PUBLIC SECTOR – TRANSPORT – LABOUR

1988

D/D 23/2/88

Railway workers demand Louw's resignation

(270)

DURBAN — A multi-racial meeting of more than 1 000 railway workers in the Durban City Hall last night unanimously called for the resignation of the Minister of Transport Affairs, Mr Eli Louw

They also pledged their full support for the Federation of Trade Unions of Sats in its demand for a minimum wage increase of 17 per cent to come into effect from April 1

A 40-man delegation from the federation is due to meet President P W Botha in Cape Town today to discuss their pay demands

At last night's meeting, speakers lashed out at the government for announcing a wage freeze and warned the time had come when railway men stopped engaging in "collective begging" and start "collective bargaining" for their pay demands

The general secretary of the federation, Mr Abraham Koekemoer, said railway workers lost a third of their bonuses about three years ago to help the government fight inflation

"It is always the railway people are called upon to make sacrifices because we are defenceless

"But it is first time in history that members of all race groups employed in the transport services are standing together in fighting the injustice," he said

The chairman of the Artisan Staff Association of Natal, Mr Chris Schutte, said Sats needed a minister and "not a messenger".

"We want justice and if we can't get it we are prepared to draw blood," he said.

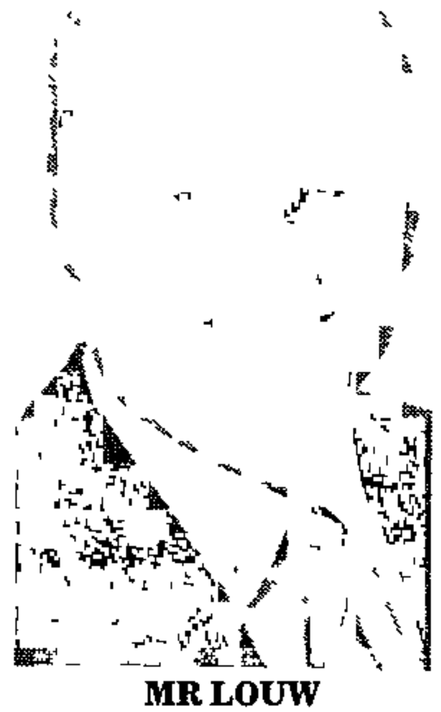
A representative of the Black Trade Union of Sats said black workers were fully behind whatever action the federation contemplated in getting the government to acceed to their pay demands

The chairman of the meeting, Mr John Benwell, said railway workers were not being unpatriotic by their stand in demanding a pay rise

"We are sick and tired at the way the government is treating us

● Sats staff will discuss the pay freeze at a meeting in the East London city hall tonight

The speaker will be the president of the Sats Federation of Staff Associations, Mr Dudley Hahn — DDC



MR LOUW

TAG/SOCIOLOGY RESEARCH PROGRAMME*

Address:
Dept of Sociology, University of the Witwatersrand, Jan Smuts Ave, JHB 2001

Phone:
(011) 716 1111

Project Leader:
Professor E. Webster

Membership/Constituency:
Research programme within the sociology department

Aims and Objectives:
To conduct research into health and safety as an industrial relations issue and work study as an industrial relations issue. To date research has concentrated on the organisation of work and safety in the South African gold mining industry

Current Research:
Research into industrial accidents, with a focus on mining accidents

Commissioned research:
Research into industrial health and safety and work study/productivity

Publications:

J. P. Leger	Towards Safer Underground Gold Mining	June 1985	R15

Fears for safety as control staff quit at Jan Smuts

270

Star 14/1/88

By Sven Forssman

At least 12 air traffic controllers have resigned at Jan Smuts Airport in the past six months, leading to fears of congestion, delays and an over-load of work on remaining controllers, The Star was told last night.

Two air traffic controllers said that the new parallel runway and a radio frequency named "clearance delivery" would be closed from January 21 and the "approach west sector" from January 25 due to a lack of staff

The Star has an official Aeronautical Information Service bulletin (*Notams*) to confirm this

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110755 FAJSYNYX
(SA011 NOTAMN
A)FAJS
B)8801210001
C)UFN
E)RWY 03R/21L QMRLC DUE SHORTAGE OF STAFF)

TOP: Notam SA011 (information bulletin) from the Department of Transport confirms the new parallel runway 03R/21L will be closed from January 21 due to a shortage of staff. BOTTOM. Notam SA012 confirms that the "Clearance Delivery" frequency will be closed.

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CLEARANCE GIVEN ON 121,9 MHZ)

270

STAR 14/1/88

The chief director of the Department of Civil Aviation, Mr Japie Smit, has denied there is a serious staff shortage.

"I can't tell you offhand how many resignations there have been in the past six months, but I know we've had six in the past three months, four of which are contract workers," Mr Smit said.

"This is not a serious situation. We're always recruiting new people and training them over a period of two years — some of them will start working within a couple of months."

Mr Smit said the new parallel runway was not yet fully operational because the new control tower was still under construction. But he was unaware of the *Notam* which says the runway will be closed on January 21 "due to shortage of staff".

He also denied fears expressed by air traffic controllers who spoke to The Star that the closure of the west approach sector and the spate of resignations could be a threat to safety.

Utmost importance

"We sometimes close down certain control areas in off-peak times, but traffic safety is of the utmost importance," he said.

An air traffic controller, who asked not to be named, said: "Twelve controllers have resigned in the past six months, reducing our staff by almost 30 percent.

"The closing down of an approach sector will place increased pressure on each air traffic controller because there will be a huge increase in the traffic in his control area.

"This in turn will lead to a number of aircraft being delayed, which increases the chances of a mid-air collision."

Like the pilots, who are to meet Minister of Transport Eli Louw this month to discuss grievances, air traffic controllers are unhappy about pay and service conditions.

"If pilots think they're getting a raw deal, they should see how the other half are living. I take home about R400 a month," the air traffic controller said.

Captain Blake Flemington, chairman of the South African Airways Pilots' Association (Saapa) told The Star he is aware of the shortage of air traffic controllers.

SATS SEEKS JOB PLEDGE

B/Day 14/1/88 GERALD REILLY (270)

PRETORIA — Sats trade unions want assurance that if the curtailment of services continues, members' job security will not be threatened.

They point out that in the past four years total Sats staff has been slashed by more than 60 000.

A special committee consisting of union leaders and top management is to be urgently constituted to investigate the impact of further service cuts on staff security, following reports that in the past two years mainline services have been cut from 1 100 trains a week to 100 trains.

Air traffic control crisis hits Jan Smuts

B/Day

MANDY JEAN WOODS

IF STAFF levels among air traffic controllers (ATC) are not urgently addressed, some facilities at Jan Smuts Airport will have to be closed in the next 16 days, ground staff said yesterday

ATCs, who declined to be named, said the new parallel runway at the airport, the "clearance delivery" radio frequency (a channel used to clear aircraft for landing) and two aircraft approaches (west sector and area south) will have to be closed as there will not be enough staff to supervise them.

They said there was no staff shortage now, but after February 1, there could be as a number of employees had resigned. They expected staff on duty during any one shift to be three fewer than required — eight instead of 11.

One ATC said contract staff — who usually had three-year renewable contracts — complemented full-time staff but many were leaving

He said the lure of better money offered to ATCs in other countries seemed to the main reason for resignations.

Spokesmen from the Department of Civil Aviation or the SA Association of Air Traffic Controllers could not be reached for comment at the time of going to press.

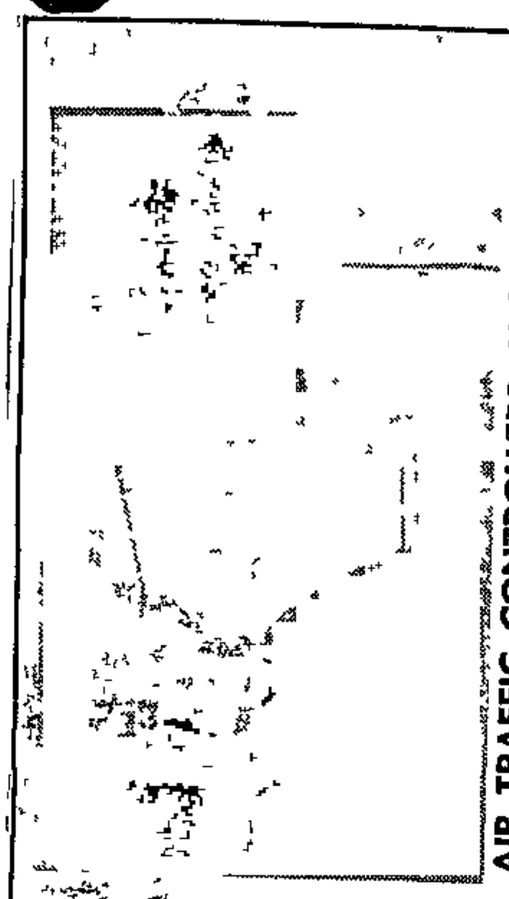
270

15/1/88

MARKET MOVEMENTS — OCTOBER 13 to OCTOBER 14

Airways risis looms

SA is now short of 100 flight controllers



AIR TRAFFIC CONTROLLERS: Unhappiness over pay and hours of work.

SVEN FORSSMAN

South Africa is short of 100 air traffic controllers and unless urgent action is taken to change this situation, air safety will be threatened and flights in future delayed seriously — even curtailed.

These are the findings of a report by the South African Air Traffic Controllers' Association (SAATCA), sent to the Public Servants' Association (PSA) yesterday

This is the latest turn of events in the wake of reports that Jan Smuts Airport has lost 12 controllers in six months.

One controller claimed yesterday this number had risen to 14 — leading to fears of congestion, delays, and a work overload on other controllers.

The report proposes that the PSA asks for immediate salary increases for controllers and a 35-hour week

The report also wants reconsidered the principles of overtime and change of retirement age, and an investigation of "stress" in the work environment

Pay and hours of work are the main reasons behind the shortage of staff, says the report

Pay comparisons

It reads, in part "The pay structure is probably the worst in the First World, and the hours of work probably the longest."

The pay of a South African controller — R11 000 to R32 000 — lags way behind that of colleagues in other countries

In New Zealand they earn R22 000 to R48 000; in Australia R22 000 to R58 000; in Canada R30 000 to R90 000, and in Britain R17 000 to R78 000.

The report says the concept of controllers working overtime is unacceptable "The only reason they work overtime voluntarily in South Africa is because of poor salaries.

"And when we do work overtime, we are not paid the rate for the job. All First World nations pay one-and-a-half times your salary for straight overtime, and double for Sunday and public holidays. With us, this payment is only made when there are severe staff shortages Otherwise, time off is granted in lieu of overtime.

"The fact that controllers have to work 42 hours in six days exacerbates this situation. South African controllers often end up doing 50 hours a week, and are then compensated at a lower rate than their normal salary"

The report calls for the retirement age of controllers to be lowered to 50 "It

● TO PAGE 2.

P.T.O.

Air traffic rumpus

● FROM PAGE 1.

is possible with the present system in the public service to have a 65-year-old controller A 55-year-old controller is bad enough in a busy traffic environment, but a 65-year-old one is ridiculous The rest of the world is taking 50 as a decent and safe retiring age"

The report is also critical of poor working conditions, the promotion system and classification of air traffic controllers as technical

"In many cases, controllers work in dirty, dingy, obsolete buildings totally unconducive to modern-day high-technology aviation This includes poor air-conditioning, poor lighting and poor acoustics

"The fact that most controllers reach the top of the salary scale between the ages of 30 and 35, and because of the pyramid structure of the establishment, they can expect no further promotion until the age of 60 This is not conducive to high morale or stable staff

"The classification of controllers as technical is worrying SAATCA strives continuously to improve the professionalism of air traffic control, and therefore the safety of the skies The fact that Air Force controllers are granted a "professional allowance" adds insult to injury"

Meanwhile, Lanseria Airport is experiencing similar "staff shortage" problems

"I don't how the Directorate of Civil Aviation can talk about taking controllers away from Lanseria, because we're very short-staffed In fact, we are already experiencing delays at Lanseria because of lack of staff," one told The Saturday Star "Five years ago we had nine controllers Today we have only seven, and the traffic has more than trebled"

S/Times 17/1/88

World opens its doors to SAA pilots

By ROGER MAKINGS

A CHANGE in the attitude of foreign airlines to employing South Africans may lead to an exodus of pilots from South African Airways

This is the fear of the SAA Pilots' Association, which is campaigning for better pay and more subsidised training for recruits to the industry

Due to a chronic worldwide shortage of qualified flight deck crew, overseas airlines, on headhunting sprees with lucrative offers in their pockets, are regularly poaching SAA fliers

Although local pilots are expecting salary increases soon, they don't believe the pay awards will match what they can earn overseas

A worried SAAPA is to meet the Minister of Transport, Mr Eli Louw, in Cape Town later this month

In the last 10 months, European and Far Eastern airlines have gone on recruiting missions resulting in widespread poaching of staff.

● Singapore Airlines — a well-known recruiter of SAA pilots — is looking for 170 captains and first officers in anticipation of fleet expansion

● Japan Airlines is, for the first time, opening its doors to expatriate pilots to offset shortages

● British Airways has reopened its training school to meet a need for 100 pilots a year to fill vacancies that will occur in the next 13 years

● Lufthansa has stepped up in-house training to 180 students a year

● Sabena has said it would need 250 pilots over the next three years

A SAAPA spokesman said "Previously, other airlines would not employ SA pilots unless they had foreign passports, but this is no longer the case"

SAA pilots are sought after because of their training, which gives them experience on every type of aircraft in the fleet

In three months' time, 101 SAA pilots will become eligible for early retirement at the age of 45, and there are growing fears that many of these will take their pensions and go overseas to earn higher salaries.

The spokesman said "Right now, our major aim is to retain the services of all our pilots We cannot afford to lose one more

"South Africa is simply running out of pilots and the Government is doing very little to rectify the situation"

He said that, traditionally, SAA had drawn crews from the SAAF, which is clamping down on resignations because of the political situation and the high cost of training

"SAA has grown accustomed to scooping up the cream of young pilots, who already have the basic requirments for airline employment, without putting anything back into the industry

"This short-sighted view is about to backfire on them and they may well find themselves having to go to the open market to keep the Flying Springbok in the air"

270

B747, A310 & B757 First Officers

Singapore Airlines is looking for First Officers (F/Os) for its B747, A310 and B757 fleets F/Os with the type endorsement for B747, A310/A300-600, B757/B767 will be employed on the appropriate aircraft type and may opt for either expatriate or national terms Those without any of the above aircraft type endorsements will be employed on national terms and will

One of the offers tempting air crews

Times 17/1/88

It's admitted: SA IS short of air traffic controllers

270

By ROGER MAKINGS

OFFICIALS have conceded that South Africa's air traffic controllers are underpaid and that there is a shortage of qualified controllers in the country.

This was admitted by Mr Japie Smit, the chief director of the Directorate of Civil Aviation.

In an exclusive interview yesterday, Mr Smit answered charges by ATCs that they were underpaid, understaffed and dangerously overworked

It was reported during the week that 12 controllers had left the service in the last six months Some have left for better pay and working conditions in the Middle East and New Zealand

"I agree that their remuneration package is insufficient, but we are trying to do something for them in the interim until a proper investigation can be made by the Commission for Administration," he said

Although there was a shortage of air traffic controllers due to recent resignations, he denied the situation was critical

"It can, however, become critical in the future when our plans for expanding control over our airspace are fully implemented"

The plan, known as Project Janitor, is another source of concern to the ATCs.

They fear they will have to leave their jobs in the cities and move to isolated areas in the country

But this was denied by a spokesman for the South African Air Force who said that Project Janitor, the code name for an integrated air space control system, was intended to open up South Africa's vast airlanes to both civilian and military aircraft

"The civilian ATCs cannot be forced to move into the country. It is not in their contracts," he said

However, more ATC recruits were being trained and a clause would be included in their contracts which would oblige them to move to military areas if necessary.

The SAAF spokesman conceded there was a "backlog" in ATCs which had slowed down the implementation of Project Janitor but felt future recruitment would "sooner or later" fill the gap

The project was a long-term exercise which would be functional, hopefully, by the year 2 000.

It was started in the Eastern Transvaal three years ago with military flight controllers but curtailed because it required more personnel than were available.

What is finally envisaged is five military sectors and five civilian sectors covering South Africa's airspace

Each sector would be manned by both military and civilian ATCs who would look after their individual interests but be aware of each other's activities, thus improving air safety.

Disturbing

Meanwhile, the president of the South African Air Traffic Controllers' Association (SAATCA), Mr Arthur Bradshaw, has strongly denied that the shortage of controllers will endanger flights

In an interview yesterday he said "I must make it quite clear our association did not release any of the previous information to the media and to date this is the first and only official SAATCA release.

"I find it very disturbing that our in-house reports to our head office have been intercepted and quoted in the Press even before postal delivery to their intended destination.

"Sure, there is a staff shortage in ATC and no doubt there are reasons which ought to be addressed."

C/Press 17/1/88

Sarhwu seven are free at last

SEVEN members of the South African Railway and Harbour Workers' Union, including its national president, were this week released from detention – a day before lawyers were to present an application for their release.

A spokesman for the union, who asked not to be named, said the seven had been detained without trial under Section 29 of the Internal Security Act for more than six months.

Those released were Sarhwu's president, Justice Langa, national treasurer Thami Mbangxa, shop steward Aaron Gontse, members Sidney Thlako, Mandla Msimanga, Richmond Buti and Michael Tau.

The spokesman said in August last year Sarhwu's lawyers applied for access to the seven detaineess in order to get statements from them so that legal proceedings for their release could begin.

The police were given a month – until January 6 – to reply, but did not respond. The lawyers were then granted a court hearing for January 12.

A day before the hearing, however, the police contacted the lawyers and, after some negotiations, agreed to release the detainees that evening. – Sapa.

19/1/88

More jobs to go, but vow of no layoffs

(270) B/day

Staff of Sats down by 30% in six years

ALAN FINE

SATS has cut its labour force by more than 30% in the past six years, according to figures supplied by the organisation, and the process has probably not yet been completed.

Sats has adhered to an undertaking given by the Minister of Transport that there will be no retrenchments. The labour-cutting will, instead, be carried out through a process of natural attrition.

In fact, according to the Sats spokesman, there are at present 2 000 "redundant" employees on the payroll, who will be placed in posts as these become vacant through retirement, resignation or death.

But unionists in the sector say workers nevertheless have some fears over their job security.

From a peak of more than 279 000 in 1982, the Sats workforce fell by 84 500 to 194 600 by December

Employment at SAA fell by about 10% to 10 500 in that period. But the bulk of the decline was in the railways section, which now employs just over 166 000 workers.

The recently publicised "rationalisation" of mainline passenger services is one reason for this.

However, as Federal Council of Sats Staff Associations general secretary Abraham Koekemoer pointed out, goods transport services represent a far more significant proportion of railways activities.

Tonnages carried have varied with the fortunes of the economy. But, the Sats spokesman said, better technology and work methods, and particularly the blockload fastfreight system, have enabled Sats to move greater tonnages with far fewer people

Koekemoer said the unions had often asked management when the process would end There had not, however, been a definitive reply.

Koekemoer expressed concern about the 2 000 surplus staff, most of whom, he said, were artisans

"If they keep on reducing the number of available posts, what will they do with these people?" he asked

He noted that while five years ago whites comprised the majority of the workforce, the majority was now black.

Koekemoer said he thought this was because blacks were now permitted to do jobs previously reserved for whites

BUSINESS

D/D 19/1/88 (270)

Sats' labour force cut by 30pc in six years

Daily Dispatch Correspondent

JOHANNESBURG — Sats has cut its labour force by more than 30 per cent in the last six years and the process is probably not yet completed.

Sats has adhered to an undertaking given by the Minister of Transport that there would be no retrenchments, and the process will be carried out through natural attrition

Indeed, according to the Sats spokesman, there are presently 2 000 "redundant" employees on the payroll, who will be placed in posts as they become vacated through retirement, resignation or death

Unionists, however, say workers have fears about job security

From a peak of more than 279 000 in 1982, the Sats workforce fell by 84 500 to 194 600 by December Employment at SAA fell by about 10 per cent to 10 500 in the same period The bulk of the decline was in the railways section, which now employs just over 166 000

The recently publicised "rationalisation" of mainline passenger services is one reason for this The general secretary of the Federal Council of Sats Staff Associations, Mr Abraham Koekemoer, said that goods transport services represent a far more significant proportion of railway activities

Tonnages carried have varied with the fortunes of the economy However, better technology and work methods and the blockload fastfreight system, has enabled Sats to move greater tonnages with far fewer people

Mr Koekemoer said the unions had often asked management when the process would end, but had not received a reply

He expressed concern about the 2 000 surplus staff, most of whom are artisans

"If they keep on reducing the number of available posts, what will they do with these people "

While five years ago whites comprised the majority of the workforce, the majority was now black He said he thought this was because blacks were now permitted to do jobs previously reserved for whites

Sats cut labour force by over 30%

Cape Times 19/1/88 (270) (133)

Own Correspondent

JOHANNESBURG — Sats has cut its labour force by more than 30% in the last six years, according to figures supplied by the organization, and the process is probably not yet completed

Sats has adhered to an undertaking given by the Minister of Transport that there will be no retrenchments, and the process will be carried out through natural attrition.

Indeed, according to a Sats spokesman, there are now 2 000 "redundant" employees on the payroll, who will be placed in posts as they become vacated through retirement, resignation or death

But unionists in the sector say workers still have some fears over their job security.

From a peak of more than 279 000 in 1982, the Sats work force fell by 84 500 to 194 600 by December.

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Koekemoer expressed concern about the 2 000 surplus staff, most of whom are artisans, he said "If they keep on reducing the number of available posts, what will they do with these people," he asked

ARGUS 20/1/88 (270)

Top pilot 'appalled' by SAA working conditions

JOHANNESBURG — Captain Reg Smith, president of the International Federation of Airline Pilots' Associations (Ifalpa), is "appalled" by the working conditions of South African Airways pilots

Captain Smith, whose organisation represents 70 000 pilots in 68 countries, arrived in South Africa yesterday to advise the South African Airline Pilots' Association (Saapa) on its campaign for better conditions

Captain Blake Flemington, Saapa's president, who met Captain Smith at Jan Smuts Airport, said there had been an "avalanche of resignations" in the past year because of poor conditions

"We lost 43 pilots last year — most of them to other airlines — and by August this year another 101 pilots will become eligible for premature retirement

"Because the premature retirement age here is 45, SAA pilots can retire here and work for other airlines where the retirement age is 60

"Many of our pilots have already indicated that they intend doing so," Captain Flemington said

"We have a workforce of 474 pilots so that figure represents a quarter of our workforce"

Serious problem

Captain Smith said Ifalpa regarded the working conditions for SAA pilots as a serious problem

"We can't believe how SAA pilots are treated in view of their high standard of professionalism, the routes they fly and the hours they work

"We are also worried by their low morale," Captain Smith said

Captain Flemington said Saapa was due to meet the Minister of Transport, Mr Eli Louw, on Friday

He said Mr Louw was the "most sympathetic official" Saapa had come across in the 40 years it had been negotiating for better conditions

● Saapa has thrown its weight behind air-traffic controllers who are fighting for better working conditions

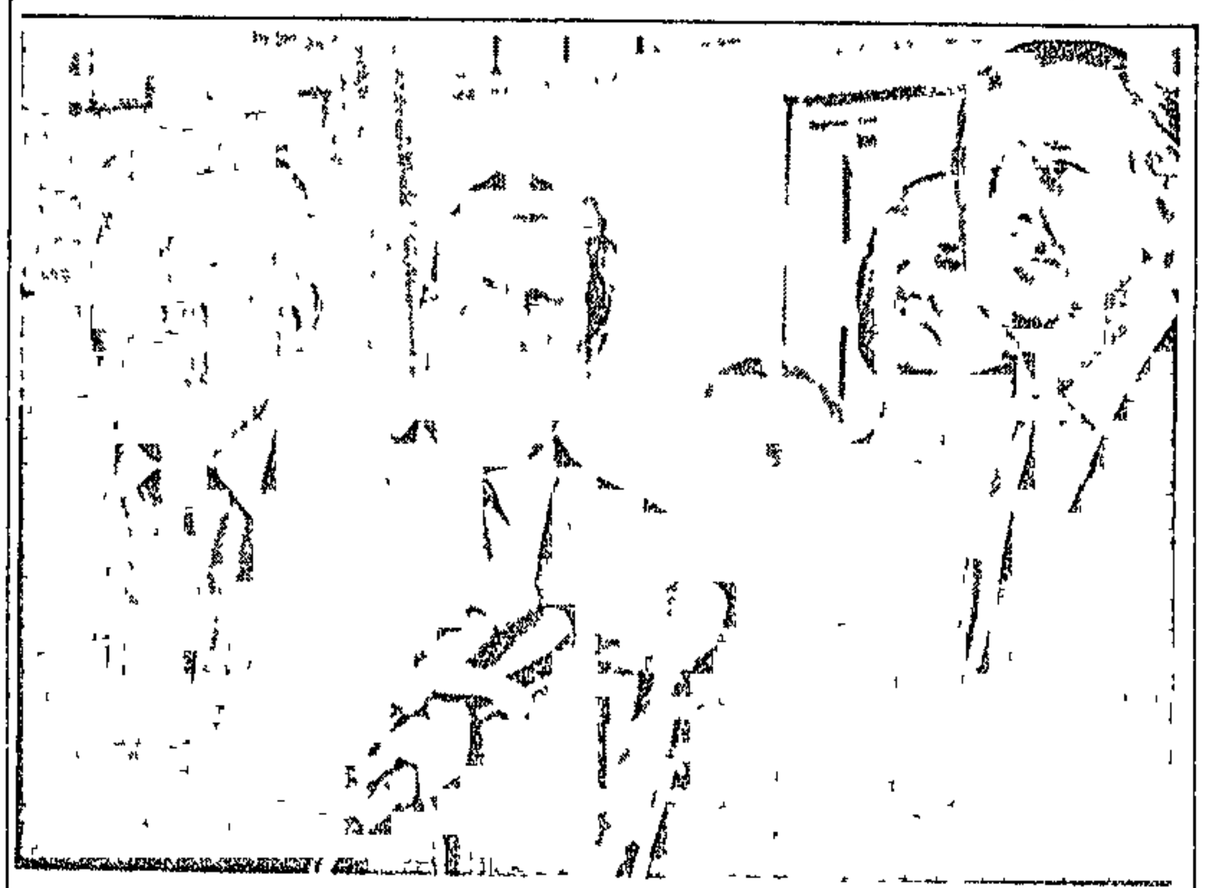
Captain Flemington said yesterday "Air-traffic controllers are not being paid, they are being exploited

"Saapa sympathises with the air-traffic controllers I, personally, would never work under their conditions"

Captain Flemington said when America fired half their controllers, the accident rate doubled

Another Saapa official said SAA pilots would refuse to fly if safety conditions were eroded because of the shortage of controllers

"We rely a lot on controllers in bad weather because we don't know what is out there A mistake on their part can result in a mid-air collision," he said" — Sapa



Picture: DANA le ROUX, The Argus

Bavarian Prime Minister Mr Franz-Josef Strauss, left, with South African Foreign Minister Mr Pik Botha after his arrival at Cape Town's D F Malan airport today.

Bavarian PM arrives in city on diplomatic mission

ARGUS 20/1/88

Staff Reporter

BAVARIAN Prime Minister Mr Franz-Josef Strauss arrived in Cape Town today on the first leg of a Southern African diplomatic mission for the West German government

Mr Strauss will spend today in Cape Town for top-level meetings with members of the South African Government, including President P W Botha, Foreign Minister Mr Pik Botha and Minister of Law and Order Mr Adriaan Vlok

Tomorrow he goes to Maputo for discussions with, among others, Mr Joachim Chissano, President of Mozambique

It is understood one of the major reasons for his Southern African visit was the Mozambican meeting and that it might not have come off had he not been able to see Mr Chissano

He returns to South Africa on Friday for more meetings with members of the Government during a further seven day stay

At a brief airport Press conference Mr Strauss said he had an extensive list of other groups he wanted to meet, such as chur

had his supporters.
Petting was

Cape Times
21/1/86

Pilots' contract with SAA 'archaic'

270

Own Correspondent

JOHANNESBURG — The president of the International Federation of Air Line Pilots' Associations (Ifalpa), Captain Reg Smith, says it is "unbelievably archaic" that the SA Airline Pilots' Association (Saapa) has to negotiate with SATS rather than directly with SAA management

Captain Smith, who arrived in SA on Tuesday and left for his Montreal, Canada, home yesterday, said he was "very surprised" to learn that Saapa was not recognized by SAA

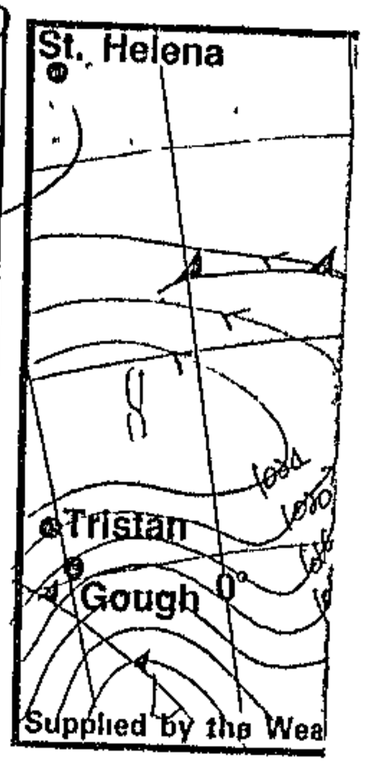
He said his whistle-stop visit to SA was intended to show solidarity with Saapa before its meeting with Transport Affairs Minister Mr Eli Louw

At the meeting — reported to be tomorrow — Saapa will lobby for official recognition and for the go-ahead to negotiate a fully fledged contract of employment, preferably with the management of SA Airways (SAA)

Captain Smith said Saapa was the only one of Ifalpa's 70 member associations representing 70 000 airline pilots worldwide which did not have this recognition

"I am surprised the situation has lasted so long There is no way I would allow any negotiations other than face-on negotiations with the airline management which should include former pilots"

A former president of Saapa, Captain De Villiers Steyn, said SAA was prepared to negotiate with Saapa only on technical matters.



Cloud

CAPE PENINSULA and | **and Western Cape** | **Belt** Partly cloudy an but cloudy over the P la It will clear over t insula and Boland Wind fresh north w becoming souther-w The minimum and mum temperature wi tween 15 and 23 de

Coastal belt Cape Infanta t berg Bay Fine and warm ing cloudy and cool ov

Coastal belt Plettenberg B Alfred Partly cloudy a with isolated thundersh

Namaqualand and the So ern Cape Interior Fine becoming partly cloudy

Pretoria, Witwatersrand Eastern Highveld Part and warm to hot with thundershowers

Transvaal Partly cloudy

Free State Partly cloud with scattered thunde

Natal Cloudy and warm tered thundershowers

Northern Cape and south bia Fine and hot

Central and northern Na Botswana Partly cloud

YESTERDAY'S REAC

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Humidity	67
Temperature	23

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(At D F Malan 24 hour

Hours of sunshine 11,1

Wind (D F Malan) 8 pm westerly 18 knots

televis

6 00-8 00 Good
1.00-3.30: Sport
3.27: Programm
3.30: Technikor
4.00: Liewe Lu

Bill to set up Sats bargaining forum

New Labour Council for negotiations

ALAN FINE

A NEW Labour Council is to be established as a forum for collective bargaining between Sats management and organised labour.

This is to be done in terms of the Sats Conditions of Service Bill published by the Transport Affairs Minister yesterday.

The Bill largely follows the recommendations of a commission of inquiry into Sats negotiating structures appointed in 1986 and chaired by Professor Nic Wiehahn. Until now pay levels and employment conditions have effectively been determined by the Minister after informal discussions with the ten recognised unions.

The Bill outlaws strike action, and contravention renders employees liable to a year's imprisonment and/or a fine of up to R1 000.

It also gives black workers, whom until now were considered temporary employees, the right to be appointed to permanent positions after two years service, says a lawyer who has been involved in Sats labour matters.

The council will operate in a similar manner to industrial councils, although there are significant differences.

The council will comprise one representative of each union and an equal number of employer representatives. Sats-recognised unions only will be entitled to council membership.

All disputes will be referred to mediation or arbitration. All council agreements will have to be submitted to the Minister and he will have the power to ask the council to reconsider its decision. He will also be able to appoint and dismiss the council chairman.

Most decisions will be taken by a two-thirds majority. A clause likely to be among the most controversial gives the incumbent unions an effective veto over admission to the council by other unions, in that new admissions must be approved by a 75% majority.

The Federal Council of Sats Staff Associations (FCSSA) has already asked the Minister to refuse to recognise the militant SA Railways and Harbours Workers' Union (Sarhwu) and other left and extreme rightwing unions seeking recognition.

This provision seems to empower member unions to block other unions from the council even if they are eventually recognised by Sats.

FCSSA and Footplate Staff Association general secretary Abraham Koekemoer said while his union had problems with certain aspects of the Bill, this effective veto power was one of the reasons it was acceptable overall.

"We asked for a Labour Council and we got it," he said.

He said his union was unhappy that it still did not have the right to strike and would continue to pursue this issue with the authorities.

Koekemoer said it was thought had been intimated the Bill would become law during the coming parliamentary session.

Sats industrial relations chief Bryan Berndt said he was discussing the Bill and the council's proposed constitution with the ten unions.

Flight talks to continue

Cape Times 23/1/88

FURTHER formal negotiations are to take place between Transport Affairs Minister Mr Eli Louw and the SA Airline Pilots' Association (Saapa) following a meeting at the minister's office in Cape Town yesterday.

Mr Louw and Captain Blake Flemington, president of Saapa, met to discuss the salaries and working conditions of SAA pilots.

A joint statement issued yesterday said the purpose of the meeting was to exchange information between the minister and the pilots, and that the parties concerned had been understanding.

Pilots are a step closer to claims

By ROGER MAKINGS

PILOTS of South African Airways are one step closer to having their grievances met after a meeting with Minister of Transport Mr Eli Louw in Cape Town on Friday.

The president of the South African Airways Pilots' Association (SAAPA), Captain Blake Flemington, said yesterday the informal talks had been constructive and mutually beneficial.

"Things are looking promising for SAAPA and I'm happy with the way the talks went," he said.

In the next two to three weeks a formal meeting between Mr Louw, the South African Transport Services management and SAAPA members will be held to thrash out, among other things, pay claims.

Things are also looking up for air traffic controllers, who this week were told that their pay structures were also under review.

The chief director of the Directorate of Civil Aviation, Mr Japie Smit, who admitted last week that controllers were underpaid, said talks were underway between his department and the air traffic controllers.

In the last six months, 12 air traffic controllers have left the service because of low pay and long hours.

Officials argue over reason for air delays

270

Political Staff ARGUS 27/1/88

GOVERNMENT officials are contradicting each other over whether or not delays at Jan Smuts Airport have been caused by a shortage of air traffic controllers.

At least 12 have resigned over the past six months But while the Department of Transport yesterday admitted in a statement that the shortage of air traffic controllers would continue to delay flights during peak periods, the chief of the Directorate of Civil Aviation, Mr Japie Smit, has denied that the delays are being caused by staffing problems.

Air traffic controllers expect the delays to start snowballing from today.

One said: "By the end of this week the Directorate of Civil Aviation should start receiving a few telexes from airlines, especially South African Airways, complaining the delays."

Mr Smit said 15 minutes was the longest delay monitored yesterday.

He discounted reports that resignations were affecting the situation. He said "The 12 resignations happened over a year. Some left at the end of December, others will be leaving at the end of March"

But the Department of Transport said yesterday that the resignation or transfer of 10 air traffic controllers had led to the closure of the new parallel runway because six air traffic control cadets were on a course and night operation equipment was being installed, and to a rearrangement of appraoch and clearance frequencies

EIGHT SHORT

The statement said these factors should not have a significant impact except during peak periods between 7am and 10am and between 4pm and 6pm. Delays should not exceed half an hour

According to the statement 10 air traffic controllers had resigned or been transferred while two had been recruited, leaving the staff eight short at 30

The six cadets would qualify by mid-April and another two controllers would be recruited.

The statement confirmed that the controllers had resigned over pay

The department said safety would not be compromised.

RDM 28/1/78 (129) 270

Ten more union men freed

JOHANNESBURG — Ten members of the South African Railways and Harbours Workers' Union, who have been in detention for more than nine months, were released yesterday without being charged, a union spokesman said

The 10 had been detained under Section 29 of the Internal Security Act in the aftermath of a violent railway strike They were being held at the Diepkloof Prison in Soweto.

Seven others were freed last week — Sapa

Cape Times 29/1/88

49 flights delayed, worse delays likely

270

JOHANNESBURG. — Forty-nine flights from Jan Smuts Airport have been delayed because of a shortage of air traffic controllers, and a spokesman for the controllers predicted yesterday that matters would become worse from today.

He said 27 flights were delayed on Wednesday, 10 late flights were reported on Monday and 12 on Tuesday

Congestion and possible "holding stacks" of aircraft over the airport are expected as the number of flights at Jan Smuts increases before the weekend

On Wednesday morning delays of between 20 and 25 minutes were experienced in outbound SAA flights.

A spokesman for the Departmen of Transport, Mr Leon Els, yesterday said flights from Jan Smuts Airport were delayed by the temporary closure of two radio frequencies and a runway to facilitate the training of controller cadets

"Delays will only be experienced during our peak times from 7am to 10am and from 4pm to 6pm The delays will not exceed 30 minutes"

Commenting on calls from controllers for more pay, he said "the matter is being followed up with the Department of Transport and is being given urgent attention"

The controllers' spokesman denied they were working to rule as a means of winning a pay dispute

"There is nothing bloody-minded behind the delays being experienced," he said "It's merely a case of what the individual controller thinks he can safely handle."

The delays did not extend to privately-owned small aircraft

"On the surface," he said, "it may look as though we are discriminating against SAA, but we're not The reason why they are most affected is simply because they cannot leave controlled airspace"

He doubted a claim by the Director-General of Transport, Mr Ronnie Meyer, that the six air control cadets could alleviate the shortage in April

An ATC said yesterday was "quieter than Wednesday, but passengers can expect delays to become a daily thing"

A total of 49 flights had been reported delayed for periods up to 30 minutes for the first three days of this week.

ATCs said passengers can expect the delays to lengthen considerably by next month as traffic volume increases and after several facilities are shut down at the end of January — Sapa

Cape Times 1/2/88

D F Malan 'four controllers short'

270

Staff Reporter

D F MALAN Airport is operating with four fewer air traffic controllers than its full complement of 17, according to a source within the airport

One controller resigned towards the end of last year and another at the beginning of this year, he said A third controller had been transferred to Kimberley, and an unqualified controller being trained at D F Malan Airport had recently been offered another post, the source said

Asked why there had been such a spate of resignations, the source said he understood that controllers reached the top of their salary scales when they were about 30, and then had little chance of promotion.

There was also dissatisfaction with salaries and working conditions.

"Controllers have to work overtime to get a decent salary. That is quite wrong, because in those conditions a tired man can be dangerous"

Mr Japie Smit, Chief Director of Civil Aviation, said he could not comment on D F Malan's staffing situation, but he was certain there was no air traffic controller crisis "There is not even a crisis at Jan Smuts, though we do have some staff problems"

270 Cape Times 3/2/85

Salary concern marks SATS govt meeting

Own Correspondent

JOHANNESBURG. — Government plans for civil service salaries were a cause for concern, and as a result the Federal Council of the SATS Staff Association was approaching its meeting with President P W Botha in Cape Town tomorrow with trepidation, a council leader said yesterday.

At the meeting, Mr Botha and other senior cabinet members are expected to initiate discussions on ways of reducing SA's inflation rate.

The meeting will also be attended by Mr Colin Cameron of the Public Servants' Association (PSA).

Council general secretary Mr Abraham Koekemoer disclosed that he and other executive members are to meet Transport Minister Mr Eli Louw, at Mr Louw's request, before the afternoon meeting. He said the council had already asked Mr Louw for increases equivalent to the inflation rate for SATS employees this year.

"At first we believed it would be granted. But we now fear we will be told of a much-reduced figure," he said.

Staff shortages disrupt bus service

Daily Dispatch Reporter

EAST LONDON — The municipal transport department has had to cancel two buses a day due to staff shortages over the past few days and has employed three new drivers from today as an emergency measure

The principal clerk in the department, Mr Mike Pitt, said about nine of the 40 drivers were off sick. He added that the drivers were not suffering from any common ailment.

"Those on leave have had their holidays cancelled as a result of the staff shortage," Mr Pitt said, adding that there should not be any problems today

"We are filling in a number of vacancies this morning so services should be back to normal."

Inspectors would be going out with the new drivers

Mr Pitt said it was not possible to forewarn the public that a bus would be cancelled as the department did not know when a driver would be off sick.

If buses had to be cancelled they tried to minimise the inconvenience to the public by taking buses off from different routes

A Sunnyridge mother, whose daughter attends Stirling High School, said her daughter had only arrived at school at 10 30 am on Wednesday because the 6 45 am bus from Collondale had been cancelled without warning

"She waited for a bus for over an hour to get into town where she had to change to get another to Stirling."

The woman said she had phoned the transport department and had been told that the driver on the route was away on holiday and the service would be back to normal on Monday

"It s pathetic,' she said "About 10 children in our area have been affected by this They could at least have given us some warning"

She said she had asked why the school had not been informed but the person said he did not know why

● Bus coupons for schoolchildren varied in price according to the number of stages travelled, Mr Pitt said

He was responding to a complaint by the Sunnyridge mother who said her daughter had paid R5 40 for her ticket card at the municipality whereas her son who attends Selborne, was charged R6 40 by a bus driver

Mr Pitt explained that the person at the municipality might not have known the number of stages to be travelled

'The coupons are sold all over town and a person could ask for a R5 40 coupon and the person selling it would not know about how many stages were to be travelled whereas a bus driver will know the specific distance the person travels" he said

EYES IN THE SKY

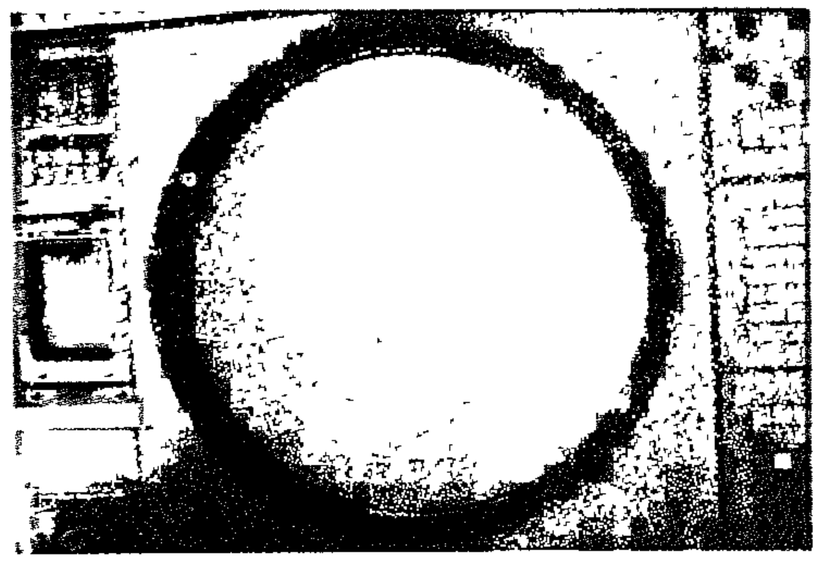
HAS your plane been delayed over the last few weeks? Have you spent frustrating hours in airports around South Africa? Spare a thought then for the faceless men and women who guide your jet to safety...

....POSITION FLIGHT CROSSING GAFFA VICTOR PASSING FLIGHT 190 JULIET SIERRA 14.30...

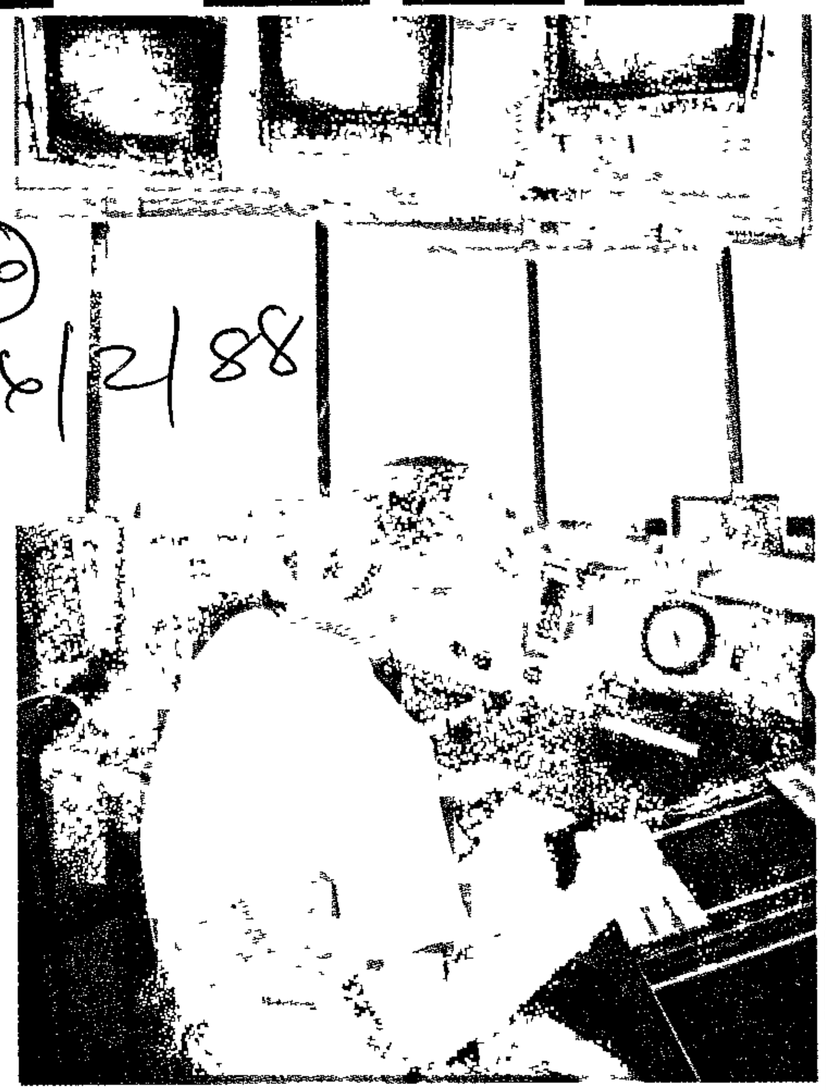
270

6/2/88

by JAAP BOEKOOI
Weekend Argus Correspondent in JOHANNESBURG



ABOVE: Could you unscramble the mess? This is the air-traffic controller's patch, with aircraft as blips as they near Jan Smuts. Keeping them apart, and bringing them down safely is his job. RIGHT: A tense moment in the control tower- ..."Gaffa Victor passing Flight 190 Juliet Sierra..." Jan Smuts tower, Johannesburg.



And it is not a male world either — this air-traffic controller waits to establish radio contact with an approaching flight.

Have you hugged your air-traffic controller today?

THE sign on the door says: "WELCOME TO THE ZOO". And another one in smaller type adds in obvious irony: "Come in, whoever you are... the job's yours."

The 38 air-traffic controllers at Jan Smuts Airport may have the most stressful and relatively (to responsibility) low-paid jobs this side of the Limpopo, they may suffer nervous breakdowns or plain down-market jitters, but they can never be accused of facing a crisis without a sense of humour

They need love and understanding like anybody does A strip on one of the men's lockers in the Jan Smuts control tower puckishly asks "Have you hugged your air-traffic controller today?"

Many of the country's thousands of air-travellers, who would not know a genuine ATC from an Alberton Hell's Angel, were in no mood this week to hug any of the men huddled over dull-green radar screens with their mysterious lines and squiggles deep in the dark, humming control tower

Instead they cursed growing delays in airport departures. So did the welcoming crowds waiting and shuffling their feet at other airports throughout the country

MORE than ever a profession like actuaries, air controllers are the country's most faceless group of workers, never seen by the public they serve, and never noticed by the media, until Weekend Argus this week became the first newspaper to enter their security-fenced ivory tower, the holy tabernacle of radar blips.

It was clear that the men and women who might be called the super speedcops of our wide skies, and the guardian angels whose calm voices have saved pilots and passengers ("Practically every controller in his career has saved a pilot's life," says Ken Edmunds, now chief of Air Traffic Control), are keen to be truly noticed outside their tower.

"What we've had this week, the shortage of air-traffic controllers and the delays, happen in other countries as well, such as Britain, Canada, New Zealand," says Mr Edmunds. "We had the same problem a few years ago, and after a normal spell, now again"

THE air-traffic controller's job is an ideal guinea pig experiment for a torture psychologist To see how long it takes for a man to crack up under bouts of stress, before he stops his world of quivering radar screens and gets off

That is why in South Africa there are few old ATCs: they have either cracked up or left the service to do things like "fishing or running hamburger joints," as one of them puts it

The present ATC shortage is therefore the perfect Catch 22 The more controllers who leave civil aviation because of pressure, the greater the pressure on those remaining to boil their brains out The gamble is the "cake tin" (immediate airspace) or the "pie slice" (sector controlled by one ATC) then becomes one not with radar blobs, but with hundreds of lives floating up and down around airports

And when one controller just cannot cope with the two "pie slices" he is navigating instead of the usual one, there is only one way out To stop the traffic That's what has been happening at Jan Smuts recently

LIKE a pilot at a good harbour who brings in his ships safely, come typhoon or high water, the controller's complex job is to create that kind of order in the sky so that some 25 planes may land and ascend in less than an hour

The job burns the mind with concentration, interspersed with such jargon as pilots radioing in *"Position flight crossing Gaffa Victor, passing flight 190 Juliet Sierra 14 30"* This is ATC-double-Greek for the plane overflying the Grassmere beacon to reach Jan Smuts at 14 30 GMT

Much of this work is smooth routine, and Standards Officer Arthur Bradshaw in the tower can show you a blob like Halley's Comet with a sliced tail on the round radar window "That's Air Malawi coming in 5 kays away See, there it is, a little blob over Kensington." And there it was indeed

"Typical of how we save planes is that stormy night, some time ago, when a pilot in panic radioed he was lost We tried to get him down but suddenly he burst out in a flood of Portuguese We asked the captain of a TAP jet waiting on the runway to act as our interpreter It took 20 tense minutes to talk the panic-stricken man down, and at the end of it the TAP captain was applauded by his passengers."

The hour was nearing four and all the controllers were now at their screens, frowning, talking, sweating Rush hour was starting. The men with day briefcases were returning from Cape Town, Durban, Windhoek Peak hours at Jan Smuts's tower are just like on Johannesburg's bus routes with their jams, tense nerves and congestion

And some of the solutions could be the same as well Like flexitime flying Or the new 4 am flight or the moonlight trips

It marks one small step, for sure, to help controllers at Jan Smuts

Another air traffic man leaves

Star 9/2/88 270

By Sven Forssman

Another air traffic controller has resigned at Jan Smuts, bringing to 13 the total number of resignations over the past six months — and raising fears of more delays at the airport.

