 000
July 1984	50 000 t	\$165,50	R = \$0,8022	R206,31	10 315 500
June 1984	200 000 t	\$166,50	R = \$0,7970	R208,91	41 782 000
July 1984	50 000 t	\$167,75	R = \$0,7768	R215,95	10 797 500
July 1984	50 000 t	\$168,00	R = \$0,7768	R216,27	10 813 500
July 1984	100 000 t	\$166,90	R = \$0,7835	R213,02	21 302 000
July 1984	50 000 t	\$163,40	R = \$0,7835	R208,55	10 427 500
August 1984	50 000 t	\$163,25	R = \$0,6755	R241,67	12 083 500
August 1984	50 000 t	\$167,50	R = \$0,6755	R247,96	12 398 000
September 1984	25 000 t	\$157,34	R = \$0,5960	R263,99	6 599 750
September 1984	25 000 t	\$159,84	R = \$0,5960	R268,19	6 704 750
September 1984	25 000 t	\$160,90	R = \$0,5960	R269,97	6 749 250
September 1984	25 000 t	\$156,50	R = \$0,5960	R262,58	6 564 500
November 1984	75 000 t	\$142,88	R = \$0,5950	R240,13	18 009 750
November 1984	50 000 t	\$142,09	R = \$0,5950	R238,81	11 940 500
November 1984	25 000 t	\$140,97	R = \$0,5950	R236,92	5 923 000
November 1984	25 000 t	\$142,34	R = \$0,5950	R239,23	5 980 750
December 1984	50 000 t	\$142,20	R = \$0,5160	R275,58	13 779 000
December 1984	50 000 t	\$141,81	R = \$0,5160	R274,83	13 741 500
December 1984	25 000 t	\$142,10	R = \$0,5160	R275,39	6 884 750
December 1984	50 000 t	\$141,85	R = \$0,5160	R274,90	13 745 000
December 1984	25 000 t	\$142,18	R = \$0,5160	R275,54	6 888 500
December 1984	25 000 t	\$139,95	R = \$0,5555	R252,16	6 304 000
January 1985	75 000 t	\$140,60	R = \$0,5505	R255,40	19 155 000
February 1985	75 000 t	\$139,90	R = \$0,5505	R254,13	19 059 750
February 1985	50 000 t	\$139,90	R = \$0,5505	R254,13	12 706 500
March 1985	25 000 t	\$142,46	R = \$0,4315	R330,15	8 253 750
March 1985	25 000 t	\$140,96	R = \$0,4315	R326,67	8 166 750
March 1985	25 000 t	\$141,42	R = \$0,4315	R327,74	8 193 500

(b) (i) R431 197 250. Sunflower seed

(ii) R101,3 million A margin of R46,63 per ton for handling and storage would have been paid if the 1 825 000 tonnes had been produced locally which would imply an effective additional cost of only R16,2 million for the taxpayer in respect of the imported maize

452. Mr R W HARDINGHAM asked the Minister of Agricultural Economics:

(1) What quantities of sunflower seed for oil extraction purposes were on hand as at the latest specified date for which figures are available;

(2) whether consideration is being given

the latest specified three years for which figures are available?

**THE MINISTER OF TRANSPORT AFFAIRS:**

	1983		1984		1985	
	(a)	(b)	(a)	(b)	(a)	(b)
(i)	5	2	10	9	9	8
(ii)	2	10	7	6	4	1
(iii)	0	1	1	0	2	6
(iv)	9	0	17	3	6	5

Mortgage loans

705 May R SIVE asked the Minister of Communications

What total amount has been budgeted by the Department of Posts and Telecommunications for interest subsidies on mortgage loans of officials in its employ in the 1986-87 financial year?

**THE MINISTER OF COMMUNICATIONS**

R73 700 000

Mortgage loans

707 May R SIVE asked the Minister of Agricultural Economics

What total amount has been budgeted by the Department of Agricultural Economics and Marketing for interest subsidies on mortgage loans of officials in its employ in the 1986-87 financial year?

**THE MINISTER OF AGRICULTURAL ECONOMICS**

Approximately R3,6 million

Mortgage loans

711 Maj R SIVE asked the Minister of Mineral and Energy Affairs.

What total amount has been budgeted by this Department for interest subsidies

on mortgage loans of officials in its employ in the 1986-87 financial year?

**THE MINISTER OF MINERAL AND ENERGY AFFAIRS:**

Amount budgeted for 1986-87—  
R2 160 504,00.

Mortgage loans

712 May R SIVE asked the Minister of Trade and Industry

What total amount has been budgeted by his Department for interest subsidies on mortgage loans of officials in its employ in the 1986-87 financial year?

**THE MINISTER OF TRADE AND INDUSTRY**

R1,2 million

Mortgage loans

713 May R SIVE asked the Minister of Transport Affairs

What total amount has been budgeted by the South African Transport Services for interest subsidies on mortgage loans of officials in its employ in the 1986-87 financial year?

**THE MINISTER OF TRANSPORT AFFAIRS**

R115 million

Drivers operating goods trains

717 Mr W V RAW asked the Minister of Transport Affairs

(a) What is the average shift-time of drivers operating goods trains to and from Sentrstrand on the Durban line, 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:**

(a) 8 hours 11 minutes.

(b) (i) 2,3 per cent.

(ii) 10 per cent which also includes the preparation of the locomotive

(iii) Nil Drivers stationed at Volksrust work to Sentrstrand and after approximately six hours rest they work the return shift

(iv) 87,7 per cent.

Establishment of gymnasium

718 Mr W V RAW asked the Minister of Transport Affairs:

With reference to his reply to Question No 31 on 25 February 1986, what is the detailed breakdown of the cost of establishing the gymnasium at the Johannesburg head office of the South African Transport Services in respect of (a) structural alterations, (b) the allocation of rental in respect of the space concerned, (c) each item of equipment and (d) any other specified matters?

**THE MINISTER OF TRANSPORT AFFAIRS**

(a) R7 500

(b) Nil

(c) Five Ergometers . . . . . R9 124,50  
One Treadmill . . . . . R10 450,00  
One Resuscitator . . . . . R748,00  
One Massmeter . . . . . R38,50  
One Sphygmomanometer . . . . . R253,00  
One Stehoscope . . . . . R18,15  
Four Sphygmometers . . . . . R814,00  
Two Exercise Benches . . . . . R275,00  
Two Total Gyms . . . . . R1 804,00

(d) Since the establishment of the gymnasium in November 1984 R16 308 was spent in respect of services rendered by a qualified sister and the

evaluation/re-evaluation by a biokineticist of those who make use of the gymnasium

Catering services: personnel

719. Mr W V RAW asked the Minister of Transport Affairs.

What was the total number of personnel in the catering services of the South African Transport Services in (a) each of the 10 senior grades, (b) other permanent grades and (c) temporary posts as at the latest specified date for which figures are available?

**THE MINISTER OF TRANSPORT AFFAIRS:**

20 March 1986

(a) Catering Manager . . . . . 1  
Deputy Catering Manager . . . . . 1  
Assistant Catering Manager . . . . . 1  
Senior Superintendent . . . . . 3  
District Manager (Catering) . . . . . 2  
Superintendent . . . . . 5  
Research Officer (Catering Services) . . . . . 1  
Assistant District Manager (Catering) . . . . . 1  
Bedding and Laundry Officer . . . . . 1  
Chief Catering Inspector . . . . . 1

Own Affairs

39. Mr W V RAW asked the Minister of Local Government, Housing and Works:

What amounts were spent by his Department in the 1985-86 financial year on the construction of housing for Whites in (a) Cape Town, (b) Durban, (c) Pietermaritzburg, (d) Pretoria, (e) Port Elizabeth, (f) Kimberley, (g) East London, (h) Bloemfontein and (i) Johannesburg?



the latest specified three years for which figures are available?

The MINISTER OF TRANSPORT AFFAIRS

	1983	1984	1985
(a)	5	2	10
(b)	2	10	9
(i)	2	10	7
(ii)	10	7	6
(iii)	0	1	0
(iv)	9	0	17

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- (iii) Nil Drivers stationed at Volksrust work to Sentraraad and after approximately six hours rest they work the return shift.
- (iv) 87,7 per cent.

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- (a) R7 500
- (b) Nil.
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- One Treadmill . . . . . R10 450,00
- One Resuscitator . . . . . R748,00
- One Massmeter . . . . . R38,50
- One Sphygmomanometer . . . . . R253,00
- One Stethoscope . . . . . R18,15
- Four Sphygomometers . . . . . R814,00
- Two Exercise Benches . . . . . R275,00
- Two Total Gyms . . . . . R1 804,00

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The MINISTER OF TRANSPORT AFFAIRS:

20 March 1986

- (a) Catering Manager . . . . . 1
- Deputy Catering Manager . . . . . 1
- Assistant Catering Manager . . . . . 1
- Senior Superintendent . . . . . 1
- District Manager (Catering) . . . . . 2
- Superintendent . . . . . 5
- Research Officer (Catering Services) . . . . . 1
- Assistant District Manager (Catering) . . . . . 1
- Bedding and Laundry Officer . . . . . 1
- Chief Catering Inspector . . . . . 1

(b) 1 512.

(c) 62

Own Affairs: Housing  
39. Mr W V RAW asked the Minister of Local Government, Housing and Works:

What amounts were spent by his Department in the 1985-86 financial year on the construction of housing for Whites in (a) Cape Town, (b) Durban, (c) Pietermaritzburg, (d) Pretoria, (e) Port Elizabeth, (f) Kimberley, (g) East London, (h) Bloemfontein and (i) Johannesburg?

Cape Times 9/14/86

# SAA staffers threaten a 'waste' spree

270

## Staff Reporter

A 400-strong group of dissatisfied SA Airways cabin crew members who call themselves the "Happy in the Service" committee are threatening to embark on a waste and breakage campaign which could cost SAA R2 500 a day, if demands to improve their conditions are not met.

Committee members, who do not wish to be identified as they say they could lose their jobs, will break glasses and plates, remove cutlery and waste stores from aircraft, starting on April 15.

A spokesman for the group said last night their demands were based on the following grievances

● No appointments have been made for over four years to fill 120 vacant positions for cabin controllers — who earn R157 a month more than senior cabin staff — even though 300 senior cabin crew members have applied. The committee demands that 60 of the vacant posts be filled at the end of April and another 60 at the end of May

● After reaching the top scale after 10 years, cabin crew salaries remain at R1 760 a month

The committee demands an increase of R10 a month for every year after five years' service, up to a maximum of 20 years.

● Air ticket concessions are not granted to families of married women or single men or any crew member who is not white. The committee demands a restructuring of the rebate system to include married or divorced women, single people and people of all races.

"SAA is trying to save money at the expense of its dedicated crew members and the comfort of its passengers," the spokesman said last night. "We love our jobs and don't want to resort to this type of bargaining, but we have been trying to have these grievances redressed for five years"

## SAA policy

SAA's director of public relations said in reply to a Cape Times telex that it was not SAA policy to discuss staff matters through the media

"All staff members of all groups, including cabin attendants, are members of approved staff unions who speak and negotiate regularly on their behalf," he said

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## R132,3m CM-Trip's 1984/5 gravy train

270 Political Staff

### HOUSE OF ASSEMBLY

— Free and subsidized travel on South African trains and aircraft cost an astonishing R132,3 million during the 1984/5 financial year.

This costly gravy train was disclosed yesterday by the Auditor-General, Dr J H de Loor, in his report into the South African Transport Services, which was tabled in Parliament yesterday.

Dr De Loor said the estimated value of free travel, facilities or concessionary travel facilities by air and privileged train tickets amounted to R132,303 million.

Although Dr Loor did not say so, the free and concessionary travel facilities are mainly available to SATS employees and MPs.

He also said that as a result of an administrative oversight, 995 000 plastic holders for members' cards to the value of R180 532 were ordered "too many".

- 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 MALCOMESS 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

Q 221 1080 -  
KANYAMAZANE  
HANSARD 15/4/86  
\*6 Mr P G SOAL asked the Minister of Law and Order

- (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  
HANSARD 15/4/86  
\*7 Mr A SAVAGE asked the Minister of Transport Affairs Q 222 1081

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  
HANSARD 15/4/86  
\*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  
HANSARD 15/4/86  
\*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)

not theirs.

# Bus drivers strike:



**THOUSANDS** of people were left stranded in the northern Transvaal yesterday when Lebowa Transport Limited bus drivers went on strike at the company's three depots.