There have been numerous delays at Jan Smuts since the Johannesburg West Approach Sector was closed on January 25 because of the shortage of air traffic controllers and controllers expect the situation to deteriorate

According to Mr Basil Smith, acting chief of Air Traffic Control, Mr Barry Davis resigned last Friday.

"And we're expecting another resignation this week," he said. "Controllers are being made better offers — often in different fields"

Mr Smith said the loss of Mr Davis made their job more difficult, but it did not threaten air safety

Meanwhile, informed sources yesterday revealed that South African Airways has already lost more than R100 000 since January 25 as a result of the delays

"Comment can be expected from the airline in about two weeks time, after the month's figures have been released," said the source

18 accused of killing during Sats strike

JOHANNESBURG — Eighteen men accused of kidnapping, assault, robbery, murder, attempted murder and intimidation appeared briefly in the Rand Supreme Courty

Mr Johannes Joja Ngcobo, 24, of Highpoint, Johannesburg, was the secretary of the regional committee of the South African Railways and Harbours Workers Union and the other men were employed by South African Transport Services during the Sats strike last year

It is alleged that on April 28 last year they kidnapped five Sats employees who were not taking part in the strike, took them to Cosatu Hous- where two of them were robbed, then took all five into the veld near Prolecon where four of them were assaulted and murdered

Mr Albert Phuluwa escaped The bodies of Mr Vhulani Joseph Mulaudsi, Mr Cati John Sebopelo, Mr Mulatelo Petrus Moremane and Mr Jerry Rudolph Goodman were found later that night

SET ALIGHT

They had been stabbed, hit on the head with a heavy stone, doused with petrol and set alight

The other accused are. Mr Bongisi Sibisi, 33, Mr Wilson Matshili, 35, Mr David Dzevhe, 30, Mr Jacob Thapelo Machaka, 33, Mr Patrick Molefe, 27, Mr Phineas Metshitungulwane, 25, Mr Takalani David Mnamphaga, 25, Mr Mafemane William Rikhotso, 33, Mr George Maungedzo, 36, Mr Daniel Condilizwe Nkholoktho, 36, Mr Freddie Mothisi, 30, Mr Isaac Mogorosi, 30, Mr Jacob Mmatloa, 33, Mr Wilson Mushaishano, 33, Mr Johnson Mogesi, 36, Mr Simon Mulomoni, 42, and Mr Michael Ikaneng, 38

By agreement between the State and the defence, the hearing was postponed to April 11

The accused, who are all in custody, were not asked to plead — Sapa

D/D 10/2/88

Economic plan: PSA uncertain, Sats call dispute

(270)

Daily Dispatch Correspondent

PRETORIA — The government's grand economic strategy could founder unless the private sector heeded the plea to limit salary and wage increases

This is the view of the executive of the Public Servants Association (PSA)

After an emergency meeting the general manager of the PSA, Mr Hans Oliver, said the executive doubted whether the private sector had the ability or the resolve to exercise restraints on earnings

Even at the height of the government's anti-inflation campaign in the seventies, the private sector was granting increases at least equal to the inflation rate, in spite of assurances to the contrary

The executive has asked the government to monitor and publicise salary, wage and price increases in the private sector on a continuous basis, so that a repetition of the failure of the seventies campaign can be avoided

Then public servants went along in making a salary sacrifice, Mr Oliver said

The executive warned of the serious consequences if the public sector-private sector pay gap widened further

Concerning the salary freeze, Mr Oliver said the PSA had made out a strong case, based on surveys by independent private sector consultants, for 16,5 per cent increases

The PSA would, as in the past, continue to submit salary increase recommendations to the government whenever this was needed, to reach reasonable parity with the private sector

"We refuse to be martyrs in the cause of inflation. The burden must be shared otherwise it is patently unfair," Mr Oliver said

The executive said the R215 million made available for occupational differentiation increases was, as so often in the past, insufficient.

This, he said, caused great dissatisfaction in the service

● The Federation of Trade Unions of Sats, representing 200 000 railway workers, has given notice to the Minister of Transport, Mr Eli Louw, that it is to declare a dispute as a result of the government's refusal to grant its members a 17 per cent wage increase.

The chairman of the federation, Mr Dudley Henn, said yesterday a letter had been sent to Mr Louw requesting the appointment of a conciliation board.

Mr Henn stressed that if this process was disallowed, or if the unions got no joy in their wage demands, they were determined to precipitate a showdown with government.

On the basis of legal advice, the federation would then seek to apply for an urgent interdict aimed at invalidating the decision by the State President to introduce a public service wage freeze this year.

According to Mr Henn, the federation's legal advisers were of the opinion that Mr Botha had exceeded his powers by circumventing legislation giving the railway unions the right to negotiate their conditions of service and remuneration

Cape Times, Wednesday, F

Cape Times, 10/2/88

SATS worker's union to declare dispute

270

By CHRIS CAIRNCROSS

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Mr Henn stressed that if this process was disallowed, or if the unions did not receive the increase, they were prepared for a showdown with government.

The federation would then seek to apply for an urgent interdict aimed at invalidating the decision by the State President, Mr P W Botha, to introduce a public service wage freeze this year.

The federation's council plans to hold a meeting in Cape Town on Friday.

F/M 12/2/88

SATS STRIKE THREAT

(270)

The Sats Federation of Trade Unions (FTU) will strike if efforts to force a wage increase in terms of existing laws fail

Within hours of P W Botha announcing a freeze on a general civil service pay hike (which doesn't affect "notch" increases) this year, FTU chairman Dudley Henn told a press conference in Cape Town that every avenue within the law would be explored in an effort to win wage increases for Sats workers — but if this fails a strike may be necessary

Henn accuses Botha of "bedevilling" labour relations and of denying 200 000 Sats workers their legal right to negotiate for wage increases. The FTU is demanding a minimum increase of 17%, which it regards as reasonable in the light of the efforts made by workers in recent years to reduce costs. "We will do all within the prescriptions of the relevant labour law to achieve an increase If it fails we will strike, and if we don't have the right to strike then we will strike for the right to strike," says Henn.

He argues that in terms of the law applicable to Sats workers, they have had the right in the past to negotiate wage increases. This has now been removed

The FTU has sent a letter to Transport Minister Eli Louw insisting on an increase of 17%, but because it believes he will reject the demand, it is also taking legal advice. Henn says the FTU is determined not to back down as in the past

ARGUS 12/2/88 270

SAA cuts back on training time for traffic controllers

The Argus Correspondent

IN a shock cost-cutting move, branded by senior South African Airways pilots and air traffic controllers as highly dangerous, the training time for controllers has been cut to just a year

And, in a follow-up directive, Division of Civil Aviation staff have been told there will be severe repercussions if they leak the news to the Press

Air traffic controlling is classed as one of the most stressful careers in the world Controllers who are protesting about the training cut say that overseas the qualifying course is three years.

RESIGNATIONS

In Johannesburg at a peak period a controller may be responsible for bringing in up to 25 aircraft an hour to land.

They often face emergency situations which require snap decisions and calm judgment.

Angry seniors were already simmering over salary grades which have led to 12 air traffic controller resignations in the last three months and another two this week Several more are "biding their time", awaiting a reaction to new salary and working condition proposals presented to the Department, which have so far met with no response

"I would certainly be scared to let my family travel by air if a youngster with only a year's training was in control in a bad weather or busy situation

"They want to churn out as many air traffic controllers as possible in the shortest period of time." said one senior man.

"With this latest move the travelling public will be subjected to an 18 or 19-year-old making very important decisons. Imagine an 18-year-old telling jumbos to turn right or left in an emergency or even a busy situation

"When we seniors trained, we had selection boards, medicals and aptitude tests Now they've cut out the aptitude test as well."

The worried controllers said three points had to be considered.

PUBLIC SAFETY

Professional standards had to be maintained, public safety had to be considered and pilots needed to know they were in safe and competant hands.

"None of those three could apply if controllers train for only a year," said the senior man.

A pilot said that apart from the danger to life the cost of losing aircraft through incompetant controlling was something South Africa could not afford

The commissioner for civil aviation in Pretoria, Mr Japie Smit, was not available for comment.

ARGUS 15/2/88

Pilots to see Transport Minister

270

Political Correspondent

THE Pilots' Association meets the Minister of Transport Affairs, Mr Eli Louw, in Cape Town today to discuss claims for improved salaries and working conditions.

The association will also ask to be recognised by Sats as an official employees' body.

Members of Sats management and the salaries staff association, Salstaff, will be present.

These are the first formal talks between the Sats management and the pilots following mass resignation threats and complaints that the salaries of SAA pilots are much lower than those of some overseas airlines.

The Minister recently had an informal, exploratory, meeting with the pilots.

The management of the federation of Sats trade unions will also meet the Minister and Sats management today to discuss demands for 17 percent salary increases.

D/D 15/2/88 (270)

Louw, SAA to meet

JOHANNESBURG — An official meeting between SAA pilots, SAA's chief, Mr Gert van der Veer, and the Minister of Transport, Mr Eli Louw, will take place in Cape Town today, a spokesman for the transport department said

This is a follow-up to the informal meeting held between the pilots and the Minister last month

Items on the agenda for discussion include recognition of the pilots' union, the SAA Pilots Association, wages and working conditions, he said

Sources said pilots had been given the impression there would be no problem for recognition of Saapa by the Minister But no time-frame for action had been set — DDC

Minister moves on pilots' probe

Cape Times 16/2/88 (270)

By BARRY STREEK
Political Staff

AN investigation into the salaries of South African Airways pilots is to take place and will be completed by the end of May, the Minister of Transport Affairs, Mr Eli Louw, announced yesterday.

The service conditions of SAA pilots will also be investigated and an independent inquiry will examine the possible recognition of specialist groups, such as the SAA Pilots' Association (SAAPA), he said

The statement followed discussions in Cape Town yesterday with SAAPA and the Salaried Staff Association.

The Progressive Federal Party spokesman on transport, Mr John Malcomess, welcomed the investigation into pilots' salaries and said he hoped it would lead to a solution of the problem.

He wished the position of air traffic controllers would also be investigated by the same committee at the same time

"Pilots and air traffic controllers are arguably the most important employees in terms of the safety of passengers on SAA"

In his statement, Mr Louw said SA Transport Services was was being divided into five separate units of which SAA was one.

"In view of the foregoing circumstances it is now possible to consider SAAPA's request to function as a representative body, in a new light."

He had indicated that he regarded the pilots as one of the specialist groups in SATS which had a unique character and circumstances

During the discussions, it was agreed that "an independent investigation be instituted by experts from the private sector into the possible recognition of specialist groups in Transport Services".

"In this manner, the recognition of the SAAPA as the official mouthpiece of the pilots will also be addressed."

In his reaction, Mr Malcomess said the possible recognition of SAAPA seemed to be "fairly nifty footwork on behalf of the minister"

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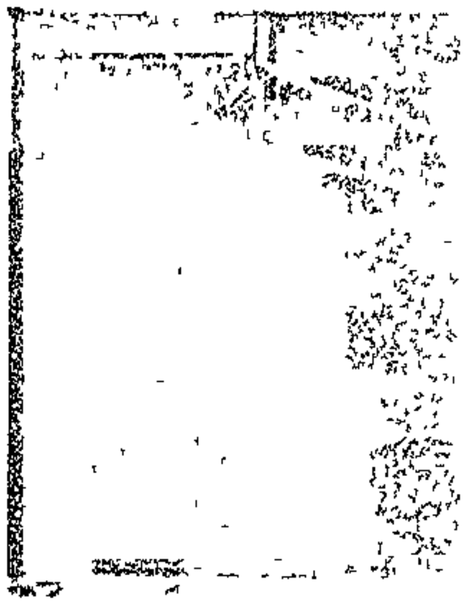

DOWN IT GOES . /
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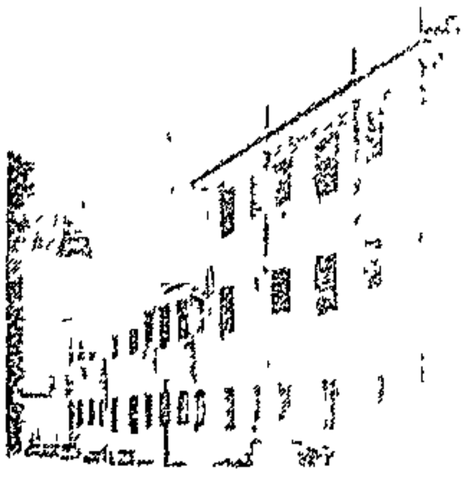

18 Sats men on murder charges

270

Eighteen members of the South African Railways and Harbours Workers' Union (Sarhwu) appeared briefly in the Rand Supreme Court yesterday on charges of murder, abduction, assault, robbery, attempted murder and intimidation.

The State alleges the men, South African Transport Services (Sats) employees who were taking part in the strike on the Witwatersrand last year, kidnapped five Sats workers who were not striking on April 28.

Star 16/2/88

The accused are Mr Bongisi Sibisi (33), Mr Wilson Matshili (33), Mr David Dzevhe (30), Mr Jacob Thapelo Machaka (33), Mr Patrick Molefe (27), Mr Phineas Nitshitungulwane (25), Mr Takalani David Mamphaga (25) Mr Mafemane William Rhikotso (33), Mr George Maungedzo (36), Mr Daniel Candilizwe Mkholokotho (36), Mr Freddie Mothisi (30), Mr Isaac Mogorosi (30), Mr Jacob Mmatloa (33), Mr Wilson Mushainshano (33), Mr Johnson Mogesi (36), Mr Johannes Joja Ncgobo (24), Mr Simon Mulomoni and Mr Michael Ikaneng

The trial was postponed to April 11

(270) B/day 16/2/88:

Govt probe into SAA pilots' salaries takes off

Political Staff

CAPE TOWN — An immediate investigation into the salaries of SAA pilots is to take place and will be completed by the end of May, Transport Affairs Minister Eli Louw announced yesterday.

The service conditions of pilots will also be investigated and an independent inquiry will examine the possible recognition of specialist groups, such as the SAA Pilots Association (SAAPA), he said.

Louw disclosed these moves after discussions in Cape Town yesterday with SAAPA and the Salaried Staff Association

PFP transport spokesman John Malcomess welcomed the salary investigation.

He added he wished the position of air traffic controllers would be investigated by the same committee at the same time.

"Pilots and air traffic controllers are arguably the most important employees in terms of the safety of passengers on SAA."

"The country cannot afford to have dissatisfied personnel in these two categories," Malcomess said.

Louw said Sats was in the process of moving into a new business and labour dispensation and was being divided into five separate organisations, of which SAA was one.

"In view of the foregoing circumstances it is now possible to consider SAAPA's request to function as a representative body in a new light."

Louw said he had indicated he regarded the pilots as one of the specialist groups in Sats which had a unique character and circumstances

During the discussions, it was agreed that "an independent investigation be instituted by experts from the private sector into the possible recognition of specialists groups in transport services

"In this manner, the recognition of the SAAPA as the official mouthpiece of the pilots will also be addressed."

Louw rejects 17 percent Sats demand

Star 16/2/88

Political Correspondent

Minister of Transport Mr Eli Louw has turned down SA Transport Services workers' demands for a 17 percent pay increase and has appointed a conciliation board to investigate it

He announced this yesterday after meeting the Federation of Trade Unions of Transport Services

Mr Louw said the federation had demanded the increase from April. The board is to report within 30 days

(270)

Sats workers: no confidence in PW

DD 18/2/88 (270)

JOHANNESBURG — Railway workers unanimously adopted a motion of no confidence in President P W Botha and the Minister of Transport, Mr Eli Louw, at a meeting here last night

Union leaders told the meeting, attended by about 300 Sats employees, they intended following legal channels to attain their 17 per cent salary demand to be implemented on April 1

They added, in response to vocal calls for strike action, that should these efforts fail to counter Mr Botha's wage freeze, they would lead and support any action their members recommended

It is expected a conciliation board will be appointed soon — DDC

Sats strike looms as militancy spreads

270

By Claire Robertson, Pretoria Bureau

Growing militancy among Sats workers erupted at countrywide meetings this week, with members demanding immediate strike action in response to the wage freeze imposed by Government.

Star

At a meeting attended by about 400 members in Johannesburg last night, a unanimous motion of no confidence in the State President Mr P W Botha and Transport Minister Mr Eli Louw was adopted by the angry crowd.

A similar motion was adopted by about 800 Sats workers at a meeting in Cape Town on Tuesday.

Last night workers chanted "Strike! Strike!" and leadership of the 200 000-strong Federation of Sats Trade Unions assured members that, should Conciliation Board proceedings fail to produce a satisfactory result — a 17 percent increase — it would bow to the members' wishes.

'THE MEN ARE VERY, VERY ANGRY'

18/2/88

"We will wait no longer than April," Federation chairman Mr Dudley Henn told The Star today.

The federation recently declared a wage dispute, and Conciliation Board proceedings are expected to begin soon

"The men are very, very angry " said Mr Henn

A similar mood is expected at a Pretoria meeting tonight, when 1 000 members are expected to attend the third in a series of countrywide meetings called to gauge Sats workers' reaction to the public sector wage freeze.

Trouble has been brewing for at least three years, said Mr Henn, since Mr Botha asked Sats workers to forfeit a third of their annual bonus. "He said if we stood by him, he would stand by us in future," said Mr Henn

Then, in 1987, "we lost out again when increases were delayed for the election . . And now this," he said.

Angry Sats workers to fight freeze

270 S/day 18/2/88

ALAN FINE

ANGRY railway workers unanimously adopted a motion of no-confidence in President P W Botha and Transport Minister Eli Louw at a meeting in Johannesburg last night.

Union leaders told about 300 Sats employees they intended initially following legal channels to attain their 17% salary demand to be implemented on April 1.

However, they added in response to vocal calls for strike action, should those efforts fail to counter Botha's freeze, they would lead and support any action their members recommended.

More than one speaker recalled that when Botha recently "stole" one third of public servants' annual bonus he had said: "Stand by me now and I'll stand by you in the future."

Federal Council of Sats Trade Unions general secretary Abraham Koekemoer said not a single politician had expressed sympathy with the transport workers' plight, because they had voted themselves a 26% increase last year.

"Sats workers have accepted sacrifices too often. It is time to say 'That's enough'," he said.

Council president Dudley Henn noted that, unlike the rest of the government service, only 30% of Sats workers would benefit from the notch system.

On the prospects for success in following channels laid down in the Conditions of Service (Sats) Act, Henn said they had received legal opinion that the President could not override laws.

It is expected a conciliation board will be appointed soon. Should the parties fail to reach agreement there, the Minister is obliged to appoint a one-man commission of inquiry to arbitrate.

Asked a question about last year's bitter strike by thousands of black Sats workers, Henn said the action had cost the strikers a lot, but they had eventually won their demands.

up
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SAA pilots hopeful about service contract

By Tim Cohen

"The days of collective begging are over," the president of the South African Airways Pilots' Association (SAAPA), Captain Blake Flemington, said last night following the first day of negotiations with South African Airways towards a conditions of service contract.

"We are entering the days of collective bargaining," he said

This follows the recent "watershed" meeting last Monday with Mr Eli Louw, Minister of Transport, Captain Flemington said.

He said the association was investigating the possibility of setting up an off-shore company which would hire out the services of pilots to SAA or other airlines.

These investigations were complex but were at a developed stage, he said.

"For the first time in decades, SAA pilots can look forward to their future with confidence," Captain Flemington said

SATS DISPUTE

Up against the red light

State President P W Botha has entered the labour arena — sensitive white labour, that is.

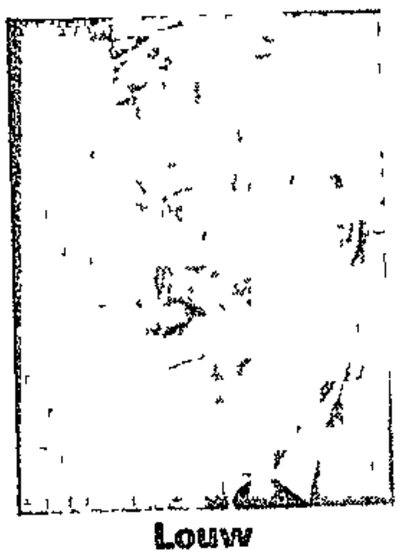
He is due to meet the Federation of Sats Trade Unions in Cape Town next Tuesday in an attempt to break its resolve not to accede to his general freeze on civil servant wage increases this year (*Current affairs* February 12)

Botha will personally try to convince the 200 000-member body of the need to tighten belts in a time of economic austerity.

The federation will then relay his message to its council, which is unlikely to be impressed, in view of their conviction that they have made enough sacrifices in recent years.

Although this is the first time in the federation's history that it has gone this far and even though the members are very upset, they are unlikely to do anything irresponsible

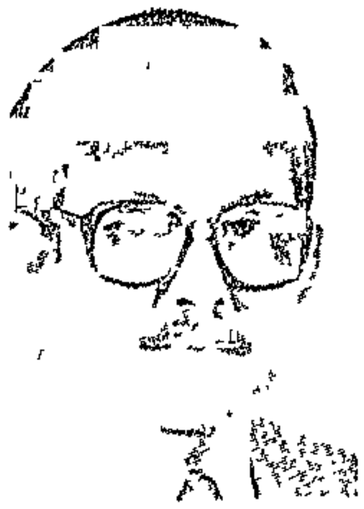
The dispute will most probably have to be resolved by a statutory commission in terms of the Labour Relations Act, if the normal route of a conciliation board (CB) fails to yield results. The appointment of a commission is the last legal channel open to the union If the commissioner (usually a judge) fails, the unions' next step will be to go back to its members to see what they think should be done. Public sector employees are prohibited by law from taking strike action.



Louw

Bargaining to heal the breach between the State's zero offer and the unions' 17% demand will take place at the CB to be appointed by Transport Minister Eli Louw. In terms of labour law, he has at least a month in which to convene one. This flows from Monday's meeting with the federation at which Louw rejected the unions' demand for wage rises starting in April.

The federation has already appointed its CB representatives, whose names were due to be conveyed to Louw on February 17 They include federation chairman Dudley Henn, general secretary Abram Koekemoer, the Union of Training Staff's Philip Strauss, the Artisan Staff Association's Willem van der Merwe and John Bedwell, president of Salstaff



Henn

It appears unlikely that any trade-off will be found by offering the unions better conditions, such as improved pension benefits "The issue at stake is money in the pocket," says a union official

Meanwhile, the federation was due to start holding a series of information meetings around the country this week

Among the federation's affiliates are the Artisan Staff Association with about 27 000 members, the Black Trade Union (48 000), Salstaff (27 000), Emplo (13 000), Footplate Staff Association (85 000), Spoorbond (7 000); Union of Training Staff (5 000), Indian Staff Association (2 000), and Coloured Staff (7 000)

Since 1976, Sats has abolished some 80 000 posts In 1987, about 4 300 jobs were abolished In 1988, Louw wrote in the December edition of *The Footplate*, official organ of the SA Footplate Staff Association "Further reductions will be made in accordance with the declared policy of a smaller, better trained, efficient and *better paid* workers' corps.

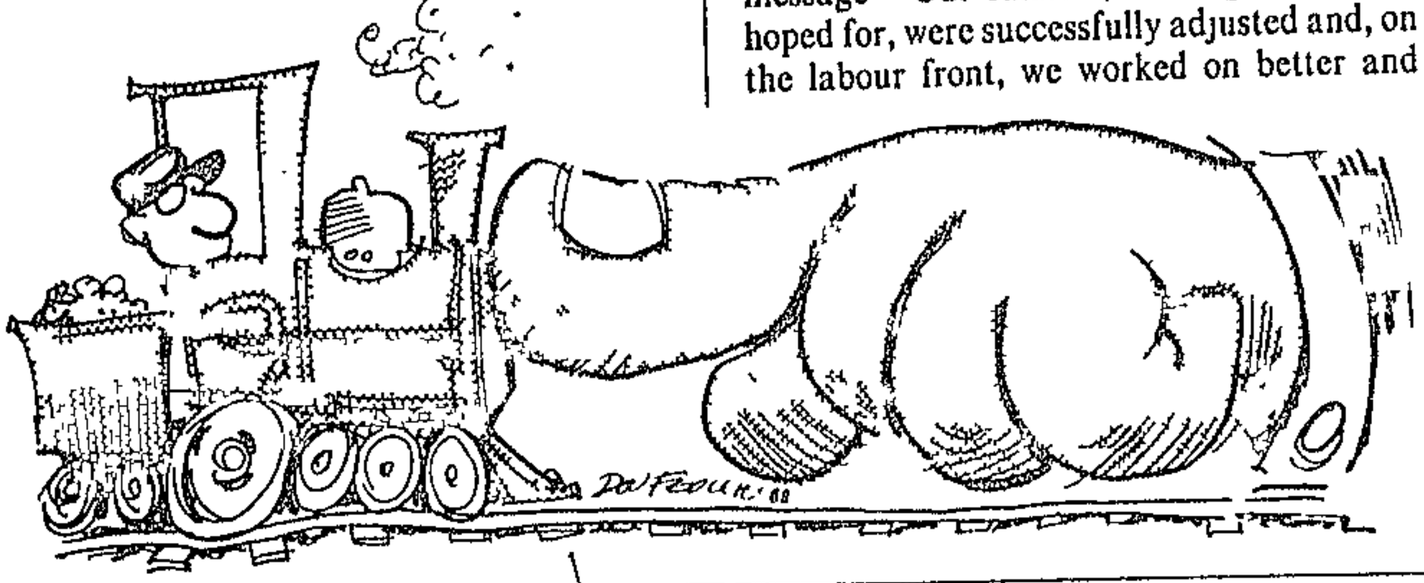
"Since we will meet with the deregulation in the transport market in an increasing measure," Louw added, "it is essential to realise that the number and quality of personnel should be such that we will be able to effectively counter mounting competition"

Koekemoer, also Footplate's general secretary, was full of goodwill in his Christmas message "Our salaries, although less than hoped for, were successfully adjusted and, on the labour front, we worked on better and more positive negotiation procedures Viewed objectively, we are better off than we were a few years ago," he said, referring to that union

Henn, also Footplate's president, spoke of "the need to adjust and adapt — a necessity in the light of (economic) circumstances"

The association, he said, "simply has no choice but to shake off the rust of past successes and prepare for whatever lies ahead"

Botha's wage freeze, however, seems too much to bear



Hot words over freeze

19/2/88 **ALAN FINE** 270 B/day

APART from the predominant colour of the participants — white — and the language mostly spoken — Afrikaans — Wednesday night's meeting of angry Sats employees railing against the State President's wage freeze could have been almost just another Cosatu union gathering.

The intention of Sats union leadership at Sturrock Park, Johannesburg, as well as at the other meetings being held around the country, was obviously to show President P W Botha and Transport Minister Eli Louw how angry their followers are at the freeze. This, they hope, will be sufficient to cause a government rethink during the dispute procedures which have been implemented over their demands for a 17% increase this April.

Fist-waving

No one shouted "amandla awethu" during the meeting, but the style of fist-waving which accompanied the railwaymen's chant "Strike, strike, strike" was similar.

One member warned from the floor that when they shut down Sats, the South African economy will come to a standstill (which is precisely what a senior police officer has menacingly accused Cosatu of planning).

The meeting, in fact, appeared to go a little further than the leadership wished. There was a small but vocal group — including a remarkable Eugene Terre'blanche lookalike — obviously sceptical that the leaders would fulfil their promise of supporting a strike, and who kept on shouting them down.

☐ **MAKING A POINT . . . Sats employees at the Sturrock Park meeting**

It was this group which was responsible for insisting on the motion of no confidence in Botha and Louw, despite painstaking efforts by the chairman to assert the meeting was not a political one. But their insistence made it impossible to duck the issue.

The leadership would probably not welcome a strike. It would be a strange phenomenon to them — after decades of a now self-acknowledged cosy relationship with successive Transport Ministers.

But — and this is the big but — if the 300 or so members of the audience are representative of general opinion on the railways, they may have no choice.

They are under pressure from the left, in the form of Cosatu's South African Railways and Harbours Workers' Union (Sarhwu) and a few others, and the right, in the form of the as yet untested White Conservative Workers' Union.

In this respect the crisis caused by the wage freeze comes at the most inopportune time possible.

Federal Council of Sats Trade Unions leadership have continued to use their cordial relationship with authority to try keep the pretenders out

But they face a delicate balancing act in retaining that relationship, and the favours that flow from it, while attempting to discard the mantle of sweetheart unionism.

Admission

In an unexpected admission, council president Dudley Henn said the Sarwhu strike last year had been costly for the workers' involved, but they had eventually won their demands

As is reported elsewhere in this newspaper, government appears to have in its arsenal the weapons necessary to ensure there is no need to bend during the dispute procedures

Only unlawful industrial action (Sats is designated an essential service) would seem sufficient to change this. Whether or not members of the Federal Council unions have the ability and the will to take such drastic action will be seen over the next few months.

Cape Times 20/2/88

'Threat' against chief: SATS workers angry

(270)

PRETORIA. — Alleged warnings that the chairman of the Federal Council of SATS Trade Unions, Mr Dudley Henn, would be fired if the wage dispute with the government was taken further, were met with derision at a protest meeting of workers here this week.

About 500 angry SATS workers gave the executives of their unions a mandate for possible strike action.

Mr John Benwell, president of Salstaff, a branch of the council, disclosed he had received information from "very high up" that Mr Henn could face dismissal.

"The Minister of Transport, Mr Eli Louw, met me last week and asked that the SATS should again set an example to the rest of the civil service. My answer was that we were not prepared to become impoverished in the interest of the State," Mr Henn said. — Sapa

Sats men in strike call

ADELE BALETA

A fresh call for strike action by more than 200 militant South African Transport Services (Sats) workers was made at a meeting in Kempton Park last night in response to the Government's freeze on transport workers' wages

20/2/88 Star

It was the fourth in a series of countrywide meetings called to report back on the Federation of Sats Trade Unions' meeting with the Transport Minister, Mr Eli Louw, and to assess members' reaction to the public sector wage freeze.

Federation chairman Mr Dudley Henn said the federation would adhere to whatever mandate it was given by members if Conciliation Board proceedings failed to secure the demand of a 17 percent increase.

"We are not prepared to become poor whites for volk and vaderland. We will make a stand," he said.

The federation's secretary general, Mr Abraham Koekemoer, said over the past 15 years transport workers had not received an increase to match inflation.

Mr Koekemoer appealed to members to stay within the law and to give the legal process a fair chance. "If we are not successful we will come back to you and ask what action we must take."

The crowd responded: "Strike, strike."

Mr Phillip Strauss, general secretary of operations of the staff union, said the public sector had been paying a heavy price for many years.

"We have contact with our members, but does the State President have contact with his electorate?"

The 200,000-strong federation recently declared a wage dispute following unsuccessful talks.

D/D 24/2/88

Sats: cut ministers' salaries

27b

EAST LONDON — If Sats employees had to sacrifice a pay increase, the salaries of cabinet ministers and MPs should also drop, the president of the Federation of Sats Staff Associations, Mr Dudley Henn, told a meeting here last night

Quoting from a Cape Town newspaper, Mr Henn gave the following figures

"Between April 1, 1986 and July 1, 1987, the annual salary for ministers has increased from R78 000 to R137 50 — an increase of 78 per cent In the same time deputy ministers have received a 51 per cent increase from R64 000 to R96 750, MPs' and members of the President's Council have received a 52 per cent increase from R43 000 to R65 250, and these figures exclude housing, car and travel schemes as well as election expenses"

The federation's general secretary, Mr Abraham Koekemoer, pointed out that yesterday was the first time in history that the federation as a whole including black, coloured and Indian members had called for a conciliation board

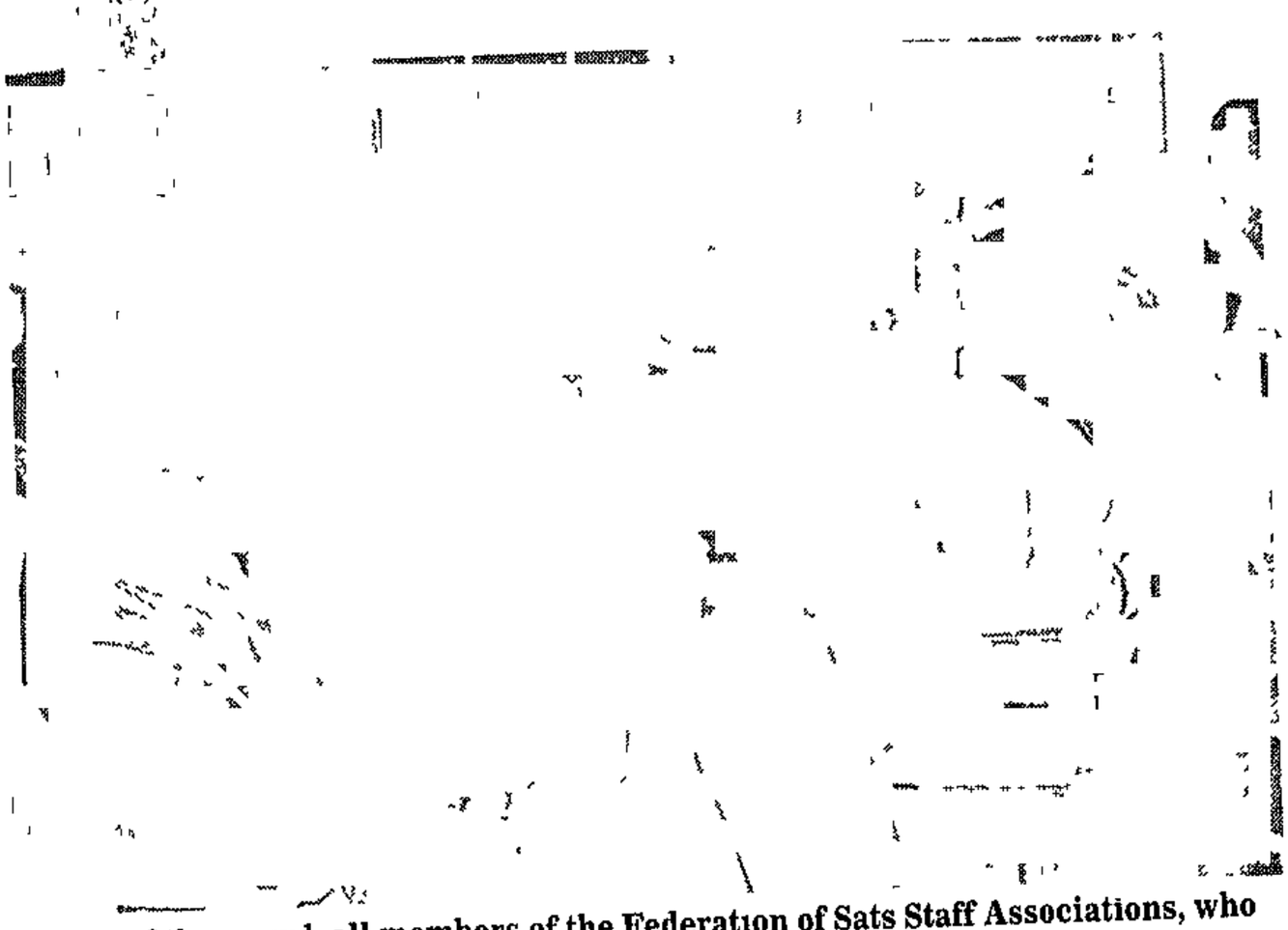
He added that the same editions of the papers that had carried the news of the pay freeze, had carried reports of increases in the price of tyres, electricity, housing loans and "believe it or not, beer"

The president of the salaried staff union, Salstaff, Mr John Benwell said that although Mr Botha had made a passionate plea to private enterprise, the private sector was not going to make a contribution

"We appreciate the country's problems, but we didn't make them — well, maybe we did with the little cross we made on our ballots," he added

A vote of confidence in the federation was passed — DDR

Mr André Vermeulen, left, and the local chairman of the Artisan Staff Association, Mr Paul Koekemoer, who addressed last night's Federation of Sats Staff Associations meeting.



Part of the crowd, all members of the Federation of Sats Staff Associations, who attended last night's meeting at the City Hall.

No increases in store for SATS users

Political Correspondent

IN addition to introducing a general wage freeze, SA Transport Services (SATS) would not be introducing any general increases in tariffs and fares this year, Transport Minister Mr Eli Louw announced yesterday

Tabling what amounts to a standstill SATS budget in Parliament, in which revenue for 1988/9 was pegged at R10,7 billion — representing only a marginal 5% increase on the previous year's income — Mr Louw also announced that SATS's entire bus passenger services were to be privatized

The operation includes 864 buses, representing a capital investment of about R100-million and an annual revenue of almost R100-million.

Mr Louw added that, according to public opinion, SAA was "undoubtedly the most acceptable candidate for privatization"

It was an airline with an established record and had its own culture he said, but cautioned that its entanglement with SATS state involvement, and competition in the domestic market would have to be addressed first.

"I am at present affording attention to accomplishing a measure of competition in the domestic air transport market," Mr Louw said.

Both decisions were widely welcomed yesterday

Reacting to Mr Louw's announcements Mr Donald Masson chairman of the Transport Consultative Committee, representing such bodies like Assocom the Motor Industries Federation and the Chamber of Mines, welcomed the pegging of SATS tariffs.

But he also expressed concern at SATS large forex losses

The Association of Southern African Travel Agents (ASATA) also welcomed the announcements as a bold initiative, reflecting government's good intentions to combat inflation and privatize some of its operations.

Outlining the major restructuring of SATS into six separate autonomous operating divisions, Mr Louw said that when this process was completed, a programme of privatizing some or all of these divisions would be embarked upon

● Despite being asked by the State President to accept the government's decision to enforce a wage freeze in the public sector, the Federation of Trade Unions of SATS announced yesterday it had declared a dispute with Mr Louw and had decided to put the situation to a conciliation board.

Rise in spending estimated at 5%

SATS's total expenditure is expected to increase by almost 5% or R496m to R10 8bn during the 1988/9 year according the estimates tabled in Parliament yesterday

Of this total some R927m has been allocated to projects of a capital nature representing an increase of R177m on the previous year's capex programme.

The remaining expenditure has been allocated as follows Railways R6 7bn, an increase of R240m Commuter passenger service R1 0bn, an increase of R53m Road transportation R350m, up R14m Harbours R359m, up R61m Airways R1,8bn, up R127m Pipelines R86m, up R1m.

According to the estimates one of the main costs increases is labour (R57m increase), which includes a flow-through of last year's wage increases and improved medical benefits This has been offset to some extent by a decrease of 8 400 in SATS's workforce over the past year.

Energy costs, including fuel, are expected to rise by R117m and stores R162m. Depreciation costs are also expected to be about R162m

Forex provisions pegged at R577m

Political Correspondent

SATS provisions for foreign exchange losses for 1988/9 are up at R577m representing more than 5% of the parastatal s projected expenditure of R10 8bn for the year Transport Minister Eli Louw revealed during his Budget speech in Parliament yesterday

This compares with a provision for forex losses of R575m for the previous year, a figure which is R125m higher than originally projected mainly as a consequence of an increase in financing costs according to Mr Louw

This provision also represents a little more than 5% of SATS operating expenditure of R10,5bn during 1987/8.

These proportions underline the impact SATS forex operations have on its working expenditure and reinforce the importance of the specialist investigation initiated last year by the Parliamentary Standing Committee into its entire currency risk management policies. These have already led to combined forex losses of more than R4bn, according to estimates provided by the Auditor General

Mr Louw yesterday failed to provide any indication on the progress made by this investigating committee which was originally scheduled to report its findings by the end of January

In keeping with President P W Botha's promises earlier this month regarding steps to put a brake on state expenditure Mr Louw revealed yesterday that SATS was budgeting for only a marginal increase in revenue of 3 7% to R10 7bn for 1988/9 compared to the R10 3bn estimated for last year

With estimated working expenditure projected to be R10 8bn for the year ahead a deficit of R96m is therefore expected

A major influence slowing SATS revenue increases in the year ahead, according to Mr Louw is a decision not to introduce a general increase in tariffs and fares, and to freeze any general increase in wages

Mr Louw stressed that this umbrella "freeze" did not mean that SATS would not be renegotiating or adjusting contract rates with its major clients in terms of the escalation formulae during the year

He said the standstill on wages would also not affect normal incremental adjustments

"The expected economic growth will not coincide with a large increase in export volumes and Transport Services will have to do its utmost to find other ways and means to compensate for this Mr Louw concluded

Forex losses behind huge R126m deficit

THE Minister of Transport, Mr Eli Louw, yesterday delivered the SATS budget, stating that its deficit for the 1987/8 financial year would amount to R126 million.

No tariff increases were announced

The main area of loss was in foreign exchange where the total provision for the year amounted to R575 million.

The biggest single problem was the loss on rail passenger services, estimated at R1 200 million for the 1987/8 financial year

Mr Louw said the SATS budget for 1988/9 envisaged an income of R10 752 million and working expenditure of R10 848 million — an amount of R577 million in forex losses is included here

The PFP spokesman on Transport Affairs Mr John Malcomess said the loss in 1987/8 was clearly due to poor decisions taken in the past.

The forex loss of R575 million was 'most significant" when viewed against an overall loss of R126 million.

Without the forex losses, he said, there would have been good profits

He said that in addition, SATS had deducted some R500 million over and above normal depreciation for inflationary accounting purposes — "the private sector could not do this in the accounting to the tax man".

Airbus chief test pilot jets into SA to clear the air over crew protests

(270) S/T 28/2/88

By ROGER MAKINGS

SAA has brought the chief test pilot of the Airbus A320 to South Africa following dissatisfaction among flight crews with the aircraft's revolutionary fly-by-wire controls

This week Captain Bernard Lespine of Toulouse lectured about 300 pilots, engineers and technical staff for several hours on the workings of the aircraft — of which SAA is buying seven

He explained that in fact the aircraft's computer logic system could be disconnected to give the pilot direct control — one of the major objections by flight crews to the Airbus during its development stages Captain Lespine said the A320, dubbed the wonder jet, was continually being improved, incorporating suggestions from flight crews all over the world

After the presentation, crews said they were much happier having been given a complete picture of the aircraft, which "had been refined to a remarkable degree"

And in another development, several representatives from the South African Airways Pilots' Association will travel to France in the next few months to fly the A320

Said one pilot "After having been given an overall picture of the aircraft, we are most impressed with the advancements that have been made"

He said Airbus had adopted a policy that pilots needed to know exactly what was happening in the aircraft at all times — which was not the case in many other makes of airliners

A spokesman for SAA, Miss Zelda Roux, said Captain Lespine had been brought to South Africa because of his vast knowledge of the A320 which would go a long way to allaying the misgivings of uninitiated crews

MOST WORKERS AT SATS STICK TO THE RULES

HOUSE OF ASSEMBLY — The AWB and CP-like attitude of certain Sats employees, who recently called for the resignation of the State President and the Minister of Transport, represented only a small percentage of Sats' personnel, Piet Welgemoed (NP Primrose) said yesterday.

He said in the Second Reading debate on the Transport Budget, there might have been a few thousand people who called for these resignations and who "shouted and carried on".

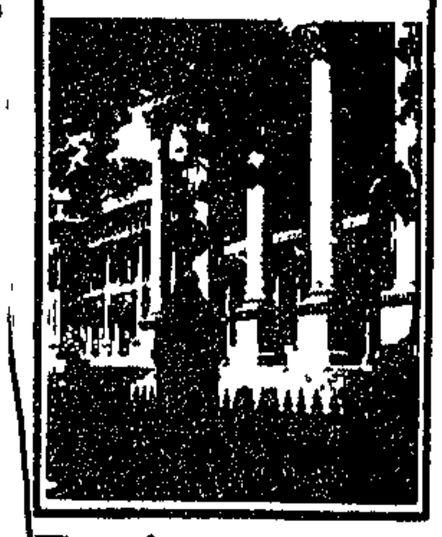
Sats' total complement was about 200 000 people, and 99% of them did things in the correct manner.

He hoped the new SAA timetable due to come into operation later this month would solve the problem of the growth in demand for seats and lead to a rise in the general standard of service.

He asked whether provision could not be made in Sats labour relations structures for the recognition of professional groups such as pilots. "Half the problems" would be solved if this were done. — Sapa.

B/Day 3/3/88 (270)

Parliament '88



Businessmen should follow Sats' example

(270)

Star 3/3/88

ASSEMBLY — The private sector should follow the example of the Transport Services, the Deputy Minister of Transport Affairs, Mr Myburgh Streicher, said last night

He said in the Second Reading debate on the Transport Budget that too many public companies made 40 to 60 and up to 300 percent in profits last year

What were they prepared to plough back to combat inflation?

Transport workers were told there could be no salary and wage increases at this stage, except for job level adjustments

There would have been a snowball effect on the economy and Sats would have helped inflation along.

Those workers who suggested they would strike if they did not get their own way "should think again"

It would be illegal — Sapa.

Unless otherwise stated, political comment in this issue is by H W Tyson, content approved by R G Anderson and J M Patten, and political cartoons by D Anderson, all of 47 Sauer Street, Johannesburg

Cape Times 3/3/88

SATS defied cabinet on cash

Political Staff

THE South African Transport Services (SATS) has been criticized by a standing committee of Parliament for defying a cabinet instruction to stop paying out cash to employees in the place of leave.

The standing committee on SATS said in its report, which was tabled in Parliament, that it was "perturbed" that in spite of the instruction from the cabinet SATS applied to its board and received permission to pay out leave credits

It said it was "of the opinion that as a state institution, the South African Transport Services must carry out requests and instructions conscientiously when the government directs such requests and instructions to it in the wider interest of the state, and that it should refrain from any actions which may neutralize or circumvent such requests or instructions"

The Auditor-General had mentioned that SATS paid out the cash value of leave to the credit of employees, up to a maximum of 30 days, to all employees who preferred it.

● SATS under fire for policy moves — Page 4

Pilots' retirement option to be stopped

Star 4/3/88

270

The option for South African Airways pilots to retire early is to be withdrawn because there is now a shortage of pilots, **Minister of Transport Mr Eli Louw** said yesterday.

Replying in the committee stage debate on the Transport Services Appropriation Bill, he said 101 pilots had the option of taking early retirement in August, but not all would necessarily do so.

The option was granted two years ago when there were more pilots than needed.

Mr Louw said that because the problem now was that there was a shortage, the early retirement ruling would end in August

ALL RACES

Replying to criticism about the lack of SAA pilots of colour, he said all races could apply for training to fly Boeings, but they had to be qualified pilots.

Asked by **Mr Nic Isaacs (LP, Bishop Lavis)** whether he had approached the private sector, particularly industry, on the question of staggered work hours to help alleviate the peak-hour overcrowding on trains, Mr Louw said talks had been held in the past, but with "no noticeable success"

Pilots accept Louw's ruling

Star, 4/3/88.

The South African Pilots' Association (Saapa) had been expecting the withdrawal of the early retirement option, which was announced yesterday, Saapa president Captain Blake Flemington said today.

"We're not unhappy about the Minister's decision.

"The option was merely making it easy for pilots to leave South African Airways," he said.

Transport Minister Mr Eli Louw announced in Parliament yesterday that SAA pilots would, after August this year, no longer be able to retire at the age of 45 "because there is now a shortage of pilots".

270

● See Page 4.

Diplomatic missions abroad, foreign service officers

399 Mr R A F SWART asked the Minister of Foreign Affairs

(a) How many (i) White, (ii) Coloured, (iii) Indian and (iv) Black persons were serving as foreign service officers in South African diplomatic missions abroad as at the latest specified date for which information is available and (b) what were the ranks held by such persons in each of the above-mentioned categories?

The MINISTER OF FOREIGN AFFAIRS

As on 22 February 1988

(a) (i) White — 235
(ii) Coloured — 5
(iii) Indian — 3
(iv) Black — None

(b) (i) White — Ambassador
— Chief Director Foreign Affairs
— Director Foreign Affairs
— Deputy Director Foreign Affairs
— Senior Foreign Affairs Officer
— Foreign Affairs Officer
— Cadet

(ii) Coloured — Ambassador
— Senior Foreign Affairs Officer
— Foreign Affairs Officer

(iii) Indian — Ambassador
— Foreign Affairs Officer

(iv) Black — None

Sport: number of participants

401 Mr M J ELLIS asked the Minister of National Education

(a) What is the estimated number of persons of all race groups who actively participate in each kind of sport and (b) in respect of what date is this information furnished?

The MINISTER OF NATIONAL EDUCATION

(a) The following numbers of affiliated individuals have been furnished by the national controlling bodies in respect of each kind of sport

KIND OF SPORT	*NUMBER OF AFFILIATED INDIVIDUALS*
Aerobatics	50
Acrogymnastics	7 755
Athletics	41 433
Basketball	6 079
Billiards and Snooker	2 382
Inland Casting	61
BMX Cycling	800
Baseball	3 552
Boxing	74 430
Archery	300
Surfriding	3 615
Wave Ski Surfing	2 500
Bridge	37 000
Croquet	400
Bowls (Bowling)	280
Service Shooting	1 390
Deep Sea Angling	10 525
Triathlon	2 800
Cycling	1 262
Formula K"	300
Weight Lifting	220
Golf (Men)	63 000
Golf (Women)	8 000
Gymnastics	13 000
Gymkhana	3 100
Handball	350
Hanggliding	206
Helicopter	50
Hockey (Men)	22 500
Hockey (Women)	42 822
Ju Jitsu	302
Judo	4 000
Jukskei	9 986
Canoeing	2 857
Karate	60 000
Clay Pigeon Shooting	566
Small-Bore Rifle Shooting	540
Korfball	19 376
Power Boating	4 011
Power Lifting	580
Power Flying	1 400
Cricket (Men)	200 000
Cricket (Women)	100
Body Building	2 650
Light Tackle Boat Angling	2 100
Air Rifle Shooting	220
Masters Athletics	600
Microlight Aeroplanes	360
Model Power Boating	200
Model Yachting	57
Modern Pentathlon	532
Motor Sport	6 000

Squash (Men)	200 000
Squash (Women)	5 965
National Shooting	1 461
Netball	300 000
Underwater Sport	3 500
Pistol Shooting	1 750
Badminton	9 000
Polo	537
Polocrosse	915
Pony Club	1 325
Homing Pigeon	5 200
Practical Shooting	1 700
Radio Motordrivers	200
Radio Flyers	1 250
Tenniquoits	568
Rowing	2 000
Bowls (Men)	37 831
Bowls (Women)	26 737
Bowls for the Blind	360
Roller Hockey	330
Roller Skating	341
Rock and Surf Angling	6 081
Rugby	317 259
Equestrian Sport	4 162
Saddle Horse	1 800
Softball	7 100
Schwinger	774
Cruising	1 984
Yachting	31 500
Chess	5 000
Sheepdog	586
Fencing	205
Sport for the Deaf	500
Sport for Physically Disabled	4 000
Wrestling	10 000
Surf Life-Saving	3 585
Gliding	738
Swimming	8 993
Table Tennis	6 700
Tennis	75 000
Tenpin Bowling	15 000
Tug-of-War	2 286
Trampolining and Tumbling	480
Pedal Power	12 000
Home Built Aircraft	950
Biathlon	9 472
Endurance Riding	600
Parachuting	1 050
Freshwater Angling	7 673
Freshwater Life-Saving	7 405
Darts (Men)	8 500
Darts (Women)	665
Casting	654
Vintage Cars	4 500
Volleyball	3 000
Soccer (Men) — Football Council of SA	469 780
Soccer (Women)	1 550
Hot Air Ballooning	68
Waterskiing — Barefoot	670
Waterskiing — Racing	220
Waterskiing — Tournament	353
Waterskiing for the Physically Disabled	10
Curling	50
Ice Hockey	395
Ice-Skating	2 388

(b) December 1987

Cabin attendants/clerks employed

436 Mr D J N MALCOMESS asked the Minister of Transport Affairs

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?

The MINISTER OF HOME AFFAIRS

22 February 1988

(a) (i) 5
(ii) 1

(b) (i) 7
(ii) 18

(c) (i) 6
(ii) 8

The designations of air hostess and ground hostess have been changed to cabin attendant and clerk respectively

Diplomatic immunities/rights/privileges granted

456 Mr R A F SWART asked the Minister of Foreign Affairs

Whether the State President granted diplomatic immunities rights and privileges to any persons in 1987 in terms of section 2B of the Diplomatic Privileges Act, No 71 of 1951 if so, (a) how many, (b) what are the (i) names of (ii) nationalities of and (ii) positions occupied by each of these persons and (c) what was the nature of the status granted to each of these persons?

The MINISTER OF FOREIGN AFFAIRS

No

(a) (b) and (c) fall away

The MINISTER OF JUSTICE

(aa) FUNCTIONAL TRAINING

(a) Whites
(i) 93 (ii) 93

(b) Coloureds
(i) 5 (ii) 5

(c) Indians
(i) 0 (ii) 0

(d) Blacks
(i) 105 (ii) 105

(bb) LEGAL TRAINING

(a) Whites
(i) 425 (ii) 333

(b) Coloureds
(i) 5 (ii) 4

(c) Indians
(i) 7 (ii) 7

(d) Blacks
(i) 116 (ii) 113

Conditions imposed on universities, report of task group

364 Mr R M BURROWS asked the Minister of National Education

(1) Whether, with reference to his reply to Question No 27 on 15 September 1987, he will make available to the public the report of the task group appointed to assess and comment on submissions made by universities on certain draft conditions proposed to be imposed on universities, if not why not, if so, (a) when and (b) in what manner,

(2) (a) what were the final decisions taken on these conditions and

(b) when will they be implimented?

The MINISTER OF NATIONAL EDUCATION

(1) No

The report is an internal and classified document

(a) and (b) fall away

(2) (a) The final decision to lay down these conditions in an amended form was taken by the Education Ministers after the matter had been discussed by Cabinet and the Ministers' Councils

(b) The conditions in the present case came into effect on 19 October 1987

Cabin attendants

368 Mr D J N MALCOMESS asked the Minister of Transport Affairs

How many applications to train as air hostesses were received in 1987 from (i) Whites, (ii) Coloureds, (iii) Asians and (iv) Blacks and (b) how many of these applications were successful in respect of each race group?

The MINISTER OF TRANSPORT AFFAIRS

(a) Statistics regarding the applications are not kept and it is not readily available It will take much time and expense to gather such information

(b) No cabin attendants irrespective of race, were employed during 1987

The designation of air hostess has been changed to cabin attendant

Blue Train passengers

371 Mr D J N MALCOMESS asked the Minister of Transport Affairs

(1) How many passengers travelled on the Blue Train in 1987,

(2) whether all such passengers paid the full fair, if not, how many paid the full fare in that year?

The MINISTER OF TRANSPORT AFFAIRS

(1) 16 926

(2) No 16 772, i e 99 per cent

Weather conditions: flights diverted/delayed

373 Mr D J N MALCOMESS asked the Minister of Transport Affairs

How many scheduled South African Airways flights were (a) diverted and (b) delayed as a result of weather conditions at (i) Port Elizabeth, (ii) Cape Town, (iii) Durban and (iv) East London in 1987?

The MINISTER OF TRANSPORT AFFAIRS

	(i)	(ii)	(iii)	(iv)
(a)	46	2	3	16
(b)	10	13	17	7

Train journeys: Government-subsidized fares

374 Mr D J N MALCOMESS asked the Minister of Transport Affairs

What percentage of (a) first-class and (b) second-class long-distance rail passengers travelled at Government-subsidized fares in 1987?

The MINISTER OF TRANSPORT AFFAIRS

For the financial year 1986/87,

(a) 5,8 per cent
(b) 8,3 per cent

Information concerning train journeys undertaken by military personnel is not included as such information is classified Particulars of the number and class of journeys undertaken by Parliamentarians and other dignitaries are not readily available

Commuter services: total loss incurred

376 Mr D J N MALCOMESS asked the Minister of Transport Affairs

What was the total loss incurred by the South African Transport Services on commuter services in the (a) Johannesburg/Pretoria (b) Cape Town/Peninsula, (c) Port Elizabeth/Uitenhage and (d) Durban/Pinetown areas in the 1987/88 financial year?

The MINISTER OF TRANSPORT AFFAIRS

The total estimated loss in respect of each of the areas is as follows

R-million

(a) 374

(b) 167

(c) 9

(d) 138

Artisans/apprentices employed by SATS

380 Mr D J N MALCOMESS asked the Minister of Transport Affairs

How many (a) White, (b) Coloured, (c) Black and (d) Indian (i) artisans and (ii) apprentices were employed by the South African Transport Services as at the latest specified date for which information is available?

The MINISTER OF TRANSPORT AFFAIRS

As at 16 February 1988

(a) (i) 11 166
(ii) 1 885

(b) (i) 35
(ii) 21

(c) (i) 9
(ii) 5

(d) (i) 10
(ii) 11

Overseas countries, cost

383 Mr D J N MALCOMESS asked the Minister of Foreign Affairs

Whether any members of Parliament were invited by his Department in 1987 to visit any overseas countries, if so, (a) how many, (b) what are their names, (c) which countries did they visit in each case (d) what was the purpose of each visit and (e) what was the total cost to the State, including the cost of air travel of these visits?

The MINISTER OF FOREIGN AFFAIRS

No, if by "overseas countries" the hon member means countries which are across the sea

(a), (b), (c), (d), (e) fall away

Abuse of air-ticket privileges at Jan Smuts Airport police investigation

385 Mr D J N MALCOMESS asked the Minister of Transport Affairs

(1) Whether with reference to his reply to Question No 10 on 28 July 1987, the police investigation into the alleged abuse of air-ticket privileges at Jan Smuts Airport has been completed if so (a) what were the findings and (b) what action is to be taken as a result of these findings,

(2) whether any departmental action has been taken in connection with this matter, if not, why not, if so what action,

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

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes
(a), (b) and (2) The Senior State Prosecutor, Kempton Park refused to prosecute and recommended departmental action It is anticipated that the departmental investigation will be completed at the end of March 1988

(3) No

bour.

Shortage of artisans

PRETORIA — The shortage of Sats artisans would become acute if the current upswing in the economy continued and accelerated, Artisans Staff Association secretary Willie van der Merwe said yesterday.

He said Sats management were warned two years ago that the drastic cutback in the intake of apprentices would have serious consequences.

In 1984 Sats indentured more than 2 000 apprentices. Last year the number indentured was just over 100, and this year it was 211.

REPORTS Business Day Staff and Sapa

270 B/day
8/3/88.

66-90 16/25

100

NORTH WARM to

TRANSVAAL W SW
Partly cloudy and warm

TRANSVAAL N
Mainly fair and warm

REST COOL to

FREE STATE
COOL to warm, early fog patches

ARGUS 8/3/88

270

Sats medical aid running dry

The Argus Correspondent

DURBAN — The South African Transport Services' 100 percent medical aid gravy train is running dry and the 140 000 members, pensioners included, will have to pay 25 percent cash for most services from April 1.

The move is apparently aimed at cutting down on unnecessary visits to doctors.

Now the all-white membership Transmed, which used to pay 100 percent for all consultations, operations in consulting rooms, out-patient treatment, house visits — including the material used, all pathologic, radiologic (diagnostic) and physiotherapy, any tests rendered inside or outside a hospital and maternity services, will stop doing so from the end of March

However Transmed will still pay 100 percent for hospital treatment, nursing homes, accommodation in a general ward, theatre fees, operations, operation procedures and treatments, blood transfusions, medicines and dressings.

Members angry

Circulars have been sent out to doctors telling them to take 25 percent of the fees for the above services and the balance will be paid when they (the doctors) submit their accounts to Transmed.

Members are angry at the changes and claim that the reason why they are being forced to pay part of their bill is because Transmed is soon to be opened to people of other race groups.

One man said that he saw no reason why the present membership, which included pensioners, should have to pay for other people.

But a spokesman for Transmed, Mrs Sandra Gertenbach, who confirmed the changes, denied that it had anything to do with the fact that Indians and coloured people are to be included in the membership.

"People of other races will be admitted in about two years time But this is not the reason why it has been introduced. We have done this to improve our members' benefits and also to make them aware of the cost of medical care"

assessed in the 1986-87 tax year and (b) what percentage of each group of taxpayers is Black?

The MINISTER OF FINANCE

(a) (i) and (ii) The statistics are not complete because ±25 per cent of individual taxpayers have not yet been assessed

(b)

Income category	Number of individual taxpayers in income category	Percentage black taxpayers in income category	Tax assessed in income category as percentage of total tax assessed
Loss	12 690	0,00	0,00
0— 5 000	208 828	1,87	0 07
5 001— 10 000	337 133	4 59	1,53
10 001— 15 000	332 798	3,36	5,00
15 001— 20 000	233 474	1,02	7,70
20 001— 25 000	194 152	0,34	10 67
25 001— 30 000	152 601	0,13	12 24
30 001— 35 000	113 588	0 05	12,42
35 001— 40 000	75 443	0,02	10 67
40 001— 45 000	47 397	0,01	8,30
45 001— 50 000	29 149	0 01	6,13
50 001— 60 000	29 582	0 01	7,67
60 001— 70 000	12 237	0,00	4 07
70 001— 80 000	5 965	0,00	2,43
80 001— 90 000	3 629	0 00	1,76
90 001— 100 000	12 285	0 00	1,28
100 001— 150 000	4 662	0 00	3 54
150 001— 200 000	1 317	0 00	1 47
200 001— 250 000	481	0,00	0,72
250 001+	689	0 00	2 33
TOTAL	1 808 100	11 41	100,00

NOTE The above statistics do not include taxpayers under the Final Deduction System

GST: irregularities

293 Mr H H SCHWARZ asked the Minister of Finance

(a) How many cases of irregularities in respect of general sales tax have been discovered since 1 January 1987, (b) what is the amount of tax involved and (c) in respect of what date is this information furnished?

The MINISTER OF FINANCE

(a) 9 791

(b) R113 343 849

(c) Period 1 January 1987 — 31 December 1987

Concessions granted: amount of tax lost

294 Mr H H SCHWARZ asked the Minister of Finance

What is the total amount of tax lost or expected to be lost as a result of tax concessions granted to decentralized or deconcentrated industries in respect of the year ended 31 March 1987?

The MINISTER OF FINANCE

Because many taxpayers (especially companies) have not yet put in their 1987 returns, it is not possible to give a final figure but on the basis of assessments already raised the income tax concessions granted to decentralized or deconcentrated industries in respect of the year ending 31 March 1987 will amount to approximately R28 million

Burglaries

297 Mr H H SCHWARZ asked the Minister of Law and Order

How many burglaries were reported to the South African Police during the period 1 July 1986 to 30 June 1987?

The MINISTER OF LAW AND ORDER

194 286 burglaries

NOTE I wish to point out to the hon member that for the sake of efficiency, statistics were furnished for the period 1 January to 31 December 1987 All statistical reports will in future be furnished in calender year periods

This figure represents a decrease of nearly 2% in comparison with the previous year

Motor vehicles reported stolen

299 Mr H H SCHWARZ asked the Minister of Law and Order

(1) (a) How many motor vehicles were reported stolen during the period 1 January to 31 December 1987 and (b) what is the value of the motor vehicles stolen during that period,

(2) how many such vehicles were recovered in (a) an undamaged, (b) a damaged and (c) a cannibalized condition?

The MINISTER OF LAW AND ORDER

(1) (a) 59 936 motor vehicles

(b) An estimated value of R899 040 000

(2) (a) 33 177 motor vehicles with an estimated value of R497 655 000

(b) 7 112 motor vehicles

(c) 2 040 motor vehicles

Air traffic controllers shortage/vacancies

369 Mr D J N MALCOMESS asked the Minister of Transport Affairs

Whether there is a shortage of air traffic controllers in his Department at present, if so, (a) how many vacancies are there (b) at which airports do these vacancies exist in each case and (c) in respect of what date is this information furnished?

The MINISTER OF TRANSPORT AFFAIRS

Yes

(a) 11

(b) 8 at Jan Smuts Airport

1 at Louis Botha Airport, and

2 at D F Malan Airport

(c) 24 February 1988

Lorries impounded

372 Mr D J N MALCOMESS asked the Minister of Transport Affairs

Whether any lorries were impounded in 1987 by officials of the Department of Transport if so (a) how many in each month and (b) for what reason in each case?

The MINISTER OF TRANSPORT AFFAIRS

Yes

(a) *Month*	*Number*	(b) *Reason*
January	0	Not applicable
February	1	Unauthorized road transportation
March	0	Not applicable
April	0	Not applicable
May	0	Not applicable
June	0	Not applicable
July	0	Not applicable
August	0	Not applicable
September	0	Not applicable
October	0	Not applicable
November	0	Not applicable
December	0	Not applicable

Bus companies subsidies

375 Mr D J N MALCOMESS asked the Minister of Transport Affairs

What total amount was paid to bus companies in respect of subsidies for the transport of passengers in the (a) Johannesburg/Pretoria (b) Cape Town Peninsula (c) Port Elizabeth/Uitenhage and (d) Durban/Pinetown areas in the 1987/88 financial year?

The MINISTER OF TRANSPORT AFFAIRS

Particulars are not yet available in view of the fact that the 1987 88 financial year only terminates on 31 March 1988

Black Transport Services Act contributions from employers

378 Mr D J N MALCOMESS asked the Minister of Transport Affairs

What was the total amount collected in terms of the provisions of the Black Transport Services Act, No 53 of 1957 in contributions from employers in the 1986-87 financial year?

The MINISTER OF TRANSPORT AFFAIRS

R41 131 194 85

Tsitsikamma toll road: total amount collected

379 Mr D J N MALCOMESS asked the Minister of Transport Affairs

What is the total amount (a) collected by the concessionaires and (b) paid to the State by them after retaining the amount due to them for their expenses and/or commission in respect of the Tsitsikamma toll road in 1987?

The MINISTER OF TRANSPORT AFFAIRS

(a) R1 653 471 36

(b) R1 456 967 55

Work to rule, repairs delay flights

D/P 9/3/88

(270)

JOHANNESBURG — Flights to and from Jan Smuts airport have been delayed for up to two hours since Monday, a spokesman for the airport manager's office, Mr Johan Bierman, said yesterday

"There is a problem with the radar at the control tower and the delays are compounded by the shortage of air traffic controllers"

Because of the radar problem, controllers had been spacing the aircraft out more and working on slot times, he said "If an aircraft misses its slot time it must wait 20 minutes"

A Johannesburg paper reported that it had received telephone calls from irate passengers

One man said no aircraft had taken off in the 90 minutes he had been at the airport

An air traffic controller confirmed the delays and explained the reason

"The gearbox that turns the radar has been giving problems so technicians decided to take it down for two days and repair it.

"They didn't want a repeat of the incident a few years ago when the radar head fell off the tower because it wasn't serviced properly

"With the radar out of action, combined with the shortage of controllers, there are bound to be delays"

The controller said the recent announcement of a "special" increase for air traffic controllers was also causing problems.

"We controllers are far from happy with the salary increase It fluctuated between seven-and-a-half and 12 per cent You can't blame us for working to rule"

● SAA said passengers using its domestic flights from Jan Smuts could expect delays over the next two weeks

The airline said in a statement that it had been informed by the Directorate of Civil Aviation that extensive unforeseen repair work to the radar installations at Jan Smuts airport would affect the operation of all commercial flights on the domestic services which operate through Jan Smuts

SAA said it was understood that repair work might take up to 14 days "and that flights to and from other centres would also be affected due to alternative aircraft control procedures being implemented for the duration of the repair period" — Sapa

Jan Smuts ATC training officers quit

B/day 10/3/88 (270)

MANDY JEAN WOODS

FIVE of the 12 air traffic control (ATC) training officers at Jan Smuts Airport have resigned as training officers, but will continue working as ATCs.

Training officers are responsible for supervising, training and assisting ATC cadets in their practical training

Delays at Jan Smuts Airport before the recent radar problems were blamed on a shortage of ATCs, several of whom resigned over pay dissatisfaction

Transport Department spokesman Leon Els said yesterday the department did not speculate about the reasons for resignations But ATCs said the continued failure of the department to give recognition, either financially or otherwise, to training officers was the main reason for the latest resignations.

Els said a pay package for ATCs had been approved by the department and would take effect on April 1

Meanwhile, executives are having their travel schedules thrown into disarray by departure delays.

An Anglo American spokesman said its business flights had been delayed up to 90 minutes in the past two days. Meetings were having to be postponed and cancelled and time was being wasted

Comair MD Pieter van Hoven said about 80% of the company's flights had been affected in the past 48 hours.

Amgold to cut final dividend

B/day 10/3/88.

CHERILYN IRETON

ANGLO American Gold Investment Company (Amgold) has cut its final dividend by 19,4% after a drop in income from its major gold mine investments

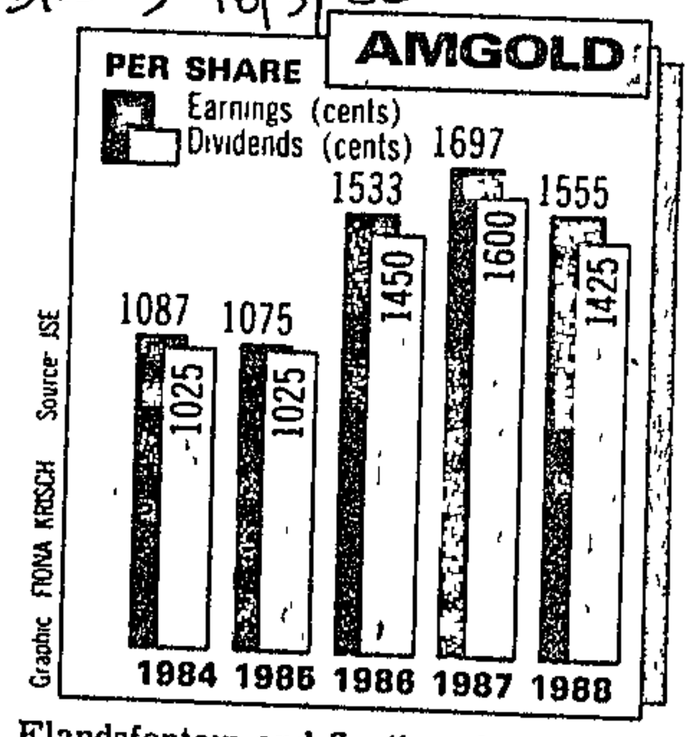
The company is to pay a final dividend of 725c a share (900c previous year) for the year to end-February, making a total of 1 425c against the previous year's distribution of 1 600c.

This follows an 8,4% drop in earnings to 1 555c (1 697c) — which was expected — after last year's dull performance of the rand price of gold, labour unrest and rising mining costs

However the increase in dividend cover to 1,09 times from 1,06 times last year and 1,03 times in 1983, seems to suggest that Amgold directors are taking a gloomy view of short-term prospects says Edey, Rogers & Co partner John Rogers

Some market commentators had been looking for a total dividend of at least 1 500c, and described the move away from the traditionally modest cover as somewhat alarming.

Amgold derives its income from a portfolio of quoted gold shares Total investment income fell 7,1% to R355,9m (R383,2m) reflecting disappointing dividends from these investments, notably



Elandsfontein and Southvaal

The market crash had a major impact on the value of Amgold's investments, which — based on market value and directors valuations — fell 35% to R5 098,7m

This is further reflected in the net asset value, which has fallen to R234,75 a share (R361,23) Amgold closed at R244 yesterday after firming R2, giving a premium of 3,9% on net worth

Amgold yields 5,8% on dividend, 6,4% on earnings and is on a PE ratio of 15,7 times.

Technologist scoops prize

A WINNER! Lydia Petre, 28, a medical technologist in Alberton, yesterday won the R1 200 prize in the Blue Chip Challenge

"At first I thought I'd missed the index by a rand, but when I added my total up again I realised I was a winner. I couldn't believe it," she said

The money will come in handy — Lydia and her husband, Roger, are building a house

"Roger is on a two-month army call-up. What a marvellous surprise this is going to be for him," said Petre

Sats under focus

Sowetan 19/3/88

270

THE national executive committee of the National Union of Railway Workers is to launch a national investigation of conditions in the South African Transport Services.

The resolution was taken at an executive meeting held in Port Elizabeth at the weekend

In a statement the vice-president of NURW, Mr M Mangoloti, said the main item on the agenda was the re-employment of the railway workers, some of whom had over 20 years service with Sats.

It was also claimed that workers were moved suddenly from one section to another without necessary preparation or equipment

Workers were concerned about losing pension and other benefits

ATC training officers resign

Cape Times 10/3/88

JOHANNESBURG. — Five of the 12 air traffic control (ATC) training officers at Jan Smuts Airport have resigned as training officers but will continue to work as ATCs

Training officers are responsible for supervising, training and assisting ATC cadets in their practical training in the control tower

ATCs said yesterday the continued failure of the Department of Transport to give recognition, either financially or otherwise, to training officers was the main reason for the latest resignations

Delays at Jan Smuts Airport have been blamed on a shortage of ATCs.

Most black workers in PO are temporary

270

Cape Times 15/3/88

MORE than 80% of the black workers and 67% of the coloured workers employed by the post office are not in permanent positions

The Minister of Communications, Mr Stoffel Botha, said yesterday that 5 243 of the 28 907 black workers were permanent employees

The post office employed 212 blacks as temporary employees and 23 452 blacks as casual and regular employees

Mr Botha, who was replying to a question by Mr Jan van Gend (PFP, Groote Schuur), said 3 767 of the 12 309 coloured employees were in permanent positions

Parties clash in postal debate

The Conservative Party was once more trying to score political points over the Government in its contributions to the Post Office budget debate, the **Minister of Posts and Telecommunications, Mr Stoffel Botha,** told the House of Assembly yesterday

Replying to Second Reading debate on the Post Office's 1988/89 budget, Mr Botha referred to the strike action last year, and said he knew very well — more so than the CP — how those postal workers who had not gone on strike had made the necessary sacrifices and "rolled up their sleeves"

"Now the CP is trying to make political gain out of what was a very difficult situation," he said

The official Opposition's spokesman on Posts and Telecommunications, Mr S P van Vuuren, was new to the job and he should remember in future that debate on the organisation's budget was traditionally not politically orientated

Replying to Mr Jan van Gend (PFP Groote Schuur) the Minister said the member had "spoiled" a good speech by dragging politics and apartheid into the debate

Mr van Gend had referred to "Posmed" the medical aid society for white post office workers, but the facts were it had been established in 1922 by white workers for themselves, and the exclusion of other race groups was not discrimination as such, but "a matter of historial fact"

Membership of Posmed was compulsory for white postal workers

There were 49 000 members

Parliament '88

of Posmed and the admission of members of other race groups was only possible if the majority of members agreed, Mr Botha said

Dr Welgemoed also said Mr van Gend had talked "the biggest load of rubbish I ever heard" in laying responsibility at the door of the Government for the fact that Posmed and other Post Office medical aid schemes were racially segregated

These funds were autonomous. Mr van Gend knew it, but it did not suit him To him, this was apartheid

Each fund had its own management and received exactly the same subsidy and treatment from the Post Office.

The PFP made a great play of freedom of association, but they should also pay regard to the other side of the coin, which was the principle of dissociation

There were people who wanted separate medical aid funds — Sapa

STAR 10/3/88

270

'No care for employees'

The Government had displayed a total lack of concern for Post Office employees by freezing their salaries, **Mr Clive Derby-Lewis (CP Nominated)** said yesterday

A salary increase for Post Office employees would have the immediate effect of stimulating the economy, Mr Derby-Lewis said during debate of the Second Reading of the Post Office Appropriation Bill

The increase would improve productivity and, therefore, not be inflationary because the reduction of inflation was concomitant with productivity.

The privatisation of certain Post Office services in Britain had resulted in tariff increases and thousands of workers had lost their jobs "There have only been critical reports of Britain's privatisation of its Post Office," Mr Derby-Lewis said

Speaking during the debate, **Mr S P van Vuuren (CP Ventersdorp)** said whites stayed loyal to the Post Office and SA when black workers went on strike for three months last year said.

He said the Minister did not think these workers important enough to give them a salary increase. "That is the thanks the Post Office workers get for strengthening the Post Office during the recent strike."

Even a moderate increase would have relieved the financial position of the workers

As the education, transport and agricultural authorities had done, the Minister turned his back on postal workers, said Mr Van Vuuren

The CP did not support the Second Reading and moved a amendment that the Minister should formulate and modify his intention to privatise certain functions of Posts and Telecommunications — Sapa.

Workers pay is 'appallingly low', says PFP

The removal of all racial discrimination in the Post Office was hampered by the National Party's pandering to white prejudice, **Mr Jan van Gend (PFP Groote Schuur)** said in the House of Assembly yesterday

Almost one third of the Post Office's staff, nearly 30 000 employees, fell into the lowest income bracket

The minimum wage of R375 a month was an appallingly low pay packet for a full-time staff member.

It amounted to one-third of the amount paid monthly for his car lease, Van Gend said — Sapa

STAATSKOERANT

VAN DIE REPUBLIEK VAN SUID-AFRIKA

REPUBLIC OF SOUTH AFRICA

GOVERNMENT GAZETTE

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VOL. 273 KAAPSTAD, 16 MAART 1988 CAPE TOWN, 16 MARCH 1988 No. 11187

KANTOOR VAN DIE STAATSPRESIDENT

No 469 16 Maart 1988

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word —

No 11 van 1988 Suid-Afrikaanse Vervoerdienstewysigingswet, 1988

STATE PRESIDENT'S OFFICE

270

No 469 16 March 1988

It is hereby notified that the State President has assented to the following Act which is hereby published for general information —

No 11 of 1988 South African Transport Services Amendment Act, 1988

GENERAL EXPLANATORY NOTE:

Words underlined with solid line indicate insertions in existing enactments

ACT

To amend section 9 of the South African Transport Services Act, 1981, so as to enable the South African Transport Services to transfer the control, management, maintenance and exploitation of any portion of the railway to another person; to amend section 10 of the said Act so as to further define the acquisition of a railway; and to provide for incidental matters.

(Afrikaans text signed by the State President.)
(Assented to 4 March 1988)

BE IT ENACTED by the State President and the Parliament of the Republic of South Africa, as follows:—

Amendment of section 9 of Act 65 of 1981, as amended by section 10 of Act 13 of 1983, section 6 of Act 5 of 1984, section 15 of Act 44 of 1985, section 1 of Act 46 of 1986 and section 4 of Act 91 of 1987

1. Section 9 of the South African Transport Services Act, 1981, is hereby amended by the insertion, after subsection (27), of the following subsections:

"(28) to transfer the control, management, maintenance and exploitation of any portion of the railway to another person in terms of an agreement Provided that in such an instance the provisions of sections 26 and 65 of this Act shall apply *mutatis mutandis* to the person from the date of transfer,

(29) to transfer the rights of the South African Transport Services in respect of any land, to a person referred to in subsection (28), irrespective of whether such rights were acquired by means of expropriation or otherwise, and after such transfer the same rights in respect of such land shall vest in such person as if the railway is still controlled, managed, maintained and exploited by the South African Transport Services"

Amendment of section 10 of Act 65 of 1981, as amended by section 16 of Act 44 of 1985

2. Section 10 of the South African Transport Services Act, 1981, is hereby amended by the insertion, after paragraph *(d)* of subsection (1), of the following paragraph

"*(e)* the acquisition of a railway in terms of an agreement with the South African Transport Services"

Short title

3. This Act shall be called the South African Transport Services Amendment Act, 1988

Conciliation board for Sats dispute

16/3/88 (270) B/day

CHRIS CAIRNCROSS

TRANSPORT Minister Eli Louw has appointed a conciliation board to handle the wage dispute declared between Sats and the 200 000-member Federation of Trade Unions of Sats last month. The first meeting is to be held in Johannesburg on March 28.

The Sats unions, which say they have made enough sacrifices in the recent past, are pressing for a 17% increase, having decided to cold-shoulder the appeal for restraint in their wage demands made last week by President P W Botha.

Federation president Dudley Henn said yesterday they had stressed to Louw the unions would not brook any attempts by Sats to play for time. Their demands also included a request for any wage increases to be back-dated to March 16.

Henn said he had little confidence the conciliation board would be able to resolve the dispute. He said the federation was determined not to reduce their demands and bend meakly to the wage freeze imposed on the public service.

The threat of some sort of industrial action from these unions, therefore, still appears possible, even though this is precluded in terms of existing legislation.

Doctors in row over Sats fees

270

By Toni Younghusband
Medical Reporter

Star 17/3/88

A group of Johannesburg doctors has protested against what it terms a "ridiculous" move by the transport workers medical aid society which is now demanding that patients pay 25 percent of their medical fees up front

According to a South African Transport Services spokesman, from April 1 employees will have to pay 25 percent of their medical bills directly to the doctor or hospital and then claim from Transmed, the Sats medical aid scheme.

Up to now, bills were sent directly to Transmed and the 25 percent deducted from the employee's salary

A doctor said that Transmed had indicated in a letter that black employees may also in future be covered by the medical aid scheme

"Who can say Transmed's example won't be followed by other State medical aid schemes?"

Medical services for which members will have to pay this 25 percent include all consultations, operating procedures in consulting rooms, outpatient treatment, house calls, pathologic, radiologic, diagnostic and psychotherapeutic services, maternity and optical services

FM 18/3/88

SATS RACING COLOURS

There are 10 Bushmen working for SA Transport Services (Sats). There are also four Caprivians, 60 Cavango, 304 Nama, 465 Herero, 673 Damara, 1 517 Wambo and several thousands more members of another 10 "ethnic groupings".

This information appears in the latest report of the Sats Board, a group of four commissioners chaired by the Minister of Transport Affairs and "administered under the control and authority of the State President."

The question may well be asked, at a time when there is talk of some Sats operations being privatised and others deregulated; when financial losses are mounting and jobs and salary increases are at risk, is it necessary that someone should have gone to the trouble of racially identifying nearly 90 000 Sats employees?

This thoroughness does not extend to the 87 450 Whites employed by Sats, or the 15 894 Coloureds and 1 570 Indians. South Africa must remain ignorant of how many Sikhs patrol its railway lines, how many Serbo-Croatians labour in its dry docks, how many Monegasque drive its trucks or whether any Turks repair its pipelines.

The report says that on December 15 1987, there were 194 622 employees in the service of the Sats. Only 89 728 were black — less than half. Yet they were enumerated right down to the last Bushman.

Unions will not budge

GERALD REILLY

PRETORIA — The Federal Council of Sats trade unions is not prepared to budge on its mean demand for 17% pay hikes backdated to March 16.

This was said by council chairman Dudley Henn in reaction to the appointment of a conciliation board by Transport Minister Eli Louw in an effort to settle the pay dispute with Sats's 10 unions.

Representing Sats workers are Henn, Federal Council general secretary Abe Koekemoer, Artisan Staff Association secretary Willie van der Merwe, Salstarf president John Benwell and Phillip Strauss from "Group C". Henn said he expected the board to complete its work after two or three sittings.

Before the end of April the success or otherwise of the board's deliberations should be known. Henn said he was not optimistic about the outcome and that it appeared likely the issue would go to arbitration.

"And if we fail at the arbitration level we will go back to our members to determine what further steps they want us to take, and for a mandate to take them," Henn said.

He assured members the council's attitude was inflexible.

B/Day 21/3/88

270

Sats won't budge on 17pc pay demand

D/D 21/3/88

(270)

PRETORIA — The federal council of South African Transport Services (Sats) trade unions is not prepared to budge on its demand for 17 per cent pay hikes backdated to March 16

This was said by the council chairman, Mr Dudley Henn, yesterday in reaction to the appointment of a conciliation board by the Minister of Transport, Mr Eli Louw, in an effort to settle the pay dispute with Sats' ten unions

Representing Sats workers are the general secretary of the federal council, Mr Henn, the artisan staff association secretary, Mr Abe Koekemoer, the salstarf president, Mr Willie van der Merwe, and Mr John Benwell and Mr Phillip Strauss from "group C"

Mr Henn said he was not optimistic about the outcome and that it appeared likely that the issue would go to arbitration

"And if we fail at the arbitration level we will go back to our members to determine what further steps they want us to take, and for a mandate to take them"

He said the councils attitude was inflexible. "We are not prepared to move away from our original demand" — DDC

The MINISTER OF TRANSPORT AFFAIRS

(a) 1 in 1988

(b) From 1 to 4 January 1988

(c) (i) 4 days

(ii) An increase in bus fares

Five most junior posts: salary scales

709 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

(a) What are the salary scales attached to each of the five most junior posts in the South African Transport Services, (b) how many of these posts are filled by Whites, Coloureds, Indians and Blacks, respectively, and (c) in respect of what date is this information furnished?

The MINISTER OF TRANSPORT AFFAIRS

(a) (1) R4 530 – 4 770 – 5 010 – 5 250 annually
(2) R4 530 – 4 770 – 5 010 – 5 250 – 5 490 annually
(3) R4 560 – 4 830 – 5 040 – 5 280 – 5 520 annually
(4) R4 770 – 5 010 – 5 250 – 5 490 – 5 820 annually
(5) R4 830 – 5 040 – 5 280 – 5 520 – 5 850 annually

(b)	Whites	Coloureds	Indians	Blacks
(1)	3	10 359	248	60 657
(2)	Nil	291	37	1 155
(3)	Nil	Nil	Nil	16
(4)	Nil	337	30	1 985
(5)	Nil	18	Nil	103

(c) 1 March 1988

Control boards: functions

716 Mr C J DERBY-LEWIS asked the Minister of Agriculture

What are the functions of each of the control boards falling under his Department?

The MINISTER OF AGRICULTURE

The functions of the control boards are set out in the Proclamations and Government Notices as indicated below

Banana Board	Proclamation R 109 of 1976, as amended
Canning Fruit Board	Government Notice R 2068 of 25 September 1987
Chicory Board	Proclamation R 155 of 1978, as amended
Citrus Board	Proclamation R 2 of 1979, as amended
Cotton Board.	Proclamation R 37 of 1974, as amended
Dairy Board	Proclamation R 290 of 1978, as amended
Deciduous Fruit Board	Proclamation R 220 of 1979, as amended
Dried Fruit Board	Proclamation R 302 of 1962, as amended
Dry Bean Board	Government Notice R 370 of 27 February 1988
Egg Board	Proclamation R 64 of 1963, as amended
Grain Sorghum Board	Government Notice R 190 of 31 January 1986
Lucerne Seed Control Board	Proclamation R 30 of 1963, as amended
Maize Board	Proclamation R 45 of 1979, as amended
Meat Board	Proclamation R 200 of 1964, as amended
Mohair Board	Proclamation R 281 of 1971, as amended
Oil Seeds Board	Proclamation R 73 of 1982, as amended
Potato Board	Proclamation R 268 of 1970, as amended
Rooibos Tea Control Board	Proclamation R 167 of 1962, as amended
Tobacco Board	Proclamation R 159 of 1971, as amended
Wheat Board	Proclamation R 162 of 1974, as amended
Wool Board	Proclamation R 155 of 1972, as amended

The manner in which the powers, functions and duties vested in the control boards mentioned above are exercised, performed and carried out, is set out in the annual reports of these boards which are tabled each year in Parliament.

Booklet: *The Dismantling of Apartheid*

793 Mr P G SOAL asked the Deputy Minister of Information

(1) Whether the Bureau for Information was responsible for the compilation and/or distribution of a booklet entitled "The Dismantling of Apartheid", if not, who is responsible for this booklet, if so, (a) why, (b) what was the nature of its involvement, (c) how many pages does the booklet comprise, (d) how many (i) English and (ii) Afrikaans copies of the booklet were produced, (e) to whom were copies of the booklet sent and (f) what was the total cost of producing, printing and distributing the booklet,

(2) whether the views propagated in this publication reflect the views of the Government, if not, in what way do they differ,

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

The DEPUTY MINISTER OF INFORMATION

(1) No The booklet was published by the author

The Bureau purchased 50 000 copies which it has distributed

(a) The publication contains a useful chronicle of reform measures

(b) The Bureau's involvement was limited to the purchase and distribution of copies of the publication

(c) 26 pages.

(d) (i) and (ii) 50 000 English copies were purchased

(e) Copies were sent to contacts of the Bureau on a selective basis.

(f) The publications were purchased at a price of 94 cents per copy Cost of distribution is difficult to determine as railway costs incurred to transport copies to Regional Offices are not available as yet and because Regional Offices supplied copies free of charge on request and also during contact visits

(2) The booklet is a chronicle of reform measures Views, if any, propagated are those of the author and do not necessarily reflect those of the Government

(3) No

school where there was no proper registration and where pupils were allowed to register as they pleased after the date for registration had passed and where a long period of extension had already been granted

I should like to give the assurance that everything possible was done to enable students who really wanted to study to enrol for this year One cannot have a proper school functioning properly while continuously allowing students to register in dribs and drabs after the closing date

The conclusion I arrive at is that of the approximately 1 300 pupils who made late application on the very last day and of whom only one tenth were admitted, not one really want to study seriously I say this because most of these applications were based upon falsified or obviously changed documentation in an endeavour to obtain admission to classes to which they were not entitled to be admitted

I think it would be very useful for these pupils to spend this year earning pocket money to enable themselves to study properly next year and to enrol in time for registration

Mr K M ANDREW Mr Speaker, further arising out of the hon the Minister's reply, could he indicate to the House what job opportunities there are in the Cape Peninsula for 13 and 14 year olds who want to earn the money to which he referred? [Interjections]

The MINISTER Mr Speaker, I would like to know from the hon member if, because of the lack of job opportunities, he wants students who refuse to comply with the normal disciplinary requirements of a school to be admitted to school just to be kept there [Interjections]

Mr K M ANDREW Mr Speaker, may I have your guidance? Is an hon member allowed to respond to a question from an hon Minister during question time?

Mr SPEAKER Order! That is for the Chair to decide

Mr K M ANDREW I am asking for your guidance, Sir

Mr SPEAKER Order! I have given the hon member my guidance on the issue by telling him that that is for the Chair to decide

Mr K M ANDREW Mr Speaker, further arising out of the hon the Minister's reply

Mr SPEAKER Order! I am sorry, but the hon member has had his opportunity He was addressing questions to the Chair

Transfer of pupils at private schools to State schools

*11 Mr K M ANDREW asked the Minister of National Education

Whether his Department has made an estimate of what the additional cost to the State would have been in the (a) 1986/87 and (b) 1987/88 financial years if all pupils at private schools had transferred to State Schools, if so, what are these estimates in each case?

†The MINISTER OF NATIONAL EDUCATION

Yes If the required fixed assets are assumed to be available already, the additional cost to the State would have been the following

(a) 1986/87 R65 404 000

(b) 1987/88 R85 511 000

Subsidies paid to private schools

*12 Mr K M ANDREW asked the Minister of National Education

What amount (a) was paid out in subsidies to all private schools in the Republic in the 1986/87 financial year and (b) is it estimated will be so paid out in the 1987/88 financial year?

The MINISTER OF NATIONAL EDUCATION

In respect of private ordinary schools registered in terms of general education policy, the following total amounts have been allocated

(a) 1986/87 : R33 088 000

(b) 1987/88 R45 340 000

*13 Mr D J DALLING — Justice [Reply standing over]

Bread not conforming to requirements: convictions

*14 Mr R W HARDINGHAM asked the Minister of Agriculture

Whether any convictions were obtained in 1987 against bakeries and/or retail outlets in connection with the supply of bread not conforming to (a) quality and (b) mass requirements, if so, how many in each case?

The MINISTER OF AGRICULTURE

(a) and (b) No, but if in a particular case, the minimum requirements for standard bread are not complied with, the Wheat Board determines an amount according to a fixed formula by which the subsidy to the person or bakery concerned is reduced

Certain organization: training camp for members

*15 Mr P G SOAL asked the Minister of Law and Order

(1) Whether he and/or the South African Police have been informed of (a) the existence of a training camp for members of a certain organization, the name of which has been furnished to the Police for the purpose of the Minister's reply, and (b) the purposes to which this camp is put, if so, what is the name of this organization,

(2) whether he is taking or intends taking any action against the owners or managers of this camp, if not, why not, if so, (a) what action and (b) when?

†The DEPUTY MINISTER OF LAW AND ORDER

(1) (a) yes

(b) To provide training in self-defence, physical fitness and the use of firearms
The name furnished by the hon member

(2) No As far as can be ascertained, no criminal offences have up until now been committed by these persons

(a) and (b) Fall away

Mr P G SOAL Mr Speaker, arising out of the hon the Deputy Minister's reply, if it is permissible for the AWB to engage in a training camp of this nature, will he tell us whether it is permissible for other organisations to set up similar training camps?

The DEPUTY MINISTER Mr Speaker, the point in question was whether any criminal offences had been committed and I indicated that according to the police investigation there had been none

Mr P G SOAL Mr Speaker, further arising out of the hon the Deputy Minister's reply to the first part of my question in which he was asked whether he was aware of the camp and what happened there, may I ask him whether other organisations would be allowed to operate similar camps within South Africa?

The DEPUTY MINISTER Mr Speaker, if any criminal offences were committed at such a camp, the police would of course take note and act accordingly In this case, however, there were none, and that was the point in question

Manager of SAA in Rome: previous positions held

*16 Mr D J N MALCOMESS asked the Minister of Transport Affairs

With reference to his reply to Question No 18 on 8 March 1988, what positions in the travel-related field did the current manager of the South African Airways in Rome hold prior to his appointment to his present post?

The MINISTER OF THE BUDGET AND WELFARE (for the Minister of Transport Affairs)

December 1970 – February 1974	Assistant to Director (Finance and Operation), Grosvenor Car Hire and Touring Limited
March 1974 – February1976	Branch Manager, Grosvenor Tours
March 1976 – February 1979	Sales Manager and Marketing Director, African Adventure Tourism
March 1979 – July 1985	International Sales Manager, Marketing Manager, Group Marketing Director (International) and Member of Board of Directors, Southern Sun Hotels

Articles taken to detainees by relatives

*17 Mr J VAN ECK asked the Minister of Law and Order †

(1) Whether relatives of persons detained in terms of section 29(1) of the Internal Security Act, No 74 of 1982, may on their own initiative take articles, or have articles taken, to such detainees, if so, what articles, if not, (a) why not and (b) since what date has this policy been applied,

(2) whether detainees may on their own initiative ask their relatives for articles that they need, if so, what articles, if not, (a)

Sar-travel· scheduled coach tours for tourists

660 Mr P G SOAL asked the Minister of Transport Affairs

(1) Whether Sar-travel operates any scheduled coach tours for tourists, if so,

(2) whether the financial results of this division are assessed separately from those of other divisions of South African Transport Services, if not, how are they assessed, if so, what (a) was the (i) profit or (ii) loss of this division in the 1987/88 financial year and (b) is the projected (i) profit or (ii) loss for the 1988/89 financial year?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(2) The Honourable Member's attention is directed to the documents which were tabled during the introduction of the South African Transport Services Appropriation Bill, 1988 Particulars of these services' financial results are contained therein

Botshabelo. hospitals

673 Mrs H SUZMAN asked the Minister of Education and Development Aid

Whether there are any hospitals in Botshabelo, if not, (a) why not and (b) where is the nearest hospital, if so, (i) how many of each specified kind of hospital, (ii) how many (aa) beds, (bb) doctors and (cc) nurses are there in respect of each of these hospitals and (iii) who is responsible for paramedical services in this area?

The MINISTER OF EDUCATION AND DEVELOPMENT AID

Yes

(i) One General Hospital

(ii) (aa) 61

(bb) 5 full-time and 7 part-time

(cc) 107

(iii) The hospital itself

Mooinooi: automatizing of telephone service

680 Mr A GERBER asked the Minister of Communications †

Whether his Department intends automatizing the telephone service at Mooinooi, if not, why not, if so, when?

The MINISTER OF COMMUNICATIONS

Yes, but owing to financial and other restraints, it was unfortunately not possible to include the Mooinooi exchange in an automation programme stretching up to and including the 1989/90 financial year At this stage it is also not possible to indicate when this exchange will be accorded its turn

Five most junior posts: salary scales

708 Mr C J DERBY-LEWIS asked the Minister of Communications

(a) What are the salary scales attached to each of the five most junior posts in his Department, (b) how many of these posts are filled by Whites, Coloureds, Indians and Blacks, respectively, and (c) in respect of what date is this information furnished?

The MINISTER OF COMMUNICATIONS

(a) (1)	*R4 500 × 450 – 5 400 × 480 – 5 800//– 6 360 × 480 – 7 800	(General Assistant 1) (Catering Assistant 1) (Security Assistant 1)
(2)	R6 150 × 510 – 8 190 × 660 – 8 850	(Senior Housekeeper)
(3)	*R4 950 × 450 – 5 400 × 480 – 7 800//– 8 460 × 660 – 9 120	(General Assistant 2) (Catering Assistant 2) (Security Assistant 2) (Waiter/Waitress)
(4)	R5 550 × 480 – 6 030 × 510 – 8 070 × 660 – 9 390	(Lithographic Operator)
(5)	R5 400 × 480 – 7 800 × 660 – 9 120 × 690 – 11 880	(Telcom Assistant)

*Officials must meet certain service and merit requirements to progress beyond the barrier (//–) on the appropriate salary scale

	Whites	Coloureds	Indians	Blacks	
(b)	780	6 375	113	19 379	(General Assistant 1)
	—	81	—	232	(Catering Assistant 1)
	72	68	—	246	(Security Assistant 1)
	6	—	—	—	(Senior Housekeeper)
	235	995	41	1 832	(General Assistant 2)
	1	1	—	2	(Catering Assistant 2)
	25	17	—	28	(Security Assistant 2)
	—	2	—	34	(Waiter/Waitress)
	—	—	—	4	(Lithographic Operator)
	1 713	227	110	545	(Telcom Assistant)
	2 832	7 766	264	22 302	(Total)

(c) 31 December 1987

Employees of SATS: financial incentive/bonus systems

742 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

Whether there are any financial incentive or bonus systems for employees in the South African Transport Services, if not, why not, if so, (a) how many and (b) what are the relevant details?

The MINISTER OF TRANSPORT AFFAIRS

Yes

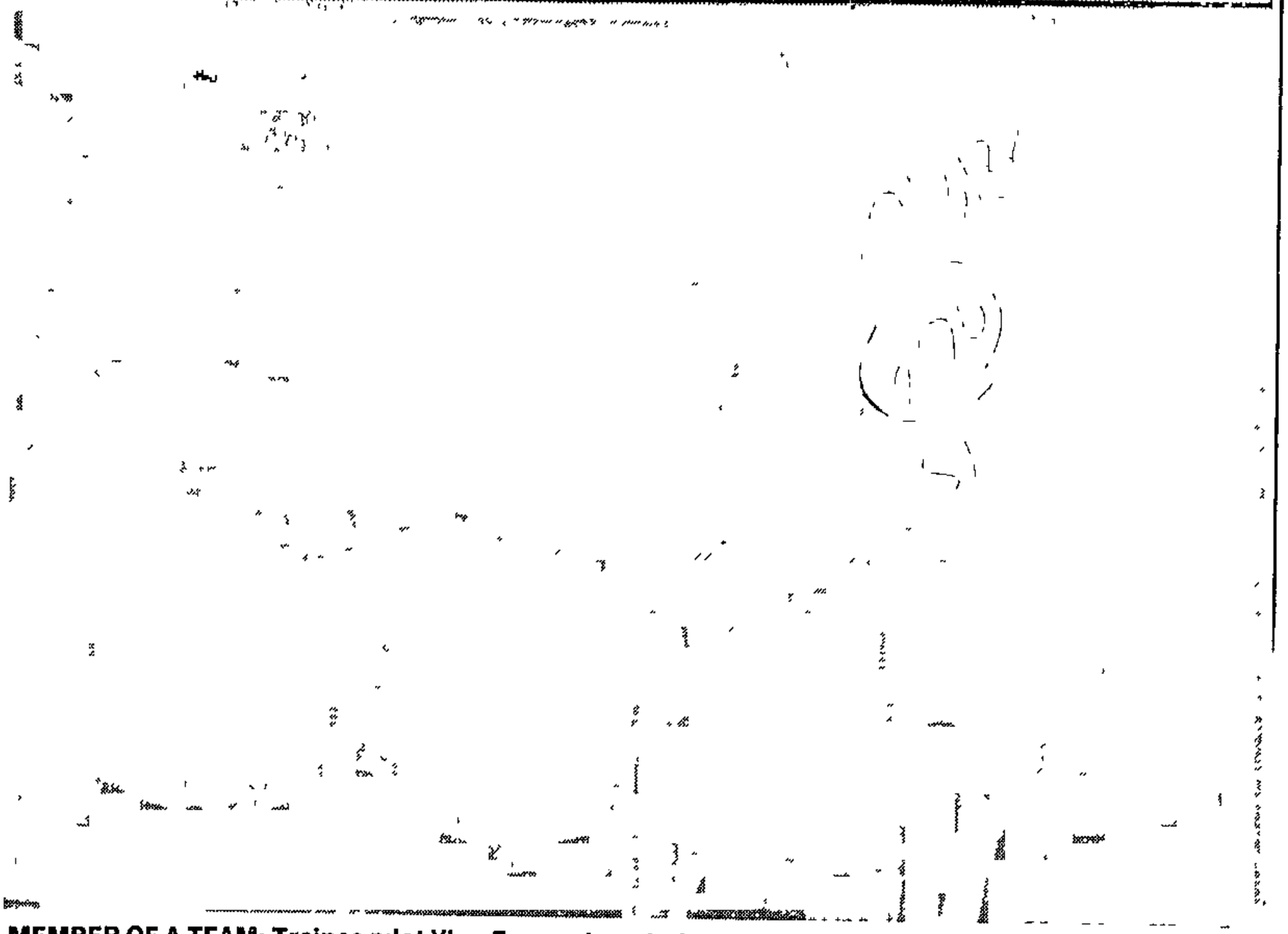
(a) 13

(b) SCHEME	APPLICABLE TO
Bonuswork Agreement Number One	Artisans and related grades on manufacturing, workshop maintenance and construction work as well as certain personnel employed in ticket printing
Bonuswork Agreement Number Two	Artisans and related grades on maintenance and repair work in the different Road Transport Workshops
Bonuswork Agreement Number Three	Artisans and related grades in the Civil Engineering Plant Maintenance depots
Productivity Incentive Scheme Airways Department	Aviation artisans and related grades concerned with the maintenance and servicing of aircraft
Wage Incentive Scheme Diesel and Steam Locomotive Sheds	Artisans and related grades in diesel and steam locomotive sheds responsible for the maintenance of locomotives
Incentive Scheme Cargo Handling in Harbours	Personnel concerned with the handling of conventional cargo in harbours
Incentive Scheme Harbour Container Terminals	Personnel handling containers in harbours
Incentive Scheme Dredgers	Dredger crews on certain dredgers
Cartage Bonuswork System	Drivers and assistants of cartage vehicles in urban areas
Incentive Scheme Data Capturing Machines	Typists (data capturing) operating data and other accounting machines
Wage Incentive Scheme Artisans on coach work in electric running sheds	Artisans responsible for the maintenance of suburban passenger coaches in electric running sheds

The following wage incentive schemes have been introduced on a trial basis

Mechanical Maintenance Personnel	Artisans and related grades employed on maintenance of mechnical plant and apparatus
Wage Incentive Scheme for Earthmoving gangs	Personnel employed on earthmoving work

First black reaching for the sky



MEMBER OF A TEAM: Trainee pilot Vino Eargambran in front of a Harvard trainer with colleagues Enoren Drinkwater, Mark Herd and Louis Fouche. Picture: MARGOT WILLIAMS

By BOETI ESHAK

A 20-YEAR-OLD Indian from a small farming community is on his way to becoming the SAAF's first black jet pilot

He is Koomaresen "Vino" Eargambran, of Cliffdale, Natal. He joined the SAAF early this year, and completes a 13-week intensive orientation course on Thursday.