More than 1 000 employees of the bus company are involved in the work stoppage, and indications yesterday were that other depots were

likely to join the strike.

The striking workers are demanding — among other things — higher pay, negotiated unsuccessfully by their union, the Transport and Allied Workers' Union (Tawu)

• In Springs scores of Putco drivers were involved in a work stoppage yesterday, protesting against "disciplinary hearings which workers at the depot are sub-

jected to"

• About 300 workers at Gillett in Springs have been "sleeping in" at the company's premises, demanding better pay since Tuesday

• The South African Chemical Workers' Union (Sacwu) is to meet Unico Chemical management today, to discuss a strike by 75 workers at the company's Johannesburg factory

• The AECI's Alrode management has given its striking 250 workers an ultimatum to report to work next Tuesday, according to Sacwu

Meanwhile the AECI Workers' Support Committee has called a mass meeting to be held at Thokoza Stadium on Sunday

• Mediation is in full swing at Pretoria-based Noristan, where 300 workers were dismissed

# Workers stranded

18/4/86 SOWETAN

By **LEN MASEKO**

which represents 110 workers dismissed by the company after participating in a strike, has called on blacks to boycott the Liberty-sponsored fun run which takes place in Johannesburg on Sunday.

• The 1 700 BTR Dunlop workers who went on strike a fortnight ago, resolved to return to work yesterday.

This was disclosed by the Dunlop management, which said the strike at its Natal and Transvaal plants were illegal. The workers were demanding reinstatement of their 1 000 colleagues dismissed about a year ago

following a strike. More talks continue on Monday

• The Steel, Engineering and Allied Workers' Union is to report back tomorrow to its members the outcome of wage negotiations with the metal industry. The meeting will be held at the union's offices at Willie Theron Building, Bosman Street, Pretoria. It starts at 9am

• The black workforce at Lever Brothers' Boksburg factory yesterday staged a lunch-hour picket at the company's premises, protesting management's refusal to recognise May 1 (Labour Day) as a public holiday

• The Liberty Life Workers' Committee,



## ACCOMMODATION

FURNISHED ROOMS WITH BATHROOMS

R220 p.m. single

R260 p.m. double

TEL. 724-9221

S12744

## Sabata funeral

BUSES to the funeral of Paramount Chief Sabata in Umtata will leave from Khotso House, 42 De Villiers Street

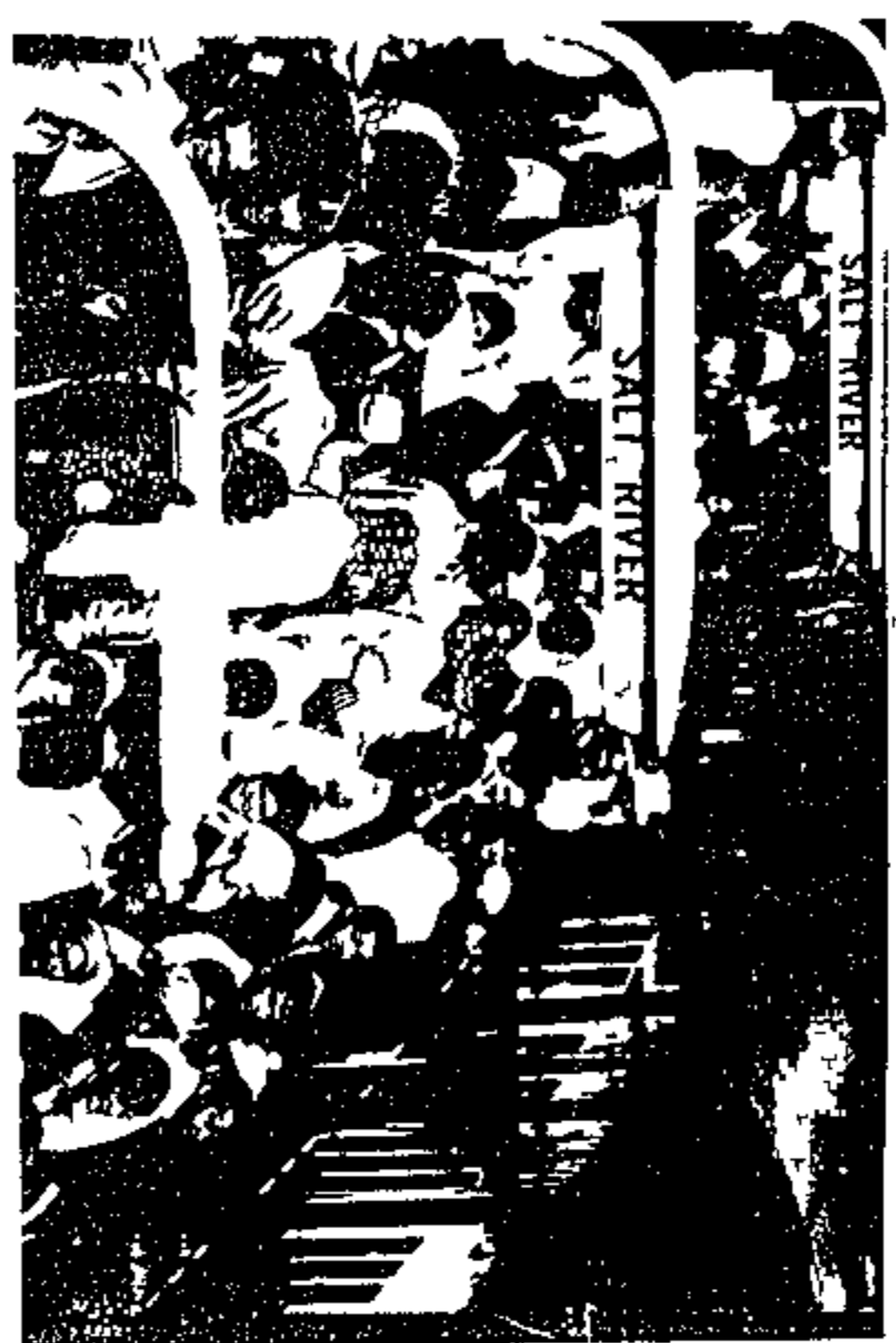
# Parliament and Politics -practice inquiry

## Parliament and Politics

## Parliament and Politics

# SATS wants Wiehahn to head labour

CAT TALKS 29/4/86 270



By BARRY STRECK  
Political Staff

PROFESSOR Nic Wiehahn, the architect of the government's labour reforms, has been asked to head an inquiry into labour practices in the South African Transport Services

This was announced last night by the Minister of Transport Affairs, Mr Hendrik Schoeman. He said talks were un-

der way with Professor Wiehahn to head a three-man committee urgently to investigate negotiating forums for the SATS unions

The investigation had been instituted because SATS valued the activities of the unions and there had been requests for a well-structured negotiation forum, Mr Schoeman said.

The new Wiehahn inquiry could open the way

for new reforms for unions in the public service, particularly in parastatal organizations, such as SATS

Until now, the government has resisted any involvement by the emerging black trade unions in parastatal organizations, although union involvement in government-controlled industries is common practice in Western countries

In the past the SATS

position, that it would negotiate only with officially recognized staff associations, has led to conflict with unions, particularly in the stevedoring industry.

But Mr Schoeman's announcement last night and his strong defence of unions could pave the way for a new approach in government-controlled enterprises

Mr Schoeman, who was speaking at the opening

of the Federal Council of Personnel Associations of SATS, said he could give the assurance that he was as keen as the unions to hear what the findings of the committee would be

"We all accept that there must be a strong union and a good negotiator and that it must go to its members with good results," he said, according to a copy of his speech which was released in Cape Town

▷ The unions today had an organized and structured machine through which they could negotiate on behalf of their members.

▷ "To withstand the onslaughts from outside and to ensure that such a trade union is only protected by legislation, it must enjoy strong support from its members

▷ "The trade union must be disciplined and financially sound, act responsibly and always be a

tough negotiator — not a 'sweetheart' union."

Mr Schoeman said if a union did not have these attributes it could be a danger to its members, because it would not have credibility among them and the authorities with whom it negotiated.

"The frustration of such a situation often leads to the seeking of other aims and personal goals rather than the purpose for which unions were originally

established."

Mr Schoeman said 12 650 train windows had been smashed by stones during unrest between January 1985 and April 1986.

He said about 8 800 of these had been repaired at a cost of R600 000

"It is generally known that the riots were communistically inspired and that radical elements exploited the situation," Mr Schoeman said.

CAP TMS 29/4/86 (270)

## Early retirement offer

STURROCK PARK — Employees of the South African Transport Services will be able to retire two years earlier from June 1 this year

The Minister of Transport Affairs, Mr Hendrik Schoeman, yesterday told the annual conference of the SATS Federal Council of Staff Associations that early retirement would be offered to employees for a trial period of one year from June 1 this year.

As there had been uncertainty as to

how many workers would take up the offer, the trial period had been introduced to establish how many workers were interested in earlier retirement

A 10 percent increase in housing allowances and the hourly tariff would also be granted to SATS workers from May 16 this year

Mr Schoeman assured workers that in spite of the difficult economic situation, no permanent staff workers would be paid off as a result of the economic climate. — Sapa

President P.W. Botha  
CAPL Times 30/4/86

# Three all-race SATS unions

Political Staff

HOUSE OF ASSEMBLY

— The Minister of Transport, Mr Hendrik Schoeman, said yesterday that three of the eleven registered trade unions in the South African Transport Services (SATS) represented all racial groups

Mr Schoeman, who announced early this week that an inquiry into labour practices in SATS, possibly headed by Professor Nic Wiehahn, would be held, said four of the unions represented whites only

He said two other unions represented coloureds only, one union Indians only and one blacks only

These trade unions re-

presented 221 000 SATS employees of all race groups

"These trade unions are autonomous bodies and are registered in accordance with the Labour Relations Act," Mr Schoeman said in reply to a question tabled by Mr Mike Tarr (PFP Maritzburg South).

He said there were 101 124 whites, 100 850 blacks, 17 204 coloureds and 1 889 Indians employed by SATS in March this year.

He told Mr John Malcomess (PFP Port Elizabeth Central) he had decided to appoint a committee to investigate pay representations by SATS unions



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The six SATS men given commemorative clocks yesterday are (back row from left) Mr John Bester, Mr Jacobus Gabbya, Mr Martin Brand, and (front row from left) Mr Peter Adonis, Mr Frans Zauch and Mr Joseph Africa. Picture Anne Laing

on,  
and

of,

# Brave SATS men honoured

*Cape Times 13/5/86 270*

Staff Reporter

SIX brave men of the South African Transport Services were presented with awards for outstanding achievement yesterday for rescuing two women from assailants.

In a brief ceremony at the Port Captain's offices, Dr E L Grové, general manager of SATS, presented commemorative clocks to train driver Mr Frans Zauch, ticket collectors Mr Peter Adonis and Mr Joseph Africa, conductor Mr Martin Brand, ticket clerk Mr

John Bester and train control officer Mr Jacobus Gabbya.

The first three men, all of Cape Town, went to the aid of a woman who was robbed and indecently assaulted by six men at Southfield station in September 1984.

They caught one of the assailants and the others were arrested later. All six were eventually found guilty and sentenced, Dr Grové said.

Mr Brand, a conductor from Malmesbury, won the award for protecting a 17-year-old girl who

was assaulted on a train on April 20 last year.

He then pointed out the culprit to Mr Bester and Mr Gabbya at Kraaifontein station, and they apprehended the man who was later sentenced to 12 years' imprisonment.

"You have held high the name of the South African Transport Services," Dr Grové told the men. "Other people would have just stood aside. I want to thank you because you were willing to help others in need, regardless of your own safety."

# The ultimate SATS cheese sandwich

By JOHN SCOTT

A THREE-PAGE 16-point list of instructions on how to make a cheese sandwich has been issued to experienced railway catering staff to serve as a "training standard" for would-be stewards.

The staff have been asked to transcribe the preparation of other dishes, for use in a train-

ing manual, based on the cheese-sandwich model. Nothing is taken for granted in these instructions. For example, applicants are advised to cut bread with the cutting edge of the breadknife, not to cut the bread that is holding the bread, to remove the butter from its silver-paper mini-pack before spreading it, to spread it with the flat side of the but-

ter-knife, and to place the top slice butter-side down on the bottom loaf on clean breadboard with top-crust towards you.