Vino said this week from the Air Force Gymnasium in Pretoria "I always wanted to fly a jet, and because there was nowhere else to go, I applied to the SAAF"

Vino matriculated at Shallcross Secondary School, Durban, and then started a BSc course in computer science at the University of Natal. He quit after two years to join the SAAF.

"I hope to continue my studies later, but becoming a pilot in the SAAF is my first priority"

Friends

He applied to the SAAF in January last year. After aptitude and medical tests, he was accepted.

The SAAF's Flying Recruiting Officer, Lieutenant Francois de Lange, said the SAAF had many coloureds and an Indian on its technical side, but Vino was the first black to train as a pilot

Vino said he got along "very well" with others in the SAAF "In fact, I have become firm friends with members of my squadron

"I thought it would be different being the first Indian to join the SAAF as a trainee pilot But that's not so — colour does not come into it at all I have been accepted as a member of a team.

"The only difference is that in camp we speak only Afrikaans"

FOR SUBSCRIPTION INQUIRIES — TELEPHONE EAST LONDON 26141

D/D 6/4/88 (270)

Mopp expresses concern over salaries paid to traffic officers

Daily Dispatch Reporter

EAST LONDON — A member of the House of Representatives here, Mr Peter Mopp, has expressed concern over the "pittance" paid to local municipal traffic officers

Mr Mopp said yesterday the city council was not treating the city's traffic officers properly and that officers with more than 10 years' experience received less than R300 a month after deductions

He said he had been approached by several traffic officers who were worried about their pay, as well as by the fact they could not carry firearms

Mr Mopp supplied details of one traffic officer's remuneration, deductions and final cleared salary

Basic salary	R1 080,00
Long service allowance	21,60
First aid allowance	2,00
Housing allowance	365,68
Sub total	R1 469,28
DEDUCTIONS	
UIF	9,91
Housing	703,00
Pension	66,10
Tax	99,32
Municipal insurance	187,18
Group life	25,77
Transport Workers' Union	6,33
Medical aid	54,12
Insurance	25,77
Total deductions	R1 177,50
Net pay cleared	R291,78

Mr Mopp said there was already a shortage of traffic officers in the city and pittance salaries would not help the situation

"A code 10 driver earns more than a traffic officer and when the officers have tried to augment their salaries by taking on additional jobs, this has been forbidden because they work for the municipality

"Further, the officers received an R8 a month increase recently, but this was a pro rata increase So the people with large salaries received bigger increases, while those with small salaries received very small increases

"All the traffic officers are qualified They all have matric and have been to college to receive the necessary certificates"

Mr Mopp said he had been told by officers they had tried to discuss the matter with the chief traffic officer, Mr Brian Evans, but without success

"I also went and saw the mayor, Mr Robert de Lange, to discuss the matter, but nothing has been done"

Mr Mopp asked how traffic officers were expected to carry out their duties in dangerous situations without weapons

Even kitskonstabels were armed, he said

The municipal director for management services, Mr Leon Deetlefs, said yesterday he had discussed salaries with the officers concerned

He said the local officers salaries — taking their qualifications and experience into consideration — compared favourably with other local authorities of a similar size

He explained how the salary grading system worker for traffic officers

"When an officer starts duty with us, he is sent to Cape Town for a basic course for three to six months after which he receives a diploma

"This qualification is recognised upon his return and he is paid a certain salary We have progression grades for traffic officers and their salaries improve after further study"

The additional qualifications were then recognised by movement up and along the progression grades resulting in increased salaries

Neither Mr Evans nor Mr De Lange could be contacted for comment yesterday

HOUSE OF REPRESENTATIVES

†Indicates translated version

For written reply

General Affairs

Financial assistance to farmers: total value in rand

6 Mr T ABRAHAMS asked the Minister of Agriculture

(1) What is the total value in rand of the financial assistance provided by the State in the 1987-88 financial year to (a) White, (b) Coloured, (c) Indian and (d) Black farmers in each of the four provinces of the Republic,

(2) (a) how many hectares of agricultural land were registered in the names of (i) White, (ii) Coloured, (iii) Indian and (iv) Black farmers, and (b) how many (i) Whites, (ii) Coloureds, (iii) Indians and (iv) Blacks were actively engaged in farming, in each of the four provinces of the Republic as at the latest specified date for which information is available,

(3) how many (a) White and (b) Coloured farmers were sequestrated during the latest specified period of 10 years for which information is available?

The MINISTER OF AGRICLTURE

(1) (a) R296,1 million (by the Administration House of Assembly — Department of Agriculture and Water Supply)

(b) R0,49 million (by the Administration House of Representatives)

(c) None, but Indian farmers could share in an appropriation of R10 million in respect of the Natal floods The Administration House of Delegates provided an amount of R10,04 million for assistance to Indian farmers during 1988/89

(d) I have been informed that the Department of Development Aid does not keep the particulars in the form required by the question

(Amounts totalling R943,7 million have also been appropriated under various programmes of different departments (for instance in respect of fuel subsidy, export incentive, etc) for the benefit of the agricultural industry in general The particulars regarding financial assistances to farmers are not separately available in respect of each province)

(2) (a) I have been informed that the Department of Public Works and Land Affairs does not keep the particulars in the form required by the question

(b) The required information is not readily available

(3) I have been informed that the Department of Justice does not keep particulars in the form required by the question.

HOUSE OF DELEGATES

†Indicates translated version

For written reply

General Affairs

Farm/domestic workers: application of provisions of Labour Relations Act

29 Mr M RAJAB asked the Minister of Manpower

(1) Whether, with reference to his reply to Question No 2 on 27 August 1987, he will furnish information on the report of the National Manpower Commission relating to the possible application of the provisions of the Labour Relations Act, No 28 of 1956, to farm and domestic workers, if not, why not, if so, (a) what are the names of the (i) bodies and (ii) persons involved in the inquiry into this matter and (b) what were the main findings,

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

The MINISTER OF MANPOWER

(1) No, because consultations with organized agriculture have not yet been finalized.

(a) Falls away

(b) Falls away

(2) No

Indians appointed as cabin attendants/clerks

34 Mr K CHETTY asked the Minister of Transport Affairs

(1) How many Indians were employed by the South African Airways as (a) air and (b) ground hostesses as at the latest specified date for which figures are available,

(2) whether these (a) air and (b) ground hostesses are members of the permanent staff, if not, why not,

(3) whether, since his reply to Question No 28 on 17 April 1987, any further steps have been taken to employ these persons on a permanent basis, if not, why not, if so, what progress has been made in this regard,

(4) what is the longest period for which any Indian air or ground hostess has been employed by the South African Airways?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) Six } As at 25 March 1988
(b) Nine

(2) (a) Yes

(b) Two are members of the permanent staff The remaining seven have not as yet completed two years service which is a requirement for all employees, irrespective of race, for appointment to the permanent staff

(3) Yes All employees, irrespective of race, are employed on an equal basis

(4) Nine years and nine months

The designations of air hostess and ground hostess have been changed to cabin attendant and clerk respectively

Own Affairs

Applications from farmers for agricultural land in Lenasia

34 Mr J V IYMAN asked the Minister of Local Government and Agriculture

(1) Whether, during the latest specified 12-month period for which figures are availabe, his Department received any applications from Indian farmers or prospective Indian farmers for the allocation of agricultural land in or near Lenasia in the Transvaal, if so, (a) when and (b) what are the names of the applicants,

(2) whether any such applications were refused, if so, (a) when, (b) why and (c) what are the names of the applicants concerned?

The MINISTER OF LOCAL GOVERNMENT AND AGRICULTURE.

(1) Yes

(a) Date of application	(b) Name of applicant
20 May 1987	Mr S P Kana
28 July 1987	Mr M Changelryan
19 August 1987	Mecdina Investments
30 November 1987	Mr P Runjithji
18 January 1988	Mr N Papaya

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(b) Portion 21 (Nutsie West) (Portion of Portion 5) of said far,

(c) Portion 22 (Nutsie East) (Portion of Portion 5) of said farm,

(d) Portion 24 (Portion of Portion 6) of said farm,

(e) Portion 26 (Portion of Portion 5) of said farm,

all situated in the Division of Swellendam

55. Portion 25 (Portion of Portion 6) of the farm The Potteberg Estates No 516, situated in the Division of Swellendam

(b) (ii)

1 Estate late H B Pratt
2. Waenhuisstrand Beleggings (Pty) Ltd
3 P K A Pratt
4 H D Jackson
5 Rheboksvlei Landgoed (Pty) Ltd
6 A V Louw
7 Kaapse Wildverspreiders (Pty) Ltd
8 Hottentots Holland Estates (Pty) Ltd
9 E de Kock
10 M F Tobias
11 Pieter Pratt Boerdery (Pty) Ltd
12 P J Lourens
13 J U Swart
14 A H Muller
15 L C van Papendorp
16 D J van Papendorp
17 Estate late J W Groenewald
18 H L Schaary
19 D Uys en M van Papendorp Uys
20 A A van Blommestein
21 Mrs D M Uys
22 Wonderwonings (Eiendomme) Limited
23 W T Nefdt (2/119th share)
Estate late D Nefdt (2/119th share)
J Nefdt (2/119th share)
Estte late A J Wilson and surviving spouse J J Wilson (2/119th share)
Estate late H E Groenewald (2/119th share)
E B Liebenberg (2/119th share)
G F Steyn (105/238th share)
G J Loubser (105/238th share)
Estate late P J Nefdt and surviving spouse J C D Lourens (2/119th share)
24 Dutch Reformed Church Bredasdorp
25 Oyster Bay Investments (Pty) Ltd
26 H B Gibson en R W Beaumont
27 W J Norman
28 E J Curry
29 N J Human
30 H J Groenewald en Mrs J Vermeulen
31 G A Barnard
32 W J Bester
33 D J van Papendorp
34 L C van Papendorp
35 W P Loubser
36 Andato Beleggings (Pty) Ltd
37 Potberg Annex (Pty) Ltd
38 W J de Wet
39 Lekkerwater Holdings (Pty) Ltd
40 Twenty-Nine Potteberg (Pty) Ltd
41 Fifty-Seven Potteberg (Pty) Ltd
42 F C A Property Investments (Pty) Ltd
43 Potberg Beleggings (Pty) Ltd
44 Whare Moana (Pty) Ltd
45 A Hennings
46 Hamerkop Nature Reserve (Pty) Ltd
47 J P D Hamilton
48 W J de Wet
49 Mrs D E G van Eeden
50 Witklip Estates (Pty) Ltd
51 R B du Preez
52 V R V O L Bergh
53 P F en J P Dreyer
54 P R S Scott, G S G Scott en W N R Schreiner
55 Overburg Enterprises (Pty) Ltd

Overseas visits

572 Mr P G SOAL asked the Minister of Defence

(1) Whether he or the Deputy Minister of Defence undertook any overseas visits in 1987, if so, (a) which countries were visited and (b) what was the purpose of each visit,

(2) whether he or this Deputy Minister was accompanied by any representatives of the media on these visits, if so, (a) what were the names of the journalists involved, (b) which newspapers or radio or television networks did they represent, (c) to which countries did each of these persons accompany him or this Deputy Minister and (d) why,

(3) whether any costs were incurred by the South African Defence Force as a result, if so, what total amount in that year?

The MINISTER OF DEFENCE

(1) Yes, only in respect of the Minister of Defence

(a) Paraguay
Switzerland
Austria

(b) Paraguay and Switzerland To strengthen mutual relations
Austria Private

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

(3) Falls away

Powdered milk/cheese/butter imported

857 Mr R W HARDINGHAM asked the Minister of Agriculture

What quantities of (a) powdered milk, (b) cheese and (c) butter were imported during the latest specified 12-month period for which figures are available?

The MINISTER OF AGRICULTURE

During the 12 months ending on 29 February 1988, permits for the importation of (a) 11 313 tonnes of powdered milk, (b) 4 664 tonnes of cheddar cheese and 976 tonnes of exotic cheese were issued, whilst (c) 1 656,7 tonnes of butter were imported It is however not known whether the quantities specified on the permits were actually imported

Beef/lamb and mutton/pork imported

858 Mr R W HARDINGHAM asked the Minister of Agriculture

What quantities of (a) beef, (b) lamb and mutton and (c) pork were imported during the latest specified 12-month period for which figures are available?

The MINISTER OF AGRICULTURE

During the 12 months ending on 31 December 1987, (a) 24 495 704 kg beef, (b) 825 871 kg lamb and mutton and (c) 1 483 000 kg pork were imported

Foreign nationals: members of New Railways and Harbours Superannuation Fund

873 Mr D J N MALCOMESS asked the Minister of Transport Affairs

(1) (a) How many foreign nationals recruited in countries abroad by the South African Transport Services are members of the New Railways and Harburs Superannuation Fund, (b) what is the cost to the Transport Services of their membership of this fund and (c) what contributions are made to the fund by (i) these and (ii) other staff members,

(2) whether the Transport Services contribute to social security funds in countries abroad on behalf of the staff members in question, if so, at what cost to the Transport Services per annum?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) 544
(b) R675 692,20 in respect of February 1988
(c) (i) None
(ii) 7,5 per cent of their monthly pensionable emoluments

(2) Yes R2 964 412 for the 1987/88 Financial year

Strikes: man-days lost/losses

880 Mr A GERBER asked the Minister of Manpower †

(a) How many man-days were lost in 1985, 1986 and 1987, respectively, as a result of strikes and (b) what are the estimated losses suffered as a result of these strikes in each of these years?

The MINISTER OF MANPOWER

(a) 1985 641 296
1986 1 161 846
1987 5 626 602*

* The wage strikes which took place in the mining industry during August 1987 were responsible for 66 per cent of man-days lost (Above-mentioned figures do not include work-stoppages)

(b) Statistics on losses incurred owing to strikes are not available

Employees. extra employment

927 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

(1) Whether employees in the South African Transport Services are permitted to (a) take on extra employment and (b) participate in any type of business of their own, if so,

(2) whether this permission is granted subject to any conditions, if so, what conditions?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) and (b) Yes

(2) Yes It is a condition that such activities do not in any way interfere with their offical duties, that it is undertaken outside their normal working hours, and that it is not in conflict with the interests of Transport Services in general

Delays in departure of SAA flights: amount lost

932 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

What amount is it estimated was lost in terms of (a) business and (b) man-hours (i) in the (aa) 1984-85, (bb) 1985-86 and (cc) 1986-87 financial years, and (ii) as at the latest specified date in the 1987-88 financial year for which information is available, as a result of delays in the departure of South African Airways flights?

The MINISTER OF TRANSPORT AFFAIRS

An estimation is not possible

Chartering of aircraft by SAA: date on which introduced

933 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

(a) On what date was the chartering of aircraft by the South African Airways introduced and (b)(i) what has been the profit or loss to the Airways since the introduction of this practice and (ii) in respect of what date is this information furnished?

The MINISTER OF TRANSPORT AFFAIRS

(a) 1 December 1987

(b) (i) The accumulated profit of S A Airways amounts to R142,709 million

(ii) 29 February 1988

Charter/leasing of Airways aircraft: moneys outstanding to SAA

935 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

Whether there are any moneys outstanding to the South African Airways in respect of the charter and/or leasing of Airways aircraft, if so, (a)(i) what amounts were involved, and (ii) for what periods were they outstanding, in respect of the latest specified period of 12 months for which information is available and (b) how did this state of affairs compare with the terms of the relevant charter and/or leasing agreement?

The MINISTER OF TRANSPORT AFFAIRS

No (a)(i), (ii) and (b) Fall away

SAA: leasing of aircraft to other countries

936 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

(1) Whether the South African Airways are leasing aircraft to other countries, if so, when was this decision taken,

(2) whether this practice has any effects on the domestic flight capacity of the Airways, if so, (a) to what extent and (b) what revenue could have been earned in the latest specified financial year if these aircraft had been available for domestic flights,

(3) whether this practice has resulted in the Airways having to purchase new aircraft, if so, what are the relevant details?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes, August 1985

(2) No (a) and (b) Fall away

(3) No

Africans' residing in Transvaal/Cape Province

953 Mr C J DERBY-LEWIS asked the Minister of Home Affairs·

(a) How many (i) North Sotho, (ii) Tswana and (iii) Zulu-speaking Africans reside permanently in the Transvaal, (b) how many Xhosa-speaking Africans reside permanently in the Cape Province and (c) in respect of what date is this information furnished?

The MINISTER OF HOME AFFAIRS:

(a) (i) 884 150

(ii) 989 714

(iii) 1 296 406

(b) 1 246 555

(c) 1980 Population Census

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

†The DEPUTY MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) No

(a), (b), (c) and (d)

Under certain circumstances motor-car allowances are paid to doctors by the provincial authorities according to the directives of the Commission for Administration and as approved by the Treasury

(2) No

†Dr M S BARNARD Mr Chairman, arising out of the reply of the hon the Deputy Minister, I should like to ask him whether the race of the doctor is of any importance in the granting of the travel allowance?

†The DEPUTY MINISTER Mr Chairman, I am not quite sure what the purport of the hon member's question is I gave him an indication that there are no specific directives with regard to the payment of travel allowances, and that in certain cases the allowances are in fact paid according to the directives of the Commission for Administration.

†Dr M S BARNARD Mr Chairman, further arising out of the reply of the hon the Deputy Minister, I should like to ask him whether, in the case of doctors occupying the same posts at Baragwanath Hospital, travel allowances are paid to the White doctors, but not to the Blacks

†The DEPUTY MINISTER. Mr Chairman, I cannot answer the hon member on that That was not his question, and if he wishes to ask such a question, he must put it on the Question Paper in that form.

Doctors at Baragwanath Hospital: letter of apology

*3 Dr M S BARNARD asked the Minister of Constitutional Development and Planning

(1) Whether any doctors at the Baragwanath Hospital have been asked to sign a letter of apology following a letter published in September 1987 in a certain periodical, the name of which has been furnished to the Minister's Department for the purpose of his reply, if so, (a) how many, (b) why and (c) what is the name of this periodical,

(2) whether any action is to be taken against these doctors in the event of their refusing to sign such a letter of apology; if so, (a) why, (b) what action and (c) on whose authority?

The DEPUTY MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) The doctors concerned were given the opportunity to apologise

(a) 86

(b) Due to unacceptable language and incorrect statements in the letter.

(c) The South African Medical Journal

(2) Yes

(a) Due to unacceptable language and incorrect statements in the letter

(b) Letters of reprimand to each of the doctors involved

(c) The Provincial Secretary

Dr M S BARNARD Mr Chairman, arising from the hon the Deputy Minister's reply, may I ask him whether he will tell us if these doctors have been given a letter to congratulate them on pointing out the severe overcrowding and the shortage of staff

The CHAIRMAN OF THE HOUSE Order! The hon member is making a speech We turn now to the next question

Dr M S BARNARD Mr Chairman, may I then ask

The CHAIRMAN OF THE HOUSE Order! No, I am going on to the next question

Airways personnel. Aids sufferers

*4 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

(1) Whether any precautions are taken to ensure that South African Airways personnel are not Aids carriers or sufferers, if so, what precautions,

(2) whether any Airways personnel members have been identified as Aids sufferers, if so, how many,

(3) whether any such personnel members have died of this disease, if so, how many,

(4) in respect of what date is this information furnished?

†The MINISTER OF TRANSPORT AFFAIRS

(1) Yes The recommendations of the Advisory Group on Aids as set out by the Department of National Health and Population Development and Health Services are being complied with

(2) and (3) This information is regarded as confidential

(4) Falls away

Mr D J N MALCOMESS Mr Chairman, arising from the hon the Minister's reply, if in fact there are members of the personnel of the SAA who are suffering from Aids, surely it is in the public interest to know whether or not members of the public are liable to be served by an Aids sufferer, for instance?

The CHAIRMAN OF THE HOUSE Order! I cannot prescribe to the hon the Minister how he should answer his questions

Mr D J N MALCOMESS I am asking him, Mr Chairman

The CHAIRMAN OF THE HOUSE Order! No, strictly speaking the hon member is really supplying information He cannot take that point any further

Mr D J DALLING Mr Chairman, further arising from the hon the Minister's reply, could he advise us why he considers it to be in the public interest not to provide Parliament with an answer?

The MINISTER Mr Chairman, I have already said that information of that kind is treated as highly confidential

Mr D J DALLING Why?

The CHAIRMAN OF THE HOUSE Order! The hon the Minister is not obliged to answer supplementary questions Therefore I am proceeding to Question No 5

Conference/symposium on ozone-depleting chemicals: Montreal

*5 Mr P G SOAL asked the Minister of Foreign Affairs

(1) Whether any representatives of the South African Government attended a conference or symposium on ozone-depleting chemicals held in Montreal in or about September 1987, if not, why not, if so, who were they,

(2) whether South Africa signed a treaty limiting the production and consumption of such chemicals at the time, if not, why not,

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

The MINISTER OF FOREIGN AFFAIRS

(1) No South Africa was not invited to attend the conference held in Montreal under the auspices of the United Nationals Environmental Programme (UNEP) since in terms of a UNEP decision of 1980 all forms of co-operation between South Africa and UNEP were suspended

(2) No It is assumed that by "treaty" is meant the Montreal Protocol on Chlorofluorocarbons to the Vienna Convention for the Protection of the Ozone Layer (1985)

In terms of the above-mentioned Convention a state may not become a party to a protocol unless it is or becomes at the same time a party to the Convention South Africa did not accede to the Vienna Convention and therefore could not sign the Montreal Protocol

(3) The desirability of assession to the treaties is a matter for the consideration of my colleague the hon the Minister of Environment Affairs

*6 Mr P G SOAL — Law and Order [Withdrawn]

Clarendon Gardens, East London. sale of land approved by SATS

*7 Mr D J N MALCOMESS asked the Minister of Transport Affairs

(1) Whether he or any member of the South African Transport Services gave approval for the sale of a piece of Transport Services land for the development of the Clarendon Gardens project in East London to a certain company, the name of which has been furnished to the Transport Services for the purpose of the Minister's reply, if so, (a) when, (b) why, (c)(i) what

270 B/day 12/4/88

Four deaths: 18 face charges

SUE RUSSELL

EIGHTEEN members of the SA Harbours and Railways Union charged with the murder of four workers who did not take part in the Sats strike last year, appeared briefly in the Rand Supreme Court yesterday.

Among the 18 accused is Johannes Joja Ngcobo who was the union's regional secretary at the time of the alleged offences.

They have also been charged with five counts of kidnapping, one count of attempted murder, four counts of assault with intent to do grievous bodily harm and two of robbery with aggravating circumstances and intimidation.

The State alleges the 18 accused murdered Vhulani Mulaudzi, Kati Sebopelo, Mulalelo Moremane and Jerry Goodman during the Sats strike on April 28 last year.

None of the men was asked to plead and the trial was postponed until April 25

PD 13/4/88

Minister silent on Aids and SAA

CAPE TOWN — There was a heated exchange in parliament yesterday over the refusal of the Minister of Transport Affairs, Mr Eli Louw, to reveal whether any South African Airways personnel had been identified as Aids sufferers

(270)

Stating in reply to a question from Mr Clive Derby-Lewis that certain precautions were taken to ensure that SAA personnel were not Aids carriers or sufferers, Mr Louw said whether any personnel had been identified as such was confidential

Asked by the MP for Port Elizabeth Central, Mr John Malcomess, whether he did not consider the public had the right to know whether they were being served by an Aids carrier, the minister repeated that it was not in the public interest to give the information

Earlier it was disclosed in the annual report of the National Health and Population Development Department that a total of 64 cases of Aids — 62 of which involved white men — had been diagnosed by October 5 last year

The report was tabled in parliament yesterday

A total of 44 of the 64 who were diagnosed as having the diseased have died

The report states that of the 64 people diagnosed, 62 were white males, one a white female and one a coloured male

Fifty-six cases occurred in homo/bisexuals and two in heterosexuals both of whom had been in contact with Central African countries

In addition, three people acquired the disease from blood transfusions prior to the screening of blood donations and three haemophiliac patients contracted the disease from imported blood products — DDC

Breakthrough for black girls who have 'wings'

Sowetan 14/4/88

(270)

By SIZA KOOMA

SIX trainee black air hostesses saw their dreams unfold into reality when they received gold wing-shaped brooches that proclaimed them qualified cabin attendants of the South African Airways

The special ceremony was held at Jan Smuts Airport recently The six black hostesses and 17 white others earned their "wings" through six weeks of hardwork and intensive training They successfully completed the training course which included lectures on emergency procedure, first aid, aviation medicine, catering, passenger handling and deportment

The historical event was witnessed by close to 200 guests, who included friends and relatives of the beautiful and trim hostesses in elegant uniforms

The achievement was seen as a breakthrough by the pioneer black hostesses

Miss Gloria of Mmabatho views her job with the South African Airways as an opportunity to spread her wings and explore the world A qualified teacher and air traffic controller — she studied for the course in London — Miss Mothibi was working for Bophuthatswana Airways before joining South African Airways

"There was no much travelling involved during the two years that I was with Bop Air," Miss Mothibi said

"We were flying mainly from Jan Smuts to Sun City and that was not my idea of travel I have been dying to fly SAA because of the travel opportunity"

She is also looking at the great prospects of career development Miss Mothibi hopes to add four more stars to her wing and her ultimate dream is to become a senior co-ordinator

Miss Thandi Modise of Kimberley, who holds a BA degree in psychology and sociology, also worked for Bop Air as an air hostess for two years She sees her appointment on South African Airways as a step towards her dream to work on international flights

"I feel very proud to be among the first group of black hostesses to work for the SAA," she said

"I am prepared to do my utmost to prove that I am worthy of this job. I know that most people think that air hostesses are only in the job for the fun and glamour I also went into it for adventure but it has proved to have a lot of responsibilities

"I would advise all those who want to become air hostesses for the wrong reasons to think twice I am also prepared to set a good example and become a perfect role model for those who want to make a meaningful career out of it"

tonews

Sowetan
14/4/88

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FOUR of the first six black hostesses on the South African Airways (from left) Miss Gloria Mothibi, Miss Thandi Modise, Miss Cecilia Matjila and Miss Gloria Legodi.

PIC ROBERT MAGWAZA

Railway union rivalry behind court action

By CARMEL RICKARD, Durban

RIVALRY between two railway unions appears to be behind an urgent application made in the Durban magistrate's court yesterday.

An employee of the South African Transport Services, Themba Pakkies, brought the application against Sats and the Black Trade Union of the South African Transport Services, Blatu, to stop them deducting union dues from his wages

Pakkies has been a member of Blatu since 1985 when it was called the Staff Association for Black Employees of the South African Railways and Harbours. At the time he also authorised Sats to deduct dues for Blatu from his wages.

However, he claims that in January this year he and "a number of colleagues" in Sats decided to stop being Blatu members.

Pakkies says he and his lawyers gave notice of this decision to Sats and Blatu, telling them to stop union deductions, but his pay slips show the deductions are still being made.

At yesterday's hearing Sats agreed to an order made against them ordering that no more money should be deducted from Pakkies's pay for Blatu dues

Although Pakkies' deduction is only 50c, his lawyer says the application was a test case

15-21/4/88 (270)

W/Mail

Budget speech of vital importance to unhappy pilots

SA AIRWAYS will be in the spotlight when Minister of Transport Eli Louw makes his budget speech — which is crucial to SAA's future — tomorrow.

By ROGER MAKINGS

Among the most controversial subjects to be addressed will be pilots' and air traffic controllers' pay claims, air safety in the light of three major accidents in the past five months, and the deregulation of the country's major air routes

At least 101 SAA pilots who qualify for early retirement in June are waiting to see what increases they will be awarded before deciding whether or not to leave the service

Scrapped

If dissatisfied with pay hikes, should any be granted, they will probably take early retirement and join foreign airlines

And SAA, already short of qualified pilots, as well as aircraft, cannot afford to lose them

So much so that the early retirement option of 45 years for pilots has been scrapped It is now valid only until August

The same situation applies to air traffic controllers, many of whom are also waiting for an announcement on salary increases

Recently the ATCs were granted a "stress" allowance, but sources within the industry say a survey indicated that at least 30 percent of ATCs would leave their jobs if pay increases were unsatisfactory

And private airlines are waiting with baited breath for hints from Mr Louw on which way he will bounce on the deregulation of major routes controlled by SAA

Private sector consultants have been appointed to look into the matter and will report back to the Minister on their findings

Most of the private airlines are gearing up in some form or another for the opening up of routes to, initially, major coastal cities

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S Times 17/4/88

HOUSE OF DELEGATES

†Indicates translated version

For oral reply

General Affairs

Poison-pen letters received by member of Parliament

*1 Mr M RAJAB asked the Minister of Law and Order·

(1) Whether the South African Police have conducted and/or are conducting an investigation into a complaint concerning so-called poison-pen letters received by a certain member of Parliament, whose name has been furnished to the Police for the purpose of the Minister's reply, if not, why not, if so, (a) what was the nature of this complaint and (b) (i) when and (ii) where was it lodged,

(2) whether any charges have been prepared in this regard, if not, why not, if so, (a) what are these charges and (b) against whom have they been laid,

(3) whether a politician and a businessman, whose names have been furnished to the Police, have been questioned in this regard, if so, what are their names in each case,

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

The MINISTER OF LAW AND ORDER

(1) to (4)

A charge of *crimen injuria* was lodged at Chatsworth Police Station during October 1987 and after completion of the investigation was submitted to the Attorney-General for his decision This decision is still pending Therefore the requested information is not furnished, because it may anticipate the judicial process

SAA: appointment of Indian air stewards

*2 Mr K CHETTY aksed the Minister of Transport Affairs

(1) Whether the South African Airways (a) have appointed and/or (b) intend appointing Indian males as air stewards, if not, why not, if so, when,

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

The DEPUTY MINISTER OF TRANSPORT AFFAIRS

(1) (a) No

(b) To date all applications were unsuccessful Should a suitable candidate apply, and provided a vacancy exists, he will be appointed without hesitation

(2) No

Mr J V IYMAN Mr Chairman, arising out of the hon the Deputy Minister's reply, can the hon the Deputy Minister tell this House what is considered a suitable qualification for an air steward?

The DEPUTY MINISTER I must indicate to the hon member that colour does not play a role The suitability of a candidate will depend on his ability to perform his task as a male air steward and no other issues will be of importance

Mr Y MOOLLA Mr Chairman, further arising out of the hon the Deputy Minister's reply, can he tell the House whether it is possible for him to furnish us with the criteria according to which someone can qualify as a suitable candidate?

The DEPUTY MINISTER Mr Chairman, I do not have all these service conditions and qualifications so readily available, but if the hon member wishes, the department can supply him with a complete reply on the various qualifications that are required

Mr K CHETTY Mr Chairman, further arising out of the hon the Deputy Minister's reply, can he tell the House if his department has called for people of colour to apply for these positions?

The DEPUTY MINISTER Mr Chairman, on numerous occasions we have placed advertisements in the Press and elsewhere, where members of the public, upon seeing this, could have applied We are therefore doing everything in our power to let the public know when such vacancies do arise and where they can apply

Member of SAP transferred from Scottburgh police station

*3 Mr K CHETTY asked the Minister of Law and Order

(1) Whether a certain member of the South African Police, whose name has been furnished to the Police for the purpose of the Minister's reply, was recently transferred from Scottburgh police station, if so, (a) when, (b) why, (c) to which station was he transferred and (d) what is his (i) name and (ii) rank,

(2) whether this member was transferred at his own request, if not, at whose request was he transferred,

(3) whether the cost of this transfer was borne by the State, if not, why not,

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

The MINISTER OF LAW AND ORDER

(1) Yes

(a) 10 March 1988

(b) to (d) The member of the Force concerned was stationed at Scottburgh from 4 October 1978 He was promoted to the rank of Lieutenant on 1 December 1987 Scottsburgh has only one post for a Lieutenant which was already filled by the present Station Commander Therefore, the member of the Force concerned was transferred to Isipingo to fill a vacancy there

(2) No He was transferred to Isipingo because his services were required there

(3) Yes

(4) Yes Transfer of members of the South African Police is considered on the grounds of vacancies that arise at individual stations These vacancies are filled *inter alia* by transferring members of the Force who are over strength at other stations Such transfers take place only in the interests of the Force and the service supplied to the community

Furthermore, I wish to point out to the honourable member that the transfer of officers and members of the South African Police is an internal matter which should not be speculated about publicly

Mr P T POOVALINGAM Mr Chairman, arising out of the hon the Minister's reply, can he give us the assurance that the complaint made by a stupid woman called Mrs Clarke against maintaining a lieutenant of colour at the Scottburgh police station, played no part at all in this transfer?

The MINISTER Mr Chairman, as I have indicated this lieutenant had been a member of the Force for about 10 years at Scottburgh police station, where he did exemplary work I do not know whether the complaint by this lady which the hon member has mentioned, played any role in this case As I have indicated here this was done in the best interest of the Force and of the public This is what we take into account with transfers

Mr P T POOVALINGAM Mr Chairman, we are pleased to accept the hon the Minister's assurance in that regard

Mr Y MOOLLA Mr Chairman, further arising out of the hon the Minister's reply, and in view of the fact that his reply to the second part of the question was in the negative, and that the person in question had been transferred because his services were needed there, may I enquire from him whether, when a vacancy occurs at one of the police stations, there is an internal application system in the department, or whether departmental transfers are simply effected without members of the Force being given an opportunity to apply for various vacancies?

The MINISTER Mr Chairman, there is no internal application system in use in the department at the moment

Mr K CHETTY Mr Chairman, further arising out of the hon the Minister's reply, I want to say that as far as I am concerned the transfer of the lieutenant was clearly based on his colour because this appeared in the Press According to Mrs Clarke the transfer

The CHAIRMAN OF THE HOUSE Order! Does the hon member have a further question arising out of the hon the Minister's reply?

Mr K CHETTY No, Mr Chairman

Mr J V IYMAN Mr Chairman, further arising out of the hon the Minister's reply, can he tell us whether there were no other lieutenants who qualified for that post earlier than the lieutenant in question? Were there no other lieutenants at other police stations who were suitably qualified earlier than the lieutenant in question?

ORANGE FREE STATE

(1) Yes

(a) 7

(b)	(c)	(d)
Sandersville, Heilbron	1985	R96 800
Bothaville	1985	R431 288
Wesselsbron	1986	R354 000
Rouxville	1986	R125 000
Virginia	1987	R2 000 000
Welkom	1987	R2 964 000
Kgotsong, Bothaville	1987	R217 500

(2) No

(3) Yes

(a) 28

(b)	(c)	(d)
Bethlehem	1988	R2 331 000
Allanridge	1988	R660 000
Hoopstad	1989	R306 000
Excelsior	1989	R306 000
Maokeng, Kroonstad	1989	R1 000 000
Kutlawanong, Odendaalsrus	1989	R480 000
42nd Hill, Harrismith	1989	R300 000
Meloding, Virginia	1989	R160 000
Megheleng, Ficksburg	1989	R160 000
Mangaung, Bloemfontein	1989	R160 000
Phiritona, Heilbron	1989	R200 000
Matwaberg, Senekal	1989	R200 000
Masilo, Theunissen	1989	R200 000
Warden	1989	R306 000
Reddersburg	1990	R306 000
Hertzogville	1990	R300 000
Boshof	1990	R300 000
Koppies	1990	R400 000
Rammulotsi, Viljoenskroon	1990	R180 000
Thembalihle, Vrede	1990	R180 000
Petsana, Reitz	1990	R180 000
Phomolong, Henneman	1990	R180 000
Manyakeng, Wesselsbron	1990	R180 000
Manyatseng, Ladybrand	1990	R180 000
Thabong, Welkom	1990	R900 000
Luckoff	1990	R200 000
Koffiefontein	1990	R200 000
Fauresmith	1990	R200 000

NATAL

(1) Yes

(a) 17

(b)	(c)	(d)
Bhongweni, Kokstad	1985	R96 000
Brackenham, Richardsbaai	1986	R205 000
Bruntville, Mooi River	1986	R96 000
Canelands	1985	R130 000
Cato Ridge	1986	R152 500
Dumbe, Paulpietersburg	1985	R96 000
Glenridge, Glencoe	1987	R251 000
Isipingo	1987/88	R1 838 000
Lamontville	1985	R197 500
Lennoxton, Newcastle	1987	R400 000
Port Shepstone	1985	R200 000
Richards Bay	1987	R1 400 000
Shallcross	1987	R306 000
Silhembile, Glencoe	1987	R96 000
Steadville, Ladysmith	1985	R96 000
Tongaat South	1987	R665 900
Valley View, Ixopo	1985	R37 000

(2) Yes

(a) 1

Paulpietersburg	1987	R90 000

(3) Yes

(a) 10

(b)	(c)	(d)
Cool Air	1988	R167 200
Craigieburn	1989	R481 500
Dassenhoek, Pinetown	1988	R819 300
Gingindlovu	1988	R98 800
Imbali	1988	R85 000
Kwambonambi	1988	R66 800
Park Rynie	1988	R161 300
Shakaskraal	1989	R155 500
Umhlalistrand	1988	R283 000
Waterval	1989	R438 000

HOUSE OF ASSEMBLY

†Indicates translated version

For written reply

General Affairs

Overseas visits

564 Mr P G SOAL asked the Minister of Transport Affairs

(1) Whether he or the Deputy Minister of Transport Affairs undertook any overseas visits in 1987, if so, (a) which countries were visited and (b) what was the purpose of each visit,

(2) whether he or this Deputy Minister was accompanied by any representatives of the media on these visits, if so, (a) what were the names of the journalists involved, (b) which newspapers or radio or television networks did they represent, (c) to which countries did each of these persons accompany him or this Deputy Minister and (d) why,

(3) whether any costs were incurred by the South African Transport Services and/or the Department of Transport as a result, if so, what total amount in that year in each case?

The MINISTER OF TRANSPORT AFFAIRS

Minister of Transport Affairs

(1) Yes

(a) Various countries in Europe

(b) To discuss transport matters

(2) No

(3) No

Deputy Minister of Transport Affairs

(1) Yes

(a) United Kingdom

(b) Private study tour and vacation

(2) and (3) Fall away

Overseas visits

576 Mr P G SOAL asked the Minister of Education and Development Aid

(1) Whether he or the Deputy Minister of Education undertook any overseas visits in 1987, if so, (a) which countries were visited and (b) what was the purpose of each visit,

(2) whether he or this Deputy Minister was accompanied by any representatives of the media on these visits, if so, (a) what were the names of the journalists involved, (b) which newspapers or radio or television networks did they represent, (c) to which countries did each of these persons accompany him or this Deputy Minister and (d) why,

(3) whether any costs were incurred by the Department of (a) Education and Training and (b) Development Aid as a result, if so, what total amount in that year in each case?

The MINISTER OF EDUCATION AND DEVELOPMENT AID

(1) Yes, The Minister of Education and Development Aid

(a) Hong Kong and Taiwan

(b) A housing and education study visit in respect of Hong Kong

At the invitation of the Republic of China in respect of Taiwan

(2) No

(a) Falls away

(b) Falls away

(c) Falls away

(d) Falls away

(3) (a) No

(b) No costs were incurred by the Department of Development Aid as a result of (2)

Air traffic controllers: reduction of training period

797 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

Whether the Department of Transport intends reducing the training period for air traffic controllers in South Africa, if so, (a) when, (b) what is the (i) present and (ii) proposed training period and (c) how do these training periods compare with those laid down by airlines in other developed countries?

The MINISTER OF TRANSPORT AFFAIRS

No

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

The honourable member's attention is, however, drawn to the fact that tht total training

A year after the bloody rail strike, 18 on trial for murder

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22-28/4/88

A day after railway union members hold a commemoration service to seven workers who died during last year's bitter strike, eighteen rail workers will appear in court on charges of murder

Height of the strike: protest at a railway station Picture: SANTU MOFOKENG, Afrapix

VUSI GUNENE *reports*

IN the latest in a series of court cases arising from the bloody events of last year's three-month-long railway strike, 18 members of the South African Railways and Harbours Workers' Union (Sarhwu) will appear on Monday on charges of murder and abduction in the Johannesburg Supreme Court.

The case will mark the third court appearance of the 18 Earlier bail applications were refused, and all the accused have spent almost a year in detention

According to the indictment, the 18 are accused of kidnapping, assault, robbery, murder, attempted murder and intimidation

The state alleges that between March 13 and April 28, 1987, they "conspired and/or formed a common purpose to encourage and/ or instigate or incite, and/or intimidate" non-strikers to join the strike and withold their services to the South African Transport Services (Sats)

It is alleged that such a meeting took place at Cosatu House — the building which then housed the offices of affiliates of the Congress of South African Trade Unions.

The accused are charged with the abduction and murder of Vhulani Joseph Malaundzi, Kati John Sebopelo, Mulatelo Petrus Moremane and Jerry Rudolph Goodman. They are further charged with the abduction and attempted murder of Albert Phuluwa

Additional charges include the "intimidation of workers during the strike, in that they forced or encouraged the employees of Sats to continue with the strike and not to make apburg's Doornfontein station in April last year Five workers were shot dead in the incident

Fifteen workers were intially brought to trial, but charges against four of them were later withdrawn.

The nine convicted workers were granted bail of R5 000 each pending an appeal against their eight-year sentences.

Four workers were convicted of intimidation, while another was found guilty of making a subversive statement These workers have also appealed against their conviction and sentences

By late last year a further 13 Sarhwu members were facing charges of assault, conspiracy, incitement and intimidation at the Germiston Magistrate's Court. Bail was refused

The entire leadership of Sarhwu spent almost a year in emergency detention and were released early this year Among those detained were Sarhwu's president, Justice Langa and treasurer Thami Mbanxa.

In the Johannesburg Supreme Court next week, the events prior to and after the eight-hour siege of Cosatu House in April last year — and the killing of eight members of Sarhwu — will be recalled

The strike was triggered by the dismissal of a driver, Sarhwu member Andrew Nendzanda, who did not immediately hand in the sum of R40 received from a customer He was subsequently rehired, but fined R80 Sarhwu rejected the imposition of the fine and demanded the driver's unconditional reinstatement

Barely two weeks after a dispute with Sats had been declared, a special government gazette was published empowering Sats' general manager summarily to dismiss the striking workers The strike had meanwhile spread to other areas in the Witwatersrand and Pretoria Sats experienced serious backlogs in deliveries

An estimated 14 000 workers joined the strike as it entered its second week. White workers were used in a bid to ease crippling congestion at railway stations Workers assembling at Johannesburg station were allegedly teargassed by police

Cosatu made repeated calls to Sats to negotiate with Sarhwu, but management refused — saying it did not recognise the union

At this time, strikes began in the postal and mining sectors in a major escalation of industrial unrest

As the Sats strike escalated, worker demands increased, including calls for full strike pay and the recognition of their union Sats only recognised the rival Black Trade Union (Blatu)

By the third week of the strike Sats' losses were estimated at over R15-million. Workers in hostels and compounds were threatened with eviction if they did not report for duty

Other unions and organisations such as the United Democratic Front launched support initiatives for the estimated 16 000 Sats workers then on strike

A month into the strike, more than 300 railway workers were detained under Emergency regulations at Ogies for holding an "illegal meeting".

The strike ended with an agreement between the legal representatives of Cosatu and Sarhwu, and Sats mangement It had been the longest-ever strike in the public sector, and Sats losses were reported to be in the region of R40-million

The settlement held that no worker would be victimised, or lose benefits. Reinstatement began in June 1987. However, reports from the union alleged that Sats had not re-employed all workers, and that some had been transferred to other depots.

● A Sarhwu representative told the *Weekly Mail* that workers have decide to hold commemoration services this weekend for the seven railway workers who were killed in Johannesburg on April 22 1987

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22-28/4/88

plication to be re-employed by Sats."

In terms of the charges, the 18 could face the death penalty. There have been previous cases of trade unionists receiving the maximum penalty in South Africa In 1964 three leading members of the South African Congress of Trade Unions (Sactu) were hanged. They were convicted on charges of the murder of a police informer, and sabotage

Another such case involved Commercial, Catering and Allied Workers' Union (Ccawusa) shop steward William Ntombela, who led the Nels Dairy strike early last year. He was sentenced to death in November last year for the murder of a Nelspruit Dairy delivery van driver in Parkhurst.

In separate trials to that of the 18 Sarhwu members, 14 other members of the union have been convicted of offences relating to the strike.

Nine workers were convicted on charges of public violence arising from the confrontation between police and workers at the Johannes-

D/D 23/4/88 (270)

Few stayaways say employers

Daily Dispatch Reporter

EAST LONDON — Most employers in the city reported little or no effect on business as a result of a national stayaway arranged for yesterday

The industrial action was said to be in sympathy with railway workers killed during a dispute last year

The group human resources director of a major supermarket chain, Mr Andy MacLaurin, said there had been no reports of unusual absenteeism at its East London branches

The CTC Bus Company reported no change in the usual demand for the service and said operations to and from Mdantsane had been "as normal"

The regional manager of the South African Transport Services, Mr Louis du Toit, also said they did not pick up any particular change in the number of people using the services "

HOUSE OF REPRESENTATIVES

†Indicates translated version

For written reply

Own Affairs

Management committees/local authorities constituted

4 Mr C R REDCLIFFE asked the Minister of Local Government, Housing and Agriculture

(1) How many (a) (i) management committees and (ii) other Coloured local authorities had been constituted, and (b) wards were there in the area of each such committee and local authority, as at the latest specified date for which information is available,

(2) on what dates were the most recent general elections held for these committees and local authorities,

(3) whether any vacancies have occurred on these committees or local authorities since the above-mentioned general elections were held, if so, (a) how many vacancies were caused by (i) resignations and (ii) any other specified factors and (b) how many of these vacancies have since been filled by way of by-elections?

The MINISTER OF LOCAL GOVERNMENT, HOUSING AND AGRICULTURE

(1) (a) (ii) 228

(ii) Local Affairs Committees — 20 Management and Advisory Boards — 24 and Municipality of Pacaltsdorp

(b) The areas of jurisdiction of the following Management and Local Affairs Committees (Natal) and Management/Advisory Boards are divided into wards

	Number of wards
CAPE PROVINCE	
Aliwal North	4
Beaufort West	4
George	4
Grabouw	3
Grassy Park	5
Mamre (Management Board)	5
Kimberley	6
Kraaifontein	3
Macassar	4
Melton Rose	4
Oudtshoorn	4
Paarl	4
Port Elizabeth	10
Bellville South	3
Scottsdene	3
Vredenburg-Saldanha	4
Worcester	3
TRANSVAAL	
Alberton	5
Boksburg	5
Johannesburg	13
Roodepoort	5
NATAL	
Durban	5
Pietermaritzburg	5
ORANGE FREE STATE	
All Management Committees	1 ea
The remainder of Committees and Management/Advisory Boards in all other provinces including Pacaltsdorp	1 ea

(2) 1983 (Management/Local Affairs Committees)
1985 (Management/Advisory Boards)

(3) Yes

(a) (i) 382

(ii) Disqualification — 66
Deceased — 46

(b) Information not readily available

HOUSE OF DELEGATES

†Indicates translated version

For written reply

General Affairs

Indian women. applications to train as cabin attendants

44 Mr K CHETTY asked the Minister of Transport Affairs

(a) How many applications to train as cabin attendants were received from Indian women during the latest specified period of 12 months for which information is available and (b) how many of these applications were (i) successful and (ii) unsuccessful?

The MINISTER OF TRANSPORT AFFAIRS

(a) and (b) (ii) Statistics regarding applications are not longer kept and is not readily available It will take much time and expense to gather such information

(b) (i) Nil

Own Affairs

Pupils/school psychologists: ratio

41 Mr M RAJAB asked the Minister of Education and Culture

(1) (a)

What was the ratio of pupils to school psychologists at schools falling under the control of his Department as at the latest specified date for which information is available and (b) what criteria are applied in the appointment of these psychologists,

(2) whether school psychologists are required to be registered with the South African Medical and Dental Council, if not, why not?

The MINISTER OF EDUCATION AND CULTURE

(1) (a) Mainstream Schools — 9 121 pupils 1 School Psychologist
Special Schools — 486 pupil 1 School Psychologist as at 3 March 1987

(2) Yes

University of Durban-Westville. financial accountability

42 Mr M RAJAB asked the Minister of Education and Culture

(1) Whether the University of Durban-Westville is accountable to him for the funds allocated to it by his Department, if not, why not, if so, (a) what procedure is followed in this regard, (b) when did the university last account to his Department and (c) what is the present state of the finances of the university,

(2) whether he will make available to this House a financial statement on the affairs of the university, if not, why not, if so, when,

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

The MINISTER OF EDUCATION AND CULTURE

(1) Yes

(a) In terms of the Universities Act, the University is obliged to furnish the Minister with audited financial statements

(b) As at the financial year ending 31 December 1986

(c) Financial statements for 1987 are still being finalised by the University

(2) Yes — as soon as it is available

(3) No

Teachers/subject advisers/heads of departments/planners/inspectors appointed

44 Mr M RAJAB asked the Minister of Education and Culture

(a) How many (i) teachers, (ii) subject advisers, (iii) heads of departments, (iv) planners, (v) inspectors and (vi) chief inspectors were appointed by his Department in 1987 and (b) what are the names of the persons who were appointed in that year as (i) heads of departments, (ii) planners, (iii) inspectors and (iv) chief inspectors?

The MINISTER OF EDUCATION AND CULTURE

(a) (i) 853

(ii) Nil

allegedly irregular
months after the board was abolished.

Defence Force methods, of torture

Murder court sees video of burning body

SUE RUSSELL

A POLICE video showing the burning corpse of one of four railway employees allegedly murdered during the Sats strike last year was screened as State evidence in the Rand Supreme Court yesterday.

Two tapes were taken at Prolecon on the night they were found, April 28 last year, and early next morning.

All 18 South African Railways and Harbours Union members charged with the murder of Vhulani Joseph Mulaudzi, Kati John Sebopelo, Mulelo Petrus Moremane and Jerry Rudolph Goodman pleaded not guilty.

They also all pleaded not guilty to five counts of kidnapping, one count of attempted murder, two counts of robbery with aggravating circumstances, four counts of assault with intent to do grievous bodily harm and intimidation.

Cosatu House

It is alleged that the accused conspired and acted in common purpose to encourage, incite or intimdate non-striking Sats employees to take part in the strike.

It is alleged they kidnapped Goodman, Mulaudzi, Sebopelo, Moremane and Albert Phuluwa on April 28 last year and took them to Cosatu House.

There, the State alleges, the five men were assaulted and robbed before being driven to Prolecon where all except Phuluwa, who escaped, were stabbed and had a 31kg rock dropped on them before being doused with petrol and set alight.

Detective Sergeant D Coetzee said he had gone to the scene after receiving a report, and found one of the bodies still burning

Coetzee said the four bodies were off the road in a clearing of gum trees. He returned next morning and made notes of his observations.

The first body was lying on its stomach with a hole in the back of the head A stab wound was found in the middle of its chest.

The second body, he said, was lying on its back, and was 90% burnt.

Coetzee said the third body was lying on its stomach with both arms behind it as if they were tied The back was seriously burnt and clothing on the upper part burnt away.

White foam

The fourth body was on it's back and the left eye and side of the face were "pap". Where the eye was there appeared to be white foam. There was a rope around its neck.

SAA has appointed its first woman pilot, Brenda Howett (above), but such is the novelty for the airline that she doesn't even have a uniform yet. She has held a commercial pilot's licence for the past 11 years and has been training pilots on simulators for the past five years. She will start as a third pilot on Boeing 747s on international flights in about a month. — Picture: ROBERT BOTHA

SAA needs 25 more pilots

Own Correspondent

CAPE TOWN — SAA still needs about 25 more pilots to bring the pilot pool up to full strength, an airline spokesman confirmed yesterday.

SAA spokesman Francois Louw was elaborating on this week's announcement that 16 new pilots had been employed by the airline.

Commenting on speculation that the appointment of the new pilots was due to an increasing number of resignations, Louw said 10 pilots had resigned since the beginning of 1987, while 74 pilots had joined SAA since October 1987.

"We are still planning to employ another 25 or so pilots towards the end of this year, which should bring us up to total strength."

Asked to explain why so many new pilots were being employed when comparatively few had resigned, he said: "We have not employed any new staff since about 1985, when there was a drop in the number of passengers.

"It was only towards the end of last year that traffic started picking up again, and we began to employ pilots again."

Earlier this year, Transport Minister Eli Louw told Parliament the early retirement option for pilots would be stopped, because there was a shortage of pilots.

The early-retirement option was granted in 1985, when there was an oversupply of pilots.

DAILY

High flying . SAA's first woman pilot, Mrs Brenda Howett.

D/D 28/4/88 (270)

SAA appoints first woman pilot

JOHANNESBURG — South African Airways has appointed its first woman pilot and because it is such a new concept for the airline she does not have a uniform to wear yet

Mrs Brenda Howett, who refused to give her age at an airline press conference yesterday morning, is one of 16 pilots who have been in training for the past six months

She is to start work on Monday.

Mrs Howett has had her commercial pilot's licence for the past eleven years and for the past five years has been training pilots on simulators

The chief director of flying services, Captain Micky Mitchell, said yesterday he was delighted that SAA's first "lady pilot" would be joining his team

"She sorted out the crusty old pilots in the simulators as an instructor"

Captain Mitchell said there was tremendous support for Mrs Howett from the pilots

"Brenda can pick out her own uniform," he said

Mrs Howett will start work as a third pilot on Boeing 747s during international flights

She will then move on to a co-pilot's job on domestic flights in 737s

After about ten years as a co-pilot she can look forward to promotion as a captain of an aircraft

Mrs Howett was selected for the pilot training programme from 300 applicants

Because of the present scarcity of pilots in the airline over 70 pilots have been trained in the past six months

"I first became interested in flying because my husband has a pilot's licence and is a Springbok aerobatic pilot," Mrs Howett said

"I also judge aerobatics as a hobby"

Mrs Howett has two teenage daughters, who, she says, have fully supported her decision

"I have a very adaptable family

"As an instructor I have spent a great deal of time in the cockpits of various aircraft and no passengers have ever had any adverse reaction I'm not expecting any problems from my passengers," she said — Sapa

CAPE TIMES 28/4/88

SAA needs 25 more pilots

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Own Correspondent

DURBAN. — South African Airways still needs about 25 more pilots to bring the pilot pool up to full strength, an airline spokesman confirmed yesterday.

SAA spokesman Mr Francois Louw was elaborating on this week's announcement that 16 new pilots had been employed by the airline.

Commenting on speculation that the appointment of the new pilots was due to an increasing number of resignations, Mr Louw said 10 pilots had resigned since the beginning of 1987, while 74 pilots had joined SAA since October 1987.

"It was only towards the end of last year that traffic started picking up again, and we began to employ pilots again."

The SAA Pilots' Association (SAAPA) has welcomed the appointment of the new pilots.

Y 4 1988

South LABOUR

Police presence fails to dampen spirit

By AYESHA ALLIE

THE spirit of about 400 members of the South African Railway and Harbour Workers Union (Sarhwu) was not dampened by the presence of police at a commemoration service held last week for six of their colleagues shot dead by police in Johannesburg on April 22 last year.

Speakers did not pull punches at the service at Community House, Salt River.

Many policemen were posted in the courtyard, at the main door, in the foyer and inside the hall. More policemen were inside the building.

An organiser of Sarhwu, Mr Suleiman Isaacs, was detained after the meeting when police raided the building and confiscated documents.

The service was addressed by a union organiser and workers who discussed working conditions and low wages.

"The death of those comrades was not in vain. It is up to us to continue the fight for justice as long as we are oppressed," a shop steward said.

A spokesperson for the South African Domestic Workers Association (Sadwa) said women were fighting for justice alongside their husbands and brothers.

"Men are not alone in the struggle. We are all oppressed in our own land."

She pointed to the police and said they did not know what it was to be oppressed and to have children suffer because there was not enough money for proper medication.

Singing and toyi-toyi-ing continued throughout the meeting. Some of the attacks on the government left policemen in the hall red-faced.

A minute of silence was observed for those who died in the fight for justice.

Police liaison officer Lieutenant Attie Laubscher said police were present at Community House between 10am to 1pm.

He said it was a routine police investigation and refused to comment on the number of policemen involved.

Asked to comment on the detention of Isaacs after the service, he referred SOUTH to the Emergency Regulations.

He would not comment on allegations that documents were confiscated at Community House.

Strike killing on video

Cape Times 28/4/88

JOHANNESBURG. — A police video showing the still burning corpse of one of four railway employees allegedly murdered by co-workers during the SATS strike last year was screened in the Rand Supreme Court yesterday.

It was taken at Prolecon on the night of April 28 last year and early the next morning.

All 18 SA Railways and Harbours Union members charged with the murders of Mr Vhulani Joseph Mulaudzi, Mr Kati John Sebopelo, Mr Mulalelo Petrus Moremane and Mr Jerry Rudolph Goodman yesterday pleaded not guilty.

They also all pleaded not guilty to five counts of kidnapping, one of attempted murder, two of robbery with aggravating circumstances and four of assault.

Man set

LAST WORDS OF A SATS WORKER

THE South African Transport Services employees on strike, among them some of the 18 on trial, told an official who criticised their action: "An injury to one is an injury to all", a Rand Supreme Court judge heard yesterday.

By MANDLA NDLAZI

Mr O J Strydom told the court that on March 23, last year, he found a group of employees in the tearoom on Sats premises at Union Square, (Park Station)

When he asked them why they were not at work, they told him to phone City Deep. When he asked what that meant, they told him "an injury to one is an injury to all."

Mr Strydom said this when cross-examined by one of the defence team, Mr Eric Dane.

Mr Strydom said he did not phone City Deep because it was not under his jurisdiction.

Examined by Mr C B Ferreira, for State, Mr Strydom said later, four employees said they wished to work. That was on April 28, and the next day, one of them never returned

The witness said he knew Mr Joseph Mulaudzi. He was the man who did not return to work on April 29 He said Mr Mulaudzi wore spectacles and did the same job as Mr Johnson Mogosi, who is one of the accused

Mr Strydom said the spectacles exhibited in court were similar to those that Mr Mulaudzi wore.

Earlier, a police video recording of the alleged murder scene was shown in court It showed four partly burnt bodies, one of them still burning Detective Sergeant D Coetzee had told the court that some of the bodies — three black men and one coloured man, had ropes around their necks and limbs and also had stab wounds.

Murder

Appearing before Mr Justice T T Spoelstra and two assessors, are Mr Johannes Joja Ngcobo (24), Transvaal's secretary of the South African Railways and Harbours Workers' Union and 17 members of the union

They have pleaded not guilty to charges of murder, abduction, attempted murder, assaults, robbery and intimidation. The State alleges they committed the offence during a strike on the Witwatersrand on March 13 and April 28, last year.

Murder trial told of 'humiliation'

By Joe Openshaw Star 31/3/88

Accusations of white railway employees swearing at black workers and humiliating them, and of workers being charged with being cheeky and disrespectful if they objected, were levelled in the Rand Supreme Court yesterday at the trial of 18 members of the SA Railways and Harbours Workers Union. (270)

The 18 have pleaded not guilty, before Mr Justice T T Spoelstra and two assessors, to four charges of murder, one charge of attempted murder, five charges of abduction, four charges of assault, two charges of robbery and a charge of intimidation. The men are in custody.

Two police video recordings of the alleged murder scene — taken by torchlight at midnight on April 28 and just before 8 am on April 29 — showing the burnt bodies of the four alleged murder victims were watched on monitors by a the judge and his assessors, the State and defence counsel, the accused and a crowded public gallery.

TRIVIAL ACTIONS

Both Mr M Luitingh and Mr E Dane, for the defence, yesterday quoted examples of "trivial" disciplinary actions against black employees to show that there was a general atmosphere of grievance and dissatisfaction among workers before the strike in 1987, which had been aggravated by the subsequent actions of the police and the army.

Mr Justice Spoelstra asked during cross-examination of Mr Cecil Mitchell, a Sats personnel supervisor, what relevancy legal or legal, fair or unfair, disciplinary actions had to do with what was at issue in the trial.

Mr Dane said the petty disciplinary actions were a sore point with workers and contributed to an atmosphere that gave rise later to their behaviour.

There were railway workers, he said, who had 20 years' service but had not been viewed as permament staff.

He said the situation had changed since the strike.

The chief district surgeon of Johannesburg, Dr Vernon Kemp, gave evidence of bruises he had found on the buttocks of Mr Albert Phuluwa, a railway worker who escaped from the alleged murder scene.

arsonists. — Sapa

Court told of burnt bodies

JOHANNESBURG — A mixture of petrol and fish oil prolongs the burning of a human body, a Rand Supreme Court heard yesterday at the trial of 18 members of the SA Railways and Harbours Workers' Union, reports said yesterday.

Dr Hans Bukofzer, principal district surgeon for Johannesburg, was giving evidence on the post-mortems he performed on the bodies of four men who were allegedly abducted and murdered during a strike by SATS employees on the Witwatersrand between March 13 and April 28 last year.

Appearing before Mr Justice T T Spoelstra and two assessors are Mr Johannes J Ngcobo, 24, the Transvaal secretary of Sarhwu, and 17 members of the union. They are charged with four counts of murder, five of abduction, one of attempted murder and two each of robbery, intimidation and assault.

They have pleaded not guilty. — Sapa

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CTC bus company and trade union reach agreement

Daily Dispatch Reporter

EAST LONDON — A negotiation agreement has been entered into between the CTC Bus Company Limited and the Transport and Allied Workers' Union of South Africa (Tawusa)

According to a joint press statement released yesterday, the agreement between the two parties is in respect of "certain defined employees" of the CTC bus company employed at depots in South Africa at Braelynn and Reeston.

The signing of the agreement took place on Tuesday at the CTC's offices here after "prolonged negotiations"

No further comment was released by either of the parties at the time of going to press and attempts to contact some directors of the CTC, of which the Ciskei People's Development Bank is a 50 per cent shareholder, were unsuccessful.

Ciskei's deputy Director-General of Foreign Affairs and Information, Mr Headman Somtunzi, said yesterday that as far as the Ciskei Government was concerned, the agreement had been reached according to South African legislation to which the Ciskei Government had no objection.

He said, however, that the status quo remained in Ciskei where unions were "non-operational" in terms of government policy.

Learner telephone electricians: applications for employment

939 Mr J B de R VAN GEND asked the Minister of Communications

(a) How many applications for employment as learner telephone electricians were received from (i) Whites, (ii) Coloureds, (iii) Indians and (iv) Blacks during the latest specified 12-month period for which figures are available and (b) (i) how many such applications were refused by the Post Office, and (ii) what were the reasons for refusing them, in respect of each of these race groups?

The MINISTER OF COMMUNICATIONS

For the 12-month period 1 March 1987 to 29 February 1988

		(i)	(ii)	(iii)	(iv)
(a)		1 203	484	72	681,
(b)	(i)	585	455	60	665, and

(ii) in each population group on account of either

— not having aptitude for the work

— not complying with the required educational qualifications

— the oversupply of applicants

Note

The rank of learner telephone electrician has been replaced by that of telcom trainee and the above-mentioned information is accordingly furnished in respect of the latter rank As a number of applicants merely applied for employment in the technical division and not specifically as telcom trainees, all those applications that were initially made for or ultimately refined to telcom trainees are included in the figures indicated

Apprenticeship: applications for employment

942 Mr J B de R VAN GEND asked the Minister of Communications

(1) How many applications for employment under apprenticeship as (a) motor mechanics, (b) diesel mechanics, (c) painters/decorators, (d) carpenters, (e) welders, (f) plumbers and (g) panelbeaters were received from (i) Whites, (ii) Coloureds, (iii) Indians and (iv) Blacks during the latest specified 12-month period for which figures are available,

(2) (a) how many such applications were refused by the Post Office and (b) what were the reasons for refusing them in each case?

The MINISTER OF COMMUNICATIONS

For the 12-month period 1 March 1987 to 29 February 1988

		(i)	(ii)	(iii)	(iv)
(1)	(a)	32	2	0	0
	(b)	13	0	0	0
	(c)	11	0	0	0
	(d)	11	3	0	0
	(e)	20	4	0	0
	(f)	3	0	0	0
	(g)	6	0	0	0,
(2)	(a)	67	9	0	0, and

(b) in each case on account of either

— not having aptitude for the work

— not complying with the required educational qualifications

— the oversupply of applicants

Land Bank Board: educational/professional qualifications of members

979 Mr P G SOAL asked the Minister of Finance

(1) What are the (a) educational and (b) professional qualifications of each of the members of the Land Bank Board,

(2) whether persons appointed as members of this board are required to have any special qualifications, if so, what special qualifications?

The MINISTER OF FINANCE

(1) (a) The chairman and the other eight members all have matric In addition the chairman is in possession of a B Com degree and a diploma in accountancy, one member a B Sc Agric degree whilst two further members have agricultural diplomas,

(b) practical farmers except the chairman who is also the Managing Director of the Land Bank

(2) Yes — members of the Land Bank Board are acquainted with the various farming regions and farming industries Due to his comprehensive farming experience as successful practical farmer, each member of

the Land Bank Board has specialized knowledge of such farming region and industry as well as farming in general and has played a leading role in the agricultural field

Members of the Land Bank Board are appointed by the State President in terms of the provisions of the Land Bank Act, 1944, and the name of each appointed member is Tabled in Parliament

Krugersdorp/Witpoortjie stations: first/third-class passengers handled

1005 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

(1) What is the daily number of (a) first and (b) third-class passengers handled by the Krugersdorp and Witpoortjie stations, respectively,

(2) whether there are shelters available on the platforms of these stations, if not, why not, if so, what is the capacity of these shelters in respect of each class of passengers at each of these stations?

The MINISTER OF TRANSPORT AFFAIRS

(1)	(a)	(b)
Krugersdorp	2 213	3 931
Witpoortjie	1 923	1 176

(2) Yes	First Class	Third Class
Krugersdorp	399 sq m	246 sq m
Witpoortjie	54 sq m	63 sq m

HOUSE OF REPRESENTATIVES

†Indicates translated version

For written reply

General Affairs

Coloured military pensioners

12 Mr P A C HENDRICKSE asked the Minister of National Health and Population Development

(a) What was the amount paid per month to Coloured military pensioners (i) in each year from 1961 up to and including 1987 and (ii) in 1988 as at the latest specified date for which figures are available, (b) what was the percentage increase in each such year and (c)(i) in which years were bonuses paid to such pensioners and (ii) what was the amount of the bonuses paid out in each of these years?

The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT

(a)(i) and (b)

Particulars of amounts paid in respect of Coloured military pensioners are available only from 1974 Particulars of increases calculated as fixed percentages are available only from 1976

Year	Amount per month (R)	% Increase
1974	61 870	—
1975	68 405	—
1976	68 887	10
1977	72 947	10
1978	86 857	25
1979	104 530	63
1980	152 229	77
1981	160 491	12
1982	155 577	15
1983	164 668	10
1984	183 604	10
1985	204 965	15
1986	311 292	67
1987	367 405	10

The favourable increases in 1979 and 1980 are attributable to differential treatment in respect of the old guard and in 1986 to the result of parity

(ii) 1988 (30/4/1988) R355 196

(c) (i) None, only general increases as reflected in the third column

(ii) Falls away

Airways pilots: remuneration 270

25 Mr P C McKENZIE asked the Minister of Transport Affairs

(1) Whether the South African Airways have made a survey of the remuneration of pilots in the service of foreign airlines, if so (a) how does the remuneration of Airways pilots compare with that of such pilots holding similar positions and (b) in respect of what date is this information furnished,

(2) whether the Airways have made a survey of the remuneration of Airways pilots in relation to that of persons holding comparable positions in the South African market-place, if so what were the findings?

The MINISTER OF TRANSPORT AFFAIRS

(1) and (2) As negotiations regarding the remuneration of S A Airways pilots are still proceeding information regarding the survey cannot be divulged at this juncture

Helderberg air disaster: crew 270

26 Mr P C McKENZIE asked the Minister of Transport Affairs

(1) Whether with reference to the Helderberg air disaster near Mauritius on 28 November 1987, he will furnish information on the crew of this aircraft if not why not, if so (a) what were the names of the crew members (b) how many years of service had each rendered to the South African Airways, (c) what position did each hold at the time and (d) what were their annual salaries in each case,

(2) whether he will disclose the amounts paid out to dependants of these crew members, if not why not, if so, (a) what amounts were paid out in each case (b) what is the breakdown of each of these amounts (c) what percentage of the pensions pay-out had been contributed by (i) the Airways and (ii) these crew members and (d) in respect of what date is this information furnished?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a)	(b)	(c)
D J Uys	21	Captain
D H Attwell	12	Senior First Officer
G Birchall	11	Senior First Officer
G M Bellagarda	28	Flight Engineer Officer
A G Daniel	15	Flight Engineer Officer
N M van Schalkwyk	16	Senior Cabin Controller
Mrs F Strijdom	17	Cabin Controller
H L K Burger	16	Cabin Controller
J A A van Zyl	12	Cabin Controller
M M de Almeida	5	Cabin Attendant
A R Kellermann	6	Cabin Attendant
Miss S Laurens	5	Cabin Attendant
E F van der Westhuizen	10	Cabin Attendant
P L Cramb	3	Cabin Attendant
Mrs L O Brien	8	Cabin Attendant
Mrs J A McEwen	2	Cabin Attendant
Miss H M Kruger	8	Cabin Attendant
Mrs E L Schalekamp	7	Cabin Attendant
A E Schalekamp	8	Cabin Attendant

(d) and (2) As salaries and pensions of employees are internal matters it is the policy not to divulge such information

Own Affairs

Administration: House of Representatives, staff

12 Mr P A C HENDRICKSE asked the Minister of the Budget

How many persons classified as (a) Coloured and (b) White were employed by the Administration House of Representatives in (i) total and (ii) each category of employment (aa) in 1984 1985 1986 and 1987, respectively, and (bb) as at the latest specified date in 1988 for which figures are available?

The MINISTER OF THE BUDGET

(i) Total

Race groups	Years up till and including 30 April 1988				
	1984	1985	1986	1987	1988
Coloured	9 356	11 219	14 011	14 984	15 200
White	477	552	644	682	679
Totals	9 833	11 771	14 655	15 666	15 879

(ii) Category of employment

1984 Classification	Coloured	White
A-Division	2 315	403
B-Division	1 832	74
Non-Classified	5 209	
Totals	9 356	477

1985 Classification	Coloured	White
A-Division	3 191	500
B-Division	2 188	52
Non-Classified	5 840	
Totals	11 219	552

1986 Classification	Coloured	White
A-Division	4 379	580
B-Division	3 583	64
Non-Classified	6 049	
Totals	14 011	644

1987 Classification	Coloured	White
A-Division	4 967	591
B-Division	3 748	91
Non-Classified	6 269	
Totals	14 984	682

1988 Classification	Coloured	White
A-Division	4 970	611
B-Division	3 924	68
Non-Classified	6 306	
Totals	15 200	679

HOUSE OF DELEGATES

†Indicates translated version

For written reply

General Affairs

Military disability pensions

54 Mr K CHETTY asked the Minister of National Health and Population Development

(a) How many Indian persons are in receipt of military disability pensions and (b) what amount was paid out in such pensions in respect of the year ended 31 March 1987?

The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT

(a) 45

(b) R135 516

Level crossing accidents

57 Mr M RAJAB asked the Minister of Transport Affairs

(a) How many (i) accidents and (ii) deaths occurred at level crossings in the Republic in 1985, 1986 and 1987, respectively, and (b) at which level crossings did they occur?

The MINISTER OF TRANSPORT AFFAIRS

		1985	1986	1987
(a)	(i)	223	233	230
	(ii)	29	20	46

(b) Particulars are contained in the accidents reports which are tabled in Parliament every year

Elimination of level crossings

58 Mr M RAJAB asked the Minister of Transport Affairs

(1) (a) What was the total amount spent on the elimination of level crossings in 1985, 1986 and 1987, respectively, (b) how many level crossings (i) were eliminated in each of these years and (ii) are to be eliminated in 1988,

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

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) 1985 — R9 752 225,00
1986 — R8 937 495,00
1987 — R11 263 856,00

		Listed level crossings	Unlisted level crossings
(b)	(i) 1985	10	13
	1986	1	19
	1987	5	1
	(ii) Six		

(2) No

Indian station masters

59 Mr K CHETTY asked the Minister of Transport Affairs

(1) Whether, with reference to his reply to Question No 1 on 30 July 1987, the South African Transport Services have as yet appointed any Indians as station masters, if not, why not, if so (a) when and (b) at which stations,

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

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(a) 1 March 1988

(b) Winklespruit

(2) No

270

HOUSE OF ASSEMBLY

†Indicates translated version

For written reply

General Affairs

Government Departments: offices/homes

352 Mr P G SOAL asked the Minister of Public Works and Land Affairs

What was the cost of renovations and redecorations carried out by his Department on behalf of each specified Government Department in respect of (a) offices and (b) homes in (i) Pretoria and (ii) Cape Town in each of the latest specified five financial years for which figures are available?

The MINISTER OF PUBLIC WORKS AND LAND AFFAIRS

The required information is not available in terms of State Departments, offices, homes or cities and towns The following expenditure were however incurred in respect of repairs and maintenance of State buildings in the areas of the Regional Offices of the Department of Public Works and Land Affairs in Pretoria and Cape Town

Financial year	Pretoria	Cape Town
1983/84	R27 033 857	R16 909 902
1984/85	R29 502 863	R13 839 463
1985/86	R33 633 703	R20 374 188
1986/87	R54 024 609	R25 436 993
1987/88	R62 071 500	R26 451 388

Ministerial offices/residences

865 Mr P G SOAL asked the Minister of Public Works and Land Affairs

What amount was spent by the State on the (a) furnishing and (b) refurbishing of ministerial (i) offices and (ii) residences in (aa) each specified year from 1983 up to and including 1987 and (bb) 1988 as at the latest specified date for which information is available?

The MINISTER OF PUBLIC WORKS AND LAND AFFAIRS

The required information is not readily available in the Department The honourable member is referred to the particulars furnished in reply to Question No 352

Pilots leaving SAA for big salaries in the Orient

270

Star 17/5/88

By Dan Side

Senior SAA pilots are leaving the airline for big salaries being offered in the Orient.

Veteran flyers, such as former chief pilot Captain Meyer Botha and ex-747 safety manager Captain Jimmy Hippert, have taken jobs with Singapore Airlines at as much as 50 percent more than their South African salaries

In addition, they receive an early retirement pension amounting to 84 percent of their SAA salaries and pay income tax at about half the South African rate

Pilots have estimated that a senior Jumbo Jet captain could cost the airline up to R1 million to replace This takes into account the "ripple" effect the loss of a 747 pilot has on cockpit staffing of Airbuses and 737s, from which pilots have to be transferred and trained to fill the void left by the loss of a Jumbo pilot

According to the South African Pilots' Association, six captains and three first officers have moved to Singapore since June 1 last year.

An SAA spokesman said it was company policy not to reveal the mumber of staff leaving to join other airlines nor was it permissible to confirm salaries paid to personnel

She said she understood the policy of offering early retirement was to be abolished in August on instructions from the Minister of Transport, Mr Eli Louw.

The Minister is currently in negotiations with executive members of the pilots' association about pay

A spokesman for the pilots' association said accurate comparisons of salaries and conditions could not be made until Mr Louw announced the Government's final decision.

Mrs Hippert said yesterday that her husband left for Singapore 10 days ago for employment as a "line pilot" at a salary equivalent to R126 000 a year, compared with the R120 000 understood to be earned by SAA's chief pilot

She said Captain Hippert received R83 000 in his executive post at SAA.

Captain Hippert, who took early retirement from SAA three years before the set retirement age of 50 for pilots, will now be able to stay at the controls of intercontinental jets until he is 60.

His future would also be more secure in other areas, said his wife

Mrs Hippert said one of the perks that particularly appealed to her family was the payment by Singapore Airlines of 90 percent of the cost, anywhere in the world, of the education of a pilot's children.

9/10/7/5/88 270

Court told how Sats men died

Daily Dispatch Correspondent

JOHANNESBURG — Five non-striking Sats workers were told they must pray for the last time, after being taken to Cosatu House and assaulted during the rail strike last year, the Rand Supreme Court was told yesterday.

This evidence was given at the trial of 18 South African Railway and Harbour Workers' Union members who pleaded not guilty to murdering four non-striking employees during the Sats strike on April 28 last year.

A Sats employee, Mr Albert Phuluwa, pointed out one of the accused, Mr Jacob Machaka, as the man who had told him and the four others to pray.

He told the court that the five of them were driven to a spot near Prolecon where he had run away while everyone was getting out of the stationwagon.

He said he had thought that he was about to die.

Mr Phuluwa described how he then got help and was taken to a nearby army camp.

He led a group of SADF members to the spot where he had escaped. When they got there they saw flames and "things" lying on the ground.

The "things" were found to be the bodies of the other men who had been driven there with him.

Earlier Mr Phuluwa demonstrated how he had covered his head with his arms to protect himself from his assailants at Cosatu House.

He also testified how he and others were told to clean toilets on the premises and wipe up water that had been thrown over them.

All 18 accused have have pleaded not guilty to murdering Jerry Rudolph Goodman, Vhulani Joseph Mulaudzi, Kati John Sebopelo and Mulatelo Petrus Moremane.

They have also pleaded not guilty to a charge of attempting to murder Mr Phuluwa, five counts of kidnapping, four of assault with intent to do grievous bodily harm, two counts of robbery with aggravating circumstances and intimidation.

HOUSE OF REPRESENTATIVES

†Indicates translated version

For oral reply

General Affairs

Pilots: salary structure

*1 Mr P C McKENZIE asked the Minister of Transport Affairs

(1) Whether the South African Transport Services were (a) furnished with a copy of, or (b) informed of, a survey on the salary structure of South African Airways pilots conducted by a certain firm of management consultants for the South African Airways Pilots' Association, if so, (i) what were the findings of this survey and (ii) what is the name of this firm,

(2) whether these findings were (a) investigated and (b) accepted by the Transport Services, if not, why not, if so, when,

(3) whether the Airways rejected a call by the above association for a meeting with the Airways on the compilation of a report on the said survey, if so, why?

†The MINISTER OF TRANSPORT AFFAIRS

(1) (a) and (b) Yes

(i) As negotiations regarding the remuneration of S A Airways pilots are still proceeding, information regarding the survey cannot be divulged at this juncture

(ii) Hay Management Consultants

(2) (a) Yes

(b) The report is still being studied

(3) No

Aircraft

*2 Mr P C McKENZIE asked the Minister of Transport Affairs

(1) (a) How many aircraft of the Boeing 747 Combi type are owned by the South African Airways and (b) in respect of what date is this information furnished,

(2) whether Airways pilots flying such aircraft have made any reports on the (a) adequacy and (b) positioning of the fire-fighting equipment on these aircraft in relation to meeting an emergency such as the one that presumably occurred on the Helderberg off the coast of Mauritius on 28 November 1987 if so

(3) whether, as a result of these reports, fire-fighting equipment on such aircraft has been repositioned, if not, why not, if so, what are the relevant particulars?

†The MINISTER OF TRANSPORT AFFAIRS

(1) (a) One

(b) 5 May 1988

(2) (a) and (b) No, not during the three years prior to the Helderberg incident for which particulars are readily available

(3) Falls away

Helderberg air disaster

*3 Mr P C McKENZIE asked the Minister of Transport Affairs

(1) Whether, with reference to the Helderberg air disaster near Mauritius on 28 November 1987, any evidence pointing to human error on the part of the pilot of the Helderberg has been found in the (a) wreckage recovered and/or (b) last recorded discussion between the aircraft crew and the control tower at the airport in Mauritius, if so, what evidence,

(2) whether he will lay a transcript of this discussion on the Table of the House, if not, why not, if so, when

(3) whether the location of the so-called black box has been established if not what progress has been made in this regard

(4) whether he will make a statement on (a) the attempts being made to recover this box and (b) the matter in general?

†The MINISTER OF TRANSPORT AFFAIRS

(1) and (2)

As this matter is *sub judice* I do not wish to comment at this stage The findings of the Board of Inquiry will be made known on completion of its activities

(3) No the debris field of the Helderberg was located by means of side scan sonar approximately 134 nautical miles north west of Mauritius This debris field consists of more than 1 200 pieces and it is possible that the recorders could be amongst these pieces

(4) (a) A contract was awarded for the photo-mapping and recovery of selected items from the debris field and in this regard I wish to refer to my news release of 17 May 1988

(b) No

Official car: accident

*4 Mr C R REDCLIFFE asked the Minister of Transport Affairs

(1) Whether the official car of a certain Ministerial Representative whose name has been furnished to the Minister's Department for the purpose of his reply, was involved in an accident in 1987, if so, (a) on what date (b) who was driving the car at the time, (c) what was the cause of the accident and (d) what is the name of this Ministerial Representative,

(2) whether there were any passengers in the car at the time of the accident, if so (a) how many and (b) what were their names,

(3) whether any other vehicles were involved in this accident, if so how many,

(4) whether members of the South African Police were summoned to the scene of the accident if not, why not,

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

†The MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(a) 26 November 1987

(b) Mr C Frolick

(c) The driver of the official car was found guilty on a charge that he drove a vehicle whilst the concentration of alcohol in his blood was more than 0 08 g/100 mℓ It can be mentioned for the sake of completeness that the relevant vehicle collided with the rear of a private vehicle which stopped at a red traffic light

(d) The name furnished by the honourable member, namely Mr F L Erasmus

(2) Yes

(a) Four

(b) Mr H C Grondt, Mr J L Tarentaal, Mr J P February and Mr A Herman

(3) No

(4) Yes

(5) No

Riverlea, additional land

*5 Mr T R GEORGE asked the Minister of Constitutional Development and Planning

(1) Whether his Department intends identifying additional land adjacent to Riverlea for proclamation for Coloured residential purposes if not, why not if so, (a) what land is being considered for this purpose, (b) when is it anticipated that this land will be proclaimed and (c) what is the extent of the land in question,

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

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

The Group Areas Board has investigated a proposal for the extension of the Riverlea Coloured group area As a result of a multitude of surface permits and mining rights owned by mining companies more than 90% of the land in question is affected to such an extent that development is uneconomic or impractical

The Administration House of Representatives has, as a result officially withdrawn its proposal in respect of this land

Kleinskool

*6 Mr P J MULLER asked the Minister of Constitutional Development and Planning

Whether Kleinskool has been or is to be proclaimed as a group area for a specific race group, if not, (a) why not and (b) when is it anticipated that this matter will be finalized if so, (i) for what race group (ii) when and (iii) what steps are envisaged in respect of members of other race groups living in this area?

†The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

The area was advertised and investigated by the Group Areas Board with a view to its possible proclamation as a Coloured Group Area

(a) Certain information is still awaited

(b) A decision will be taken as soon as the information has been received

Own Affairs

Overseas visits

*1 Mr C R REDCLIFFE asked the Minister of Education and Culture

(1) Whether (a) he and (b) the former Minister of Education and Culture undertook any overseas visits in 1987 if so (i) which countries were visited and (ii) what was the purpose of each visit,

(2) whether (a) he and (b) the said Minister were accompanied by any officials on these visits if so in each case (i) what are the names of the officials involved (ii) which State Departments did they repre-

SATS strike: 'Cause for dissatisfaction'

Cape Times 18/8/88 Political Staff 270

AN analysis of the SATS strike last year showed that there was real cause for dissatisfaction in some areas, the Deputy Minister of Transport, Mr Myburgh Streicher, said yesterday

But the analysis also showed that the instigators, most of whom were in no way related to SATS, either by employment or through recognized unions, had "totally exaggerated minor issues", he said at the annual congress of Group E SATS employees in Bloemfontein

During last year's strike, SATS, its personnel in general and the strikers specifically had learnt much.

Until then, SATS had enjoyed a considerable degree of labour peace but it had learnt that apart from purely political motivations, "there were in many areas real reasons for dissatisfaction", Mr Streicher said.

The first objective of SATS was to bring the strike to an end and to get negotiations going and then to analyse the motivations behind the strike, including the political motives.

Mr Streicher said he was reasonably satisfied with the current situation on the labour front and the various unions could be most useful in this regard.

The greatest advantage of the new Labour Council, instituted after the Wiehahn investigation into SATS, was that it made provision for collective bargaining

For management, it meant that it had to be less prescriptive and had to be prepared to negotiate on an equal level

year's death toll to 34.

Navy looks for Indian volunteers

STAR 9/5/89

270

DURBAN — SAS Jalsena has called on young Indian men to enrol for two years' voluntary service in the South African Navy

Initial training for five months at SAS Jalsena on Salisbury Island in Durban is followed by two months' special training in Durban or Simonstown, then ship or shore duty

Applicants must be South African citizens, between 17 and 25, have at least a std 6 certificate and no criminal record, be medically fit and preferably not married

Application forms are obtainable from the Officer Commanding, SAS Jalsena, Fleet Mail Office, PO Fynnland, 4020

Completed application forms must reach the office not later than June 17, and selection takes place on July 4 — Sapa

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

No

Rest of question falls away

Western Transvaal Development Board assets/ liabilities

1057 Mr C J DERBY-LEWIS asked the Minister of Constitutional Development and Planning

Whether the (a) assets and (b) liabilities of the Western Transvaal Development Board were transferred to local authorities, if so, (i) what was the value of this boards assets at the time of transfer, (ii)(aa) to which local authorities and (bb) on what dates were these assets transferred and (iii) what was the value of the assets transferred to each such local authority?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

No

Rest of question falls away

SATS buying-back of pensionable service

1097 Mr D J N MALCOMESS asked the Minister of Transport Affairs

(a) On what date did the buying-back of pensionable service come into effect in respect of the South African Transport Services (b) how many Transport Services employees who bought back pensionable service have retired since that date, (c) what total amount, excluding any interest on the amounts outstanding, did these persons pay to buy back such service, (d) what total amount was received by these persons in increased gratuities in respect of such service, (e) what total additional amount in monthly pensions is paid to them as a result of their having bought back pensionable service and (f) in respect of what date is this information furnished?

The MINISTER OF TRANSPORT AFFAIRS

(a) 1 October 1972 in respect of members of the New Superannuation Fund and 16 June 1987 in respect of members of the Pension Fund for non-White employees

(b), (c), (d), (e) and (f) Particulars are not readily available and it will take much time and expense to gather such information

SATS. buying-back of pensionable service

1098 Mr D J N MALCOMESS asked the Minister of Transport Affairs

How many employees who were still in the service of the South African Transport Services as at 31 March 1988, had bought back pensionable service?

The MINISTER OF TRANSPORT AFFAIRS

14 729 employees elected to antedate pensionable service

Own Affairs

Pupils at primary/secondary schools

128 Mr R M BURROWS asked the Minister of Education and Culture

What number of pupils in each specified home language category attended (a) primary and (b) secondary schools in South Africa as at the latest specified date for which figures are available?

The MINISTER OF EDUCATION AND CULTURE

(a) Primary Schools

	Afrikaans	English	Afrikaans/ English	Other
Cape*	70 761	45 989	—	46
Natal*	17 364	44 497	—	246
OFS*	37 179	4 183	1 228	1 119
Transvaal**	197 415	68 545	16 003	10 475,

(b) Secondary Schools

	Afrikaans	English	Afrikaans/ English	Other
Cape*	68 536	40 753	—	14
Natal*	13 158	37 278	—	—
OFS*	27 125	1 964	900	781
Transvaal**	130 445	53 758	12 776	8 725

* March 1988
** March 1987

School buses

129 Mr R M BURROWS asked the Minister of Education and Culture

(a) What total number of pupils was transported daily in subsidized school buses, and (b) what was the total net annual cost of such transport, in each province in (i) 1986 and (ii) 1987?

	(a)(i)	(ii)	(b)(i)	(ii)
Cape	13 609	13 331	R800 240,41	R792 540,67
Natal	8 722	8 601	R3 958 700,00	R5 276 368,00
OFS	4 058	3 925	R1 341 457,00	R1 297 211,00
Transvaal	56 515	56 774	R18 959 978,00	R19 523 052,00

Schools/institutions for juvenile offenders

131 Mr J B DE R VAN GEND asked the Minister of Education and Culture

(1) (a) How many (i) schools of industry, (ii) reform schools and (iii) other institutions for the accommodation of juvenile offenders falling under his Department were there in the Republic, and (b) what number of pupils did each accommodate, as at (aa) the latest specified date for which information is available and (bb) the same date five years previously,

(2) where is each of these schools or institutions situated?

The MINISTER OF EDUCATION AND CULTURE

(1) (a) (aa) March 1988 (b)

(i)	16	(i)	2 125
(ii)	2	(ii)	247
(iii)	0,	(iii)	0,

(b) (bb) March 1984 (b)

(i)	18	(i)	2 049
(ii)	2	(ii)	206
(iii)	0,	(iii)	0,

(2) (a) (i) George (2) Heidelberg (2) Standerton (3) Queenstown, King William's Town, Dewetsdorp, Rustenburg, Utrecht, Paarl, Bloemfontein, Oudtsdhoorn, Wolmaranstad,

(ii) Tokai (2)

Computerization of staff, student and pupil numbers

133 Mr R M BURROWS asked the Minister of Education and Culture

Whether his Department maintains a computer data system for all statistical information on staff, student and pupil numbers, if not, why not, if so, (a) when was this system finalized, (b) what areas of data are maintained in this system and (c) how often is the information updated?

The MINISTER OF EDUCATION AND CULTURE

(a) Yes, the Department compiles comprehensive statistics with a view to the management of White education Some of these statistics have already been computerised and further computerising is currently receiving attention,

(b) statistics regarding pupils and students, manpower and expenditure,

(c) annually

HOUSE OF REPRESENTATIVES

†Indicates translated version

For written reply

General Affairs

Provincial hospitals: treatment of non-White/ foreign patients

7 Mr P A C HENDRICKSE asked the Minister of Constitutional Development and Planning

(1) How many non-White patients were treated at (a) provincial hospitals and (b) predominantly White provincial hospitals in the 1987-88 financial year,

(2) (a) how many patients from foreign countries were treated at provincial hospitals in that financial year and (b) how many such patients were from countries with which the Republic has no diplomatic relations?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

This information was furnished by the different Provincial Governments

ORANGE FREE STATE

(1) (a) 136 231
(b) 27

(2) (a) 1 276
(b) 30

CAPE PROVINCE

(1) (a) Statistics are only available for 1986/87 financial year and are as follows

Non-white patients treated —

In-patients	528 581
Out-patients	6 328 019
	6 856 600

(b) Provincial hospitals are provided for the treatment of patients of all race groups and only three provincial hospitals can therefore be deemed to be "predominantly White" and such statistics are as follows

Port Elizabeth Provincial

Non-white — In-patients	1 351
Non-white — Out-patients	28 461
	29 812

Volks

None-white — In-patients	138
Non-white — Out-patients	0
	138

Karl Bremer

Non-white — In-patients	2 596
Non-white — Out-patients	0
	2 596

(2) (a) 499
(b) 324

NATAL

(1) (a) The number of Non-white patients treated at predominantly White provincial hospitals in Natal during the 1987-88 financial year was

Admissions	401 211
Out-patients	2 775 011
	3 176 222

(b) The number of Non-white patients treated at predominantly White provincial hospitals in Natal during the 1987-88 financial year was

Admissions	14 900
Out-patients	88 795
	103 695

(2) (a) the information is not available for the whole of the 1987-88 financial year but is available for the period 1 September 1986 to 31 August 1987 which indicates that a total of 70 patients from foreign countries (ie excluding the TBVC states) received treatment in provincial hospitals in Natal over this 12 month period

(b) Three of the patients were from countries with which the Republic has no diplomatic relations

TRANSVAAL

(1) (a) In the 1987-88 financial year, 5 322 632 Coloured, Indian and Black patients were treated at provincial hospitals

(b) 99 883 Coloured, Indian and Black patients were treated at predominantly White provincial hospitals in the 1987-88 financial year

(2) (a) 2 646 patients from foreign countries were treated at provincial hospitals in that financial year

(b) 1 763 patients were from countries with which the Republic has no diplomatic relations

Purchase of new aircraft

23 Mr P C MCKENZIE asked the Minister of Transport Affairs

(1) Whether The South African Airways recently purchased any new aircraft of the Airbus 320 type, if so, (a) when, (b) from which aircraft company, (c) who acted for the (i) Airways and (ii) company concerned, (d)(i) how many aircraft were purchased and (ii) what was the price paid for each, (e) what is the delivery date for each aircraft and (f) what amount was paid in respect of the taking of options,

(2) whether foreign exchange arrangements have been made in respect of (a) options to purchase, and (b) immediate delivery of, these aircraft, if so, what arrangements in each case;

(3) whether there have been any consultations, in connection with the purchase of these aircraft, with any (a) staff members of the Airways and (b) pilots with domestic or international experience of flying similar types of aircraft, if not, why not, if so, (i) what consultations and (ii) with what result,

(4) whether he or the South African Airways have taken cognisance of complaints received in Great Britain and France in respect of similar purchases, if so, what steps has he taken or does he intend taking as a result of these complaints,

(5) whether he will consider setting up a technical committee under the chairmanship of the chief executive officer of the Airways to advise him on the suitability of future aircraft purchases, if not, why not, if so, what categories of persons does he intend appointing to this committee?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(a) 26 November 1987

(b) Airbus Industrie, Toulouse, France

(c) (i) Chief Executive Officer

(ii) Area Sales Manager for Africa

(d) (i) Two.

(ii) 34 043 300 US Dollars These prices are based on 1985 figures which will escalate according to the US inflation rate

(e) November 1991

(f) None

(2) (a) and (b) No.

(3) (a) and (b) No Evaluation of new aircraft is done on an economic viability basis as well as by Flight Operations Management A S A. Airways aircraft captain visited the Airbus factory and flew the A300 aircraft which had been modified with the control systems intended for the A320 aircraft

(i) and (ii) Fall away

(4) Yes No steps are envisaged as past experience proved that shortcomings on early production models are normally rectified during subsequent development

(5) No S A Airways has a specialised section which continuously evaluates the suitability of new aircraft and its performance

Cockpit crew; Salaries

24 Mr P C MCKENZIE asked the Minister of Transport Affairs

(1) Whether he wil furnish the House with particulars of the present salary structure of cockpit crew in the employ of the South African Airways, if not, why not, if so, what are these particulars,

(2) whether the South African Transport Services have information on the salaries paid to cockpit crew members by foreign airlines, if so, how do the salaries paid by such airlines in (a) Germany, (b) Great Britain, (c) the Netherlands and (d) the United States of America compare with those paid by the Airways to crew members holding similar positions,

(3) when last were salary increases, other than salary adjustments, granted to cockpit crew members in the employ of the Airways?

The MINISTER OF TRANSPORT AFFAIRS

(1) No As salaries of employees are an internal matter it is the policy not to divulge such information

(2) Yes As negotiations regarding the remuneration of S A Airways pilots are still proceeding this information cannot be divulged at this juncture

(3) July 1987 pay month

Own Affairs

Riverlea: security measures at schools

13 Mr T R GEORGE asked the Minister of Education and Culture

(1) Whether any security measures are envisaged by his Department for schools situated in the Riverlea and Riverlea Extension 1 areas in Johannesburg, if not, why not, if so,

(2) whether he will furnish information on these security measures, if not, why not, if so, (a) what are these security measures and (b) when will they come into operation,

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

The MINISTER OF EDUCATION AND CULTURE

(1)

and

(2) It is not precisely clear what is meant by security measures It can however be mentioned that all the existing school premises in the Riverlea and Riverlea Extension 1 areas are being safeguarded against unauthorised trespassing by the provisioning of 1,8 m standard "Weldmesh"-fences As far as security and night watchman services are concerned, these services are only considered on the request of schools and are provided with due observance of the prevailing safety risk to persons who must make use of the premises

(3) An announcement is not deemed necessary

Riverlea new schools

14 Mr T R GEORGE asked the Minister of Education and Culture

(1) Whether any new schools are being envisaged by his Department for Riverlea Extension 2; if not, why not, if so, (a) how many of these will be (i) primary and (ii) secondary schools, (b) where is each school to be built, (c) when is it anticipated that building operations will be (i) commenced and (ii) completed and (d) what total amount has been allocated for this purpose;

(2) whether any of these schools will be provided with halls; if not, why not, if so, what are the relevant details,

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

The MINISTER OF EDUCATION AND CULTURE:

(1) Yes

(a) (i) Primary schools — One

(ii) Secondary schools — None

(b) In spite of several attempts made by the Department, problems are still experienced in locating a suitable site for the erection of a school building because of the fact that Riverlea is situated in a mining area

(c) and (d)

Due to 1(b) above, it is not possible to reply to these questions at this stage

(2) No. Primary schools are not provided with halls.

(3) No.

Uitenhage: new schools envisaged

22 Mr P J MÜLLER asked the Minister of Education and Culture·†

(1) Whether any new schools are envisaged by his Department for Uitenhage, if not, why not; if so, (a) when is it anticipated that building operations will (i) commence and (ii) be completed and (b) what is the total amount allocated for this purpose,

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

The MINISTER OF EDUCATION AND CULTURE.

(1) Yes

(a) (i) September 1988

(ii) The first should be completed by September 1990

(b) ±R12 million

(2) No

HOUSE OF ASSEMBLY

†Indicates translated version.

For written reply

General Affairs

Black sport: amount budgeted/spent

954 Mr C J DERBY-LEWIS asked the Minister of Education and Development Aid

What total amount was (a) budgeted in respect of expenditure on Black sport for the 1982-83, 1983-84, 1984-85, 1985-86, 1986-87 and 1987-88 financial years, respectively, and (b) actually spent in this regard in each of these financial years?

The MINISTER OF EDUCATION AND DEVELOPMENT AID

(a) The amount budgeted for Black sport (Only for Education and Training)

1982/83
Sports facilities In-school — sports facilities on schoolgrounds R2 846 250

1983/84
Sports facilities In-school — sports facilities on schoolgrounds R2 693 654

1984/85
Sports facilities In-school — sports facilities on schoolgrounds R2 179 202

1985/86
Sports facilities In-school — sports facilities on schoolgrounds R9 329 950

1987/88
(i) Sports facilities In-school — sports facilities on schoolgrounds
— Primary R98 519
— Secondary R1 196 127
R1 294 646

(ii) Sport out-of-school Training, training courses and sports meetings R700 000

(iii) Community facilities Sports facilities Out-of-school-facilities in the community for the community R14 000 000
R15 994 646

(b) Amounts actually spent for Black sport. (Only for Education and Training)

1982/83
Sports facilities In-school — sports facilities on schoolgrounds R2 846 250
Sports and Recreation fund R3 043 605
R5 889 855

1983/84
Sports facilities In-school — sports facilities on schoolgrounds R2 693 654
Sports and Recreation fund R4 000 131
R6 693 785

1984/85
Sports facilities In-school — sports facilities on schoolgrounds R2 179 202
Sports and Recreation fund R4 237 448
R6 416 650

1985/86
Sports facilities In-school — sports facilities on schoolgrounds R9 329 950
Sports and Recreation fund R6 800 705
R16 130 655

1986/87
Sports facilities· In-school — Sports facilities on schoolgrounds
— Primary R89 559
— Secondary R1 857 429
R1 946 988

Sports and Recreation fund R5 136 720
R7 083 708

1987/88
(i) Sports facilities In-

Minister set to clear the air over pilots' pay

Star 20/5/88

(270)

By Dan Side

Pay talks between SAA pilots and a Department of Transport investigative panel will be concluded at the end of the month and it will then be over to Transport Minister Eli Louw for a final say on an issue that has brought about a potentially explosive situation.

A Department of Transport official said this week that Mr Louw would give his final judgment "with due haste"

SAA captains and first officers indicated last year that they were tired of being considered the "poor relations" of a tightly knit international community of aviators.