In listing the materials and implements necessary for the intricate operation, stewards are warned to use a breadboard which is clean on both sides, hygienic and without cracks. The instructions are: 1. After hands are washed, dry hands prop-

erly with towels for this purpose. 2. Take loaf and place firmly in the middle, to avoid cutting the hand.

3. Look and make sure the bread is fresh and suitable for the making of sandwiches. 4. Hold the wooden handle of the breadknife in the hand normally used for work, left or right, and keep the cut-

ting edge of the knife downwards. With the other hand, hold the loaf firmly in the middle, to avoid cutting the hand.

5. Place the cutting-edge of the breadknife on top of the loaf and with even movements by and-fro, accompanied by pressure on the breadknife, cut off about 5mm of crust.

6. After crust has been cut off, place breadknife 10mm back from the side where the crust was cut off, and repeat movements to and fro with pressure on the breadknife until you have cut right through the loaf. 7. There is now one slice of bread 10mm thick. Again place breadknife 10mm back from the sliced side, and repeat movements to and fro with pressure on the side flat on the breadboard.

8. Place the loaf back in a clean spot in the working area, and clean the breadboard of superfluous crumbs.

9. The two 10mm-thick slices of bread are now ready to be laid side by side flat on the breadboard.

10. Take the butter-knife and the 8gm portion of butter, remove the covering from the butter, and place the butter on one slice of bread of 10mm.

11. Halve the 8gm portion of butter and use the butterknife to place a 4gm portion on each slice of bread.

12. Use the butterknife to spread the butter equally thick on both slices of bread, with the flat side of the butter-knife.

13. After the butter has been spread equally thickly on both slices of bread, take the 25gm of grated cheese and scatter it equally thickly on

one slice of bread.

14. After the grated cheese has completely covered one slice of bread of 10mm, take the other slice of bread and place it on the scattered cheese with the butter facing downwards.

15. Now press the slices of bread lightly together and cut diagonally to produce four triangular portions of sandwich.

16. The sandwich is now ready and the working area can be cleaned. Remaining ingredients can now be put back in their respective storage places.

Fortunately for the travelling public, instructions have not been issued by SATS on how to eat such a gastronomic masterpiece.

◆◆◆◆◆  
From page 1

2 Cape Times, Saturday, May 17, 1986

IN AREAS.

270

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From page 1

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Fortunately for the travelling public, instructions have not been issued by SATS on how to eat such a gastronomic masterpiece.

1949

MONDAY, 26 MAY 1986

1950

MONDAY, 26 MAY 1986

†Indicates translated version

For written reply

General Affairs

Supplementary reply to Question 28 on 20 February 1986 put by Mr B B Goodall (col 130).

Heavy vehicle drivers' licenses

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,
- (5) whether any employees holding heavy vehicle licences have been involved in accidents whilst driving official 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,

(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,

(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 and (ii) for what reasons in each case?

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

Supplementary Reply

The reply to question No 985 of 30 May 1985 furnished to the Honourable Member after the prorogation of Parliament in 1985 is quoted below

- “(1) (a) 6 561 as at 3 June 1985
- (b) After two and a half months training
  - (c) All passed
  - (d) 80 per cent
- (2) Yes, every six months
- (3) and (4) No
- (5) (a) and (b) Yes, during the period May 1982 to June 1985 1 171 employees were involved in accidents

1951

MONDAY, 26 MAY 1986

1952

1953

MONDAY, 26 MAY 1986

1954

Damage amounted to approximately R7,4 million

(b) service charges, if not, what is the cause of the deficit in each case,

(3) Development Boards Amount

Surplus/Deficit Highveld Eastern Tvl 1 396 264 1 445 664 Northern Tvl 1 268 205 554 129 Central Tvl 554 129 7 551 634 Western Tvl 7 551 634 Surplus

(6) Yes (a) 274

(5) what was the total value of debtors in each specified Development Board area as at June 1984 and 30 June 1985, respectively?

Development Boards Amount

Surplus/Deficit Figures as at 30 June 1985

(b) Figures are not readily available and it will take too much time and cost to gather the information

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING:

(7) (a) (i) No Thus far no driver has failed his driving test

(1) Development Boards 1979/80 R 1984/85 R

Western Cape 4 609 176 8 963 938 East Cape 6 838 348 7 958 413 Northern Cape 966 111 4 447 595

(ii), (b), (3)(a)(i), (ii) and (iii) Yes, after every accident where negligence was found disciplinary action was taken and corrective training given Thus far the results have been positive

South OFS 4 996 672 24 150 961 Orange Vaal 14 599 781 39 803 899 Natala 14 728 879 47 175 670 West Rand 6 578 883 10 680 884 East Rand 45 565 390 20 272 344 Highveld 8 203 401 20 055 747 Eastern Tvl 893 286 2 589 410 Northern Tvl 1 514 713 3 311 438 Central Tvl 8 249 353 14 242 645 Western Tvl 4 016 923 6 587 872

(b) (i) and (ii) Figures are not readily available and it will take too much time and cost to gather the information

Development Boards Yes/No Amount

Development Boards: surpluses/deficits

Western Cape No 8 008 483 Eastern Cape Yes 4 447 595 Northern Cape Yes 17 737 439 South OFS Yes 17 737 439 Orange Vaal No Natala No West Rand No East Rand Yes 4 068 247 Highveld Yes 222 000 Eastern Tvl No Northern Tvl No Central Tvl No Western Tvl No

Development Boards: surpluses/deficits 26/5/86 QUN 1951

Mr A SAVAGE asked the Minister of Constitutional Development and Planning

(1) What total amount was standing to the credit of the Capital Development Fund for the 1979-80 and 1984-85 financial years, respectively, in respect of each specified Development Board area.

Development Boards Yes/No Amount

Not applicable

(2) whether any of these funds have been used to finance deficits on the revenue accounts of any Black local authorities, if so, what amount,

Development Boards (a) Amount (b) Surplus/Deficit

Orange Vaal Not applicable Natala (a) and (b) No.

(3) whether any Development Boards have accumulated surpluses or deficits; if so, (a) which Development Boards and (b) what was the accumulated surplus or deficit of each such Board as at the latest specified date for which information is available,

Development Boards Amount

Surplus/Deficit

(4) whether any of these deficits are due to arrears in (a) house rentals and/or

Development Boards Amount

Surplus/Deficit

Development Boards Amount

Surplus/Deficit

Development Boards Amount

Surplus/Deficit

HoA

HoA

# Bus and taxi groups agree to talk at last

LINDA ENSOR

THE SA Bus Operators' Association (Sabo) and the SA Bus and Taxi Association (Sabta) have finally agreed to meet after several years of feuding.

Transport Minister Hendrik Schoeman has agreed to chair the meeting which should take place once dates and agendas have been finalised

It remains open to doubt, however, whether the fundamental conflict of interests between the two organisations can be resolved

Sabo executive director Gerrie Prinsloo said the willingness of Sabta to meet Sabo to discuss the possible co-ordination of passenger services was a "major breakthrough"

Sabta's national adviser James Chapman said his organisation had always been agreeable to a meeting, provided it took place under a neutral chairman

Prinsloo hoped the meeting would result in a rationalisation of passenger services

Chapman said, however Sabta was not prepared to play second fiddle to bus operators — it believed competition should continue

"The taxi industry has come a long way and is not prepared to back off now," Chapman told *Business Day*

"Black transport is in chaos because of attempts to create monopolies"

Railway unions slam R1,5-m scheme

# Whistle is blown on SATS loans to senior staff

30/6/86 STAR 270

By Caroline Hurry

Railways unions have blown the whistle on Dr Bart Grové, general manager of SA Transport Services, who granted R1,5 million to be used as cheap loans for his senior staff

According to a reliable source, three commissioners and 14 top officials of SATS received loans

While Dr Grové says the 4 percent loans were verbally approved by Minister of Transport Mr Hendrik Schoeman, concern was expressed that they were granted without approval of the State President

## 'Disgrace'

The select committee on SATS accounts recommended in a report that the loans be recovered immediately and that Dr Grové be prevented from making any more loans to SATS commissioners or staff

"It's a disgrace," said an angry Mr

Jimmy Zurich, president of the Artisan Staff Association

"We have written to the Minister of Transport objecting strongly to the loans and a copy has been sent to the State President

"We demand that the money be returned to SATS forthwith We all hear how SATS is continually running at a loss, yet they have R1,5 million to hand around

"Somebody around here is playing the godfather and we aim to bring the performance to an end"

Mr Zurich pointed out that SATS workers were being deprived of money for loans as a result of the scheme

"What makes me really angry is that I believe the money is coming from SATS revenue income and not from the SATS House Ownership Fund

"The officials are allowed to use the loans for any purpose they please, it is not restricted to housing

"I am expecting a very strong reaction from the rank and file of SATS employees

"Most of them are as yet unaware of what is happening, but when they find out, they will be furious," he said.

The PFP transport spokesman, Mr John Malcomess, said it was inexplicable that, at a time when railway workers were refused pay increases, the Minister had approved cheap loans for top officials

Dr Grové refused to comment on the allegations

Railmen fear  
loss of jobs,  
says Zurich

17/16 GERALD REILLY 27

RAILWAY WORKERS  
feared the 30% cut in in-  
ter-city passenger ser-  
vices from November  
would lead to new redun-  
dancies, Jimmy Zurich, of  
the federal council of SA  
Transport Services Trade  
Unions, said yesterday.

Transport Minister  
Hendrik Schoeman an-  
nounced last week that  
the number of inter-city  
trains would be reduced.

Zurich said many staff  
members would be affect-  
ed by the service cuts and  
more redundancies would  
be unavoidable.

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Political comment in the...

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CAPE TIMES 7/1/70

# Pay-rise bugging row is closed'

JOHANNESBURG. — An investigation into the alleged bugging of a meeting of a South African Transport Services workers' union has been completed.

The bugging was alleged to have taken place during stormy wage negotiations earlier this year.

The president of the Artisan Staff Association, Mr Jimmy Zurich, said he was told by the Minister of Transport Affairs, Mr Hendrik Schoeman, that

the Railways Police had 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 — Sapa



# Lawyers meet on Mugabe ruling

HARARE — The Bar Council and Law Society of Zimbabwe are to discuss the announcement by the Prime Minister, Mr Robert Mugabe, that his government now has a set policy to ignore judges' awards of damages to victims of security force misconduct.

Both organisations are to meet later this month.

Mr Mugabe on Wednesday confirmed in Parliament that the state would not honour judgments in favour of "wrong doers," persons thought to have "consorted with dissidents," or those it believed had won their cases on technicalities.

It also believed honouring damages payments to those who had suffered petty wrongs was a misuse of the taxpayers' money, he said.

An example of a "petty" nature was the party of bowlers who were assaulted by army guards while attending a match at King George VI barracks, Harare, in 1981.

Earlier this month the Chief Justice, Mr Justice Enoch Dumbutshena, warned that Zimbabwe could slide into "uncivilised chaos" if the state continued to ignore court orders for the release of detainees held unlawfully under the emergency powers.

The chairman of Zimbabwe's Catholic Justice and Peace Commission, Mr Michael Auret, deplored what appeared to be a return to the situation which existed in Rhodesia after 1975 when the security forces were indemnified by Mr Ian Smith's government.

Mr Auret said a serious injustice would occur if the state ignored any judgement where the courts had found damages were deserved.

AR 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

News 31/7/86

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CITY/NAT

# 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 in-

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(3) No Each department collects those statistics on education needed for its own purposes

(4) Yes Complete information systems for the collection of the statistics mentioned in (1) are being finalised at present This includes detailed specifications concerning the way in which these statistics should be collected Modern techniques are used to edit all the collected statistics carefully

(5) No

Israel money from USA  
Mr E F STOFBERG asked the Minister of Finance †

(1) Whether he or his Department is investigating or has investigated certain allegations about the flow of large amounts of money from South Africa to Israel during the period 10 to 17 June 1986 which were broadcast in a SABC news commentary programme on or about 18 June and further particulars of which have been furnished to the Minister's Department for the purposes of his reply, if not, why not, if so, (a) what is the name of the programme concerned, (b) who made these allegations, (c) what was the nature of the allegations and (d)(i) what steps are being or have been taken by his Department in this connection and (ii) with what result,

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

The DEPUTY MINISTER OF FINANCE  
(1) All applications by South African residents to transfer funds to foreign countries for investment and other reasons are submitted via the authorised dealers to the exchange control authorities for consideration  
The exchange control authorities are therefore always aware of all approvals granted for the transfer of

HoA

No However, when salaries were adjusted in July 1984, market related salaries played a role and adjustment was made on a differentiated basis

(a) Assistant Director  
(b) July 1984 pay month

\*5 Mr D J N Malcomess—Constitutional Development and Planning [Reply standing over]

Telephone services cut off  
\*6 Mr P G SOAL asked the Minister of Communications

Whether telephone services were cut off in any areas on 16 June 1986, if so, (a) which towns, townships or areas were affected, (b) for what reasons and (c)(i) what was the longest period for which any such service was cut off and (ii) what is the name of the area concerned?

The MINISTER OF COMMUNICATIONS  
It is not in the security interest of the State to reply to this question

Mamelodi inquest  
\*7 Mr P G SOAL asked the Minister of Law and Order

Whether, with reference to his reply to Question No 4 on 6 May 1986, a date has now been set for the inquest into the deaths of the persons killed in Mamelodi on 21 November 1985, if not, (a) why not and (b) when is it anticipated that a date will be set, if so, what is that date?

The MINISTER OF COMMUNICATIONS AND OF PUBLIC WORKS (for the Minister of Law and Order)  
No

(a) The dockets concerned were submitted to the Attorney-General on 19 June 1986 for his decision

HoA

(b) The information is not known

Kidd's Beach  
\*8 Mr E K MOORCROFT asked the Minister of Education and Development Aid

(1) Whether land near Kidd's Beach was acquired for the residents of Mooiplaas and Kwelela by the South African Development Trust, if so, when,

(2) whether this land is to be transferred to Ciskei, if so, (a) why and (b) when, if not,

(3) whether the land is to be retained, if not, what is to be done with it, if so,

(4) whether any squatters are living on this land at present, if so, (a) on what basis and (b) what steps are to be taken in respect of these squatters?

The DEPUTY MINISTER OF DEVELOPMENT AND OF LAND AFFAIRS (for the Minister of Education and Development Aid)

(1) The properties in Released Area No. 64, District of East London, as well as the bordering land defined by Parliament in 1983 as an area in which released areas may be declared were initially earmarked as compensatory land for the Newlands, Kwelela and Mooiplaas areas The properties in Released Area No 64 were mainly acquired during 1983/84 by the South African Development Trust

(2) (a) and (b) and (3) The Trust properties concerned remain under control of the South African Development Trust and decision about the future thereof will be taken later

(4) (a) and (b) Except for the communities at present on Good Hope and Need's Camp no squatters are resident on the Trust land concerned

## 'Sats anti-white' (270)

1964/5 21/8/64  
RETRENCHMENT of incompetent staff in the Transport Services applied only to whites, Mr Ferdie van Heerden (CP De Aar) said in the House of Assembly yesterday

Speaking in the second reading debate on the Transfer of the South African Railways Police Force to the South African Police Bill, he asked whether it was the policy of the Government to discriminate against whites in this way.

He referred to a circular issued by the Commissioner of the Railways Police setting out criteria for the weeding out of incompetent members of the force

The circular made it clear the procedures were to apply only to white members of the Railways Police.

The Minister of Transport Affairs, Mr Hendrik Schoeman, replied that no black, coloured or Indian members on the Railways were appointed on a permanent basis — Sapa

CAPE TOWN 4/9/80

# Loans for SATS officials

270

Political Staff

HOUSE OF ASSEMBLY

— Senior officials of South African Transport Services (SATS) had created a "scurri-ous little scheme" in terms of which they lent themselves R1,45 million at 4 percent interest, Mr John Malcomess (PFP PE Central) said yesterday

The loans were given with the verbal approval of the Minister of Transport Affairs, Mr Hendrik Schoeman

And the chairman of the Standing Committee on Transport Affairs, Mr Piet Welgemoed (NP Primrose), admitted that the loans were "one of the less happy incidents" in the history of SATS

Sketching the background to the loans during the debate on the Report of the Standing Select Committee on the accounts of SATS, Mr Malcomess said that when the loans were given there had been more or less a freeze on public-sector increases

And, he said, the Minister of Transport Affairs had had "a hard time" from trade unions and employee organizations as a result

Faced with this situation, he said, senior officials overcame this by giving themselves loans totalling R1,45 million

have instituted an investigation into the alleged misappropriation of trust funds by a certain person, in respect of whom particulars have been furnished to the South African Police for the purpose of the Minister's reply, if not, why not, if so, (a) on what date was the investigation commenced and (b) what is the name of this person,

- (2) whether the investigation has been completed, if not, why not,
- (3) whether there has been any delay in finalising the investigation, if so, what is the cause of the delay,
- (4) when is it anticipated that the relevant docket will be handed to the Attorney-General of the Transvaal for a decision on whether a prosecution is to be instituted?

**THE MINISTER OF LAW AND ORDER**

- (1) Yes
  - (a) 12 June 1986
  - (b) H J D van der Walt
- (2) No, since auditors are busy auditing the financial books and records
- (3) Yes, since the auditors need to audit the financial books of six private companies in which the person concerned have interests in order to submit a report
- (4) As soon as the investigation is completed

Renamo

**\*15 THE LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Foreign Affairs**

- (1) Whether any members, representatives or officials of the South African Government have had any contact with Renamo in 1986, if so, (a) what is the office held by each such mem-

ber, representative or official, (b) (i) when and (ii) where did the contact take place and (c) what was the (i) purpose and (ii) outcome of the contact in each case,

- (2) whether Renamo has received any assistance from the South African Government or any of its agencies in 1986, if so, (a) what assistance, (b) when and (c) why,
- (3) whether the Government has taken any steps to prevent Renamo from obtaining assistance from individuals or organisations in South Africa, if so, what steps,
- (4) whether it is still the policy of the Government not to allow South Africa to be used as a base for the giving of any assistance to Renamo, if not, (a) when did the policy in this regard change and (b) who took this decision?

**THE MINISTER OF FOREIGN AFFAIRS**

- (1) No
  - (a), (b) and (c) Fall away
- (2) No
  - (a), (b) and (c) Fall away
- (3) Yes Details regarding the steps that have been taken cannot be made public as it may upset future Government actions in this regard
- (4) Yes
  - (a) and (b) Fall away

Staff recruited 5/9/86

**\*17 Mr R M BURROWS asked the Deputy Minister of Information**

- (1) Whether the Bureau for Information has recruited any staff since it was established, if so, (a) how many persons have been recruited since 1

April 1986, (b) what were the post designations of these persons and (c) how many posts in the Bureau were occupied as at the latest specified date for which information is available,

- (2) whether the project of the Bureau to disseminate a popular song has required the appointment of additional staff on a temporary or permanent basis, if so, (a) what are the post designations of these persons and (b) which of these posts are (i) temporary and (ii) permanent;
- (3) whether he will make a statement on the matter?

**THE DEPUTY MINISTER OF INFORMATION**

- (1) Yes
  - (a) 137
  - (b) Director Liaison 3
  - Deputy Director Liaison 11
  - Deputy Director Media Services 1
  - Deputy Director Administration 1
  - Assistant-director Liaison 10
  - Assistant-director Media Services 1
  - Senior Liaison Officer 11
  - Liaison Officer 32
  - Senior Media Officer 2
  - Media Officer 6
  - State Accountant 2
  - Information Liaison Assistant 3
  - Personal Secretary 3
  - Head Typist 1
  - Typist 12
  - Telephonist 3
  - Senior Accounting Clerk 1
  - Accounting Clerk 1
  - Senior Provisioning Administration Clerk 6
  - Provisioning Administration Clerk 4
  - Industrial Technician 2
  - Security Assistant 11
  - General Assistant III 10
- (c) 490

- (2) No (a) and (b) Fall away
- (3) Yes
  - Blue Room Restaurant

**\*18. Mr W V RAW asked the Minister of Transport Affairs**

Whether there was a change of management in respect of the Blue Room Restaurant at Johannesburg Station recently, if so, (a) what was the nature of the change and (b) why?

**THE MINISTER OF TRANSPORT AFFAIRS**

No structural changes has recently been implemented in the management. The Blue Room Manager has however been transferred to the inspectorate for departmental reasons without any pecuniary loss

**\*19 Mr W V RAW asked the Minister of Transport Affairs**

- (1) Whether with reference to his reply to Question No 9 on 6 May 1986 the committee to negotiate with South African Transport Services staff associations on remuneration and conditions of service has been appointed as yet if so, who are the members of this committee, if not, (a) why not and (b) when is it anticipated that the committee will be appointed,
- (2) what are or will be the terms of reference of this committee?

**THE MINISTER OF TRANSPORT AFFAIRS**

- (1) Yes The commission is constituted as follows
  - Chairman Prof N E Wiehahn, Director School for Business Leadership, University of South Africa
  - Members Dr W N Coetzee, Deputy Chief Legal Adviser (Labour), South African Transport Services, and Mr J

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# Rail workers ask for pay rise

GERALD REILLY

RAILWAY unions will submit demands for immediate and substantial pay hikes to Transport Minister Hendrik Schoeman next month

On October 13, the Artisan Staff Association will meet Schoeman in Pretoria to demand implementation of market-related salaries for the administration's 25 000 artisans

Later in the month, Schoeman will meet the Federal Council of Sats Trade Unions. The council, according to chairman Jimmy Zurich, will demand across-the-board increases of 15% from September 1.

This would in no way prejudice demands for another round of salary rises from the start of the new financial year next April, said Zurich.

Demands for 25% increases were rejected by Schoeman last October. "We got 10% with the rest of the public sector in April. It is the balance of the original 25% that we are asking for now," Zurich said.

Meanwhile a Post Office staff association, the Postal and Telegraphs Association, has submitted pay claims to the Postmaster-General.

## 'Anti-SA bans won't rock US interests just now'

LINDA ENSOR

AMERICAN Chamber of Commerce (Amcham) director Ken Mason says a US ban on new investments in South Africa would have little immediate impact on US companies operating in SA.

Most new investment by US parent companies was required for expansions, Mason said, and in the current economic climate in SA few US companies would be expanding, having already enough spare capacity to almost double production.

Amcham, Mason said, had been actively lobbying the US government not to impose sanctions, but if they were applied, its members would be prepared to "stick it out" in SA.

## BHP battle to end

MELBOURNE — The long-running battle for control of Broken Hill Proprietary (BHP), Australia's largest company, appears to have found a resolution after yesterday's announcement that Bell Resources and Elders-IXL chairmen would be admitted to the board of directors.



*the Post*  
*17/9/86 (270)*  
**Attacks on PE bus drivers condemned**

By JIMMY MATYU

THE Port Elizabeth Youth Congress (Peyco) and the Consumer Boycott Committee (CBC) last night called on those responsible for robbing bus drivers in PE's townships this week to immediately stop such attacks.

Mr Mpumelelo Odolo, Peyco's vice-president, and Mr Michael Xego, CBC's acting spokesman, made the appeal after six bus drivers were robbed at gunpoint on Monday.

The two leaders dissociated progressive community organisations from such "criminal activities".

Mr Odolo said Peyco

and other community organisations affiliated to the UDF were against violence, and their main aim was working for peaceful change.

"We criticise the armed robberies of bus drivers, and want to make it clear to those responsible that they are not contributing to peaceful solutions for our divided country."

Mr Xego said a driver facing the barrel of a gun might panic and lose control of his bus.

This could result in people sustaining serious injuries or killed.

He appealed on Peyco's behalf for an end to such attacks.

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# Bus operators angry at rates cut

Transport Reporter

The South African Bus Operators' Association has met Transvaal Education Department (TED) officials in an attempt to resolve a dispute over school bus contractors' rates.

The province's estimated 280 contractors who operate more than 900 transport schemes for pupils are angry about a TED decision to reduce rates retrospectively from April 1 by an average of 5,2 percent.

They say many contractors could be forced out of business.

A TED spokesman told *The Star* the rate was reduced because of falling interest rates

and the price of fuel

Contractors, however, say reductions in these areas were offset by increases in the cost of insurance, licensing, tyres, spares and new vehicles.

This was disputed by the TED spokesman.

## CONSIDERATION

He added "These increases and other factors were taken into consideration when the package was calculated."

"It should, however, be noted that the total weight of those components is far less than the weight of interest and fuel in determining rates."

Executive director of the bus

operators' association, Dr Gerrie Prinsloo, this week made representations to the provincial education authorities on behalf of its affiliate, the Transvaal School Bus Contractors' Association.