Their collective cry of "enough" came as companies in the Far East, such as Singapore Airlines and Cathay Pacific, set course for expansion that created numerous jobs

Although neither airline had a reputation in the community of being an extraordinarily big payer, the offer to South Africans was the equivalent R126 000 a year, on two-year-contract, for assignment as an ordinary "line" pilot.

Comparative pay at SAA was about R79 500 and conditions were conducive for leaving because of an early-retirement scheme introduced about two years ago when there was a glut of pilots.

After age 45, a pilot could take 84 percent of his pension and head east for greener pastures.

When it was learnt that 101 of the about 500 pilots working for SAA were eligible for early pension by August, the warning flags were out for an airline unlikely to attract foreign pilots because of a huge disadvantage in comparative spending-power parity And a worsening political situtation further blunted the appeal to immigrate here.

It is estimated that about 10 percent of air crew employed by SAA answered calls overseas in the past 17 months.

Mr Louw had no option but to bolt the door, and he announced during his appropriation speech in Parliament that the policy allowing early retirement would be altered in August. Retirement age would also be advanced from 50 to 55

A loophole was plugged, without argument, but disenchantment with working conditions at SAA had run deep

QUESTION OF ATTITUDE

South African Airlines Pilots' Association (Saapa) president Captain Blake Flemington said the problem went back to 1946, and was mainly a question of attitude on the part of the employers.

The underlying problem, he said, was working for the civil service and being treated like ordinary Sats staff — a situation irritating to men in command of Boeing 747s worth about R220 million each.

"It's been a case of plain neglect over the past 20 years," he said in an interview last year "In 1972, as a junior 727 pilot, I earned as much as the Judge President of the Transvaal. Now, as one of the senior men in the airline, I get half his pay"

In evidence, Saapa offered a survey commissioned in 1986 that showed South African pilots to have a 38 percent purchasing-power parity measured against their West German and American counterparts British pilots were the next lowest, at a considerably higher 52 percent.

Last December Saapa reckoned an SAA pilot earned about R6 600, compared with the equivalents of R30 000 for Lufthansa, R30 400 for Swissair and R24 600 for KLM

The pilots went public with their plight, and sentiment was such that last January passengers on Mauritius-bound Flight SA 192, commanded by Captain Flemington, collected R308,36 in an airsickness bag to assist Saapa with its campaign

Days later, Captain Reg Smith, president of the International Pilots Association (Ifalpa) — an organisation representative of 70 000 airline pilots in 68 countries — arrived at Jan Smuts Airport and said he was appalled by the working conditions at SAA.

Mr Louw then broke with autocratic tradition and announced a watershed meeting on February 15 between himself and elected representatives of Saapa and the SAA Salaried Staff Association

Three days later negotiations began in earnest, with Captain Flemington's observation that "the days of collective begging were over" and "we are entering the days of collective bargaining"

Mr Louw is expected to announce vast inprovements in working conditions next months and SAA air crew have adopted a more conciliatory approach.

"For the first time in decades, SAA pilots can look forward to their future with confidence," said Captain Flemington.

Mr Louw's decision to suspend early retirement was subsequently accepted without argument.

"We are not unhappy with the Minister's decision," Captain Flemington told The Star "The option was merely making it easy for pilots to leave SAA."

	school sports facilities on schoolgrounds	
	— Primary	R98 519,00
	— Secondary	R1 196 127,00
		R1 294 646,00
	Sports education, training courses and meetings in schoolsports	R1 467 970,39
		R2 762 616,39
(ii)	Out-of-school sport Training, training courses and sports meetings	R944 702,28
(iii)	Community facilities Sports facilities Out-of-school — facilities in the community for the community	R2 737 546,00
(iv)	Central Sports and Recreation fund	R2 537 770,53
		R8 982 635,20

Eskom. postponed payments of amounts due

989 Mr C J DERBY-LEWIS asked the Minister of Administration and Privatisation

With reference to the reply to Question No 752 on 29 March 1988, (a) how many of the 313 large consumers which exceeded the period of grace allowed for payment of amounts due to Eskom in respect of bulk electricity were municipalities, (b) what was the total amount outstanding and (c) in respect of what 12-month period is this information furnished?

The MINISTER OF ADMINISTRATION AND PRIVATISATION

(a) Of the 313 bulk supply points which were in arrears at one or other time during the 12-month period 1 April 1987 to 31 March 1988, 197 were municipal accounts of which most were in rural areas

(b) and (c) At the end of January 1988 there was an amount of R5 173 712,48 outstanding in respect of accounts rendered to municipalities for electricity for the month of December 1987 All municipalities are however paying on a regular basis and by the end of March 1988 this amount has been reduced to nil

Vegetable oil: importing/exporting

1014 Mr W J D VAN WYK asked the Minister of Agriculture †

(1) Whether any vegetable oil was imported in the first quarter of 1988, if so, (a) why and (b) how many tons,

(2) whether part of the new season's production of vegetable oil is to be exported, if so, (a) why, (b) how many tons and (c) to which countries,

(3) whether any such oils has been or is to be carried over to the new season, if so, how many tons?

The MINISTER OF AGRICULTURE

(1) Yes,

(a) to supply the shortage which resulted from the drought during the 1987/88 season and to meet the demand for special oils which are not available locally,

(b) approximately 30 045 tons,

(2) yes,

(a) as a result of an expected surplus production of groundnuts and sunflower seeds,

(b) it is still too early in the new season to make an estimate of the quantities which could be available for export,

(c) oil expressers will decide themselves to which countries they are going to export,

(3) yes, but the quantities cannot be determined at this stage.

Meat: quantities imported

1017 Mr R W HARDINGHAM asked the Minister of Agriculture

(1) Whether any (a) beef, (b) lamb/mutton and (c) pork has been imported since 1 January 1988, if so, (i) what quantities of each as at the latest specified date for which figures are available and (ii) for what purpose in each case,

(2) whether the conditions relating to these importations are being adhered to, if so, under whose scrutiny, if not, why not,

(3) whether any action is being taken against

offenders and possible offenders in this regard, if not, why not, if so, what action,

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

The MINISTER OF AGRICULTURE

(1) Yes, since 1 January until 30 April 1988,

(a) (i) approximately 5 629 tons,

(ii) approximately 5 135 tons for the manufacture of meat products and approximately 494 tons for sale by auction to registered butchers,

(b) (i) 600 tons,

(ii) 500 tons for sale by auction at the Cato Ridge market only and 100 tons for the manufacture of meat products,

(c) (i) 414,5 tons,

(ii) the manufacture of port products,

(2) yes, the Meat Board,

(3) yes, criminal as well as administrative actions in terms of the Marketing Act, 1968 (Act 59 of 1968), and the Livestock and Meat Control Scheme,

(4) no, a statement is not considered necessary

Mosgas project: tender documents

1027 Mr C J DERBY-LEWIS asked the Minister of Economic Affairs and Technology

Whether tender documents in respect of the Mosgas project are written to favour specific products, if so, (a) why and (b) which products are involved?

The MINISTER OF ECONOMIC AFFAIRS AND TECHNOLOGY

(a) and (b)

The general tender documents are not written to favour specific products but they are written to specify the technical and operational requirements of the project

Bophuthatswana: Eskom electricity

1038 Mr C J DERBY-LEWIS asked the Minister for Administration and Privatisation

Whether Eskom supplies electricity to Bophuthatswana, if so, on what basis?

The MINISTER FOR ADMINISTRATION AND PRIVATISATION

Yes Electricity is supplied at Eskom's standard tarrifs at 29 points of supply in Bophuthatswana The total supply amounted to 2 124 million kilowatt hours in 1987

Mmamatsuwe power station, Bophuthatswana: cost of construction

1039 Mr C J DERBY-LEWIS asked the Minister for Administration and Privatisation

(1) Whether his Department contributed towards the cost of constructing the Mmamatsuwe power station in Bophuthatswana, if so (a) to what extent and (b) (i) what was the total cost involved and (ii) in respect of what date is this information furnished,

(2) whether his Department was involved in the tender procedure in respect of this power station, if not, why not, if so,

(3) whether his Department was furnished with any details regarding the company to which the tender for this power station was awarded, if so, (a) to which company was the tender awarded, (b) in which country is this company registered and (c) (i) who are the directors of the company and (ii) what are their nationalities?

The MINISTER FOR ADMINISTRATION AND PRIVATISATION

(1) No

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

(2) No, because the Department of Mineral and Energy Affairs nor Eskom was approached for advice on the tender procedure of this independent state

(3) No

(a), (b), (c) (i) and (ii) fall away

Booklet: South Africa at a Glance

1065 Mr P G SOAL asked the Minister of Information, Broadcasting Services and the Film Industry

(1) Whether the Bureau for Information was responsible for the compilation and distribution of a booklet entitled "South Africa

Sats deadlock over 17% pay hike

PRETORIA — The Conciliation Board hearing on the Federal Council of Sats trade unions 17% salary hike claims ended in deadlock yesterday

The dispute, in terms of legislation, will now go to arbitration. Council general secretary Abe Koekemoer said efforts by council delegates to reach a settlement were blocked by the Sat management representative

270

B/day 24/5/88

economy," and although tight," Dr Worrall said.

DID 24/5/88

Sats pay hike claims to go to arbitration

Daily Dispatch Correspondent

270 151

PRETORIA — The conciliation board hearing on the Federal Council of SA Transport Services trade unions' 17 per cent salary hike claims ended in deadlock yesterday.

The dispute, in terms of legislation, will now go to arbitration.

The federal council general secretary, Mr Abe Koekemoer, said last night efforts by council delegates to reach a settlement were blocked by the Sats management representative on the board which clearly had no mandate to negotiate or compromise.

The council delegates offered to postpone the implementation of the increase from April to September but this was rejected.

"Not once during the negotiations did Sats representatives come up with an acceptable offer except to suggest that the Minister of Transport, Mr Eli Louw, should be asked to reconsider the issue in September," Mr Koekemoer said.

He said members of Sats' 10 trade unions would be circularised and told of the attitude of Sats management representatives on the board.

The federal council regretted legislation prevented Sats workers from taking strike action to support a justified claim for a 17 per cent pay rise, he said.

"Because of this we are placed in a situation where there is no possibility of a fair and reasonable settlement being reached. We are at the mercy of the legislation," Mr Koekemoer said.

DD 24/5/88

Sats pay hike claims to go to arbitration

Daily Dispatch Correspondent 270

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The dispute, in terms of legislation, will now go to arbitration.

The federal council general secretary, Mr Abe Koekemoer, said last night efforts by council delegates to reach a settlement were blocked by the Sats management representative on the board which clearly had no mandate to negotiate or compromise

The council delegates offered to postpone the implementation of the increase from April to September but this was rejected

"Not once during the negotiations did Sats representatives come up with an acceptable offer except to suggest that the Minister of Transport, Mr Eli Louw, should be asked to reconsider the issue in September," Mr Koekemoer said

He said members of Sats' 10 trade unions would be circularised and told of the attitude of Sats management representatives on the board

The federal council regretted legislation prevented Sats workers from taking strike action to support a justified claim for a 17 per cent pay rise, he said

"Because of this we are placed in a situation where there is no possibility of a fair and reasonable settlement being reached We are at the mercy of the legislation," Mr Koekemoer said.

Sats case witness on video

By Inga Molzen

A police video of a State witness making a statement on his alleged abduction by striking South African Transport Services workers last year was viewed in the Rand Supreme Court yesterday.

The witness, Mr Albert Phuluwa (34) of Soweto, had been a ticket collector for 10 years with Sats when he was allegedly abducted from Bosmont station by between 16 and 20 people on April 28 last year and taken to the union's former headquarters at Cosatu House in Johannesburg.

Mr Phuluwa is a witness in a case in which 18 South African Railways and Harbours Workers' Union members have pleaded not guilty to the murders of four non-striking Sats employees.

They also face charges of attempted murder, abduction, assault, robbery, and intimidation

The charges arise out of incidents during a strike

The court refused a State application to have the evidence of Mr Phuluwa heard in camera

Mr Justice Spoelstra said if defence counsel decided to apply to re-examine Mr Phuluwa regarding the video recording then potentially inadmissible evidence might be made admissible

The hearing continues today

SUID-AFRIKAANSE VERVOERDIENSTE

No. R. 1029 **27 Mei 1988**

PERSONEELREGULASIES

WYSIGINGSLYS

Ingevolge die bevoegdheid aan my verleen by artikels 32 en 32A van die Wet op Diensvoorwaardes (Suid-Afrikaanse Vervoerdienste), 1983 (Wet 16 van 1983), verleen ek, Eli van der Merwe Louw, 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, verder soos volg gewysig word

REGULASIE 31

Vervang hierdie regulasie deur die volgende

31 Dienssertifikate word op die amptelike vorm uitgereik wat vir dié doel verskaf word, en geen dienssertifikaat word aan 'n werknemer uitgereik wat nie in vaste diens aangestel was nie 'n Dienssertifikaat kan nie as 'n reg geeis word nie, maar word uitgereik na goeddunke van 'n amptenaar wat behoorlik daartoe gemagtig is

SOUTH AFRICAN TRANSPORT SERVICES

No. R. 1029 **27 May 1988**

PERSONNEL REGULATIONS

SCHEDULE OF AMENDEMENT

Under the powers vested in me by sections 32 and 32A of the Conditions of Employment (South African Transport Services) Act, 1983 (Act 16 of 1983), I, Eli van der Merwe Louw, 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

REGULATION 31

Substitute the following for this regulation

31 Certificates of service shall be issued on the official form provided for the purpose, and no certificate of service shall be issued to an employee who was not appointed in permanent employment A certificate of service cannot be claimed as a right but is issued in the discretion of an officer duly authorised to do so

Sarhwu leader quizzed

Press 270

29/5/80

CP Correspondent

THE secretary of the Durban branch of the South African Railways and Harbours Workers' Union, Leroko Thamae, was briefly detained minutes after he held unsuccessful talks with Sats' management over a suspended worker at Bayhead shunting yard this week.

A CR Swart Square spokesman, Lt B Naidoo, said Thamae was questioned and released after police received a complaint from a Sats official.

Sarhwu has been in the news since its members resolved at the launch of its Natal branch last month to organise against Sats' black staff association (Blatu) "till no worker remained in the sweetheart union".

The launch took place two days after a Sarhwu shop steward, Themba Pakkies, was granted an order in the Durban Magistrate's Court prohibiting Sats from deducting Blatu fees off his salary.

Sarhwu's Natal secretary, David Moeti, said hundreds of workers had since signed Blatu resignation forms. His union had recruited over 1 500 workers, including 400 women.

A Blatu spokesman said the mass resignations were invalid as workers had signed petitions and not individual resignation forms.

– Concord

4. 'n Student in mondhigiene wat na onderbreking van ten minste een jaar sy studie in mondhigiene hervat, moet binne twee maande na hervatting van sodanige studie, 'n aansoek om herregistrasie voorlê en sodanige aansoek moet vergesel gaan van—

(a) 'n sertifikaat wat aandui dat sodanige student sy studie in mondhigiene hervat het,

(b) sodanige student se oorspronklike registrasiesertifikaat; en

(c) 'n bedrag van R1,00:

Met dien verstande dat, in die geval waar 'n student sy studie vir langer as een jaar onderbreek maar jaarliks skriftelik sy voorneme verklaar om weer met sy studie voort te gaan, die naam van sodanige student nie uit die register van studente in mondhigiene geskrap word nie.

5. 'n Student wat ingevolge regulasie 4 aansoek doen om herregistrasie en wat nie sy oorspronklike registrasiesertifikaat kan voorlê nie, moet om 'n gesertifiseerde afskrif van sy oorspronklike registrasiesertifikaat aansoek doen, waarvoor 'n bedrag van 50c betaalbaar is.

6. 'n Aansoek om registrasie of herregistrasie, tesame met die dokumente en gelde bedoel in regulasie 3 of 4, na gelang van die geval wat ingedien word na die betrokke datum bedoel in regulasie 2 of 4, is onderhewig aan 'n bykomende registrasiegeld van 50c ten opsigte van elke maand, of gedeelte van 'n maand, wat die aansoek na die betrokke datum ingedien word.

7. Die registrateur reik 'n registrasiesertifikaat uit aan 'n student wat kragtens hierdie regulasies geregistreer is of wie se naam op die register van studente in mondhigiene teruggeplaas is.

8. Die naam van 'n student in mondhigiene moet uit die register van studente in mondhigiene geskrap word sodra hy as mondhigienis geregistreer is, of sodra bewys tot tevredenheid van die registrateur voorgelê is dat sodanige student sy studie in mondhigiene in die Republiek gestaak het.

4. A student in oral hygiene who resumes study after having interrupted his studies for a period of at least one year, shall submit an application for reregistration within two months of the resumption of such study and such application shall be accompanied by—

(a) a certificate indicating that such student has resumed his studies in oral hygiene;

(b) the original registration certificate of such student, and

(c) a fee of R1,00:

Provided that, in a case where a student interrupts his studies for a period of more than one year but annually states in writing his intention of continuing with his studies, the name of such student shall not be removed from the register of students in oral hygiene

5 A student who applies for reregistration in terms of regulatin 4 and who is not able to submit his original registration certificate shall apply for a certified copy of his original registration certificate, for which a fee of 50c shall be payable.

6. An application for registration or reregistration, together with the documents and fees referred to in regulation 3 or 4, as the case may be, submitted after the relevant date referred to in regulation 2 or 4 shall be subject to an additional registration fee of 50c in respect of each month or portion of a month in which it is submitted after the relevant date.

7. The registrar shall issue a registration certificate to a student who has been registered in terms of these regulations or whose name has been restored to the register of students in oral hygiene.

8. The name of a student in oral hygiene shall be removed from the register of students in oral hygiene as soon as he has been registered as an oral hygienist or as soon as proof is given to the satisfaction of the registrar that such student has discontinued his studies in oral hygiene within the Republic.

SUID-AFRIKAANSE VERVOERDIENSTE

No. R. 1037 **3 Junie 1988**

PERSONEELREGULASIES.—WYSIGINGSLYS

Ingevolge die bevoegdheid aan my verleen by artikels 32 en 32A van die Wet op Diensvoorwaardes (Suid-Afrikaanse Vervoerdienste), 1983 (Wet 16 van 1983), verleen ek, Eli van der Merwe Louw, 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.

REGULASIE 9

In paragraaf (6) (a) (i) en (ii) vervang "48" deur "45".

In paragraaf (6) (b) (ii) (a) vervang "4 uur" deur "3 uur 45 minute".

In paragraaf (6) (b) (ii) (b) vervang "4 uur" deur "3 uur 45 minute" en "6 uur" deur "5 uur 38 minute"; en

in paragraaf (6) (b) (ii) (c) vervang "6 uur" deur "5 uur 38 minute".

Vervang paragraaf (6) (g) deur die volgende:

(6) (g) Vir die toepassing van hierdie regulasie en regulasie 44 (5) beteken—

(i) 'n dag se tyd 7 uur 30 minute,

(ii) 'n driekwartdag se tyd 5 uur 38 minute, en

(iii) 'n halfdag se tyd 3 uur 45 minute.

SOUTH AFRICAN TRANSPORT SERVICES

No. R. 1037 **3 June 1988**

PERSONNEL REGULATIONS.—SCHEDULE OF AMENDMENT

Under the powers vested in me by sections 32 and 32A of the Conditions of Employment (South African Transport Services) Act, 1983 (Act 16 of 1983), I, Eli van der Merwe Louw, 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.

REGULATION 9

In paragraph (6) (a) (i) and (ii) substitute "45" for "48".

In paragraph (6) (b) (ii) (a) substitute "3 hours 45 minutes" for "4 hours".

In paragraph (6) (b) (ii) (b) substitute "3 hours 45 minutes" for "4 hours" and "5 hours 38 minutes" for "6 hours".

In paragraph (6) (b) (ii) (c) substitute "5 hours 38 minutes" for "6 hours".

Substitute the following for paragraph (6) (g):

(6) (g) For the purpose of the application of this regulation and regulation 44 (5)—

(i) a day's time means 7 hours 30 minutes;

(ii) three-quarters of a day's time means 5 hours 38 minutes; and

(iii) half a day's time means 3 hours 45 minutes

REGULASIE 51

In paragraaf (2) vervang "agt" deur "7 uur 30 minute"

REGULASIE 61

In paragraaf (4) (a) vervang "48" deur "45" en "agt uur" deur "7 uur 30 minute".

REGULASIE 63

Vervang die laaste gedeelte van paragraaf (1) (a) deur die volgende.

(i) nie langer as 3 uur 45 minute is nie, word tyd gelykstaande met 'n halfdag toegestaan,

(ii) langer as 3 uur 45 minute is, maar nie langer as 5 uur 38 minute nie, word tyd gelykstaande met 'n driekwartdag toegestaan,

(iii) langer as 5 uur 38 minute is, word 'n minimum van 'n dag se tyd toegestaan;

Vervang paragraaf (6) deur die volgende.

(6) By die toepassing van regulasie 67, regulasie 129 (5) en hierdie regulasie beteken—

(a) 'n dag se tyd, 7 uur 30 minute;

(b) 'n driekwart van 'n dag se tyd, 5 uur 38 minute, en

(c) 'n halfdag se tyd, 3 uur 45 minute.

REGULASIE 65

In paragraaf (2) vervang "agt uur" deur "7 uur 30 minute".

REGULASIE 67

In paragraaf (6) vervang "8 uur" deur "7 uur 30 minute".

REGULASIE 68

Vervang hierdie regulasie deur die volgende.

68. Behalwe in gevalle van nood, word daar aan treinpersoneel wat 'n skof of 'n gedeelte van 'n skof (aan- en afboektyd ingesluit) voltooi het, die volgende rustyd toegestaan voordat hulle weer vir diens aangeboek word.

Op 'n buitestasie—

(i) na voltooiing van 'n skof van minder as 7 uur 30 minute: 6 uur;

(ii) na voltooiing van 'n skof van 7 uur 30 minute of langer: 8 uur.

Op 'n werknemer se tuisstasie—

(i) na voltooiing van 'n skof van minder as 7 uur 30 minute: 6 uur;

(ii) na voltooiing van 'n skof van minstens 7 uur 30 minute, maar minder as 14 uur. 12 uur;

(iii) na voltooiing van 'n skof van 14 uur of langer: 16 uur

Die besluit om voor die verstryking van die bepaalde rustyd weer op diens te gaan, berus by die betrokke werknemer. Versuim om behoorlik te rus gedurende die rustydperk wat toegestaan is, word as 'n dissiplinêre oortreding behandel

REGULASIE 129

In paragraaf (5) (f) vervang "8 uur" deur "7 uur 30 minute".

REGULATION 51

In paragraph (2) substitute "7 hours 30 minutes" for "eight".

REGULATION 61

In paragraph (4) (a) substitute "45" for "48" and "7 hours 30 minutes" for "eight hours"

REGULATION 63

Substitute the following for the last portion of paragraph (1) (a):

(i) Does not exceed 3 hours 45 minutes; time equivalent to half a day shall be allowed,

(ii) exceeds 3 hours 45 minutes but does not exceed 5 hours 38 minutes, time equivalent to three-quarters of a day shall be allowed,

(iii) exceeds 5 hours 38 minutes; a minimum of a day's time shall be allowed

Substitute the following for paragraph (6):

(6) For the purpose of the application of regulation 67, regulation 129 (5) and this regulation—

(a) a day's time means 7 hours 30 minutes;

(b) three-quarters of a day's time means 5 hours 38 minutes, and

(c) half a day's time means 3 hours 45 minutes

REGULATION 65

In paragraph (2) substitute "7 hours 30 minutes" for "eight hours".

REGULATION 67

In paragraph (6) substitute "7 hours 30 minutes" for "8 hours".

REGULATION 68

Substitute the following for this regulation:

68 Except in cases of emergency, a trainman after completion of or partially completing a shift (booking-on and booking-off time included), shall be allowed the following interval of rest before being booked on duty again

At an out-station—

(i) after completion of a shift of less than 7 hours 30 minutes. 6 hours;

(ii) after completion of a shift of at least 7 hours 30 minutes or longer. 8 hours

At an employee's home station—

(i) after completion of a shift of less than 7 hours 30 minutes: 6 hours,

(ii) after completion of a shift of at least 7 hours 30 minutes, but less than 14 hours: 12 hours,

(iii) after completion of a shift of 14 hours or longer 16 hours

The decision to take up duty again before expiry of the rest interval shall be at the discretion of the employee concerned Failure to take proper rest during the period of rest provided shall be dealt with as a disciplinary infringement

REGULATION 129

In paragraph (5) (f) substitute "7 hours 30 minutes" for "8 hours".

Pilots to form company

(270) B/Day 3/6/88

MANDY JEAN WOODS

SAA pilots are set to go into business for themselves.

SAA Pilots Association (Saapa) president Captain Blake Flemington said yesterday the organisation was going to form a new company.

More information would be given at a press conference to be held on Saturday in Johannesburg.

Suggestions the company would market the services of SA pilots worldwide could not be confirmed.

Flemington said Saapa had completed the feasability stage and was going to put a plan into action.

The statement from Saapa came before its meeting with Transport Minister Eli Louw on Monday.

Intense negotiations on pilots' remuneration packages has been going on between SAA management and Saapa during the past two months. The negotiations have been sanctioned by Louw.

A spokesman for the Minister's office said private sector reports commissioned by Louw — on a market-orientated salary package for pilots and for recognition of Saapa as pilots' official mouthpiece — had been received and were being studied.

A decision on the reports would be reached at Monday's meeting, the spokesman said.

Shock breakaway move as SAA faces amazing pay revolt

PILOTS: WE FLY IT ALONE

CAPT BLAKE FLEMINGTON

270 ST 5/6/88

By ROGER MAKINGS

SOUTH AFRICAN AIRWAYS pilots have staged an astonishing, unprecedented rebellion against low pay. Virtually half the pilots may resign, set up a company — and sell their services back to SAA.

The move — virtually a unilateral declaration of independence by the men on the flight decks — follows months of dissatisfaction with service conditions and pay, among the poorest in the Western world

In Johannesburg yesterday, executive members of the South African Airline Pilots' Association (SAAPA) outlined their plans, which come into operation at the end of next month.

Known as Acorn (Air Crew Operating and Recruiting Network) the company hopes to recruit about half of SAA's pilot complement of 514

Of these, 98 are senior pilots eligible for early retirement at the age of 45 before August this year It is expected they will be joined by about 150 junior pilots (less than 10 years' service)

Priority

Minister of Transport Eli Louw recently advanced the retirement age to 50, effective from August 1 Some time ago, when SAA had too many pilots the airline introduced optional early retirement at 45

The priority of the new company will be to retain the services of senior captains eligible for early retirement and who plan to leave the country for higher salaries elsewhere

The president of SAAPA, Captain Blake Flemington, said yesterday "By streamlining the bureaucratic system, we can hire [illegible] to SAA for less than it costs

That's our Janine!

Bloem snubs band with 'devil' name

By ANDY GALLOWAY

A POP band's devilishly sexy name has got its members in hot water in their home city, conservative Bloemfontein

The three musicians, who call themselves Incubus, ran into official disapproval after a churchman pointed out that an incubus refers to a "demon believed in folklore to have sex with sleeping women"

After a tip-off from a preacher, the mayor looked up the meaning of the word, found it offensive, and ordered removal of the band's 1 500 posters advertising a concert on Friday night.

Also, school headmasters forbade pupils from attending and put teachers on

The Queen's joy as SA jockey wins

Page 3

BARMY BOATENG

The diet of the M[illegible] who turned up at Soweto [illegible]

Pilots go it alone

□ From Page 1

will be profit-sharing bonuses.

Commercial pilots outside SAA will also be eligible for membership and their services will be made available to private airlines in South Africa or abroad.

"We will have an on-going training programme that will ensure progression through the ranks and conversion to more sophisticated aircraft," said Capt Flemington.

"We will ensure that the highest training standards are maintained."

A spokesman for SAA, Mr Francois Louw, would not comment yesterday and said: "The matter is in the hands of the Minister."

Mr Leon Els, spokesman for the Minister of Transport, said yesterday that Mr Louw was looking forward to tomorrow's meeting and he was sure agreement could be reached to satisfy all parties.

He was sure Capt Flemington would inform the Minister about plans for creating the Acorn company

Priority

Minister of Transport Eli Louw recently advanced the retirement age to 50, effective from August 1 Some time ago, when SAA had too many pilots, the airline introduced optional early retirement at 45.

The priority of the new company will be to retain the services of senior captains eligible for early retirement and who plan to leave the country for higher salaries elsewhere

The president of SAAPA, Captain Blake Flemington, said yesterday "By streamlining the bureaucratic system, we can hire our services to SAA for less than it costs them now — and also pay our pilots higher salaries"

But Acorn, which describes itself as an air crew brokerage firm, will not only sell its skills to SAA.

Pilots will also be available to other international airlines

"An SAA pilot with a foreign passport is the most sought-after flier in the world today

"With the international shortage of pilots they can get jobs anywhere," said Capt Flemington

Later, Acorn plans to expand by recruiting SAA flight engineers and the best of the airline's flight attendants

The creation of Acorn is the result of SAA dragging its feet on accepting pilots' proposals for higher pay and better service conditions

"By the time Sats implements our suggested package many pilots will have left the country and have taken their skills, which cost the taxpayers millions, with them

"With Acorn, however, we can do the job now and give the pilots the money and service conditions they can get elsewhere in the world," said Capt Flemington

Lost

He added that once pilots quit SAA to work for other airlines their skills were lost to South Africa for good Through Acorn, however, they would be able to keep flying with SAA as well as other airlines and remain residents of the country

In the past two years about 35 pilots have left SAA to join overseas airlines or to take jobs at higher salaries outside aviation

SAAPA estimates that it costs more than R2-million to train a Boeing 747 captain

Capt Flemington denied that the pilots' rebellion was a sophisticated form of industrial action against an employer

"We will meet Mr Louw on Monday to negotiate for the middle-service pilots who, because of pension contributions, do not want to leave SAA now"

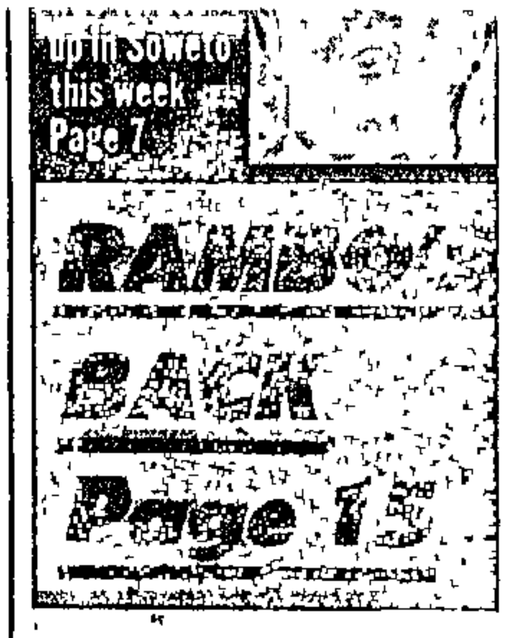
Acorn will offer its members pension and medical aid schemes as well as insurance covering such things as loss of licence and unemployment

Members will be offered shares according to the profits they generate and there

□ To Page 2

ss Times

up in Soweto this week Page 7



RAMS BACK Page 15

PICK 6

THERE were 69 winners of the Pick 6 at Turffontein yesterday with each collecting a dividend of R12 856.

The winning numbers: 10; 4; 1,2,6,10; 10; 4; 5,6.

Mitchell on points

BRIAN MITCHELL dished out a boxing lesson to Danilo Cabrera to win on points over 10 rounds at the Standard Bank Arena in Johannesburg last night

The World Boxing Association junior lightweight champion controlled the non-title fight from the first round, scoring at will with left jabs and combinations, but was unable to knock out his wily opponent.

After the bout the frustrated champion confessed that he couldn't put it all together "Cabrera came here to survive and just managed to hang on," said Mitchell

A first for Free State

FREE STATE scored their first win of the Currie Cup season yesterday, beating Natal 28-14 Western Province romped home 28-9 against Transvaal and Northern Transvaal beat Eastern Province 30-18

● Match reports Page 24

Wiped out!

STEFFI GRAF wiped out Natalia Zvereva 6-0 6-0 to win the French Open women's title in Paris yesterday

2 die, 13 hurt

TWO MEN died and 13 were injured when their mini-bus left the road and overturned at Hennenman yesterday

TIMES MEDIA PUBLICATION

Share in pilots' plan for SAA?

MANDY JEAN WOODS

SAA could become a shareholder in the air crew operating and recruiting network (Acorn) to be established by the SAA Pilots Association (Saapa) if it wanted to, president Blake Flemington said yesterday.

The primary function of Acorn will be to negotiate employment contracts for member pilots with airlines worldwide, including SAA. The company is expected to be fully operational by July 31.

Flemington said SAA had been noncommittal about the privatisation of pilots, but Saapa envisioned SAA getting involved in Acorn as a shareholder.

"We do not believe this is something which will lead to conflict with SAA. Our first concern is SAA and its pilots. Once the job requirements for SAA have been established we will actively pursue job opportunities around the world."

He said the formation of Acorn before negotiations on the official recognition of Saapa and on working conditions for

● To Page 2

6/6/88

SAA could hold shares in pilot network

● From Page 1

pilots were complete should have no effect on the outcome

An SAA spokesman said yesterday he could not comment until current discussions with Minister of Transport Eli Louw and Saapa were concluded

A spokesman for Louw said while at this stage no details of Acorn had been given to the minister, he recognised that every person had a democratic right to form a company as they desired.

Flemington said Acorn was the result of a culmination of years of frustration with a bureaucratic system. The cancellation of an early retirement (age 45) option for SAA flight crew was one reason for the formation of Acorn.

"About 98 pilots are eligible for early retirement before August 31 this year and most have indicated they will pick up the option," he said In the past few years more than 40 pilots had left SAA and of those only one had reached the required retirement age of 58.

"Almost all these pilots now fly with one of 17 airlines around the world, where they are paid better. Singapore Airlines, one of the main poachers of SAA pilots at the moment, are the second worst payers in the world, but its remuneration package for pilots is double the SAA package," he said. Non-SAA pilots also wished to join Acorn

Flight Engineers Association chairman Peter de Beer said if wage negotiations were not fruitful, then Acorn would be a viable option

6/6/88

Saapa to ask Government for go ahead

Star 6/6/88

270

By Tim Cohen

The South African Pilots' Association (Saapa) will today ask the Government to sanction its plans to form a go-it-alone private company which will sell its members' services to SAA and other airlines worldwide

A spokesman for the Minister of Transport, Mr Eli Louw, confirmed last night that the association would meet the Minister in Cape Town today.

The spokesman, Mr Leon Els, said although the formation of the go-it-alone company was not on the agenda for today's meeting, the Minister expected to be informed of the association's plans.

The meeting was requested by Mr Louw about a week ago.

The two main points on the agenda are the recognition of Saapa as the official representative of SAA's pilots and the pilots' remuneration package.

Mr Louw preferred not to comment on Saapa plans to form a independent company — which will be called Acorn — until after he was informed of the details, Mr Els said

PLANS

The association's plans to form Acorn were revealed at a press conference at the weekend

The chairman of Saapa, Captain Blake Flemington, said last night that the company would be owned by the association, which represents about 97 percent of SAA's pilots Members of Saapa would be shareholders in the company, but all members of the association would not necessarily be participating members of Acorn, he said

South African Airways declined to comment on the planned formation of the new pilot company.

"We don't want to say anything until after the meeting with the Minister," a spokesman said

Coleman to visit detainees in their cells

Star 6/6/88

By Bruce Anderson

Dr Max Coleman of the Detainees' Parents Support Committee has accepted the Minister of Law and Order, Mr Adriaan Vlok's, invitation to visit detainees in their cells and expects the visit to take place today.

Speaking in his personal capacity, Dr Coleman said last night "I am taking the Minister's invitation at face value and, as such, I welcome it"

He said a representative of the Minister had arranged to contact him again today

The invitation came after Dr Coleman had challenged the Minister's statement on Republic Day that no children under the age of 16 were being held in detention under the emergency regulations

Dr Coleman submitted a list of 15 detainees, allegedly under the age of 16, being held in detention on the Reef and in Maritzburg

Last night, Dr Coleman said he understood he would, in the presence of a magistrate and a representative of the Minister, be taken to visit children under the age of 16 whom he has alleged are being held in detention

A senior police spokesman, Brigadier Leon Mellet, said last night the police were prepared to accompany Dr Coleman to any police cell or prison in the country in which he claimed a detainee under the age of 16 was being held.

"We are quite confident that there are no detainees under the age of 16," the brigadier said

In one case, Brigadier Mellet said, a detainee whose age Dr Coleman had listed as 15 turned out to be 25.

Man shot and injured, homes burnt

Weekend unrest has left a man injured and two homes burnt down, according to a police report

A man was shot and injured near Pinetown

At Imbali, near Maritzburg, and Nthorowe, near Greylingstad, homes were set alight.

In Nyanga, Cape Town, two men were arrested after three shots were fired at security force members

"Don't put y
Mr Harvey T
over a large

Student co
friend die i

A 19-year-ol
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tified friend
when the car
they were
crashed into th
mine bus on th
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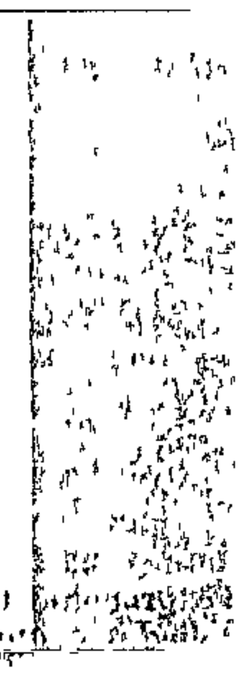
Saturday eve

A police
said Student
Jan Dirk van
Amatola Re
bury, Randfo
his friend
the bus

Nobody in
injured —
Bureau



Cape Times

SAA pilots to form private company

270

JOHANNESBURG — SAA could become shareholders in the Air Crew Operating and Recruiting Network (Acorn) to be established by the SAA Pilots Association (SAAPA) if they wanted to, SAAPA president Captain Blake Flemington said yesterday.

The primary function of Acorn will be to negotiate employment contracts for member pilots with airlines worldwide, including SAA. The company is expected to be fully operational by July 31.

"We do not believe this is something which will lead to conflict with SAA. Our first concern is SAA and its pilots," Captain Flemington said.

An SAA spokesman yesterday said it could not comment until current discussions with the Minister of Transport, Eli Louw, and SAAPA were concluded.

Paid better

Captain Flemington said one of the reasons for the formation of Acorn was the cancellation of an early retirement — at 45 — option for SAA flight crew effective August 31.

"Almost all pilots who leave SAA now fly with one of 17 airlines around the world where they are paid better. Singapore Airlines, one of the main poachers of SAA pilots, are the second worst payers in the world but its remuneration package for pilots is double the SAA package."

● The top of the scale SAA pilot is earning R85 000 per annum and the most junior pilot R26 000 a year.

Because of the desperate shortage of pilots, pensioner pilots from Australia and the United States — who are all over the age of 58 years — had recently been hired by SAA and were being paid is R30 0000 per annum with free accommodation and numerous perks.

An earlier amnesty offer expired on February 29 — Sapa-AP.

'Go-it-alone' SAA pilots to see Minister

Argus 6/6/88

370

By PETER FABRICIUS
Political Staff

GOVERNMENT sources are fairly optimistic that pay increases and recognition of the South African Airways pilots' union might pre-empt the pilots from forming a breakaway company.

The South African Pilots' Association (Saapa) will meet the Minister of Transport, Mr Eli Louw, today to seek approval of its plans to form a private company, to be called Acorn, which will sell its members' services to the SAA and other airlines worldwide

The meeting was scheduled some time ago to discuss a private consultant's report on possible pay increases and Government recognition of Saapa as an autonomous union

Optimistic

Official sources are optimistic that the Government's reaction to both questions will be favourable and that this might preempt the breakaway

Mr Louw has declined to comment on the planned brekaway apart from noting that the pilots had a "democratic right" to form a company if they wished

Mr Louw's spokesman, Mr Leon Els, said today he was certain that Saapa chairman Captain Blake Flemington would inform Mr Louw fully of his plans at today's meeting

"A lot will depend on the outcome of today's meeting," he said

Captain Flemington said at the weekend that Acorn would be owned by Saapa, which represents about 97 percent of SAA's pilots

Saapa members would be sharholders in the company but all members of Saapa would not necessarily be participating members of Acorn

Plan welcomed

Captain Flemington said he did not know how many pilots would be participating members

Today the Progressive Federal Party's spokesman on transport, Mr John Malcomess, welcomed the plan to form Acorn.

"I hope it teaches SAA management the lesson that you can't run an airline from railways headquarters

"And from the public's point of view it has the potential of ensuring better service from the pilots

"It is likely to attract more people to become airline pilots But I hope it will not increase the cost of fares"

Mr Malcomess was not optimistic that the talks today would pre-empt the breakaway.

He thought that whatever pay increases Mr Louw might have in mind for the pilots would probably not change the minds of those who had decided to leave

"Most of those who are thinking of leaving are close to retirement or have not yet built up service

"I doubt that they can be influenced They will get their pensions and go And those who have built up some service but not enough for a big pension would probably have stayed anyway"

HOUSE OF REPRESENTATIVES

†Indicates translated version

For written reply

General Affairs

Air-traffic controllers

9 Mr P C McKENZIE asked the Minister of Transport Affairs

(1) What number of air-traffic controllers is required to comply with international standards of safety in respect of landing and take-off at the (a) Jan Smuts, (b)D F Malan, (c) H F Verwoerd, (d) Louis Botha, (e) Ben Schoeman, (f) J B M Hertzog, (g) B J Vorster and (h) J G Strijdom airports,

(2) how many vacancies for (a) air-traffic controllers, (b) cadets and (c) fire-brigade officers were there at each of these airports as at the latest specified date for which figures are available,

(3) whether the posts of (a) air-traffic controller, (b) cadet and (c) fire-brigade officer are graded, if so, what is the salary scale attached to each such grading?

The MINISTER OF TRANSPORT AFFAIRS

(1) In the absence of specific international standards requirements are determined in accordance with local needs Provision has therefore been made for the following number of Air Traffic Controllers in the RSA based on general international standards

(a) 38

(b) 17

(c) 7

(d) 15

(e) 4

(f) 7

(g) 3

(h) This airport does not resort under the RSA's Department of Transport

(2) (a) *Vacancies for Air Traffic Controllers as at 2 May 1988*

Jan Smuts Airport	6
D F Malan Airport	2
H F Verwoerd Airport	0
Louis Botha Airport	0
Ben Schoeman Airport	0
J B M Hertzog Airport	0
B J Vorster Airport	1

(b) 7 of the 36 posts as at 2 May 1988 Cadet Air Traffic Controllers are only apportioned to a specific airport after completion of training

(c) *Vacancies for Fireman as at 2 May 1988*

Jan Smuts Airport	3
D F Malan Airport	0
H F Verwoerd Airport	3
Louis Botha Airport	1
Ben Schoeman Airport	1
J B M Hertzog Airport	1
B J Vorster Airport	2

(3) (a), (b) and (c) I do not consider it to be in the interest of the persons concerned or in the public interest to furnish this information I am, however, prepared to furnish the relevant information to the honourable member on a confidential and personal basis

Public servants seconded to self-governing territories

13 Mr T ABRAHAMS asked the Minister of Education and Development Aid

(1) (a) How many public servants have been seconded to each of the self-governing territories and (b) how many of them are (i) White and (ii) Black,

(2) whether his Department has information on the total number of public servants employed by each self-governing territory, if not, why not, if so, what are the relevant figures?

The MINISTER OF EDUCATION AND DEVELOPMENT AID

(1) (a)

KwaZulu	1 007
Lebowa	491
Gazankulu	334
Kangwane	300
Kwandebele	295
QwaQwa	166

(b) (i) The above-mentioned figures include 176 Indians in respect of KwaZulu, 7 in respect of KaNgwane and 1 in respect of Lebowa

(ii) Nil Black officials are appointed by the self-governing territories themselves on their own establishment records Secondment of officials from the RSA Public Service take place when no suitable Black officials are available or, otherwise, where training in the work situation has to be given

(2) Yes

KwaZulu	54 420
Lebowa	38 060
Gazankulu	18 095
Kangwane	10 609
Kwandebele	6 648
QwaQwa	6 389

(1) and (2) These figures include CS-Educators

SAA pilots' remuneration to be upgraded

B/day 7/6/88.

CHRIS CAIRNCROSS (270)

SAA'S pilots are to have their remuneration packages upgraded to more market-oriented levels, in line with recommendations flowing from the findings of a special job specification investigation carried out recently

This was one of the agreements reached in Cape Town yesterday during an all-day meeting between the SAA Pilots Association (Saapa) and Transport Minister Eli Louw

In a joint statement released after the meeting, Louw and Saapa president Blake Flemington said it had also been decided to set up a special bargaining forum for pilots to discuss conditions of service, with Saapa acting as the official representative body

The statement did not expand on the detailed content of yesterday's discussions and no mention was made of government's reaction to Saapa's plans to establish an independent air crew recruiting company (Acorn), whose primary function would be to negotiate employment contracts for member pilots with SAA and other airlines worldwide

It is unclear whether Louw has given his official sanction to the formation of Acorn, or whether the bargaining forum is intended to replace it

No further explanation could be obtained from Louw's office or Saapa last night

Railworkers trial postponed

(270)

(140n)

Star 7/6/88

The trial of 18 members of the South African Railway and Harbours Workers' Union was yesterday postponed to Thursday by the Rand Supreme Court

The 18 have pleaded not guilty to murder, attempted murder, kidnapping, two counts of robbery with aggravating circumstances, four counts of assault with intent to do grievous bodily harm and the intimidation of non-strikers.

Pay increases for SAA pilots

STAR 16/8/84 (270)

South African Airways pilots will be given pay increases as a result of negotiations yesterday between the SAA Pilots Association (Saapa) and the Minister of Transport Affairs, Mr Eli Louw, it was announced last night

The joint statement gave no details of the increases

It was also announced that a "bargaining forum" for pilots would be established and that Saapa would be an official representative body on the forum

The statement said the agreement to adjust pilots' salaries was the result of an investigation conducted by private consultants after pilots had made known their dissatisfaction over pay

Apartheid signs burn on bonfire

All-race trains are on the way

Star 8/6/88 (270)

By David Braun,
Political Correspondent
Cape Town

The South African Transport Services is to take down the apartheid signs and open up all trains to all races throughout the country as soon as possible.

This was made clear by a spokesman for the Transport Ministry, Mr Leon Els, in an interview today.

This important phase in the desegregation of transport services began in the Western Cape yesterday, but no date has yet been set for the removal of apartheid signs from Johannesburg station or the desegregation of train services in the Transvaal.

Piles of whites-only signs were burnt in a late-night bonfire by Sats in the Western Cape last night as a prelude to this region becoming one of Sats's first apartheid-free regional operations.

This was in keeping with the 1985 decision by the Minister of Transport that Sats would be moving away from racial discrimination, Mr Els said.

It was also part of Sats's attempts to become a streamlined, purely business-orientated, organisation.

"Our only criteria for getting rid of racial discrimination is that it be done in an orderly and responsible manner.

"For that reason we cannot put specific dates on when the signs will be coming down at Johannesburg station or when the trains will be completely desegregated in the Transvaal.

"But it will be phased out as soon as is practically possible."

Giant strides

Mr Els said Sats had already moved a long way to removing discrimination from within the organisation, and from its dealings with the South African public.

In aiming for parity in wages and treatment of all its workers, giant strides had been made.

With regard to its various services, Sats had already fully integrated its bus services. There was no discrimination with regard to SAA.

"The last step now is to remove the remaining discrimination on the trains.

"We are taking down the signs in the Western Cape. The rest of the country will follow once we are sure the facilities are adequate for all."

Mr Els said most facilities at Johannesburg station were already up to standard and there was no longer discrimination with regard to ticket purchasing, waiting rooms and toilets.

The same applied to Durban, Pretoria, Cape Town and Port Elizabeth stations.

Pilots want part of SAA

(270) Star 10/6/88

By Tim Cohen and Dan Side

The South African Pilots' Association (Saapa) is to make a bid to buy the domestic services of SAA, the association's president, Captain Blake Flemington, said last night.

Captain Flemington said the association had given notice to SAA and the Minister of Transport Affairs of their intention to submit a formal offer for the purchase of the domestic services of SAA

However, spokesmen for SAA and the Minister of Transport Affairs, Mr Eli Louw, said last night they had not received the offer

A spokesman for the Minister of Transport, Mr Leon Els, said it had not even been decided yet whether SAA would be deregulated or privatised, although a private sector group was investigating the possibility

He described the offer by Saapa as "a tall order" and pointed out that if the domestic services were sold it would cost in the region of R500 million

The group's investigation was due to be submitted this month, but this was only an initial investigation and it would be some time before a final decision would be taken, he said.

The bid could succeed only by next year at the earliest, said a spokesman for commercial aviation in South Africa, Mr Cor Beek.

Mr Beek said today that statements in Parliament indicated SAA was one of the State-owned assets that could be considered for possible privatisation, but there could be no privatisation without deregulation.

"And, in the first instance, we still do not even know whether SAA is willing to sell," he said.

Pilots in bid to buy SAA's home flights

CAPE TIMES 10/6/87 (270)

Own Correspondent

JOHANNESBURG. — The South African Airways Pilots' Association (SAAPA) last night gave formal notification that it would make an offer to purchase the domestic services of the South African Airways (SAA) — said to be worth about R1 000 million.

SAAPA said it would make formal application to Transport Minister Mr Eli Louw and seek a listing for the company on the Johannesburg Stock Exchange should the bid be considered favourably.

In a statement released in Johannesburg, SAAPA president Captain Blake Flemington said SAA had also been formally notified of the association's intentions.

However, spokesmen for both the SAA and Mr Louw said last night that they had not yet received notice of a formal offer of intent.

SAA's domestic services alone are estimated by Transport Ministry spokesman Mr Leon Els to be at least R1 000 million. It is understood the average cost of a Boeing 737 is R140 million and R500 million for new Boeing 747s.

The SAAPA statement said: "Once the offer has been submitted in due course it will be made known to the public. But until then there will be no further press comment on this issue."

Pilot row leaves deep scars

Star 11/6/88 (270)

SARA MARTIN

Although the unprecedented rebellion against low pay by South African pilots was staved off on Monday when the Minister of Transport Eli Louw announced a special remuneration package for them, months of dissatisfaction with the service have left deep scars in the profession

Many of the pilots approaching the retiring age of 45 have already done so or are considering resigning in spite of the new deal

Many of them are swelling the ranks of Singapore Airlines, one of the poorest paid airlines in the world, yet which is said to offer better working conditions than South African Airways

Others are considering leaving, but are waiting to see what the remuneration deal will involve

One of the pilots who retired this week from SAA to join Singapore Airlines is 46-year-old Captain Ron Whytock

Captain Whytock has been flying SAA 747s for the past seven years and has a total of 3 000 flying hours to his credit

He is distraught at the thought of leaving the country of his birth and the airline to which he has dedicated his life

He is also distressed that he will have to

Many senior SAA men are planning move to Singapore

sell the Buccleuch house he built 11 years ago, and split up his family His wife Bonnie will have to stay behind until his son completes his matric exams in December

For Captain Whytock, the move will mean adapting to a different country, with a different language, customs and climate

But he is determined to go

"I know it will be for the best For once I am thinking of the future of my family rather than the airline," he said

Captain Whytock decided to retire in spite of the announcement of the remuneration package because he felt it would be to his advantage to accept the early retirement scheme before it expires on August 1. Minister Louw recently advanced the retirement age from 45 to 50

The pension Captain Whytock will be receiving, coupled with the benefits offered by Singapore Airlines, has made it an attractive proposition

"I believe that the South African Airways management is only now acknowledging past mistakes and taking positive steps to counteract the SAA crew crisis," he said

NEW COLOURS: Tailplane resplendant in the livery of Singapore Airlines.