He said: "We had in-depth discussions with the TED and stated that contractors were unhappy with the reduction."

"The TED agreed to make available the information on which their calculations were based."

"We will analyse these figures as soon as we receive them, hopefully some time next week."

# Rail union <sup>270</sup> for blacks to be revived

By Mike Siluma

A black railways workers' union, established about 40 years ago, will be formally revived in Port Elizabeth at the weekend

A spokesman for the organisation, the South African Railways and Harbours Workers' Union (Sarhwu), Mr Johannes Ngcobo, said this resulted from talks between the Congress of SA Trade Unions affiliates, the General and Allied Workers' Union and the Municipal Workers' Union of SA.

Mr Ngcobo said the union, claiming about 20 000 members, had branches in Durban, the Free State, the Eastern Cape and Cape Town.

Besides formally launching the union on a national basis, the weekend conference would also elect office-bearers, said Mr Ngcobo.

● Preparations for the establishment of a Cosatu-sponsored construction workers' union are reported to be at an advanced stage.

A Cosatu spokesman said the union was likely to be formed before the end of the year.

# Years after, a union

Weekly Mail

By SEFAKO NYAKA

# for state employees

270

9/10/86

THE launch in Port Elizabeth tomorrow of the South African Railways and Harbours Workers Union (Sathwu) is the culmination of years of painstaking plans to organise workers in the South African Transport Services (Sats).

According to the acting organising secretary of the union, Joe Ngcobo, the task of organising Sats workers has been made difficult by legislation and victimisation of workers who join the union.

"Railway and harbour workers are not covered under the provisions of the Labour Relations Act, which regulates labour relations generally.

"Sats, as part of the State sector, has its own labour relations system which

governs the lives of its workers

"According to Sats' labour relations system, a strike is an illegal activity, meaning that workers are not allowed to strike over the bad conditions of employment," Ngcobo said

The Sats has three categories for its employers: permanent, temporary and casual. Most blacks are employed as temporary employees, despite the number of years worked

The state's clampdown in the Sixties seriously crippled the union. Curnick Ndlovu, secretary of the Durban branch, was sentenced to 20 years on sabotage charges

Elizabeth branch, died in detention of "natural causes".

By 1964 Sathwu was leaderless and could no longer operate. It was revived in 1976, but state repression followed. Organiser Lawrence Ndzanga was detained and died in detention

After the findings of the Wiehahn Commission were published in 1980, labour legislation was amended, allowing black workers to be organised in trade unions

But this dispensation did not apply to workers in the public transport sector.

A few years ago the General and Allied Workers Union and the

Municipal and General Workers Union seconded members to a committee that was mandated to revive Sathwu

In September 1983 the union was officially revived and presently boasts membership throughout the country.

"Organising on the railways was never an easy task. Organisers were often forced to dress up as railway workers in order to gain access to railway property," Ngcobo said

He said this weekend's launch does not mean that Sathwu's activities are progressing unhindered.

"Regardless of the legal nature of Sathwu's activities, the state continues its attack on the union," Ngcobo added.

<sup>11/0/80</sup> <sup>270</sup>  
Sats staff seeking shorter work week

by GERALD REILLY

THE executive of SA Transport Services' 25 000-strong Artisan Staff Association is due to meet Transport Minister Hendrik Schoeman in Pretoria today to demand that members' working week be cut by an hour to 45 hours.

It is understood that the next round of salary increases will not be discussed. That issue will be raised at a special meeting between Schoeman and the Federal Council of Sats Trade Unions in Pretoria on Monday.

In addition, the council will demand an immediate 15% increase for all Sats workers. The demand is in addition to the expected general increase for public-sector workers from April next year.

and  
Chris  
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S

# Their dream comes true

*CITY PRESS*  
By MONO BADELA



NDZANGA



MABHIDA

IT S all systems go in Port Elizabeth for tomorrow's launch of the SA Railways and Harbour Workers' Union and its three-day congress.

And yesterday, SARHWU's acting secretary Catherine Mavi told *City Press* that besides establishing a union for the workers, the congress will honour posthumously two labour movement stalwarts, Moses Mabhida and Lawrence Ndzanga

Both men, she said, helped to start the union in 1936.

Others who will be honoured are the late Archie Sibeko and United Demo-

cratic Front executive chairman Curnick Ndlovu.

Hundreds of delegates, representing the different regions, are expected at the congress.

New officials will be elected to replace the interim committee, now headed by Sam Pholotho

A rally to celebrate the launch will climax the three-day proceedings.

Top officials of the UDF and the Congress of SA Trade Unions - to which SARHWU is affiliated - will address the rally

The union has about 15 000 members

Mavi said they aim to

double their membership by the end of 1987.

Branches have been established in East London, Port Elizabeth, Bloemfontein, Johannesburg, Pretoria and Cape Town.

The railways and harbours are among the biggest employers of black people in the country, Mavi said.

● Mavi is the widow of leading unionist Joseph "Joe" Mavi, who was killed in a car crash on June 8, 1982

At the time of his death, Mavi was president of the Black Municipal Workers' Union, which he helped to form in 1980

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Charles Sebe was able to escape from Ciskei Central Prison at Middledrift Prime Minister George Matanzima told the rally his police had information that a Ciskeian "hit squad" had been ordered to kill the Ciskeian leader.



Handwritten notes: "BUSINESS" and "13/10/86" with two circled scribbles.

# Sats unions in pay talks with govt

GOVERNMENT's attitude to pay demands from public sector staff associations should be clarified today after a meeting between the Federal Council of Sats Trade Unions and Transport Minister Hendrik Schoeman.

The council, led by chairman Jimmy Zurich, will ask for an immediate 15% pay hike.

Pretoria sources said it was virtually certain their demands will be rejected.

Schoeman is expected to indicate to the council the kind of increases it can expect from the start of the new financial year in April.

This would apply to all public sector workers.

For the past decade, in spite of strong protests from railway unions all public sector organisations workers — Sats, Post Office, central government and provincial administrations got the same increases.

Last April it amounted to 10%.

This is why the Federal Council has demanded a new system of salary negotiation which will give railway unions the right to negotiate directly with Schoeman.

The investigation committee under labour authority Nic Wiehahn is now putting together its recommendations.

Among leading railway trade unionists there is a growing demand for the right to the same conciliation procedures available to all other trade unions, including the right to strike.

Legislation prohibits public sector workers from strike action on grounds they are providing essential basic services.

# Schoeman rules out pay rise for SATS

SMK  
14/10/85  
270

Transport Reporter

Railway workers had a very strong case for salary increases, but the financial position of the South African Transport Services (SATS) precluded this "at this stage", the Minister of Transport Affairs, Mr Hendrik Schoeman, said yesterday.

In a statement issued after his meeting in Pretoria yesterday with the Federal Council of SATS trade unions, Mr Schoeman admitted that the salaries of SATS employees did not keep pace with the cost of living.

However, "the financial position of Transport Services does not allow for a salary increase at this stage", he said.

The Minister said he appreciated the way in which staff "brought their dues" to increase the productivity level of SATS in difficult times.

Discussions with the federation concerning salary demands would continue.

The federation represents 167 000 railway workers from nine unions, who have seen their salaries fall behind the cost of living and the inflation rate, have had their overtime and bonus payments cut to the bone and are threatened by further redundancies.

The federation had asked the Minister for a salary increase of 15 percent. It lodged a 25 percent demand in October 1984, but was only granted a 10 percent increase early this year — in line with other public servants.

## PUBLIC SERVICE

Railwaymen feel the public service is growing richer at the expense of SATS.

Last year the public service was granted more than R200 million for its job differentiation programme, over and above the notch increase granted annually to thousands of public servants.

SATS staff got nothing in 1985.



Sats workers  
told 'No' to  
15% increase

GERALD REILLY  
THE Federal Council of  
Sats Staff Associations  
came away empty-hand-  
ed and frustrated after a  
meeting with Transport  
Minister Hendrik Schoe-  
man in Pretoria yester-  
day

Schoeman rejected the  
demand for an immediate  
15% increase — the bal-  
ance of a 25% demand  
made last October — al-  
though he conceded the  
council had "a very  
strong" case for increases  
on the grounds of the cost-  
of-living (COL) spiral.

Schoeman acknowl-  
edged Sats workers' sala-  
ries had not kept pace  
with the COL, but Sats'  
financial position did not  
allow for salary increases  
"at this stage".

He indicated salary dis-  
cussions would be contin-  
ued.

CAP & TRIPS 14/10/80 (270) 250

## No pay rises for SATS

PRETORIA — The Federal Council of South African Transport Services (SATS) Staff Association came away empty handed and frustrated after a meeting here yesterday with Transport Minister Hendrik Schoeman

Schoeman rejected the demand for an immediate 15% pay increase — the balance of a 25% demand made last October — although he conceded council had “a very strong” case for increases, given current inflation levels

In a statement after the meeting, Schoeman acknowledged SATS workers' salaries had not kept pace with the cost of living, but that the financial position of SATS did not allow for salary increases “at this stage”

Observers said it was clear from the start that Schoeman had no power to

grant interim increases to SATS workers

Increases for public sector workers including SATS workers are expected next year after a Cabinet decision effective from the start of the new financial year in April

Representations to 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% — and the fact that they will have to battle for increases which are certain to be well below the inflation rate

will be doing well

# Revived union back on the rails

Labour Reporter *Art Tink 15/10/86 (270) (200)*  
THE South African Railways and Harbours Workers' Union, claiming a membership of 20 000, has been revived.

It is affiliated to the Congress of South African Trade Unions and plans to organise all workers in the South African Transport Services.

The general secretary, Mr Ntai Sello, said in Cape Town today that the union was originally formed in 1936, but had been severely affected when the Suppression of Communism Act was passed in 1950.

After the decline it was reorganised in 1954 and was a member of the South African Congress of Trade Unions until the emergency in 1960 again disrupted it. By 1964 it could no longer operate.

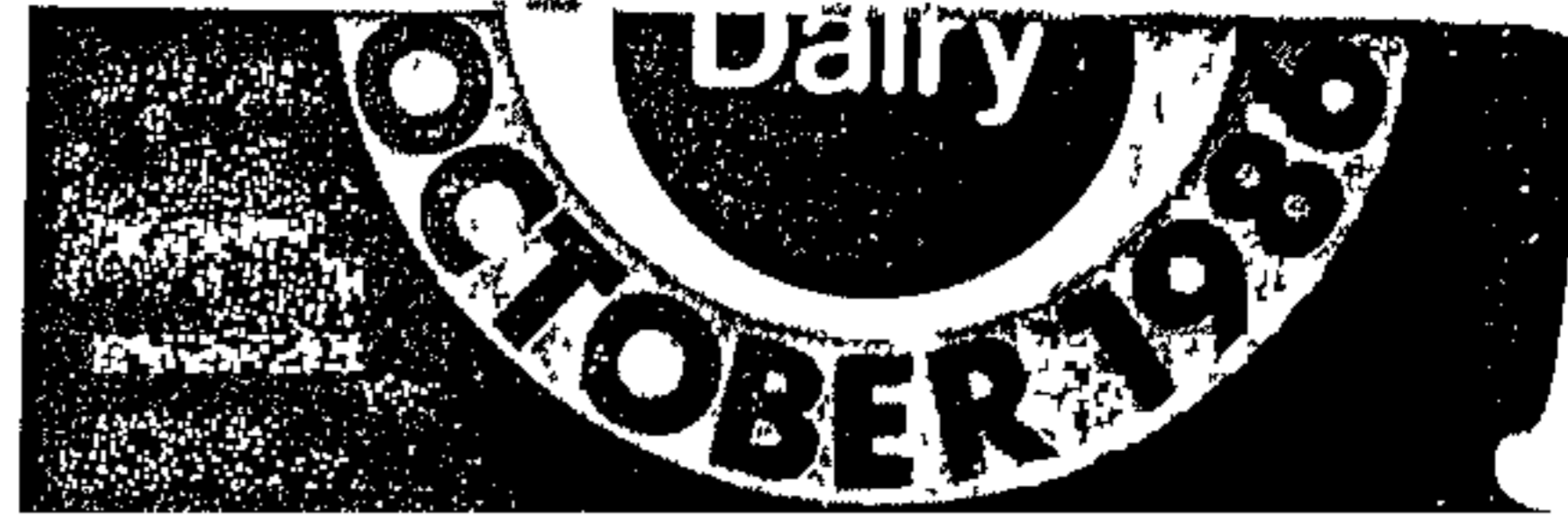
The union was revived in 1976, but failed to survive.

With the emergence of independent unions after labour legislation was amended in 1979 to provide for the recognition of black unions, the General and Allied Workers' Union and the Municipal and General Workers' Union started to reorganise the SARWHU in the Transvaal.

It expanded with the addition of members from the National Federation of Workers' Unions and the South African Allied Workers' Union and also began to organise in the Free State.

## IN PORT

DUNCAN DOCK. B Berth Herdentor D Berth Tao Yuan Si, Murtosa E Berth Merchant Pilot G Berth Timor Island H Berth Sanko Moon H/J Berth Hueyan J/K Berth Astro Carver I Berth Tristania II Sturrock Dry Dock Centaurus, Con-



*[The following text is extremely faint and appears to be bleed-through from the reverse side of the page. It is largely illegible but contains phrases such as:]*

*...the maintenance of tissue of all foodstuffs, milk contains the greatest quantity of calcium, needed to form strong bones and teeth, and it comes closest to being the perfect all-round food for growing children. It also contains all the natural vitamins and minerals so essential...*

Age  
220  
16/10/68

# Wage raise rebuff angers railworkers

Post Correspondent  
JOHANNESBURG —  
Railway workers are angry and unhappy over the rebuff on wage demands by the Minister of Transport Affairs, Mr Hendrik Schoeman.

One report said the refusal of Mr Schoeman to entertain representations at this stage for a further 15% pay increase for the 167 000 railwaymen, was having repercussions.

The various associations representing the railwaymen have in recent months been outspoken on the subject of wage demands, expressing dissatisfaction with the 10% of the 25% de-

manded by them.

Meanwhile, Government public servants are pressing ahead with their own pay negotiations.

Dr Colin Cameron, president of the Public Servants Association, said the SA Transport Services was an entirely separate and autonomous organisation.

"Whatever they discuss does not concern us. We are continuing with our own negotiations with the government and will comment when the time is ripe," he said.

It is believed public service pay demands are on a par with those of railwaymen.

NEWSPAPER INFORMATION SERVICE (NIS) REFERENCE: UAF:K136  
 Thursday, October 23, 1986 Page 19

# New SA Transport union sets stage for 3-way tussle

ANOTHER union is soon to be launched by railway workers, setting the stage for a three-pronged tussle for membership in this sector.

The new union, National Union of Railway Workers (NURW), is to be launched in November — a month after the inaugural congress of the revived SA Railways and Harbours Union (Sarhu). The two unions, together with the African Railways Harbours and Allied Workers Union (Ar-

By **LEN MASEKO**

hawu) organise in the SA Transport Services.

NURW has accused Cosatu-affiliated Sarhu of having no mandate from railway workers to speak on their behalf as well as represent them on labour matters.

NURW said in a statement: "We decided to form the union because unions like Sarhu and Arhawu were not elected and formed by railway workers, and their so-called existing executive committees consist of people who never worked for railways."

NURW spokesman Mr Luvuyo Dutywa said his union had tried to resolve its differences with

Sarhu without success. Talks between Cosatu, Sarhu's mother body, had reached a deadlock, he said.

NURW has established regional interim committees throughout the country in preparation for the launch of the union.

Sarhu official Mr Victor Skosana said NURW was trying to have his union and Arhawu disbanded "Cosatu has repeatedly told them to consult us on this matter, but they (NURW) are afraid to come to us."

Sarhu was revived at a congress held in Grahamstown a fortnight ago, after its activities were disrupted by the state of emergency in 1960. It was formed in 1936.

## Christmas Bible camp

THE Mission to African Scholars — an interdenominational body — has organised a Bible camp holiday-trip to Durban during the festive season.

Mrs Mavis Maleka, the mission director,



# Moving forward

*M615*  
*27/10/80* on the right track

270

**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 emotion-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

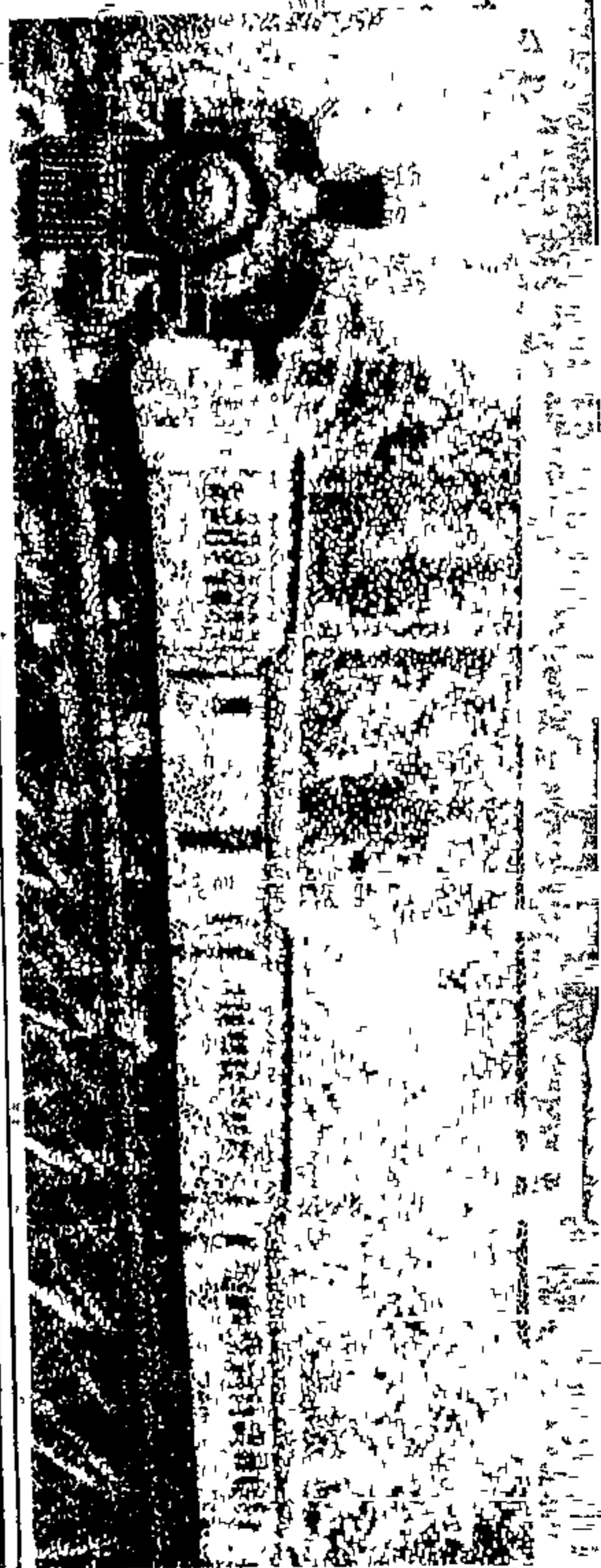
"On the courses, people learn that a group's decisions and results should be better than those which could be achieved by the best individual

"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



(2) An officer designated for the purpose by the Chief of the South African Defence Force shall maintain a register in which shall be recorded—

- (a) the serial number of every medal;
- (b) the names of the recipients of such medals including the names of museums or institutions to which the said medals have been made available;
- (c) the date of the award of a clasp to any recipient;
- (d) the annulment, restoration, loss or replacement of any medal or clasp.

(3) The award, annulment and restoration of a medal or clasp shall be announced in the Orders of the South African Defence Force.

(4) A certificate of award, in a form determined by an officer designated for the purpose by the Chief of the South African Defence Force, shall be issued to every recipient of the medal or clasp.

#### **Presentation**

12. Where practicable, medals and clasps shall be represented to recipients on parade: Provided that a medal or clasp awarded to a person who dies before the presentation, may at the discretion of an officer designated for the purpose by the Chief of the South African Defence Force, be presented to the next of kin or any other relative.

#### **Loss or disposal**

13. (1) No person to whom an award has been made in terms of these regulations shall pledge, barter or sell or dispose of such award other than by way of testamentary bequest.

(2) The recipient shall report the loss of a medal or clasp in writing to the Chief of the South African Defence Force

(3) If, in the opinion of an officer designated for the purpose by the Chief of the South African Defence Force, the loss was not due to the negligence or default of the recipient, he may authorise replacement at Government expense, but in every other case replacement shall be made against payment.

#### **Definitions**

14. In these regulations unless the context otherwise indicates—

- (a) "medal" means a South African Defence Force Good Service Medal referred to in Rule 1 of the Rules;
- (b) "clasp" means the clasp referred to in Rule 8 of the Rules;
- (c) "recipient" means any person to whom an award has been made, restored, or presented in terms of Regulation 12;
- (d) "Rules" the Rules for the award of the "South African Defence Force Good Service Medal";
- (e) "award" means the clasp or a medal.

## **SOUTH AFRICAN TRANSPORT SERVICES**

No. R. 2245

31 October 1986

PERSONNEL REGULATIONS

SCHEDULE OF AMENDMENT

Under the power vested in me by section 32 of the Conditions of Employment (South African Transport Services) Act, 1983 (Act 16 of 1983), I, Hendrik Stephanus Johan Schoeman, Minister of Transport Affairs of the Republic of South Africa, do hereby approve of the Personnel Regula-

(2) 'n Offisier wat die Hoof van die Suid-Afrikaanse Weermag vir die doel aangewys het, hou 'n register waarin—

- (a) die reeksnommer van elke medalje;
- (b) die name van die ontvangers van sodanige medaljes insluitende die naam van museums of inrigtings waaraan die bedoelde medaljes oorgemaak is;
- (c) die datum van die toekenning van 'n gespe aan 'n ontvanger;
- (d) die nietigverklaring, teruggawe, verlies of vervanging van 'n medalje of gespe, aangeteken word.

(3) Die toekenning, nietigverklaring en teruggawe van 'n medalje of die gespe word in die Orders van die Suid-Afrikaanse Weermag bekendgemaak.

(4) 'n Toekenningsertifikaat in 'n vorm bepaal deur 'n offisier wat die Hoof van die Suid-Afrikaanse Weermag vir die doel aangewys het, word aan elke ontvanger van die medalje en gespe uitgereik.

#### **Aanbieding**

12. In elke geval waar dit uitvoerbaar is, word medaljes en gespes op parade aan ontvangers oorhandig: Met dien verstande dat 'n medalje of gespe wat toegeken is aan 'n persoon wat voor die oorhandiging daarvan sterf, na goedvinde van 'n offisier wat die Hoof van die Suid-Afrikaanse Weermag vir die doel aangewys het, aan die naasbestaande of enige ander familielid oorhandig kan word.

#### **Verlies of beskikking**

13. (1) Niemand aan wie 'n toekenning kragtens hierdie regulasies gemaak is mag sodanige toekenning verpand, verruil, verkoop of dit wegmaak behalwe by wyse van testamentêre bemaking nie.

(2) Die ontvanger moet die verlies van 'n medalje of gespe skriftelik aan die Hoof van die Suid-Afrikaanse Weermag rapporteer.

(3) Indien die verlies volgens die oordeel van 'n offisier wat die Hoof van die Suid-Afrikaanse Weermag vir die doel aangewys het, nie aan die ontvanger se nalatigheid of versuim te wyte is nie, kan hy magtiging vir vervanging teen staatskoste verleen, maar in elke geval geskied vervanging teen betaling

#### **Woordbepaling**

14. In hierdie regulasies, tensy uit die samehang anders blyk, beteken—

- (a) "medalje" 'n Medalje vir Troue Diens in die Suid-Afrikaanse Weermag in Reël 1 van die Reëls bedoel;
- (b) "gespe" die gespe in Reël 8 van die Reëls bedoel;
- (c) "ontvanger" enigiemand aan wie 'n toekenning gemaak, teruggegee of ingevolge Regulasie 12 aangebied is;
- (d) "Reëls" die Reëls vir die toekenning van die "Medalje vir Troue Diens in die Suid-Afrikaanse Weermag";
- (e) "toekenning" die gespe of medalje.