"But for me it comes too late For years we approached SAA saying that we were unhappy with our working conditions, that we were battling to make ends meet But it fell on deaf ears"

He says that the number of colleagues who have indicated that they intend leaving is staggering There are 98 senior pilots eligible for early retirement All are weighing the possibility

There are only about 100 pilots in South Africa qualified to fly the 747

"South African Airways could be a world-class airline if only management took into account the human factor It is important to keep crews happy, to allow them to spend some time at home with their families

"They are starting to do so now, but for some of us it is too late," said Captain Whytock

"The needs of pilots are different from other professions They have to qualify four times a year — twice in flying checks and twice for medicals They are granted pilot licences for only six months at a time

"From the age of 40 they have an ECG test once a year

"Pilots are away from home for half the year It takes a lot of adjustment — both by them and their families"

Captain Whytock said that SAA pilots were considered among the best in the world, although their standard of flying had never been officially tested and compared with that of pilots working for other airlines

He said South African pilots with foreign passports were regarded as the world's best, and those with South African passports as third in the world rankings.

Asked if he would consider returning to South Africa to work, he said this was possible if the SAA Pilots Association's attempts to form a private company known as Acorn (Air Crew Operating and Recruiting Network) got off the ground

Acorn, which describes itself as an air crew brokerage firm, aims to sell its skills to SAA and other international airlines

Commenting on the Acorn initiative, Transport Minister Louw said everyone had the democratic right to form a company He would not comment further, saying he had not seen the Acorn proposals

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STAR 11/6/88

AIMING FOR THE SINGAPORE SKY: Captain Ron Whytock and wife Bonnie in their Buccleuch home. He resigned this week from SAA.

● Photograph: Karen Fletcher.

270

The dogs are better off in Hermon

They lived in squalor in wood and iron shacks
■ THEN Weekend Argus found them
■ NOW they'll be getting real homes

Reports by TYRONE SEALE, Weekend Argus
Pictures by WILLIE DE KLERK

A MOUND of human excrement partially flattened by a bare foot catches the eye and nose as you step into the dark room

As the eyes adjust to the few rays of sunlight stealing through tiny holes in the bedroom ceiling, heaps of dirty clothing piled on grotty beds become visible.

A pile on one of the beds moves as a mangy dog under the bed scratches sores.

On the bumpy kitchen floor, the remains of coals that warmed the previous night weigh down a drum.

A handful of kitchen utensils dangle precariously from nails sloppily driven into the tin wall while on a makeshift cupboard, a lump of unappetising mielie-meal takes up most of the space in a dirty plastic bowl.

The house stinks — a sickening combination of excrement, filthy clothing and smoke — and one can almost smell the poverty

The place is a railway workers' compound at Hermon, a little town near Wellington

Most of the relatively small number of people who see it regularly are travellers on their way to Tulbagh by train, or people taking things to or from the Hermon station.

Few get to know the plight of the people who live in the 28 large wood-and-iron shacks

Weekend Argus stumbled across the terrible conditions in the camp recently while there on another assignment: the work of Swartland SPCA inspector Ms Roselle Lewis.

As photographer Willie de Klerk put it: "Some of the dogs are better off in this place".

The family living in the house described here are among the few who have given up the struggle against their circumstances.

"It doesn't help trying to be clean and decent in this place. We've been living here for more than 10 years and nothing has improved. It won't get any better," the mother said, asking not to identified for fear of victimisation by South African Transport Services.

"My husband earns R300 a month and we pay about R20 for this place. We have to try to live a good life with his wages — it's impossible."

Many families share this woman's plight, while others are doing their best to improve their situation.

In another house, vinyl flooring covers the cement left bare by South African Railways about 20 years ago.

Pages of newspapers and magazines double as wallpaper while in another room a battery-operated TV set and ornaments arranged neatly in an old-fashioned cabinet hint at the family's pride and slightly better income.

But even residents like these complain about conditions in the compound where 28 families have to share four taps, where there are no proper roads, where the corrugated iron structures are furnaces in summer and freezers in winter.

There are no recreational and pre-school facilities and electricity is unheard of.

"Even if you try to make your place look OK, you still suffer here," one resident said.

"A health inspector comes around from time to time, but he seems more concerned about people taking in boarders than he is about the general conditions in the camp.

"When our husbands leave for work, nothing happens in this place. There is nothing for us to do. Young children don't have places where they can learn and play. They don't develop properly.

"Our older children attend high school in Wellington, about 20km away. They leave home at 6.30 in the morning and have to get up at 5. After school, they have to wait at Wellington station for a train that brings them here at 6.30pm.

"During this time, they meet up with all sorts of characters and some of the teenagers become delinquent.

"It's been like this for years and we don't know where it's going to end We've heard that the camp will be broken down by the end of the year, but not everyone is sure what exactly is going to happen." .

Weekend Argus put the grievances to Sats public relations officer Mr Luther Diederichs and took him on a visit to the camp.

Mr Diederichs and his colleague, housing projects co-ordinator Mr Riaan Schreuder, agreed that conditions at the camp were "shocking".

He said some of the Hermon families had agreed to buy homes built with Sats at Wellington as part of a multi-million rand Sats staff housing project.

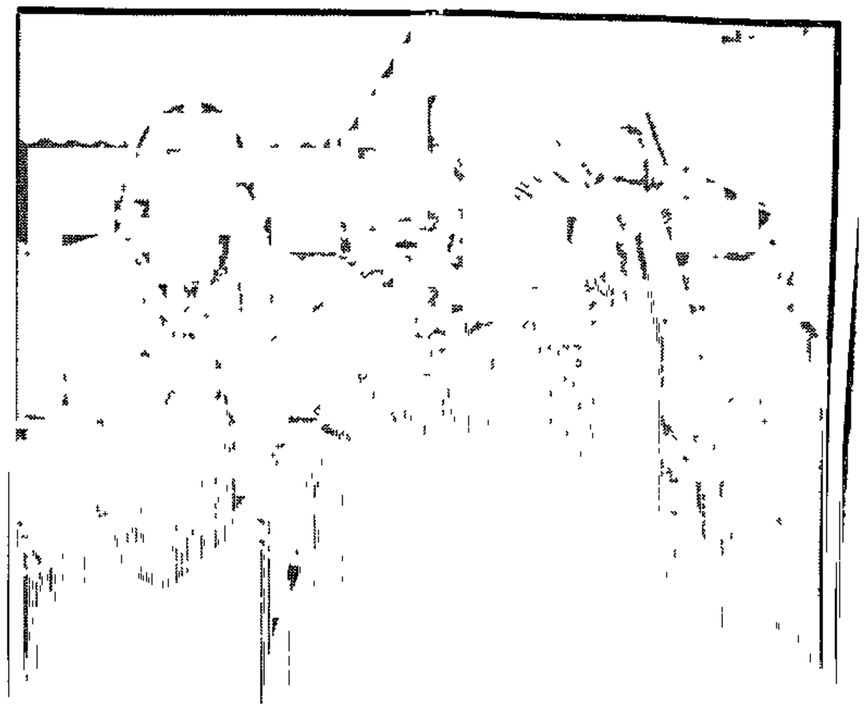
"Those who will not be buying will be moved into homes they can rent. We will help the employees as far as we can.

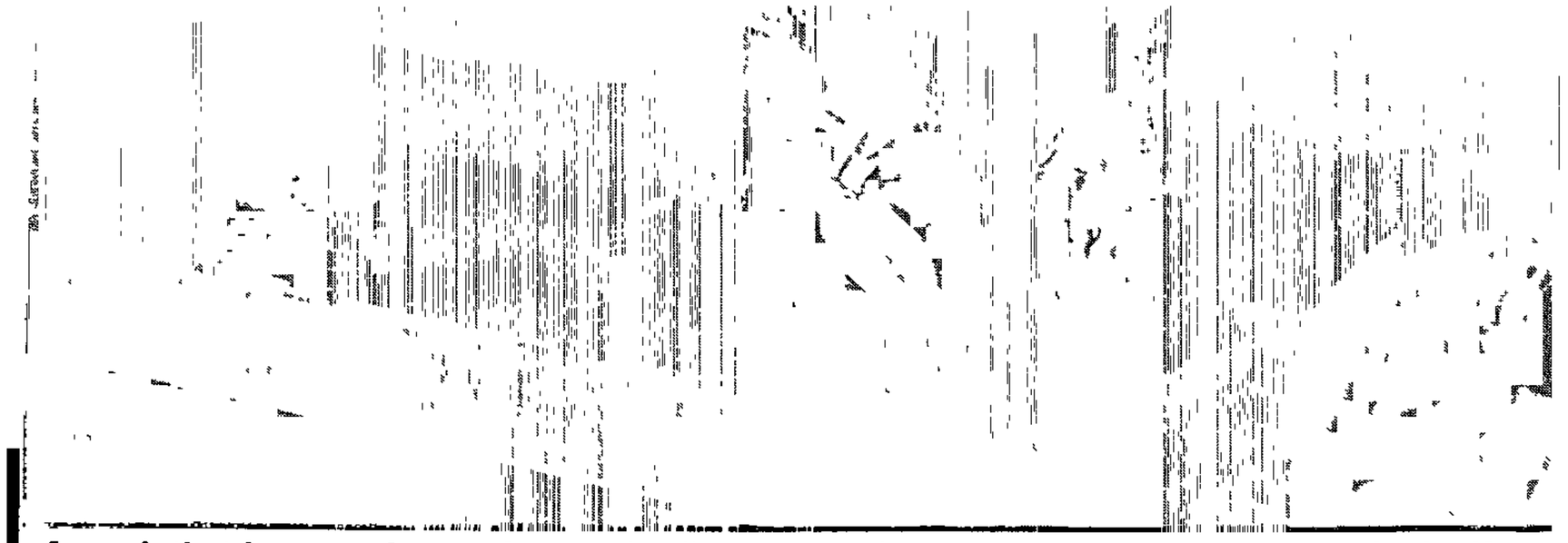
"For many years, camps like these were acceptable to the authorities of the time. This is not the case any longer and we are working towards providing each employee with his own home.

"Hermon is one of the areas receiving high priority in our housing scheme and we hope to eliminate this type of accommodation as soon as possible and see to it that our staff have adequate housing which will improve their general standard of living."

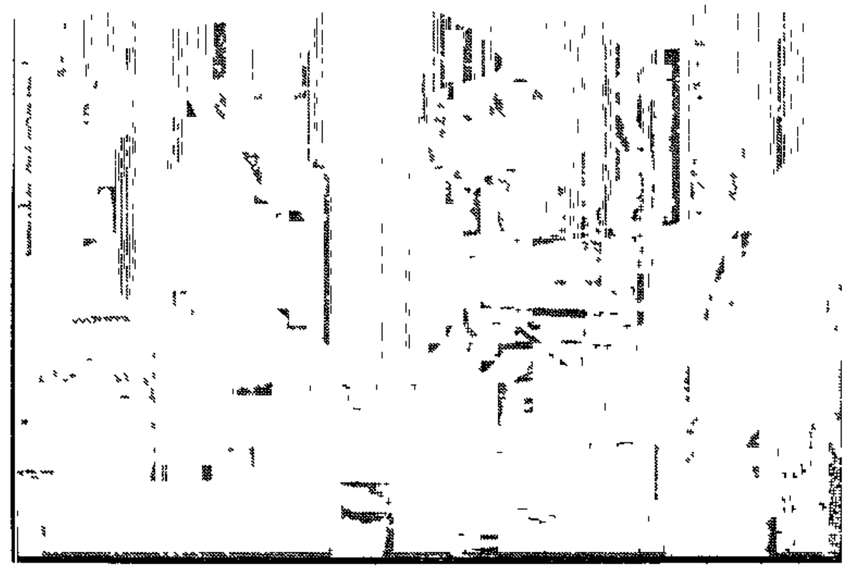
Standing around two of the four taps serving the 28 families in the compound, Hermon women discuss conditions there with Mr Luther Diederichs, public relations officer of South African Transport Services.

One of the victims ...

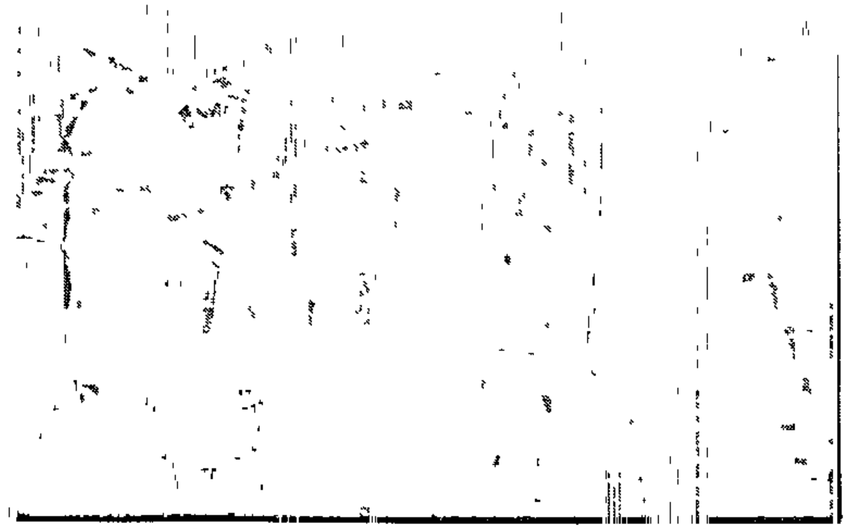




A couch that has seen better days and child who hasn't show how bad things can get in the Hermon railway camp.



The main attraction in the railway camp — two of the four taps 28 households have to share.



Hermon housewives chat in a "street" in the railway camp. The woman on the right is wearing a pair of trousers, socks and a pair of shoes that once belonged to her husband.

Sats pouring millions into housing

IN a historic development, South African Transport Services is lending millions of rands to black employees in the Western Cape to promote home ownership and improve living standards

Gone are the days when South African Railways put up white workers in clusters of red-brick houses along railway lines while coloured and black workers were herded into what amounted to organised squatter camps, says Sats public relations officer Mr Luther Diederichs

Labourers and conductors are among the employees who can choose to buy homes using Sats loans, they can buy homes built for Sats by private concerns, they can do their own building on plots bought with Sats loans, or they can participate in "self-build" schemes where they do the building on plots and with materials covered by a Sats loan

"Our ideal is for each employee to have his own, quality home," Mr Diederichs said.

"We believe that's the foundation for sound personal fulfilment and a happy workforce. We realised that only a small number of employees earned enough to buy homes without our assistance and we felt we had to provide a service for the majority who could not afford this

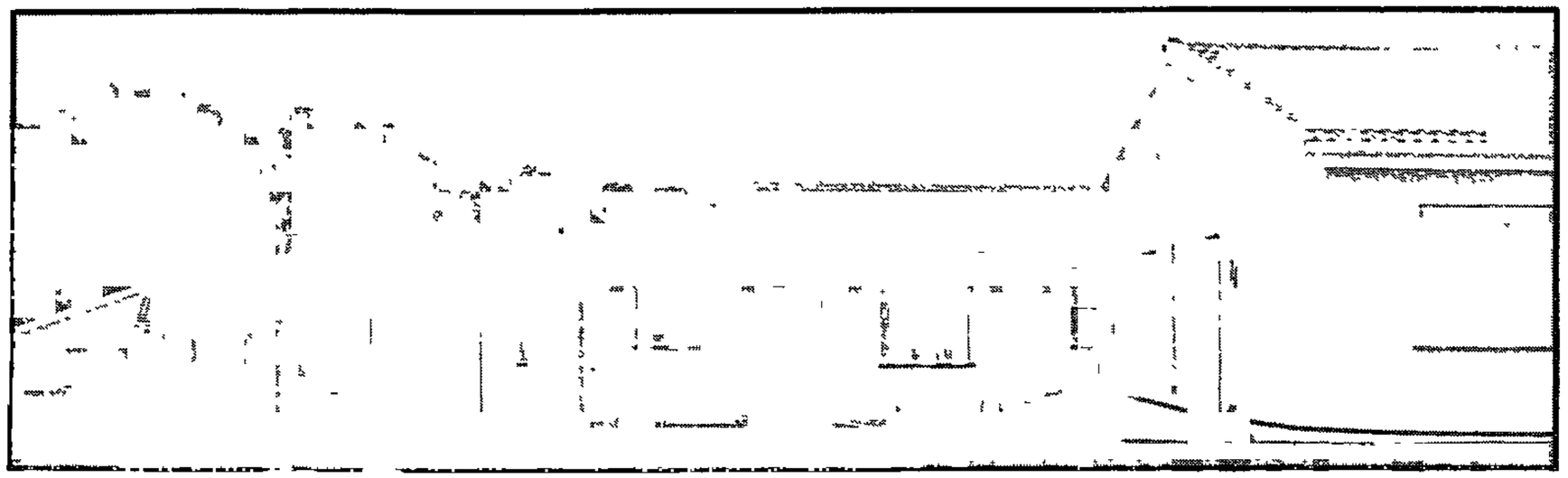
"We are reaching this goal by offering workers low-interest loans, between 1,25 percent and four percent, by giving them technical advice and helping them to to adjust to their improved living conditions

"This is our biggest housing drive for blacks and we are incorporating self-build schemes — where we supply all the materials and the employees have to do the building — that have not been tried by Sats anywhere before

"The number of African employees who have bought through the scheme is limited, because Africans were entitled only in 1986 to own property," Mr Diederichs said

Mr Diederiechs disclosed details of the major housing drive after visiting what he agreed was a "shocking" workers' compound at Hermon near Wellington.

Some of the Hermon families will be moved to an ownership scheme near Wellington by the end of the year while others will be transferred to a Sats complex of rented homes



LEFT: Forest Heights, Eerste River — a showcase for the Sats Housing Schemes Department.

BELOW: Railway conductor Mr Phillip Siegelaar is one of the 58 participants in the self-build scheme at Retreat.

According to Mr Diederichs, the Sats home-ownership scheme, run along the lines of a building society, was launched in 1973. However, the major thrust followed last September

"By the end of September 1987, employees had bought 1 633 houses at an estimated cost of R47 138 049 Since then, the scheme has really taken off in popularity.

"We are assisting an increasing number of workers"

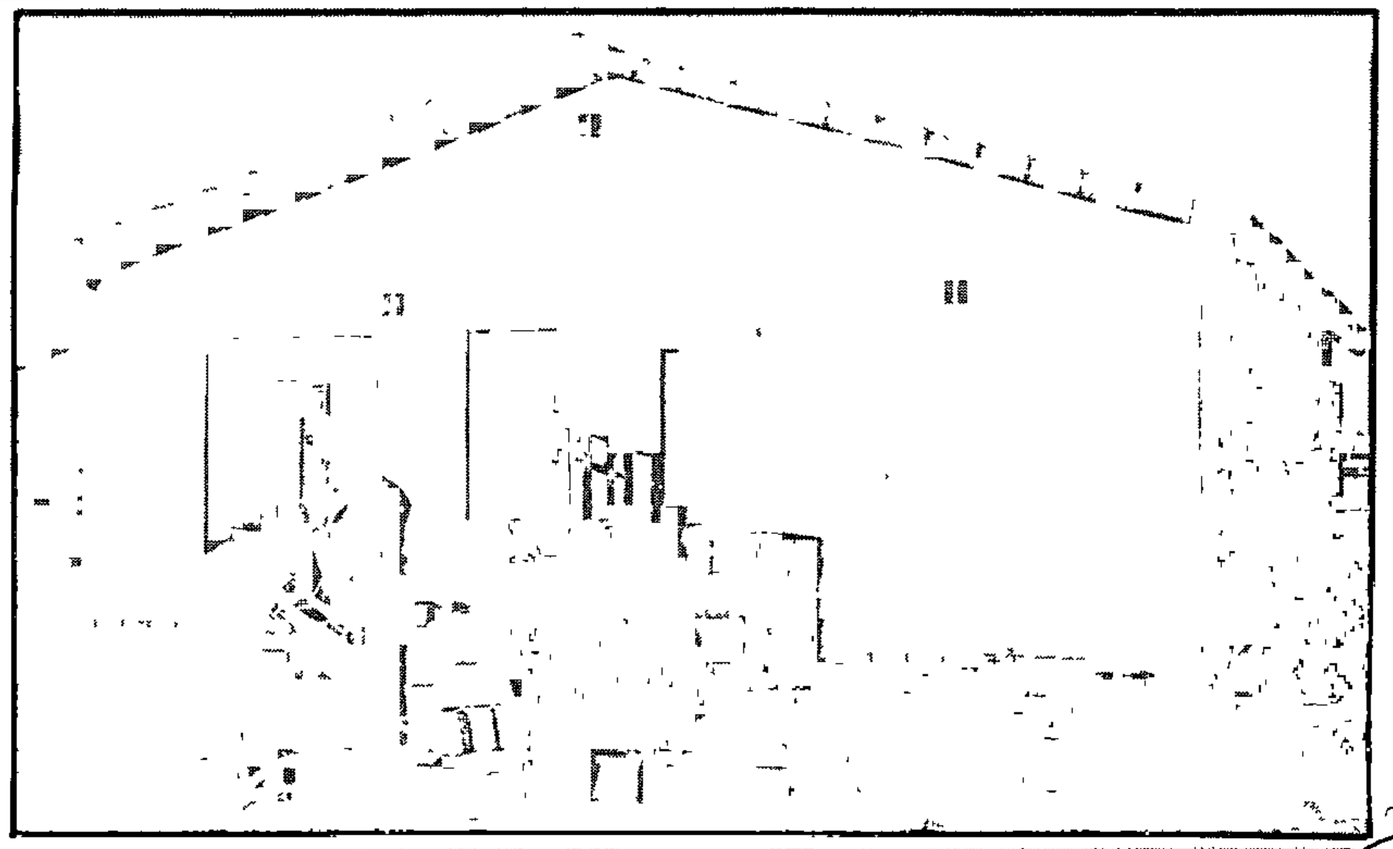
Sats has bought houses and property totalling R74 850 000 for Western Cape employees

Of this, R19 974 000 went into housing developments started after September last year.

In addition, coloured employees have privately bought 121 homes worth R7 203 000 and black employees have bought 13 homes worth R343 900 using Sats loans

The grand total of about R82-million is set to increase dramatically once houses start going up on plots already bought by Sats in various parts of the Cape

The Sats housing developments have gone up in Saldanha, Wellington, De Doorns, Worcester, Khayelitsha, Guguletu, Klawer, Retreat and the Eersteriver/Kuils River complex



Khayelitsha: police stations

963 Mr K M ANDREW asked the Minister of Law and Order

(1) Whether there are any police stations in Khayelitsha, if so, (a) how many and (b) (i) in what buildings and (ii) where are they situated, if not, why not,

(2) whether any police stations are being planned for Khayelitsha, if so, (a) how many, (b) where will they be situated, (c) when will building operations (i) commence and (ii) be completed in each case and (d) what is the estimated cost of each,

(3) whether these police stations will be housed in buildings specially designed for that purpose, if not, why not?

The MINISTER OF LAW AND ORDER

(1) Yes

(a) One temporary police station

(b) (i) and (ii) At the housing office of the Western Cape Community Service of the Provincial Administration, Site C, Khayelitsha

(2) Yes

(a) to (d) Several police stations are being planned for this area A temporary police station at an estimated cost of R540 000 is presently under construction on site K46 and is expected to be completed shortly

It is anticipated that tenders for the first permanent police station near the town centre will be obtained during September 1988 This project, at an estimated cost of R7,8 million and with a construction period of 25 months, is expected to commence prior to January 1989 However, this planning is subject to change

The planning of further police stations will take place taking in consideration the development of the area and the availability of funds However, particulars of these projects cannot be furnished at this early stage

(3) Yes

Document RP 2-1987/RP 2-1988: cost

1001 Mr C J DERBY-LEWIS asked the Minister of Finance.

(a) What was the total cost incurred in connection with the document (i) RP 2-1987 (First Print) and (ii) RP 2-1988 (First Print), (b) by what percentage did this cost increase or decrease and (c) what are the reasons for this increase or decrease?

The MINISTER OF FINANCE

(a) (i) RP 2-1987 R75 441,82

(ii) RP 2-1988 R71 997,11

(b) Decrease of 4,57%

(c) Fewer copies were printed with fewer pages per book

Security force personnel. behaviour on passenger trains

1175 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

Whether, over the past five years, he received any complaints regarding the behaviour of security force personnel using the passenger train services, if so, (a) what complaints, (b) when and (c) what action was taken in respect of these complaints?

The MINISTER OF TRANSPORT AFFAIRS

Yes

(a) Misconduct

(b) From time to time

(c) A system was instituted whereby complaints are reported immediately to the S A Defence Force Headquarters The Defence Force authorities take stringent action in terms of their disciplinary code against transgressors and complaints of misconduct have since declined drastically

SATS: safety of personnel

1176 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

What precautions are taken to ensure the safety of South African Transport Services personnel on suburban and inter-city trains?

The MINISTER OF TRANSPORT AFFAIRS

The honourable member may rest assured that the South African Transport Services places a high priority on the safety of its employees With this in mind a standing committee has been appointed to identify unsafe situations and thereafter implement safety measures

The following measures are already being applied

Provision of two-way radios to train personnel on commuter trains,

a driver is employed at the front and rear end of commuter trains whereby preventing drivers from changing ends on reaching their destination,

members of the South African Police who are in uniform travel free on commuter trains;

private security guards are placed at strategic points,

the armouring of drivers cabins,

the training of personnel to identify explosive devices, and

the provision of security fencing

Own Affairs

War veterans' pensions: application of means test

151 Mr R M BURROWS asked the Minister of Health Services and Welfare

(1) Whether the payment of war veterans' pensions falls under his Department, if so, (a) how many such pensions are being paid at present, (b) to how many persons are they being paid in respect of each specified war period and (c) in respect of what date is this information furnished,

(2) whether a means test is applied to all persons who performed full-time war service, if so, (a) at what stage is it applied and (b) how many applications were refused in each of the latest specified five years for which information is available, by reason of the income of the war veterans concerned exceeding the means test limit, if not, (c)(i) to what categories of persons is a means test not applied and (ii) how many persons fall into each of these categories?

The MINISTER OF HEALTH SERVICES AND WELFARE

(1) Yes, for white persons

(a) 13 006 cases

(b) Anglo-Boer war — 9 cases
First World War 1914/18 — 567 cases
Second World War 1939/45 — 12 410 cases
Protesting Burghers 1914 — 20 cases

(c) 1 June 1988

(2) No

(a) and (b) fall away

(c) (i) Anglo-Boer War
First World War
Protesting Burghers

(ii) Anglo-Boer War— 9 cases
First World War — 567 cases
Protesting Burghers — 20 cases

Money no problem — pilots

12/6/88 (367) (370) B/day

MANDY JEAN WOODS

THE SAA Pilots Association (Saapa) would have no problem financing its proposed purchase of SAA's domestic services, a Saapa spokesman said yesterday.

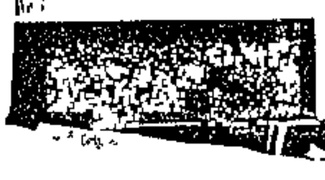
Saapa said last Thursday it would make an offer to purchase SAA's domestic services. It also said it intended listing the company on the JSE if the bid succeeded.

The spokesman said three of SA's top banks and the chairmen of several large corporations had expressed interest in helping finance the purchase.

The companies concerned had asked that their names not be released yet.

The spokesman said. "We know we could afford the domestic fleet with the backing we have and we can turn the domestic services into a profitable operation."

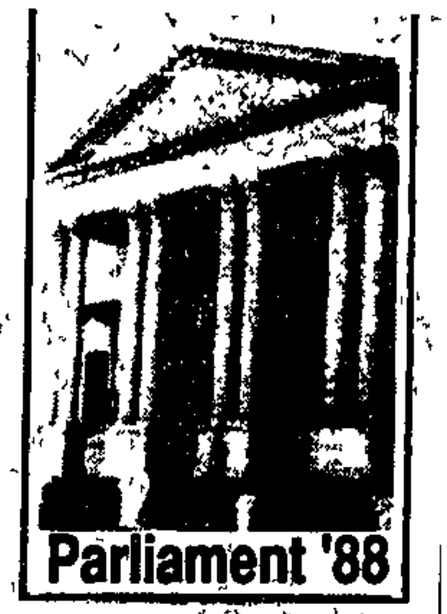
A Transport Ministry spokesman, Leon Els, estimated SAA's domestic services to be worth at least R1bn, with the cost of a Boeing 737 at around R140m and a Boeing 747 at R500m.



SA man

THE Japanese motor manufacturing industry's

Clam



Security measures for Sats

Star 14/6/88

(270)

Drivers and conductors of Sats commuter trains had two-way radios and drivers were seated at either end in armoured cabins, the **Minister of Transport, Mr Eli Louw,** told the House of Assembly yesterday.

He said private security guards were placed at strategic points and personnel were trained to identify explosive devices.

Replying in writing to a question from Mr Clive Derby Lewis (CP Nominated), he said two drivers were used to avoid one having to change ends at their destinations.

He said a standing committee had been appointed to identify unsafe situations and implement safety measures — Sapa.

Hansard

HOUSE OF REPRESENTATIVES

†Indicates translated version

For oral reply

General Affairs

Questions standing over from Wednesday, 8 June 1988

Air hostesses: interviews for employment

*1 Mr W J DIETRICH asked the Minister of Transport Affairs

(1) Whether prospective air hostesses are interviewed, if so, (a) by whom and (b) what qualifications are the interviewers required to have,

(2) whether all interviewers meet these qualification requirements, if not, (a) why not and (b) what exceptions are allowed,

(3) whether all prospective air hostesses are interviewed by the same category of interviewers, if not, why not, if so, what are the particulars of the category of interviewers involved,

(4) whether the public relations department of the South African Airways intends appointing an employment advisor, if not, why not, if so, when?

†The MINISTER OF TRANSPORT AFFAIRS

(1) Yes
(a) and (b) Interviews are conducted by a selection committee which consists of a senior officer who is a qualified employment officer, one fully trained senior cabin services co-ordinator and a manpower consultant

(2) Yes
(a) and (b) Fall away

(3) Yes
The hon member's attention is directed to the reply given to part 1(a) and (b) of the question

(4) No Use is made of South African Transport Services manpower consultants on an *ad hoc* basis

Mr W J DIETRICH Mr Chairman, arising out of the hon the Minister's reply, may I ask him what qualifications the interviewers are required to have and, secondly, whether colour plays a role in the appointment of these air hostesses?

The MINISTER Mr Chairman, the committee consists of the officials that I mentioned The senior cabin services officer is in-service trained The other senior officer, who is a qualified employment officer, also received in-service training The manpower consultant, however, has to be a person with a university degree The requirement at the moment is that that particular person must have at least an honours degree

As regards the hon member's second question, I should like to say that we have, in Cape Town, a manpower consultant on our staff who is Coloured He can be a member of the committee, of course At the moment he is not, but there is nothing to prevent his being appointed to the committee should the need arise The appointments are made on merit and such an appointment could well be made in future

Defence Force: training centre

*2 Mr T R GEORGE asked the Minister of Defence

(1) Whether the South African Defence Force intends to establish a training centre in Johannesburg similar to 1 Special Service Unit at Kimberley, if not, why not, is so, (a) what are the relevant details and (b) what total amount has been allocated and/or is it estimated will be allocated for this purpose,

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

†The DEPUTY MINISTER OF DEFENCE

(1) No The unit was established in Kimberley because of its central location and the training facilities available for this specific training It is not at present possible to establish similar units at other centres in the country

(2) No

Identity documents: delays

*3 Mr T R GEORGE asked the Minister of Home Affairs

(1) Whether the finalization of any application for identity documents was delayed during the latest specified period of 12 months for which information is avialable, owing to (a) photographs accompanying such applications having been mislaid by, and (b) other mistakes on the part of, his Department, if so, (i) in how many cases were such photographs mislaid and (ii) what is the nature of the other mistakes made in this regard,

(2) whether applicants whose photographs were so mislaid will be reimbursed, if not, why not, if so, (a) when and (b) what procedure will be followed in this regard,

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

The CHAIRMAN OF THE MINISTER'S COUNCIL (for the Minister of Home Affairs)

(1) to (3) During the period 1 April 1987 to 31 March 1988 a total of 3 358 321 applications for identity documents was processed by the different offices of the Department of Home Affairs

There were delays in some of the applications due to the applications, for example, not being duly completed or due to supporting documentation being lacking Instances also occurred where photographs of applicants were lacking or were damaged In all these instances enquiries had to be addressed to the applicants which inevitably caused delays

The percentage of applications received from Whites, Indians and Coloureds which led to enquiries was approximately 3% In the case of Blacks it was approximately 33%

Clerical errors, as for example incorrect encoding of particulars in applications and the entering of incorrect particulars into the computer, also occurred Approximately 0,01% of the total number of applications received was delayed through clerical errors

Where photographs of applicants are damaged or lost during the processing of the applications, the Department reimburses applicants who have incurred expenses to again furnish the Department with a set of photographs

Statistics regarding the particular nature of each type of deficiency which leads to enquiries to applicants for identity documents, are not being kept However, according to the records of the Department, six persons submitted claims during the past financial year for reimbursement in respect of the replacement of lost photographs

If it transpires that the Department had been responsible for the loss or damage of an applicant's photographs, a claim, accompanied by a receipt from the photographer who took the further set of photographs, can be submitted by the person concerned to the Department

The Department does everything in its power to finalise applications for identity documents as soon as possible and with the least possible inconvenience to applicants The Department is especially mindful of the fact that the handling of vast numbers of applications for identity documents can lead to clerical errors Control measures to keep clerical errors to a minimum, are regularly reviewed and, where necessary, substituted or revised

New Question

SAP· complaints by late member for Alra Park

*1 Mr W J DIETRICH asked the Minister of Law and Order

(1) Whether the late member for Alra Park laid any complaints with the South African Police, if so, (a) when, (b) where and (c) what was the purport of these complaints,

(2) whether the Police investigated these complaints to establish the veracity of the allegations contained in them, if not why not, if so, (a) when and (b) what were their findings,

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

†The DEPUTY MINISTER OF LAW AND ORDER

(1) Yes

(a) February 1986
21 April 1987
12 June 1987
19 July 1987

(b) Alberton police station

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Sarhwu wants legal action

19/5/88 City Press

CP Correspondent

THE Natal branch of the South African Railways and Harbours Workers Union has instructed lawyers to make a second attempt to have its members released from the South African Transport Services' staff association, the Black Trade Union

In the first attempt, the Durban Magistrates Court in April granted a Sarhwu shop-steward, Themba Pakkies, an order prohibiting Sats from deducting Blatu union fees from his salary, and he was subsiquently released from the staff association Sats was ordered to pay legal costs

Sarwhu maintains this was a test case and the rest of its members – about 1 500 – should be treated as Pakkies was and be released from Blatu

However, a Blatu spokesman said the court order applied only to the worker who launched the court application.

Legal sources said the court order applied only to Pakkies, but it had set a precedent and the others were likely to get the same ruling if they applied

At the launching of Sarwhu's Natal branch two days after the court order and attended by about 1 000 people, workers resolved resign from Blatu.

But the Blatu spokesman said the mass resignations were invalid because workers had signed petitions instead of individual resignation forms

The battle between the two unions took an unexpected turn when a pamphlet issued by Blatu and addressed to workers in Durban, accused Sarhwu of tribalism.

The pamphlet accused Sarhwu of using slogans which insulted Kwazulu Chief Minister Mangosuthu Buthelezi and also of boasting that it had taken money from "fools" after taking money from Zulu workers – Concord

(1) How many South African Airways flights between (a) Durban and Cape Town, (b) Durban and Johannesburg and (c) Durban and Port Elizabeth (i) arrived and (ii) departed late during the week which ended on 13 May 1988,

(2) what percentage of the total number of South African Airways flights to and from Durban during this week does this represent?

The MINISTER OF TRANSPORT AFFAIRS

(1)	(i)	(ii)	
(a)	Particulars are not readily available and it will take much time and expense to gather such information	10	Both directions
(b)		24	
(c)		2	

(2) 13 6 per cent

As weekly statistics are kept from Monday to Sunday particulars are in respect of the week 9 to 15 may 1988 In the case of Question No 1126 it was from 2 to 8 May 1988

SAA flights: late arrivals/departures

1193 M r R J LORIMER asked the Minister of Transport Affairs

(1) How many South African Airways flights between (a) Johannesburg and Durban, (b) Johannesburg and Cape Town and (c) Johannesburg and Port Elizabeth (i) arrived and (ii) departed late during the week which ended on 13 May 1988,

(2) what percentage of the total number of South African Airways flights to and from Johannesburg during this week does this represent?

The MINISTER OF TRANSPORT AFFAIRS

(1)	(i)	(ii)	
(a)	Particulars are not readily available and it will take much time and expense to gather such information	24	Both directions
(b)		29	
(c)		20	

(2) 20 per cent

As weekly statistics are kept from Monday to Sunday particulars are in respect of the week 9 to 15 may 1988 In the case of Question No 1127 it was from 2 to 8 May 1988

Major transport facilities: withdrawals

1230 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

(1) Whether any major transport facilities were withdrawn in (a) the Transvaal, (b) the Orange Free State, (c) the Cape Province and (d) Natal over the latest specified five-year period for which information is available, if so, (i) what facilities, (ii) when (iii) why, and (iv) what savings were effected as a result, in each case,

(2) whether any major transport services currently operated in each of the provinces are uneconomical, if so, (a) what services and (b) at what cost to the taxpayer, in each case?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes rail and road transport services Full particulars as requested by the hon member are not readily available and it will take much time and expense to gather such information

Transport Services like any other organisation, evaluates its services on a continuous basis and adjustments are made where necessary

Various suburban and intercity passenger services have been withdrawn as a result of poor patronage and an annual saving of R108 536 093 was effected Uneconomical rail services over various branch lines have also been replaced by road transport services after efforts to improve the economy of the rail services have failed In the financial year in which the various services were withdrawn the following savings were effected

	Million R
Fort Beaufort — Seymour	0,387
Molteno — Jamestown	0,540
Bowker's Park —Tarkastad	0,611
Estcourt — Weenen	0,654
Umlaas Road — Mid Illovo	0,204
Donnybrook — Umzinto — Madonela	2,805
Port Shepstone — Harding	4,745

(2) Yes Rail passenger services and various branch line services are operated uneconomically Particulars of the contributions by the Central Government in respect of losses on railway passenger services for the 1986/87 financial year are contained in the Report of the Auditor-General on the Accounts of the South African Transport Services which was tabled on 18 April 1988

Losses in respect of uneconomical branch lines do not affect the taxpayer as Transport Services bears its own losses

Officials overseas journeys

1235 Mr J J S PRINSLOO asked the Minister of Transport Affairs †

(1) Whether any officials who fall directly or indirectly under the South African Transport Services undertook any overseas journeys during the past two calendar years, if so, (a) (i) what are their names and (ii) what posts did they hold at the time of these journeys, (b) what was the (i) purpose, (ii) duration and (iii) cost of each journey (c) when was each journey undertaken (d) who paid the travelling and subsistence expenses in each case and (e) who gave approval for these journeys,

(2) whether any of these officials were accompanied by their wives, if so who paid the travelling and subsistence expenses of these wives?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes Senior officials of Transport Services undertake overseas journeys from time to time *inter alia* to attend conferences of international railway organisations investigate the feasibility of new systems under South African conditions, monitor contracts concluded with companies abroad and for the normal execution of their duties Each visit is subject to my approval except in the case of employees of SA Airways where authority is granted by the Chief Executive (Airways) All subsistence and travelling expenses are borne by Transport Services

Full particulars as requested by the hon member are not readily available and it will take much time and expense to gather such information

(2) Officials are sometimes officially accompanied by their wives in which case Transport Services accepts responsibility for the subsistence and travelling expenses

Transmed members: contributions

1237 Mr J J S PRINSLOO asked the Minister of Transport Affairs †

Whether the contributions of Transmed members to (a) doctors' fees and (b) the cost of medication were increased in the past three calendar years, if so, (i) what was the percentage increase, and (ii) on what dates were these increases introduced in each case?

The MINISTER OF TRANSPORT AFFAIRS

1 January 1985 to 31 December 1987

(a) No

(i) and (ii) Fall away

(b) Only in respect of pensioner members

(i) Partial payment of the cost of medicine was increased from 10 to 20 per cent

(ii) 1 April 1986

First-year students

1251 Mr K M ANDREW asked the Minister of Education and Development Aid

With reference to the reply of the then Minister of National Education to Question No 1114 on 4 July 1984 how many full-time equivalent first-year students were (a) enrolled and (b)

Hansard

HOUSE OF ASSEMBLY

†Indicates translated version

For written reply

General Affairs

Permanent Force: minimum academic qualification

1197 Mr D S PIENAAR asked the Minister of Defence †

What is the minimum academic qualification which (a) White, (b) Coloured, (c) Indian and (d) Black persons are required to have for employment in the Permanent Force?

The MINISTER OF DEFENCE

(a), (b), (c) and (d) Standard 8

SAA: foreign nationals as cabin attendants

1257 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

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(1) Whether foreign nationals may be employed as cabin attendants on the domestic routes of the South African Airways, if so, (a) since when and (b) in terms of what statutory provisions and/or regulations,

(2) whether any foreign nationals are so employed, if so, (a) how many, (b) what are their countries of origin and (c) in respect of what date is this information furnished?

The MINISTER OF TRANSPORT AFFAIRS

(1) No, not any more Prior to 1982 it was SA Airways' practice to employ foreign nationals on a contractual basis, partly because of a shortage of personnel, but primarily due to the advantage offered by a foreign language

(2) Yes

(a) Seven

(b) Portugal, United Kingdom, Italy and the Netherlands

(c) 9 June 1988

SAA flights: late departures

1264 Mr S S VAN DER MERWE asked the Minister of Transport Affairs

(1) How many South African Airways flights from Cape Town to (a) Durban, (b) Johannesburg and (c) Port Elizabeth departed late during the week which ended on 20 May 1988,

(2) what percentage of the total number of Airways flights from Cape Town during this week does this represent?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) 8

(b) 20

(c) 3

Delays of ten minutes and less are not regarded as actual delays and are not included in the reply Such delays are usually made up during flights and the destination can, therefore, be reached in accordance with the scheduled time of arrival

(2) 19,6 per cent

As weekly statistics are kept from Monday to Sunday particulars are in respect of the week 16 to 22 May 1988

SAA flights: late departures

1265 Mr D J N MALCOMESS asked the Minister of Transport Affairs

(1) How many South African Airways flights from Port Elizabeth to (a) Johannesburg, (b) Durban and (c) Cape Town departed late during the week which ended on 20 May 1988,

(2) what percentage of the total number of Airways flights from Port Elizabeth during this week does this represent?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) 13

(b) 3

(c) Nil

Delays of ten minutes and less are not regarded as actual delays and are not included in the reply. Such delays are usually made up during flights and the destination can, therefore, be reached in accordance with the scheduled time of arrival

(2) 11,1 per cent

As weekly statistics are kept from Monday to Sunday particulars are in respect of the week 16 to 22 May 1988

SAA flights: late departures

1266 Mr M J ELLIS asked the Minister of Transport Affairs

(1) How many South African Airways flights from Durban to (a) Cape Town, (b) Johannesburg and (c) Port Elizabeth departed late during the week which ended on 20 May 1988,

(2) what percentage of the total number of Airways flights from Durban during this week does this represent?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) 1

(b) 5

(c) Nil

Delays of ten minutes and less are not regarded as actual delays and are not included in the reply Such delays are usually made up during flights and the destination can, therefore, be reached in accordance with the scheduled time of arrival

(2) 4,5 per cent

As weekly statistics are kept from Monday to Sunday particulars are in respect of the week 16 to 22 May 1988

SAA flights. late departures

1267. Mr R J LORIMER asked the Minister of Transport Affairs:

(1) How many South African Airways flights from Johannesburg to (a) Durban, (b) Cape Town and (c) Port Elizabeth departed late during the week which ended on 20 May 1988,

(2) what percentage of the total number of Airways flights from Johannesburg during this week does this represent?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) 6

(b) 22

(c) 8

Delays of ten minutes and less are not regarded as actual delays and are not included in the reply Such delays are usually made up during flights and the destination can, therefore, be reached in accordance with the scheduled time of arrival

(2) 14,6 per cent

As weekly statistics are kept from Monday to Sunday particulars are in respect of the week 16 to 22 May 1988

SAA flights: late departures

1268 Mr S S VAN DER MERWE asked the Minister of Transport Affairs

(1) How many South African Airways flights from Cape Town to (a) Durban, (b) Johannesburg and (c) Port Elizabeth departed late during the week which ended on 27 May 1988,

(2) what percentage of the total number of Airways flights from Cape Town during this week does this represent?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) 7

(b) 11

(c) 6

Delays of ten minutes and less are not regarded as actual delays and are not included in the reply Such delays are usually made up during flights and the destination can, therefore, be reached in accordance with the scheduled time of arrival

(2) 15 per cent

As weekly statistics are kept from Monday to Sunday particulars are in respect of the week 23 to 29 May 1988

SAA flights: late departures

1269 Mr D J N MALCOMESS asked the Minister of Transport Affairs·

(1) How many South African Airways flights from Port Elizabeth to (a) Johannesburg, (b) Durban and (c) Cape Town departed late during the week which ended on 27 May 1988,

(2) what percentage of the total number of

Airways flights from Port Elizabeth during this week does this represent?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) 13

(b) 4

(c) 1

Delays of ten minutes and less are not regarded as actual delays and are not included in the reply Such delays are usually made up during flights and the destination can, therefore, be reached in accordance with the scheduled time of arrival

(2) 12,5 per cent

As weekly statistics are kept from Monday to Sunday particulars are in respect of the week 23 to 29 May 1988

SAA flights: late departures

1270 Mr M J ELLIS asked the Minister of Transport Affairs

(1) How many South African Airways flights from Durban to (a) Cape Town, (b) Johannesburg and (c) Port Elizabeth departed late during the week which ended on 27 May 1988,

(2) what percentage of the total number of Airways flights from Durban during this week does this represent?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) 1

(b) 5

(c) 1

Delays of ten minutes and less are not regarded as actual delays and are not included in the reply Such delays are usually made up during flights and the destination can, therefore, be reached in accordance with the scheduled time of arrival

(2) 5,3 per cent

As weekly statistics are kept from Monday to Sunday particulars are in respect of the week 23 to 29 May 1988

SAA flights: late departures

1271 Mr R J LORIMER asked the Minister of Transport Affairs

(1) How many South African Airways flights from Johannesburg to (a) Durban, (b) Cape Town and (c) Port Elizabeth departed late during the week which ended on 27 May 1988,

(2) what percentage of the total number of Airways flights from Johannesburg during this week does this represent?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) 8

(b) 18

(c) 13

Delays of ten minutes and less are not regarded as actual delays and are not included in the reply Such delays are usually made up during flights and the destination can, therefore, be reached in accordance with the scheduled time of arrival

(2) 15,8 per cent

As weekly statistics are kept from Monday to Sunday particulars are in respect of the week 23 to 29 May 1988

SAA flights: late departures

1278 Mr D J N MALCOMESS asked the Minister of Transport Affairs

Whether, since 1 January 1988, any South African Airways Boeing 747 aircraft have overrun any runways during take-offs or landings, if so, (a) on how many occasions, (b)(i) where and (ii) why in each case and (c) in respect of what date is this information furnished?

The MINISTER OF TRANSPORT AFFAIRS

No

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

vice Staff Code and Regulations in which case the Department of Transport accepts responsibility for their travelling and subsistence expenses The total cost for the Department over the past two years amounts to R690 029,00 Each visit is subject to my approval

I do not consider it to be in the public interest to disclose more particulars, but I am, however, prepared to furnish the relevant information to the honourable member on a confidential and personal basis

Staff housing subsidies: amount allocated

1239 Mr R M BURROWS asked the Minister of Transport Affairs

What total amount was allocated by the South African Transport Services for the (a) 1986-87, (b) 1987-88 and (c) 1988-89 financial years for the payment of staff housing subsidies on a (i) compulsory and (ii) voluntary basis?

The MINISTER OF TRANSPORT AFFAIRS

Transport Services does not pay housing subsidies to its personnel but has Housing Schemes which are financed by the Organisation itself

Kombi taxi services: permits issued

1247 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

(1) How many permits to operate Kombi taxi services were issued by each local road transportation board as at 31 December of each of the latest specified three years for which figures are available,

(2) whether any measures are taken to ensure that pirate (a) Kombi and (b) other taxi operators are apprehended, if so, (i) by whom, and (ii) what measures, in each case?

THE MINISTER OF TRANSPORT AFFAIRS

(1) The information is not available in the form requested by the honourable member, but the following statistics have been obtained —

For the financial year 1 April 1985 to 31 March 1986

Local Road Transportation Board (LRTB)	*4-8 seater vehicles*	*9-15 seater vehicles*
JOHANNESBURG	376	307
PRETORIA	164	453
PIETERMARITZBURG	60	262
DURBAN	229	265
BLOEMFONTEIN	32	159
KIMBERLEY	3	36
CAPE TOWN	44	368
POTCHEFSTROOM	116	665
EAST LONDON	54	50
PORT ELIZABETH	19	120

For the financial year 1 April 1986 to 31 March 1987

LRTB	*4-8 seater vehicles*	*9-15 seater vehicles*
JOHANNESBURG	3 600	750
PRETORIA	2 085	1 357
PIETERMARITZBURG	260	181
DURBAN	879	631
BLOEMFONTEIN	352	428
KIMBERLEY	131	37
CAPE TOWN	2 306	209
POTCHEFSTROOM	2 156	882
EAST LONDON	96	76
PORT ELIZABETH	33	351

For the financial year 1 April 1987 to 31 March 1988

LRTB	*4-8 seater vehicles*	*9-15 seater vehicles*
JOHANNESBURG	6 898	89
PRETORIA	20 135	3 273
PIETERMARITZBURG	1 057	177
DURBAN	974	262
BLOEMFONTEIN	1 309	124
KIMBERLEY	186	15
CAPE TOWN	2 125	218
POTCHEFSTROOM	1 383	508
EAST LONDON	380	122
PORT ELIZABETH	341	28

Please note that the above-mentioned statistics are in respect of the number of new applications for taxis, including those for Kombi taxi services, granted during the past three financial years These applications were granted on condition that proof be furnished that ranking space has been

obtained by the applicants Many applicants failed to obtain ranking space with the result that permits have not been issued to them Statistics in respect of the exact number of permits physically issued for taxis are not kept The Department is in the process of developing an extensive information system relating to Kombi taxis so that comprehensive information will in due course be available

(2) (a) and (b) No, but section 31(1)(a) of the Road Transportation Act, 1977 (Act No 74 of 1977) determines that any person who undertakes road transportation except under the authority of a permit authorizing such road transportation shall be guilty of an offence An authorized officer, as defined in section 1 of the Road Transportation Act, 1977 (Act No 74 of 1977), may, in terms of section 40(1)(a) of the Criminal Procedure Act, 1977 (Act No 51 of 1977), arrest any person who commits or attempts to commit any offence in his presence

These authorized officers are continuously taking action against unauthorised operators and authorised operators who contravene or fail to comply with the conditions of their permits During the 1987/88 financial year 7 565 pirate taxi operators were prosecuted and fines of nearly R1,2 million were imposed

SAA staff. Aids sufferers

1260 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

(1) Whether, with reference to his reply to Question No 4 on 12 April 1988, he will reconsider his decision not to furnish information on possible Aid sufferers on the staff of the South African Airways, if not, why not, if so,

(2) whether any staff members who have been identified as Aids sufferers are still employed on Airways flights, if so, (a) why and (b) how many as at the latest specified date for which figures are available?