## **SUID-AFRIKAANSE VERVOERDIENSTE**

No. R. 2245

31 Oktober 1986

PERSONEELREGULASIES

WYSIGINGSLYS

Ingevolge die bevoegdheid aan my verleen by artikel 32 van die Wet op Diensvoorwaardes (Suid-Afrikaanse Vervoerdienste), 1983 (Wet 16 van 1983), verleen ek, Hendrik Stephanus Johan Schoeman, Minister van Vervoerwese van die Republiek van Suid-Afrika, goedkeuring daaraan dat die

tions published in Government Notice R. 677 of 11 April 1986, as amended, being further amended as follows with effect from 1 April 1986:

#### REGULATION 81

Substitute the following for paragraph (1) (a):

- (1) (a) An employee whose services are dispensed with in terms of sections 11 to 15 of the Act shall on retirement be entitled to payment of his salary in respect of vacation leave due to him at the date of his retirement, provided that the number of days in respect of which payment shall be made shall not exceed a total of one day for each completed calendar month's service.

No. R. 2246

31 October 1986

#### PERSONNEL REGULATIONS SCHEDULE OF AMENDMENT

Under the powers vested in me by section 32 of the Conditions of Employment (South African Transport Services) Act, 1983 (Act 16 of 1983), I, Hendrik Stephanus Johan Schoeman, Minister of Transport Affairs of the Republic of South Africa, do hereby approve of the Personnel Regulations published in Government Notice R. 677 of 11 April 1986, as amended, being further amended as follows with effect from 1 January 1987:

#### REGULATION 73

Substitute the following for this regulation:

73. (1) An employee of the South African Transport Services is, on 1 January of the year following that in which he completes five years continuous service, entitled to long service leave of 5 days on full pay or 10 days on half pay.
- (2) In respect of subsequent continuous service, long service leave accrues to an employee on the basis of 5 days on full pay or 10 days on half pay on 1 January of each year.

#### DEPARTMENT OF TRADE AND INDUSTRY

No. R. 2280

31 October 1986

#### PRICE CONTROL ACT, 1964

#### APPOINTMENT OF PRICE CONTROLLER

I, Dawid Jacobus de Villiers, Minister of Trade and Industry, hereby notify for general information that, acting in terms of the powers vested in me by section 2 of the Price Control Act, 1964 (Act 25 of 1964), I have appointed Johannes Everhardus Marthinus Vos, Chief Director, Department of Trade and Industry, Price Controller with effect from 31 October 1986.

Government Notice R. 594 of 18 March 1983 is hereby withdrawn with effect from 31 October 1986.

D. J. DE VILLIERS,  
Minister of Trade and Industry.

Personeelregulasies, gepubliseer in Goewermentskennisgewing R. 677 van 11 April 1986, soos gewysig, soos volg verder gewysig word met ingang van 1 April 1986:

#### REGULASIE 81

Vervang paragraaf (1) (a) deur die volgende:

- (1) (a) 'n Werknemer wie se dienste kragtens artikels 11 tot 15 van die Wet beëindig word, is by uitdiens-treding geregtig op die betaling van sy salaris ten opsigte van vakansieverlof wat ten tyde van sy uitdiens-treding aan hom verskuldig is, met dien verstande dat die getal dae ten opsigte waarvan betaling gedoen word, nie meer as een dag vir elke voltooide kalendermaand diens is nie.

No. R. 2246

31 Oktober 1986

#### PERSONEELREGULASIES WYSIGINGSLYS

Ingevolge die bevoegdheid aan my verleen by artikel 32 van die Wet op Diensvoorwaardes (Suid-Afrikaanse Vervoerdienste), 1983 (Wet 16 van 1983), verleen ek, Hendrik Stephanus Johan Schoeman, Minister van Vervoerwese van die Republiek van Suid-Afrika, goedkeuring daaraan dat die Personeelregulasies, gepubliseer in Goewermentskennisgewing R. 677 van 11 April 1986, soos gewysig, soos volg verder gewysig word met ingang van 1 Januarie 1987:

#### REGULASIE 73

Vervang hierdie regulasie deur die volgende:

73. (1) 'n Werknemer van die Suid-Afrikaanse Vervoerdienste is op 1 Januarie van die jaar na dié waarin hy vyf jaar ononderbroke diens voltooi, geregtig op langdiensverlof van 5 dae met volle betaling of 10 dae met halfbetaling.
- (2) Vir daaropvolgende ononderbroke diens val langdiensverlof op 1 Januarie van elke jaar 'n werknemer toe op die grondslag van 5 dae met volle betaling of 10 dae met halfbetaling.

#### DEPARTEMENT VAN HANDEL EN NYWERHEID

No. R. 2280

31 Oktober 1986

#### WET OP PRYSBEHEER, 1964

#### AANSTELLING VAN PRYSKONTROLEUR

Ek, Dawid Jacobus de Villiers, Minister van Handel en Nywerheid, maak hierby vir algemene inligting bekend dat ek, handelende kragtens die bevoegdheid my verleen by artikel 2 van die Wet op Prysbeheer, 1964 (Wet 25 van 1964), Johannes Everhardus Marthinus Vos, Hoofdirekteur, Departement van Handel en Nywerheid, met ingang van 31 Oktober 1986 as Prys-kontroleur aangestel het.

Goewermentskennisgewing R. 594 van 18 Maart 1983 word hierby met ingang van 31 Oktober 1986 ingetrek.

D. J. DE VILLIERS,  
Minister van Handel en Nywerheid.

Drinking and driving is a criminal offence

Drink en bestuur is 'n kriminele oortreding



all of the year.

## Sats workers promised raise

GERALD REILLY

RETIRING Transport Minister Hendrik Schoeman has promised SA Transport Services (Sats) workers their loyalty will be rewarded with a pay hike.

However, he, omitted to say when and how much. This, with all other public sector workers' increases, would be settled at Cabinet level shortly before the Budget next March, he said

Schoeman said he was happy that in his last days as the head of Sats he was able to assure his workers about a pay rise.

Other public sector staff association sources said they had never doubted they would get increases from April 1 next year, but it was good to hear from Schoeman that their expectations would be realised

However, it was the "how much" issue that was troubling state and parastatal workers, they said.

reached on the issue of the dismissals if contacted

GROSS agricultural income for the 1986-7 season could soar above R10bn, agricultural authorities say

SA Agricultural Union economist Koos du Toit told *Business Day* the industry was set for what could be a record season after soaking rains over large parts of the country's farming areas

Official estimates place last year's gross income from farming at R9,9bn and net income at R1,3bn

The huge gap between gross and net income was accounted for by interest payments farmers had to make to service their vast debt of close to R11,5bn, and the still-soaring prices of farming inputs

It is estimated maize farmers will spend close to R1,5bn on planting and growing their crop — and if favourable conditions continue 12m/t will be harvested from about 4-million hectares

It would be a mixed blessing. A crop of this size would mean a 6-million to 7-million ton surplus, creating an export problem

With maize prices on world mar-

## Agriculture in for income boost

GERALD REILLY

kets at rock bottom because of a surplus, heavy losses would be unavoidable. These would have to be carried by farmers

National Maize Producers Organisation economist Kit le Clus said an above-average farming year would stop the economic rot in many Platteland towns

Because of repeated droughts many Platteland businesses had closed because of lack of farming buying power

Meat Board assistant GM FR Tomlinson said with good rains in the ranching areas farmers would hold back stock to fatten them, and to build up drought-depleted breeding herds

The result would be shrinking of supply, and consequent higher prices

### AIRLINE MOVEMENTS

Monday Air Schedule			East London to Johannesburg		Johannesburg to Gaborone			Gaborone to Johannesburg			
Johannesburg to Cape Town			0700	0930	SA400	0730	0840	BP200	0730	0835	BP301
Dep	Arr	Flight	0955	1115	SA401	1400	1510	SA100	1600	1705	SA101
0710	1040	SA391	1050	1450	SA403	1810	1920	BP300	1635	1740	BP201
0730	0935	SA303	1635	1755	SA409						
0930	1125	SA307	1755	1855							

practically to charge additional depreciation on revalued assets eliminates the effects of inflation. This additional depreciation (1985 - R5.1 million)

DD 10/11/86 (270)

# EL rail workers to join national union

Dispatch Reporter

EAST LONDON — South African Transport Services workers here have aligned themselves with their colleagues in other centres in the country to form a national union of Transport Services workers

This was disclosed by the local interim committee yesterday.

A spokesman for the committee, Mr Ross Dyani, said the final draft of a constitution for a National Union of Railway Workers had been completed.

It was compiled last weekend from regional draft constitutions and was going to be discussed and approved by workers from all regions of the country during the union's launch in Johannesburg on November 29

Mr Dyani said the campaign for the national structure of the railway workers was prompted by various incidents in the railway industry about three years ago.

Railway workers had up to now no worker representative elected by them. There was an employer appointed black staff association which did not represent workers' interests, he said

Mr Dyani said railway workers had been inspired by the formation of the Congress of South African Trade Unions (Cosatu) in Durban last year. Railway workers felt they were not organised and thought they should organise themselves from regional level and ultimately at national level

He said the national interim committee had made appeals to "all democratic individual trade unions" to lend support to their cause

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- 5. Leave Fund Coverage
- Worker Contribution
- Employer Contribution
- Annual leave covered
- 6. Sick Fund Coverage
- Worker Contribution
- Employer Contribution
- Annual payment for 5 day week
- Annual payment for 6 day week
- Qualifying period
- Waiting period
- Percentage of wage paid
- Maternity days per pregnancy

BUS DAY 12/11/86.

270

**GERALD REILLY**  
**REPRESENTA-**  
**TIVES** of Sats trade  
unions came away  
from a meeting  
with retiring Trans-  
port Minister Hen-  
drik Schoeman yes-  
terday confident of  
"reasonable" pay  
increases from the  
start of the new financial year

# Pay talks: Sats men confident

However, the extent of the rises will be decided on by Cabinet at the same time as increases for other public sector workers.

Schoeman said after yesterday's meeting that Sats management and the trade unions were engaged in negotiations on the rationalisation of salaries, including the consolidation of allowances and working hours.

He added that the issue of shorter working hours was also discussed, as were "salary increase procedures"

It is understood that labour academic Nic Wiehahn submitted a report to Schoeman yesterday on new negotiating machinery for Sats workers

The recommendations are believed to include salary negotiating machinery which would be similar to Industrial Council procedures

Railway workers have for years been dissatisfied with the current system, in which all public sector workers get the same increase, and which excludes effective direct negotiations.

They want the right to bargain directly with the Transport Minister, and to have recourse to other procedures should they be dissatisfied with his decision

It is expected that the Wiehahn committee recommendations will go some way towards eliminating this grievance

BUS DAY 12/11/86

~~270~~ 270

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## ALAN FINE

AS Hendrik Schoeman steps down as Minister of Transport and the man in charge of the massive SA Transport Services (Sats) operation, he leaves no fewer than four trade unions fighting for the hearts and minds of Sats' black employees.

As reported on Tuesday, the official formation of the newest Sats union — the National Union of Railway Workers (NURW) — is scheduled for November 29.

It follows hot on the heels of the formal launch last month of the SA Railways and Harbours Workers' Union (Sarhwu) and the African Railways, Harbours and Allied Workers' Union (Arhawu)

The fourth is the four-year-old Black Trade Union of Sats (BTUS)

Each contender has its own peculiar background, and each believes it deserves the loyalty of the 100 000 potential members. But while the market is a large one, no more than one or two are likely to emerge as viable entities.

This is particularly the case given Sats' reputation for being one of the toughest industrial relations adversaries in the country

# Four unions vying for Sats' 100 000 workers

Few will forget how Sats gained notoriety in 1982 by firing members of the General Workers' Union (GWU) in Port Elizabeth, who had embarked

on a go-slow after appeals for recognition went ignored for nearly a year. The irony was that government was still milking applause for its labour reforms based on the findings of the Wiehahn Commission. Right now, Sats is non-committal about the mushrooming unions

Sarhwu was formed in 1936. However, it had been dormant for more than two decades until its revival by officials of the General and Allied Workers' Union. Sarhwu now claims a membership of 16 000 and is the vehicle chosen by the Congress of SA Trade Unions (Cosatu) for the organisation of Sats workers.

The interim committee of the NURW, however, disputes Sarhwu's membership claims and also its right to represent Sats workers.

Committee member Luvuyo Dutywa says Sarhwu is being organised only regionally and by people with no knowledge of the problems of railway workers. The NURW, he says, is being organised by Sats workers all over SA. He is, nevertheless, modest about its achievements, say-



□ SCHOEMAN

ing the local branch has signed up 500 workers

NURW documents appear to reflect a Cosatu-type approach. And it has, in fact, appealed to the Congress of SA Trade Unions (Cosatu) for support, but without success. Cosatu advised it to merge with Sarhwu.

Arhawu claims 2 000 members and has applied to the black consciousness-leaning Cusa/Azactu for affiliation

BTUS is the one Sats union discounted by all the others. It was established — many believe with the assistance of management — after the GWU rout, and is hence tarnished with the image of being a "sweet-heart" union

It is the only black union recognised by Sats. But it has made little impression as a union thus far, lending credence to its reputation

## Internal conflict

On the other hand, it has by far the largest membership — said to be about 60 000. And, more importantly, a Supreme Court case a few weeks ago, where the election of BTUS's incumbent president was declared invalid, was the tip of an iceberg of internal conflict within the union between the old guard and a newer and "more progressive" leadership based in the larger Natal and Southern Transvaal regions of the union.

BTUS may well turn out to be the outsider a wise punter would put his money on

## Sats shows the way

A commission of inquiry which could lead to radical changes in the way salaries and service conditions are structured in the civil service has completed its report.

The commission, chaired by Professor Nic Wiehahn, father of SA's more enlightened labour laws, examined the viability of establishing a single collective bargaining body to negotiate with Sats on staff salaries and conditions of service. The hope is that if the new system works for Sats, it will be extended to the rest of the government service. Copies of the report have already gone to

outgoing Minister of Transport Affairs Hendrik Schoeman, who commissioned it, and to his successor Eli Louw

At present, salaries and conditions of service are laid down by Sats management in consultation with the trade unions it recognises. Negotiated terms then have to be approved by parliament.

Schoeman is not prepared to comment on the report, as he has not yet studied it. He is, however, known to be an outspoken supporter of the free market system and of collective bargaining.

Wiehahn and the other two members of his commission, Sats officials Jimmy Zurich (who represented Sats trade unions) and Dr Wilhe Coetzee, who represented Sats management, worked on the report from April to the end of October. They took into account international standards and systems operating in the UK and western Europe. Evidence was also collected in SA. ■

Argus 17/11/86 (276)

Argus

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# Union probe after police fire kills one, injures 6



**PLAQUE UNVEILED:** Professor Merlyn Mehl, left, director of the Gold Fields Science and Mathematics Resource Centre at the University of the Western Cape, Professor Richard van der Ross, centre, principal and vice-chancellor of the university, and Mr Robin Plumbridge, chairman and chief executive officer of Gold Fields of South Africa, who unveiled a plaque commemorating the opening of the extension to the centre.

## University centre has 'proved worth'

**Tygerberg Bureau**  
THE University of the Western Cape's science and mathematics resource centre has proved its worth, says the university's rector, Professor Richard van der Ross

He was speaking at the opening of an extension to the centre built with a R550 000 donation from the Gold Fields Foundation

Professor van der Ross said the centre had proved the acceptance of computers as educational tools in the four years it had been in existence. Sixteen terminals had seemed a lot when the centre opened

**"BIGGEST OPERATION"**  
"With the extension there are now 150, making it the biggest operation of its kind outside the United States and third biggest in the world," he said

He welcomed the fact that black schools were making use of the centre and appealed to Mr Piet Scheepers of the Department of Education and Training to provide bursaries for black students to study at UWC

Professor Merlyn Mehl, director of the centre, said there had been changes not only in the number of students passing through, which had risen to 1 000 children a week and 600 teachers a year, but in the

thinking behind the operation  
"The staff has grown from two to 11," he said "We have learnt that when we put two or three learners at each terminal they benefit

"One good teacher can handle 1 000 children and know how each one is progressing"

In the research programme, 12 PhD students and eight Masters students are studying education methods for disadvantaged learners

"We have shown the need for a change of focus in education," said Professor Mehl

## 'No' to bikers

**EAST LONDON** — Komga has said "No thanks" to a big bike weekend and the controversial Buffalo Motorcycle Rally scheduled for Easter will not be held in the country town

This was confirmed by the Mayor, Mr Dudley Lloyd

He refused to be drawn on the reasons for the decision, but said it was felt the event was "too big for us"

The rally was last held in Port Elizabeth in 1983, but was banned by the city council after reports of drunkenness, indecency, drug-taking and damage to property by some members of the 5 000 strong rally — Sapa

**DURBAN** — The Metal and Allied Workers' Union has launched an investigation into the incident which left at least six members injured and one dead outside Currie's Fountain, Durban on Saturday

This was confirmed by the Natal branch secretary, Mr Ian Weir, who today disputed the version given by the Bureau for Information of the violence which erupted at the end of a national meeting

According to the bureau, a policeman was injured when a brick was thrown into a vehicle

Mr Weir said the union was collecting statements from members "caught up in the incident"

## Teargas, birdshot

He also said two Swedish trade unionists were at Currie's Fountain when police opened fire with teargas and birdshot

The six injured men are all members of the union. Two are still in hospital. The dead man has not yet been identified

This was confirmed by union official Mr Bobby Mari, who said executives had just sat down for a meeting with the two observers from abroad when violence started outside

"The meeting came to an abrupt end when injured people were brought into the boardroom for first-aid treatment. They saw the whole thing," he said

## "Stoning it"

A bureau spokesman said that after the meeting several people surrounded a police vehicle and began stoning it. One policeman was struck with a brick

"The police fired tearsmoke canisters, but their assailants continued attacking them. Six birdshot rounds were fired. One person was killed and six injured," said the spokesman

Meanwhile Mr Peter Gastrow, Progressive Federal Party national chairman, said today the Government should appoint independent legal experts to evaluate, on their own initiative, unrest incidents in which people were injured or killed

Mr Gastrow said it was "an intolerable state of affairs when different versions of an incident cannot be tested under the state of emergency regulations in cases where death and serious violence have occurred"

He said "The public has been left in the dark in respect of events which could have serious implications" — Political Staff and The Argus Correspondent

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## Black Sats worker 'never permanent'

Labour Reporter

AKG: S 17/11/86 270  
EMPLOYMENT conditions for black South African Transport Services workers mean they never became permanent employees, according to Mr Ntai Sello, general secretary of the South African Railways and Harbours Workers' Union

At a union meeting in Cape Town yesterday, Mr Sello said the union had launched a campaign against the Staff Association for Black Employees which was "another device for dividing workers"

In contrast to the non-racial policy of the union, he said, Sats had separate staff associations.

The black staff association had made no progress in getting better wages for workers; their families were not covered by medical aid; and black workers did not get leave pay

They were not covered by the Unemployment Insurance Fund and being excluded from the provisions and procedures of the Labour Relations Act meant they did not have the right to the freedom of association enjoyed by workers in the private sector

He claimed members of his union were being harassed and others prevented from joining.



# Sats unions seek assurance on job security

RAILWAY union leaders want assurances from Transport Minister-designate Eli Louw that their job security will not be undermined by privatisation and deregulation.

The presidents and general secretaries of the 10 SA Transport Services (Sats) unions will meet Louw in Pretoria on November 25.

Artisan Staff Association president Jimmy Zurich said they would also want assurances of an "ade-

*BUS DAY*  
*19/11/86*  
GERALD REILLY

quate" pay rise from the start of the new financial year in April.

He said railwaymen saw the threat of privatisation and deregulation as a factor undermining their security. The Wim de Villiers report submitted to outgoing Transport Minister Hendrik Schoeman last month recommends what

services would lend themselves to privatisation.

Louw will also be expected to give his views on the way the new salary negotiating machinery for railway workers, which is recommended in a report submitted recently by labour academic Nic Wiehahn.

Two of the 10 unions are coloured, one Indian and one black.

● See page 9

# Union is launched

MORE than 3 000 black workers are to attend the official launching of the National Railway Workers Union to be held at the Ipelegeng Centre in Soweto, at the weekend.

The chairman of the union's steering committee, Mr Luvuyo Dutywa, said that the campaign to organise railway workers was prompted by various incidents which happened in the railway industry in the past three years.

He said that the campaign was further strengthened during the launching of the Congress of South African Trade Unions (Cosatu) in Durban in 1985.

The Cosatu conference had expressed views that there was no union for railway workers and it encouraged workers to start a union in the industry.

"After that meeting, most of the cities and towns were contacted and steering committees were set up," he said.

The functions of the committees were to:

- Unite workers to form one union in one industry,
- Enable workers to know all their rights in the working place,
- Educate workers about the union and how to conduct meetings,
- Call meetings to inform workers about labour relations with employers;
- See the smooth running of their affairs in the union, and
- Draft a constitution which will be acceptable to the workers

Mr Dutywa said the conference at the weekend will decide on which trade union federation the union should join. "It is our members who will take the decision because we do not want to steamroll the workers," he said.

He believed that there was a need for railway workers to be united under one umbrella in order that they should be able to fight for their rights at their work places.

The conference, which starts at 9am, will be addressed by speakers from different organisations.

27/11/86



Sowetan

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# A railway headache on Cosatu's birthday

THE Congress of South African Trade Unions' (Cosatu) policy of 'one union in one industry' will suffer a setback with the launch of the National Railway Workers Union at the Ipelegeng Centre in Jabavu, Soweto, this weekend.

The NURW's launch comes six weeks after the launch of the Cosatu-affiliated South African Railways and Harbours Workers Union (SARHWU) in Grahamstown.

Dozens of local railway workers' committees, which form the nucleus of the NURW, have had close links with Cosatu. But these links were stronger at regional and local levels than at national level.

And there are indications that after the launch the NURW will seek affiliation to Cosatu — a move that might embarrass the federation that will ironically be celebrating its first birthday on the day the new union is launched.

The NURW has as one of its stated aims the united goal of workers to form 'one union in one industry' and they might argue that they will strive towards this goal while in the Cosatu fold.

In SARHWU's case the word "launched" is a slight misnomer in the union's own terms, as it claims to be a revival of the old Sactu union, and was officially represented at the Cosatu

workers in East London and Port Elizabeth have been organising themselves into committees, but it is only this year that the idea of a trade union for railway workers has been discussed among them.

This happened after the first confrontation between the South African Transport Services (SATS) and railway workers in Port Elizabeth on May Day this year.

After workers had obeyed a stayaway call, the SATS responded by firing between 200 and 300 "casual" workers.

Shortly before the current State of Emergency, 700 workers from 22 depots discussed plans of organisation

The committee approached Cosatu and were referred to the Transport and General Workers Union (TGWU).

TGWU was ready to assist the committee, but then the Port Elizabeth railway workers' committee linked up with a similar committee in East London which was suspicious of existing trade unions.

The hostility was based on "a bad experience of trade unionism". Most of them had belonged to Saawu.

Like the Port Elizabeth workers, they felt insulted when SARHWU "arrived and didn't make contact with the railway workers". They saw this as undermining their committee

By SEFAKO NYAKA

launch in December 1985

According to researcher Pippa Green, writing in the latest issue of *Labour Bulletin*, SARHWU is closely linked to the General and Allied Workers' Union (Gawu) in the Transvaal and the South African and Allied Workers' Union (Saawu) in East London.

The NURW launch is seen as a culmination of dissatisfaction by a fairly substantial section of the workforce who believe SARHWU is too heavily dominated by officials at the expense of the railway workers.

For the past three years, railway

There was also objections to the constitution, which Port Elizabeth and East London workers claimed they saw only a week before the launch and parts of which they complained did not give local branches sufficient local control.

The East London workers were also wary of SARHWU's close links with Saawu. And the Port Elizabeth workers said they were not keen to join TGWU because, they said, the union officials in the two unions had not been able to unite railway workers across the union divide in previous years.

The committees' relationship with Cosatu is complex and differs on a local and national level. Both committees in the Eastern Cape have had extensive contact with worker leaders in the local Cosatu region, many of whom are genuinely sympathetic to their cause.

But nationally, Cosatu is bound to support its own affiliate, SARHWU, and although the committees, which form the nucleus of the NURW, approached Cosatu for financial assistance earlier this year before Sarwhu was officially launched, none has been forthcoming.

Cosatu's assistant secretary-general, Sydney Mufamadi, said the formation of another railway workers' union is regrettable.

"We tried our best to show these people that their grievances with SARHWU can be solved within one union and also emphasised to them that if they think SARHWU is not representative of all railway workers they should get into SARHWU and democratise it from within," Mufamadi said.

There is also, within the Cosatu locals in the Eastern Cape, an influential group who back Mufamadi's assertion that the committees should attempt to change SARHWU from within.

But the issue is not easy to resolve when one bears in mind that not a single member of the committees attended SARHWU's launch.