The MINISTER OF TRANSPORT AFFAIRS

(1) No As indicated in the reply to Question No 4 this information is regarded as confidential

(2) Falls away

7 000 strike against union

7-13/7/88

By THABO THULO

270

DURBAN. — More than 7 000 members of the South African Railways and Harbours Workers Union (Sarhwu) have downed tools twice in the past two weeks demanding that they be allowed to resign from the rival Black Trade Union (Blatu).

After the second work stoppage, management and Blatu acceded to their demand.

The city's largest harbour was the first to be hit last Friday when about 5 000 workers including crane operators, forklift drivers and train marshalls staged a three-hour work stoppage.

Workers at Bayhead Goods Shed, the biggest in Durban, and the new pier goods shed followed suit this week. They returned to work after management and Blatu's Natal chairperson, Mr M G Mthlyane, promised them they would be allowed to resign from Blatu at the end of the month.

Sarhwu Natal secretary, Mr David Moeti, said all members of his union would go strike on July 28 if management and Blatu did not stick to their promise.

The strike took place in the wake of a second attempt by Sarhwu lawyers in Natal to have their members released from Blatu.

No bonus

In April, a Durban magistrate granted Sarhwu shopsteward Themba Pakkies an order prohibiting SATS from deducting Blatu fees from his salary. Pakkies was subsequently released from the union.

During the strike, SATS wrote a letter to the strikers informing them they had held an illegal gathering.

They were warned disciplinary steps would be taken and they would not get bonus and pay for the time they were on strike.

The regional manager, Mr A Fourie, later wrote another letter advising the workers if they wanted to resign from Blatu they had to sign individual resignation forms.

The letter also notified workers they had to give Blatu a month's notice before resigning.

In another incident during the strike, Sarhwu Natal chairman Lereko Thamae was briefly detained and released for the second time since May.

Police liaison officer Lt Bala Naidoo confirmed the first detention but said he had no record of the second.

SATS labour relations officer, Mr AC Jacobs, said the matter had been resolved and was an internal affair between the workers and Blatu. He stressed it had not affected SATS. — *CONCORD NEWS*

10/7/88

Sats men strike to quit union

Cfires

CP Correspondent 270

MORE than 7 000 members of the South African Railways and Harbours Workers' Union in Durban have downed tools twice in the last two weeks demanding that they be allowed to resign from the Black Allied Transport Union.

After the second work stoppage, management and Blatu acceded to their demand.

The city's harbour was the first to be hit last Friday when about 5 000 workers staged a three-hour work stoppage.

Although there was no agreement at the time, workers resumed work.

This week workers at Bayhead goods shed, the biggest in Durban, and the New Pier good sheds followed suit.

The workers returned to work after management and Blatu's Natal chairman promised them they would be allowed to resign from Blatu at the end of the month.

The strike has taken place in the wake of attempts by lawyers of Sarwhu in Natal to have their members released from Blatu. – Concord

SAA 270 B/day 11/7/88

SAA hires more pilots

MANDY JEAN WOODS

MORE than 80 pilots have been employed during the past eight months by SAA and another 30 are expected to be hired by January next year, SAA Chief Director Flight Operations Captain Micky Mitchell said yesterday

The hirings are in keeping with an announcement last month that SAA, together with several companies involved in the commercial aviation industry in SA, would begin a training programme for pilots

An SAA spokesman said yesterday that the formation of the Airline Pilots Training Association (APTA) was not a result of the move by the SA Airlines Pilots Association (SAAPA) to form an independent company to sell or market the services of its members.

"The training programme has been planned for a while and it is merely a coincidence that this announcement comes at the same time SAAPA made its announcement," the spokesman said.

In the past pilots had to be qualified commercial pilots before they could join SAA Under the new APTA training programme, school leavers are eligible for full-time training, the cost of which will be borne equally by the members of APTA

It is estimated to cost R60 000 to train each pilot SAA said APTA was aimed at satisfying the increased demand for pilots

Cape Times 11/7/88 270

SAA employs 80 more pilots

Own Correspondent

JOHANNESBURG. — More than 80 pilots have been employed during the past eight months by SAA and another 30 are expected to be hired by January next year, SAA's chief director of flight operations, Captain Micky Mitchell, said yesterday.

The hirings are in keeping with an announcement last month that SAA, together with several companies involved in the commercial aviation industry in South Africa, would begin a training programme for pilots

An SAA spokesman said yesterday that the formation of the Airline Pilots Training Association (APTA) was not the result of a move by the SA Airlines Pilots Association (SAAPA) to become an independent company

SAAPA recently decided to sell or to market the services of its membership, of which more than 95% are SAA pilots

"The training programme has been planned for a while and is merely coincidence that this announcement comes at the same time SAAPA made their announcement" the SAA spokesman said

In the past pilots had to be qualified commercial pilots before they could join SAA Under the new APTA training programme, school-leavers are eligible for full-time training, the cost of which will be borne equally by the members of APTA

It is estimated to cost R60 000 to train each pilot.

In an earlier statement SAA said APTA was aimed at satisfying the increased demands for pilots in SAA and the commercial aviation industry in South Africa

Projections show SAA requires about 25 pilots a year while the commercial sector needs about 60 pilots a year to fill its needs

Skills of 1 000 Sats artisans untapped

270

ARGUS 11/7/88

By DICK USHER
Business Staff

SOUTH African Transport Services has nearly 1 000 more artisans than it needs and many of them are working as drivers or ticket examiners

In some cases, because staffing levels have been fixed, artisans in certain sections are working overtime because there is too much work, while other artisans are employed in low-paying jobs as clerks or as general workers.

They are mostly newly qualified artisans who have completed apprenticeships with Sats, but the organisation has no jobs for them in their fields

WORRIED

The problem has been raised with regional managers, discussions have been held with the deputy-general manager and the Artisans' Staff Association is hoping for a meeting with Transport Services general manager Dr Anton Moolman

An association spokesman said they understood Sats's problem but were worried that these people, dissatisfied at having to accept jobs other than those for which they were qualified, at lower rates of pay, would be attracted by outside job offers

He said "In some sections it's not too serious, but in others, such as signals, only Sats trains artisans for the job and you can't just bring outsiders in "If these people leave Sats they'll be lost to us forever"

He said it was a waste of manpower and money

ARRANGED

"It can cost R50 000 to train an apprentice and when they come out of their time, if they can't get satisfactory jobs with Sats, they'll go into private enterprise where employers will reap the benefits"

A Sats spokesman said a meeting between the management and the ASA had been arranged for August 2.

He said that to avoid retrenchment posts in other disciplines were offered to employees who could not be accommodated in their fields.

"In other instances where artisan personnel become redundant as a result of the recession, every endeavour is made to provide them with other suitable work with retention of their salary as artisans"

SATS wage dispute inquiry ordered

Sowetan 21/7/88

(270)

A COMMISSION was appointed to decide the dispute over wages between the South African Transport Services and the Federation of South African Transport Services trade unions, SATS announced yesterday.

The Minister of Transport Affairs, Mr Eli Louw, appointed Mr Justice H R Jacobs, as a one-man commission into the dispute between the SATS and the FSATS trade unions in regard to the federation's claim for a salary increase of 17 percent with effect from April 1988, a SATS statement said.

The commission was appointed after a conciliation board made up of representatives of both parties failed to reach concensus on the federation's claim.

"Mr Justice Jacobs has already held preliminary discussions with the parties concerned and the hearing of the matter will commence shortly," the statement said

"The recommendation of the commission will be binding" — Sapa.

New move in Sats wage dispute

By Mike Siluma
Labour Reporter

The five-month-old wage dispute between the SA Transport Services (Sats) and the Federation of SA Transport Services Trade Unions, affecting 185 000 employees, has been referred to a one-man commission, Sats announced yesterday

Sats spokesman Mr Louis Niewoudt said the Minister of Transport, Mr Eli Louw, had appointed Mr Justice H R Jacobs to inquire into the dispute

NO AGREEMENT

The commission was appointed after a conciliation board failed to reach agreement

The unions, which are demanding a salary increase of 17 percent, asked for the establishment of a conciliation board after declaring a dispute with Sats in February Mr Niewoudt declined to give details of the Sats offer

"Mr Justice Jacobs has already held preliminary discussions with the parties concerned and the hearing will commence shortly The recommendation of the commission will be binding," the Sats statement said

Despite a special appeal by President Botha, the unions rejected the Government's suggestion in February that they accept a wage freeze

The federation's chairman Mr Dudley Henn, whose membership earlier threatened strike action to back their demands, could not be reached for comment

Since the commission's findings will be regarded as binding, a strike in the event of the unions' demand not being met is unlikely

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PROKLAMASIES

van die

Staatspresident van die Republiek van Suid-Afrika

No. 122, 1988

WET OP DIENSVOORWAARDES VIR DIE SUID-AFRIKAANSE VERVOERDIENSTE, 1988 (WET 41 VAN 1988)

Kragtens die bevoegdheid my verleen by artikel 28 van die Wet op Diensvoorwaardes vir die Suid-Afrikaanse Vervoerdienste, 1988 (Wet 41 van 1988), bepaal ek 1 Augustus 1988 as die datum waarop genoemde Wet in werking tree.

Gegee onder my Hand en die Seël van die Republiek van Suid-Afrika te Kaapstad, op hede die Vyftiende dag van Julie Eenduisend Negehonderd Agt-en-tagtig.

P. W. BOTHA,
Staatspresident.

Op las van die Staatspresident-in-Kabinet:

E. V.D. M. LOUW,
Minister van die Kabinet.

No. 123, 1988

WYSIGINGSWET OP ONDERWYSWETGEWING (ONDERWYS EN OPLEIDING), 1988 (WET 31 VAN 1988)

Kragtens die bevoegdheid my verleen by artikel 20 van die Wysigingswet op Onderwyswetgewing (Onderwys en Opleiding), 1988, bepaal ek 1 Augustus 1988 as die datum waarop genoemde Wet, uitgesonderd artikels 11 (b) en 18 (a) daarvan, in werking tree.

Gegee onder my Hand en die Seël van die Republiek van Suid-Afrika te Kaapstad, op hede die Vyftiende dag van Julie Eenduisend Negehonderd Agt-en-tagtig.

P. W. BOTHA,
Staatspresident.

Op las van die Staatspresident-in-Kabinet:

G. VAN N. VILJOEN,
Minister van die Kabinet.

PROCLAMATIONS

by the

State President of the Republic of South Africa

No. 122, 1988

SOUTH AFRICAN TRANSPORT SERVICES CONDITIONS OF SERVICE ACT, 1988 (ACT 41 OF 1988)

By virtue of the powers vested in me by section 28 of the South African Transport Services Conditions of Service Act, 1988 (Act 41 of 1988), I fix 1 August 1988 as the date on which the said Act shall come into operation.

Given under my Hand and the Seal of the Republic of South Africa at Cape Town on this Fifteenth day of July, One thousand Nine hundred and Eighty-eight.

P. W. BOTHA,
State President.

By Order of the State President-in-Cabinet:

E. V.D. M. LOUW,
Minister of the Cabinet.

No. 123, 1988

EDUCATION LAWS (EDUCATION AND TRAINING) AMENDMENT ACT, 1988 (ACT 31 OF 1988)

By virtue of the powers vested in me by section 20 of the Education Laws (Education and Training) Amendment Act, 1988, I fix 1 August 1988 as the date on which the said Act, excluding sections 11 (b) and 18 (a) thereof, shall come into operation.

Given under my Hand and the Seal of the Republic of South Africa at Cape Town this Fifteenth day of July, One thousand Nine hundred and Eighty-eight.

P. W. BOTHA,
State President.

By Order of the State President-in-Cabinet:

G. VAN N. VILJOEN,
Minister of the Cabinet.

Sats unions walk out of arbitration proceedings

GERALD REILLY

ARBITRATION proceedings aimed at settling a 17% pay dispute between the Federation of Sats Trade Unions and Sats management collapsed yesterday.

Federation secretary Abe Koekemoer said. "We walked out when it became apparent we were getting nowhere."

The arbitrator, former Judge H A Jacobs, told federation delegates at yesterday's sitting they would have to prove their claim for a 17% pay hike precisely otherwise their representations would fail.

Koekemoer said delegates had asked the arbitrator whether he would recommend a 16,5% increase if he believed the federation had failed to prove a 17% claim

But the arbitrator stressed his terms of reference referred only to a 17% claim, said Koekemoer

He said the federation believed adequate support for the claim had been submitted.

Supported

But the federation questioned whether Sats management had intended that the 17% demand be proved "to the hilt" and that any justifiable lesser demand not be considered

However, the arbitrator's point of view was supported by management.

Koekemoer said the federation condemned Sats management's inflexible and uncompromising attitude.

"We believe we've had a raw deal," Koekemoer said.

He said the federation's next move would be to use the machinery provided by the new Sats labour council to continue to fight for the increase backdated to April 1988.

A meeting with Sats management on the issue would probably be held later this week.

'Murder verdict to save strike'

B/Day 18/8/88

SUSAN RUSSELL

PARTICIPANTS in last year's Sats strike decided five non-striking colleagues should be killed because it was believed people who worked could cause the collapse of the strike, the Rand Supreme Court heard yesterday.

This admission formed part of a statement by eight of the 18 Sats employees charged with murdering four non-strikers and attempting to murder a fifth.

The statement was read to the court when seven of the eight — Bongisi Sibisi, Wilson Matshili, Patrick Molefe, Phineas Netshitungulwane, Takalani Mamphaga, Mafemane Rikhotso and George Maungedzo — changed their pleas to

To Page 2

'Murder verdict to salvage Sats strike'

From Page 1

guilty on the four murder charges.

David Dzevhe changed his plea to guilty to three of the murders

Vhulani Mulaudzi, Kati Sebopelo, Mulatelo Moremane, Jerry Goodman and Albert Phuluwa were kidnapped from work and taken to Cosatu House on April 28 last year

There, some were assaulted before all five were driven to Prolecon All except Phuluwa, who escaped, were murdered and their bodies set alight.

The statement described events leading up to the murders

"It was decided by the workers that the aforementioned five persons should be killed because the workers believed that persons who worked could cause the collapse of the strike"

It said Maluadzi's and Sebopelo's hands and feet were tied and Moremane was stabbed After Phuluwa escaped, Goodman was taken into the bush, bound and stabbed

"Petrol was poured over the four who were set alight — at this stage the four were already dead"

When the defence case began yesterday, 16 of the 18 accused changed their pleas to guilty and were convicted on various charges of murder, attempted murder, kidnapping and intimidation

After being convicted on the charges they had pleaded guilty to, the trial was postponed to August 22.

See Page 4

Cape Times 10/6/86

SATS non-strikers died after threat to stoppage

JOHANNESBURG — Participants in last year's SATS strike decided that five non-strikers should be killed because it was believed that their refusal to join the strike could cause its collapse, the Rand Supreme Court was told yesterday

Mr Bongisi Sibisi, a member of the SA Railways and Harbours Workers' Union, said in a statement to the court that the decision to kill the non-strikers was taken after it became increasingly difficult to control the strike

He and 17 other former SATS workers were charged with murdering four non-striking colleagues and the attempted murder of a fifth. They initially all pleaded not guilty, but Mr Sibisi and six co-accused, on agreement between the state and the defence, yesterday pleaded guilty to the four murders at the start of the state case.

Victims were stabbed and burnt

Eight convicted of murdering Sats workers

270

Star 10/8/88

By Cathy Stagg

Eight men who were involved in the illegal South African Transport Services strike last year have admitted murdering non-strikers

Of the 18 men who have been on trial in the Rand Supreme Court, two were found not guilty and acquitted.

They were Mr Isaac Mogorosi (30) and Mr Jacob Mmatloa (33)

The other accused were convicted of various crimes after their pleas were accepted by Mr Justice T T Spoelstra, who is presiding over the trial with two assessors.

The court heard that the eight men agreed that five non-strikers should be killed

The five — Mr Vhulani Joseph Mulaudzi, Mr Kati John Sebopelo, Mr Mulatelo Petrus Moremane, Mr Jerry Rudolph Goodman and Mr Albert Phuluwa — were kept in a room at Cosatu House and guarded by various workers

Set alight

The first three were taken away in a station wagon at about 8 pm on April 28 to the bush near the industrial area of Prolecon

Later, the station wagon returned and the remaining two men were also taken to Prolecon.

It was there that Mr Phuluwa escaped

The others were stabbed, had a 31 kg rock dropped on to their heads and were finally set alight

The survivor, Mr Phuluwa, was one of the main witnesses during the state's case

Bongisi Sibisi (33), Wilson Matshili (33) and Mafemane William Rikhotso (33) were convicted of four murders, one attempted murder, five counts of kidnapping and one of intimidation.

David Dzevhe (30) was convicted of three murders and one count of intimidation.

Patrick Molefe (27), Takalani David Mamphanga (25) and George Maugedzo (36) were convicted of four counts of murder, one count of attempted murder and one of intimidation.

Phineas Netshitungulwane (25) was found guilty of four murders and one count of intimidation.

On March 13 last year a dispute arose between Sats workers at City Deep and Sats management

As a result, workers downed tools and negotiations began

An illegal strike spread throughout the southern Transvaal region.

Striking workers gathered daily at Cosatu House from the beginning of April

The majority were members of the South African Railways and Harbours Workers Union (Sarhwu) and several thousand people gathered to be briefed on the state of the strike.

At one stage, Sats workers decided that non-strikers should be brought to Cosatu House and be beaten.

On several occasions workers were fetched from where they were working, taken to Cosatu House and beaten The exact number is not known but 265 complaints of assault were laid with the police between April 1 and April 28 last year

These facts were admitted by a regional representative for Sarhwu, Johannes Joja Ngcobo (24), who was convicted of intimidation.

Daniel Candilizwe Mkholokotho (36), Johnson Mogesi (36) and Simon Mulomoni (42) were each convicted of five counts of kidnapping and a count of intimidation

Jacob Thapelo Machaka (33) was convicted of four counts of culpable homicide

Kidnapping

Michael Ikaneng (38) and Freddie Mothisi (30) were convicted of kidnapping, while Wilson Mushaishano (33) was convicted of assault

The trial will continue on August 22 when evidence in extenuation and in mitigation will be led

The defence intends to present evidence of the atmosphere throughout the strike, how the catalyst was the dismissal of a man who had not paid in a sum of money and how the workers did not have a grievance procedure

It was submitted that the inexperienced union and the allegedly vacillating Sats management caused the tragedy

See Page 9

grade 15 mu

B/Day 10/8/88

270

Frustration led to strike killings court is told

SUSAN RUSSELL

GROWING frustration and aggression amongst participants in last year's Sats strike led members of the SA Railways and Harbours Workers Union to assault non-striking colleagues and finally decide to kill four to prevent the collapse of the strike, the Rand Supreme Court heard yesterday

Bongisi Sibisi and 17 other former Sats workers were charged with murdering four non-striking colleagues and the attempted murder of a fifth

Initially they all pleaded not guilty but Sibisi and six co-accused, on agreement between the State and the defence, yesterday pleaded guilty to the four murders at the start of the State case An eighth pleaded guilty to three of the murders

The strike began on March 18 last year and in early April Sibisi was elected chairman of the general hall at Cosatu House, where many of the strikers gathered daily.

"With the passage of time and the influx of ever-increasing numbers of workers into the hall, discipline began to deteriorate," he said, "and frequently fights would break out to the extent where I once, in an attempt to mediate in a dispute, became involved in a fracas and was struck by workers"

Sibisi said the atmosphere became tense when management started replacing strikers with white labourers

Non-strikers assaulted

Sibisi said the unruliness and aggression reached a fever pitch on April 22 with the death of workers in Germiston and Doornfontein shot by the SAP

"It was difficult for me to control workers after this as there was an ever increasing call for violence against non-strikers who, the workers felt, would cause the strike to collapse

"During the night of April 27 non-strikers were detained and assaulted in Cosatu House and made to clean the entire premises throughout the night.

"On the morning of April 28 I released them"

"The workers became angry, and in a heated argument, I was told I should choose with whom I wish to stand in the dispute," Sibisi said

"The expression of this settlement underlined my opinion that my position of authority had been undermined and I was losing my influence in the general hall and ran the risk of being cast as a betrayer of the strike"

Sibisi said on learning of the decision to kill the five non-strikers he debated the matter with the workers to prevent it

"I was told by these workers that the only way to ensure the strike did not collapse was to kill the five being detained

"They argued that unless these persons were killed the strike would continue indefinitely and the hardships which had been brought upon the workers would continue, the workers would lose their jobs, their families would suffer, they would be evicted, more workers would be shot and all the ideals which had been striven for during the strike would be defeated

"Eventually I agreed the five should be killed, which I knew was unlawful" Although he agreed to the killings, he was not prepared to take part, Sibisi said

270 B/Day 11/8/88

Sats unions discuss failed arbitration

GERALD REILLY

PRETORIA — Leaders of the Federation of Sats Trade Unions will meet in Johannesburg this morning to discuss the "explosive reaction" among railway workers which followed their aborted arbitration proceedings this week on the demand for a 17% pay increase.

Federation secretary Abe Koekemoer said the demand would be pursued and all available options taken into account.

"The discontent," he said, "stemmed from the arbitrator's insistence on considering only the 17% increase as laid down in the terms of reference and his inability to consider an alternative and possibly lesser award."

Koekemoer said a letter had been sent to Sats management calling for the implementation of Sats Labour Council procedures to reconsider the demand.

"We want the proceedings speeded up and if possible short-circuited direct to another arbitration."

This time, however, the federation would have a say in the appointment of the arbitrator and on his terms of reference. The Railway Union had been angered by the attitude that the arbitrator's terms of reference pinned him down to considering only the 17% rise.

Other Sats trade union sources said earlier in the year when President P W Botha announced the pay freeze, nationwide meetings of staff association branches condemned the move and passed votes of no confidence in Botha.

There were also demands for strike action — a move outlawed by legislation.

Tutu grafitti 'amusing', major tells court

ARGUS 12/8/88

Supreme Court Reporter

A MAJOR in the police unrest unit told the Supreme Court that he found grafitti smearing Archbishop Desmond Tutu "amusing".

Major Christiaan Loedolff, second-in-command of the unrest team operating in KTC when the area was burnt in June 1986, was giving evidence in the KTC damages trial where residents and the Methodist Church are claiming R200 000 from the Minister of Law and Order.

Major Loedolff was being cross-examined yesterday by Mr H P Viljoen SC about his disposition.

Mr Viljoen read an extract from Major Loedolff's pocket-book which read "Tutu will break apartheid . . a kaffir will break anything".

Major Loedolff agreed that the entry was in his handwriting and said it had been copied off a wall in Elsies River

"At that time, grafitti was written all over," he said

"We would write it down and report it so that it could be erased."

He said he found the grafitti amusing.

"I still find it amusing today."

Asked whether police officers would use terms such as *"ek sal jou donner kaffir"*, Major Loedolff said it was a normal expression used by police officers

"It is generally not used anymore," he said

"Police officers are also people, you know."

'DISTURBING EVENT'

The major also gave evidence about a "disturbing" event which occured on May 21.

A group of witdoeke had assaulted a comrade whom they alleged had wanted to shoot them.

The police arrived and managed to rescue the man from the witdoeke.

"The man was already seriously injured when the police arrived," Major Loedolff said.

"The witdoeke were in a difficult mood and we had to force them to hand the man over to us"

Major Loedolff said the police had had to stick their heads out of their Casspir and point firearms at the crowd before the witdoeke agreed to hand over the comrade

The injured man was taken to the Manenberg police station and later to hospital where he was treated

Asked why none of the witdoeke had been arrested in connection with the assault, Major Loedolff replied that the police did not know who was responsible for the assault.

(Proceeding).

...uers were free to ... and Cosatu negotiate.

Meetings over aborted talks

GERALD REILLY

(270)

PRETORIA — The Federation of Sats Trade Unions yesterday decided to hold a series of meetings nationwide to explain to railway workers why they aborted arbitration on the claim for a 17% pay increase.

Federation secretary Abe Koekemoer said he had asked Sats to appoint a new conciliation board.

12/8/88 B/Day

8 Sarhwu men guilty of Sats strike murders

By MARTIN NTSOELENGOE

EIGHT members of the South African Railway and Harbour Workers' Union admitted to a Rand Supreme Court judge this week that they murdered four non-strikers during the 1985 Sats strike.

Judge TT Spoelstra and two assessors found each guilty of murder.

Two of the 16 originally charged, Isaac Mogorosi, 30, and Jacob Mmatloa, 33, were found not guilty.

In papers before the court, the 16 accused admitted holding a meeting at Cosatu House at which a decision was taken to kill all those who did not heed the strike call.

After the meeting, Albert Phuluwa, John Katlehemane Sepolao, Mulatelo Petrus Moremane, Vulani Joseph Mulaudzi and Jerry Rudolph Goodman were abducted from various places where they worked and taken to Cosatu House.

On April 28 they were taken to a place near Prolecon, where Phuluwa, a key State witness, managed to escape.

The other four were stabbed and a 31kg rock dropped on their heads. They were then set alight.

Bongani Sibisi, 33, Wilson Matshili, 33, and Mahlomane William Rhikhotso, 33, Patrick Molefe, 27, Takalani David Mamphanga, 36, George Maugedzo, 36, and Phineas Netshituguiwane, 25, were found guilty of four murders.

David Dzevhe, 30, was convicted of three murders.

Jacob Nqcobo, 24, Daniel Mkholokhoto, 36, Johnson Mokgesi, 36, Simon Mulomoni, 42, Jacob Machaka, 33, Freddie Mothusi, 30, Wilson Mushaishane, 33 and Michael Ikaneng, 38, were convicted on various counts of culpable homicide, kidnapping, assault, and intimidation.

The trial was postponed to August 22, when defence counsels intend calling a psychiatrist to give evidence.

SATS death trial hears: I lost control

W/Mail 12-18/8/88

A UNIONIST on trial for murder told the Rand Supreme Court this week he had lost control of striking railway workers when they decided to kill five strike-breakers

Bongisi Sibisi said workers had told him the only way to ensure the April 1987 South African Railway and Harbour Workers' Union (Sarhwu) strike did not collapse was to kill five non-strikers "detained" in Cosatu House

Sibisi's startling evidence came soon after eight Sarhwu members changed their not guilty pleas to guilty this week

In pleas read in court, the trialists said they felt the strike would not be successful if some people worked. They felt those who worked should be eliminated.

Sibisi, 32, of Soweto, Wilson Mtjali, 33, of Krugersdorp, David Dzeche, 30, of Germiston, Patrick Molefe, 27, of Alberton, Senior Netshitungulwane, 25, of Soweto, David Maphanga, 25, of Johannesburg, William Rikhotso, 33, of Meadowlands and George Maugedzo, 36, of Soweto all pleaded guilty. Some were also found guilty of attempted murder, intimidation and kidnapping.

Vhulani Mulaudzi, Kati Sebopelo, Mulatelo Moremane, Jerry Goodman and Albert Phuluwa were taken to bushy ground at the Prolecon industrial area near Johannesburg. Four were killed there, the court heard, but Phuluwa managed to escape He was the state's main witness

Sibisi was chairman of the hall in Cosatu House where members stayed during the strike. He said as the strike spread, workers' discipline deteriorated, leading to fights.

Strike-breakers were taken to Cosatu House, assaulted and made to clean premises, Sibisi said.

"I was told by these workers that the only way to ensure the strike did not collapse was to kill the five being detained," Sibisi said

Defence lawyers will argue for mitigation on August 22.

Sarhwu trial goes on today

270

THE trial of 16 members of the South African Railways and Habours Workers Union was postponed to today by a Rand Supreme Court judge on Monday.

Mr Justice T T Spoelstra decided on this after he had been told that 11 of the accused failed to turn up because they were on quarantine because of meningitis epidemic in the Johannesburg prison cells where they are being held.

Sowetan

Defence counsel, Mr Eric Dane, also told the judge that the defence needed sometime to prepare the case in mitigation

24/8/88

Present in court were five of the 16 trialists out on bail

They are the Transvaal secretary of Sarhwu, Johannes Joja Ngcobo (25) He was convicted of intimidation and is out on R2000 bail Wilson Mushaisane (33), convicted on assault and out on R60 bail

Freddie Mothisi (22) convicted of abduction and out on R2000 bail, Jacob Machaka (35) convicted of culpable homicide and out on R2000 bail and Michael Ikaneng (38), convicted of abduction and out on R2000

They were convicted two weeks ago The 11 in custody were convicted of murder and attempted murder The convictions follow charges relating to incidents during a strike by South African Transport Services workers on the Witwatersrand on May 13 and April 28 last year

They were originally 18 trialists and two of them, Mr Isaac Mogorosi and Mr Jacob Mamatloa were acquitted

Court told document settled rail dispute

A RAND Supreme Court judge yesterday heard that South African Transport Services workers who were involved in last year's railway strike toned down their demands in a document they referred to as the "Nkomati Accord."

The compromise was intended to settle a dispute between the workers and Sats management, the judge heard.

This was said by Mr Isaac Molemohi (42), of Jabulani Flats, Soweto. He was giving evidence for the defence at the trial of 16 members of the South African Railways and Harbours Union (Sarhwu).

The 16 men appearing before Mr Justice T T Spoelstra and two assessors, have been convicted of murder, attempted murder, culpable homicide, abduction and intimidation.

The charges relate to incidents that occurred during a strike by Sats workers in the Witwatersrand on March 13 and April 28, last year.

Mr Molemohi said he was employed as a driver at the City Deep depot, but was now on suspension. He said the workers were dissatisfied with the way a staff association known as Blatu, handled disputes between workers and management.

He said he did not know who elected members of that association (Blatu). The workers had a negative attitude towards it because they were not satisfied with the way it presented or handled workers' complaints and disputes with management.

He said workers had complained about dismissals that were often carried out during April, a month for bonuses This was one of the "many grievances" that workers had. He said workers were also dissatisfied with the way a colleague, Mr Andrew Nzama, was sacked on March 13. They were also dissatisfied with the way negotiations for his reinstatement were conducted by management and shop stewards of Blatu.

Mr Molemohi said an official, Mr Le Roux, told workers that Mr Nzama was fired by mistake. He would be reinstated as an ordinary labourer and not a driver. This angered the workers who said Mr Nzama should be given back his job as a driver.

During the process of negotiations, he said, the workers became infuriated and gained the impression that management did not wish to settle the dispute over Mr Nzama's sacking. The workers wished to be paid for the days they came to work to negotiate a settlement. At one stage, he said, management would not talk to him and two other men elected by workers to represent them in the negotiations.

On March 31, he said, the workers reached a compromise that was reflected in a document referred to as the "Nkomati Accord."

(Proceeding)

Court told of grievances about racial issues at Sats

SUSAN RUSSELL

A FORMER Sats employee told the Rand Supreme Court yesterday racial grievances and what were perceived as unfair disciplinary proceedures were two of the reasons for the Sats strike last year.

Isaac Molemuhi was the first witness to give evidence in extenuation at the trial of seven SA Railways and Harbour Workers Union members convicted of murdering four non-striking colleagues last year.

At the end of the State case Bongisi Sibisi, Wilson Matshili, Patrick Molefe, Phineas Netshitungulwane, Takalani David Mamphaga, Mafemane William Rikhotso and George Máungedzo changed their pleas from not guilty to guilty on the four murder charges Another co-accused, David Dzevhe, changed his plea to guilty for three of the murders.

Molemuhi told the court of an incident he witnessed in which a white employee assaulted a black.

Intervened

"From the position I was seated in I could see the black man was unable to fight back," he said.

"I got out of the truck and intervened. I moved the white man away and asked him whether he had permission to assault that black man during working hours. He said to me when he is assaulting a 'kaffir' he does not have to get permission.

"I went to a goods inspector and reported the matter. He said he would report it to management. There was no report or any development from the goods inspector.

"I went back to him. He said he had lodged the complaint but the reply would come from Park Station. Up to today that reply is still coming."

Cape Times, Monday, August 29, 1988

10 million to be hit by bill?

By ORMONDE POLLOCK

THE government has ignored advance warnings that 10 million people could be affected by the Prevention of Illegal Squatting Bill.

It has gone ahead with it in spite of parliamentary boycotts and representations by the Urban Foundation that implementation of the contentious measure could also further aggravate South Africa's massive black housing backlog.

The non-political Urban Foundation has disclosed that in its submission to Parliament it called for an official "informal housing policy" in light of world experience which has shown a growing trend towards urbanization.

Ms Anne Bernstein, head of the Foundation's Urban Developmental Unit, told a Media conference at the weekend that the country needed a "positive approach" in dealing with the growth of informal settlements

"We have to recognize the scale of what we are dealing with," she said, having stated that 400 000 units would be needed annually to meet current and projected needs.

Instead of dismantling informal settlements in terms of the new Bill, she argued, it would be better to adopt a policy of improving and upgrading informal shelters and environments, particularly as government policy was moving away from supplying housing.

"The difference between what the country needs and what it can supply is huge," she said.

There were an estimated three million blacks in the rural areas and another seven million in the urban areas in informal settlements.

Urbanization, as had been shown in many developed cities throughout the world, was inevitable and there was already a massive shortage of formal housing in South Africa It was essential that there should be an official system of managing the informal settlements.

International experience had shown that coercive measures had failed to prevent their continued growth — at great economic as well as political cost.

The estimated cost of informal shacks varied between R300 and R1 000 each, which would amount to a huge loss if destroyed. The political cost was in the growing militancy of black shack dwellers who had nowhere else to go.

Ignoring informal settlements had also not worked as their growth then took place outside of a legal framework, contrary to land use plans and contrary to property rights and health regulations

If allowed to develop without control it also became more difficult and costly to upgrade them later.

The most popular approach in other parts of the world had been to accept informal settlement as part of a national housing policy.

The new Bill had two parts — a general prohibition on all informal settlements, the means of making them illegal, ensuring their demolition and the devolution of power to local authorities, and a discretionary reprieve to allow temporary and permanent informal settlement.

"But," said Ms Bernstein, "no criteria are laid down in the Bill to guide officials as to when to say yes, or no."

The prohibition of informal settlement was inappropriate and undesirable for a rapidly urbanizing society and would allow local authorities to act punitively.

The positive aspects of the Bill were unlikely to have the desired effect and would not prevent squatting, promote stability or avoid exploitation of homeless people

SERVICE OF CONCERN . . . Roman Catholic Archbishop Stephen Naidoo speaks at a special service of concern about the controversial new squatter and Group Areas legislation at St Mary's Cathedral yesterday

Champion of SAA pilots in new venture

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ARGUS 30/8/88

By SARA MARTIN, The Argus Correspondent

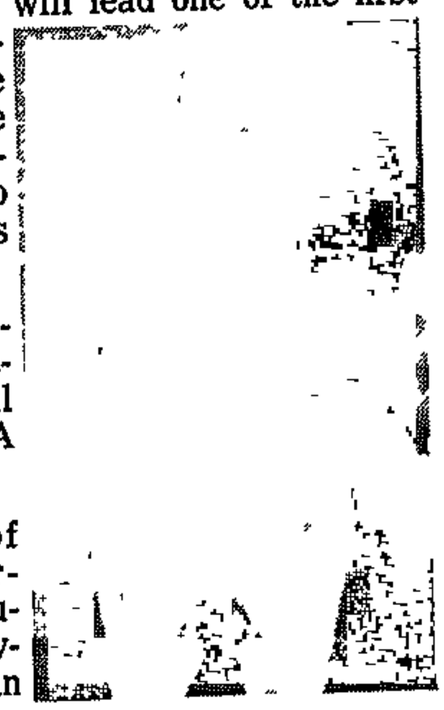
DURBAN. — Pilot Captain Blake Flemington, who bulldozed the South African authorities into recognising the rights of pilots, has given up one fight to take on a more adventurous one.

He retired last week from the hot seat as president of the South African Airways Pilots Association (Saapa), to take on control of the project Acorn (Aircrew operating and recruting network).

As head of Acorn, he will lead one of the first private employment service agencies in the world which will enable pilots to sell their services under contract to SAA and other airlines worldwide

Under him the 500-strong Saapa became recognised as the official body representing SAA pilots

His formation of Acorn has had far-reaching effects on future aviation trends, giving pilots a direct say in their own affairs



Captain Flemington

It was the same Captain Flemington who became the hero of South Africa's first highjack in 1972 when he escaped from the aircraft on the tarmac at Blantyre, turned around and saw four of his passengers had been left behind and went back to face his captors

LAST THOUGHT

He pretended to play along with the two highjackers and reduced them both to nervous wrecks.

Underneath that icy coolness, however, lurked a deep pain. At the time of the highjack his first wife was dying of cancer

"My last thoughts as I believed the end had come and I was to die with others in the plane and be blown to pieces by those two maniacs, were with my Glynnis and three children"

Glynnis died a few weeks later at the age of 27.

His friends and colleagues describe him as "the man of the moment"

Conciliation board to look at Sats pay hike

GERALD REILLY

PRETORIA — Railwaymen's battle for a 17% pay hike will be continued in Johannesburg today when a conciliation board will review the claim.

Last month's conciliation board proceedings ended in deadlock. An arbitration commission was then appointed, chaired by a Supreme Court judge.

When the arbitrator refused to consider argument for any lesser award than 17%, the Federation of Sats Trade Unions' delegation walked out. Today's meeting is in terms of the new Sats labour council regulations.

30/8/88 B/Day

Should today's proceedings also end in deadlock then the issue will be submitted to arbitration. Union sources said with an arbitration board there should be greater flexibility and a better chance of a settlement.

Political comment in this issue by Ken Owen Newsbills by Kevin Davie Headlines and sub-editing by Michael Moon All of Times Media Ltd, 11 Diagonal Street, Johannesburg

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Unions welcome Sats restructuring

(270)

B/Day 30/8/88

ALAN FINE

THE Federal Council of Sats Trade Unions yesterday welcomed the announcement on the restructuring of Sats as a move towards privatisation.

Council general secretary Abraham Koekemoer said the unions' positive approach was made possible by a written assurance received yesterday from Transport Minister Eli Louw that no employees would be retrenched and that the pension fund would remain in operation.

He said the council had been kept informed of developments since the original report was issued

Koekemoer said members, presently involved in a bitter wage dispute with Sats, "can only benefit" from privatisation.

Privatisation would mean employees would be covered by the Labour Relations Act which would extend to them many collective bargaining benefits from which they are now excluded

These included the right to take allegations of unfair labour practices to the industrial court and, although it was not yet clear, possibly the right to strike

Cape Times 30/8/88

Employees reassured on move, benefits

Political Staff 270

THE interests of SATS employees would be thoroughly considered when decisions about privatization were made and employees would benefit from moves made, the general manager of SATS, Dr Anton Moolman, says in a leaflet to be distributed to SATS workers today

Pension funds would be continued and the creation of the statutory company would not lead to personnel dismissals Salary claims would be dealt with according to a negotiation process similar to that which applied to the Labour Relations Act

● In the pamphlet, the Minister of Transport Affairs, Mr Eli Louw, said the formation of the company created the possibility of the private sector and personnel obtaining shares in possible future privatization actions

The MINISTER OF JUSTICE

Yes The relevant buildings are to be converted into single quarters for personnel of the South African Prisons Service

For the information of the Honourable member it can be added that provision has already been made during the planning stage for the historical significance of the buildings to be retained A private contractor is undertaking the work

Krugersdorp Prison· accommodation for warders

1447 Mr C J DERBY-LEWIS asked the Minister of Justice

Whether the Prisons Service provides accommodation for (a) White and (b) non-White warders serving at Krugersdorp Prison, if not, why not, if so, (i) what accommodation, and (ii) where, in each case?

The MINISTER OF JUSTICE

(a) Yes

(i) Accommodation for married and unmarried personnel

(ii) On the Prison Reserve

(b) Yes

(i) Temporary accommodation for unmarried personnel

(ii) In a section of the new prison which has temporarily been adapted for this purpose until single quarters can be furnished on the prison reserve on a permanent basis

Detainees privileges

1448 Mr C J DERBY-LEWIS asked the Minister of Justice

Whether detainees held in prison cells in terms of security legislation are accorded any privileges over and above those accorded to other prisoners, if so, what are the relevant details?

The MINISTER OF JUSTICE

The Honourable Member's question is not clear

Firstly there is no indication as to whether the comparison which he hasin mind is between "detainees" and sentenced prisoners of between"detainees ' and awaiting trial (unsentenced) prisoners or both

Secondly the question does not specify which category of detainees he requires more information about, for example Emergency Regulations detainees or detainees being held in terms of section 29 of the Internal Security Act, 1982 (Act 74 of 1982) etc

The term privileges as it is used in the questions is also open to different interpretations and it is therefore suggested that the Honourable Member must also be more specific on this point

In general it can however be confirmed that all prisoners entrusted to the care of the South African Prisons Service are treated in a humane and responsible manner strictly in accordance with the stipulations of the Prisons Act, 1959 (Act 8 of 1959), the relevant regulations and the other legislation concerned

Eastern Cape Film Festival sponsored by SAA

1450 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

Whether the South African Airways sponsored the recent Eastern Cape Film Festival in any way, if so, what are the relevant details?

The MINISTER OF TRANSPORT AFFAIRS

No

SAA: technical staff members

1451 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

(1) (a) How many technical staff members were in the employ of the South African Airways in each of the latest specified five years for which figures are available and (b) how many man-hours did they work in each of these years,

(2) (a) how many hours of overtime did these members work in each of these years and (b) what were the reasons for overtime having to be worked?

The MINISTER OF TRANSPORT AFFAIRS

	1 Aug 1985/ 31 July 1986	1 Aug 1986/ 31 July 1987	1 Aug 1987/ 31 July 1988
(1) (a)	2 323	2 109	1 980
(b)	4 265 164	3 920 283	3 681 931
(2) (a)	380 577	471 597	468 181

(b) Flight schedule coverage over weekends and normal fluctuation in maintenance-activities

Information is only being kept since 1 August 1985

Own Affairs

Housing, amounts spent

173. Mr A GERBER asked the Minister of Local Government and Housing †

What amounts were spent by his Department on the erection of housing for Whites in the Republic in the 1985-86, 1986-87 and 1987-88 financial years, respectively?

The MINISTER OF LOCAL GOVERNMENT AND HOUSING

Amounts spent on the housing terrain in the respective financial years from the Development and Housing Fund on the erection and development of housing for Whites in the Republic are as follows

(a) Spending in respect of the 33⅓% interest subsidy scheme for first time home owners

Financial Year	Spending
1985 – 1986	R4 751 769
1986 – 1987	R11 415 152
1987 – 1988	R17 922 109

(b) Further spending includes contributions in repect of the 3% home owner saving scheme, 90% loan scheme, pilot projects undertaken by the Department, welfare housing as well as the provision and upgrading of infrastructure

Financial Year	Spending
1985 – 1986	R107 164 298
1986 – 1987	R88 594 214
1987 – 1988	R91 204 460

RSA: teachers in schools

174 Mr K M ANDREW asked the Minister of Education and Culture

(1) (a) How many White teachers were employed by his Department in (i) primary, (ii) secondary and (iii) high schools in the Republic as at the latest specified date for which figures are available and (b) what was the decrease or increase in numbers for each type of school compared to those as at a date one year earlier,

(2) what percentage of such teachers is in possession of a (a) university degree, (b) teaching diploma, (c) matriculation certificate and (d) junior certificate?

The MINISTER OF EDUCATION AND CULTURE

CAPE

(1) (a) As on 31 March 1988

(i) 6 573

(ii) 79

(iii) 8 605

(b) (i) decrease of 204

(ii) decrease of 24

(iii) increase of 61

(2) the information is not readily available

NATAL

(1) As on 30 August 1988

(a) (i) 3 160

(ii) and (iii) 2 931

(b) (i) decrease of 70

(ii) and (iii) decrease of 21

(2)	Primary	Secondary
(a)	9,9%	62,9%
(b)	94,9%	43,7%
(c)	100%	100%
(d)	100%	100%

OFS

(1) As on 12 August 1988

(a) (i) 1 795

(ii) and (iii) 2 341*

(b) (i) decrease of 18

(ii) and (iii) decrease of 10

(2) The information is not readily available

TRANSVAAL

(1) As on 31 December 1987

(a) (i) 12 794

(ii) and (iii) 12 401

(b) (i) decrease of 461

(ii) and (iii) increase of 70

(270) W/Mail 30/9-6/10/88

Breakthrough as railways agree to deal with union

By EDDIE KOCH and CARMEL RICKARD

ABOUT 18 000 striking railwaymen in Durban made a breakthrough in labour relations this week when railway authorities agreed to negotiate a recognition agreement with the militant South African Railway and Harbour Workers' Unions (Sarwhu).

The South African Transport Services (Sats), which has never dealt with an independent black union, made the undertaking in an apparent bid to prevent the 10-day stoppage on the docks in Durban from escalating into a national strike

Management's turnabout is a clear attempt to stave off the kind of mass unrest that erupted during last year's marathon 12-week strike by more than 20 000 railwaymen. Clumsy handling of that strike, which culminated in a supreme court order for the reinstatement of 16 000 workers who were unfairly sacked, was a major factor in the swing to the right among whites during the general election last year.

Sarwhu officials were ecstatic about the agreement which was reached during mid-week talks between officials of the union and top-level Sats management in return for an undertaking from the workers to call of their strike in protest at the wage freeze on the railways and at the dismissal of two colleagues

Included in the accord are undertakings from Sats to.

- Meet the union to discuss formal recognition, on condition that Sarwhu register in terms of the Labour Relations Act
- Grant pay increases ranging from 20 percent for the lower job grades to 14 percent for more skilled workers
- Allow for election of shop stewards in different job categories on the railways — on condition that this is not seen as immediate recognition of the union — and provide facilities for trade union meetings to take place outside of working hours
- Suspend the dismissal of the two workers at the Durban docks

Says Sarwhu education secretary Mike Roussos: "It's a breakthrough. Management has never before spoken to us or even acknowledged our existence. Now we have sat down with them and we are both committed to setting up a national recognition agreement."

Sats public relations manager Allan Lubbe confirmed the agreement and said management was pleased settlement could be reached before any workers had to be dismissed.

Roussos said the union's strength would be boosted as organisers would now have access to workers' compounds and would be able to consolidate union structures New members were joining the union and on Wednesday alone some 1 000 workers had signed up, he said.

Sarhwu claims to have already recruited more than half the 89 000 black workers on the railways and looks set to become a major force in this strategic industry.

Roussos said his union had not committed itself to accepting the wage offer and would in the near future "be mobilising our people for a national movement on wages".

At the time of settlement the strike had spread to railway stations in Ladysmith as well as the Richards Bay coal terminal — and the union reported that branches around the country were standing by to take solidarity action if the dispute was not resolved and workers dismissed.

Fear that the strike could surmount last year's stoppage, which left 11 workers dead and cost Sats R50-million, was clearly a major reason for the change of approach in labour relations on the railways. Uppermost in the minds of management, and Transport Minister Eli Louw, must have been visions of the blazing carriages and pitched battles between police and strikers in the streets of Johannesburg

Caught between a need to create some form of collective bargaining and its traditional tough-minded approach, Sats last year wavered between talking to legal representatives of the union and hard-line threats to sack the strikers. This indecisive approach served to fuel the conflict and allowed right-wing parties, who have much support among white railwaymen, to argue during the general elections that the government had gone soft on labour agitation

But if this week's speedy settlement was an attempt to defuse the strike before it could become an issue in the municipal elections next month, the government is going to face discontent from white railwaymen who this month accepted a wage increase of 12 percent, far lower than the hike their black counterparts have just won

2-8/9/88

A court hears of the 'racism' which sparked four murders

By VUSI GUNENE

THE South African Transport Services' disciplinary procedure was unpopular with workers "as it had racial overtones", a railway worker told the Rand Supreme Court

Isaac Molemohi, a member of the co-ordinating committee during the Sats strike last year and a member of the South African Railways and Harbours Union was giving defence evidence for eight Sarhwu members who are facing charges of murder.

The eight have pleaded guilty to four counts of murder, one of attempted murder and a count of intimidation. The state claims four Sats employees were killed after they reported for duty while thousands were on strike.

Molemohi, who became publicity secretary of the committee and liaised with the Congress of South African Trade Unions (Cosatu), told the court the strike could have been averted if the employers had given them a fair hearinng

He said the strike was caused by the unfair dismissal of a Sats colleague, Andrew Nendzanda who allegedly cashed in R40 late

Another witness, Johannesburg attorney John Campbell who acted for Sarhwu during the strike, submitted a pile of telexes and letters recording communication between the union and Sats.

In the papers workers demanded.

- The unconditional reinstatement of their colleague,
- Full payment for the days they had taken off during the strike;
- The abolition of racist practises within Sats management circles, and
- The freedom to express opinions in an open meeting, sanctioned by management, without prejudice or inintimidation.

In his evidence Molemohi recalled the events of March last year.

He said he and other drivers demanded to see management to discuss the dismissal of their colleague. They delegated the Black Tranport Union's (Blatu) graded shopstewards to approach management.

They were told Nendzanda was to be reinstated by a certain Le Roux who told the shopstewards he realised Nendzanda was unfairly dismissed. But Le Roux said would place him as a labourer and not as a driver.

Molemohi said workers were not satisfied and demanded his unconditional reinstatement

Le Roux then offered to take Nendzanda on as an internal driver though he was formerly an external driver. But, Molemohi said, the workers were still not satisfied.

Le Roux told the shopstewards he would have to fine Nendzanda R80 if he were to reinstate him to his position as an external driver.

Workers sent the shopstewards to request Le Roux meet them. But he postponed the meeting and then failed to arrive for it.

Eventually an official called Barendt came to address the workers.

Molemohi said the workers then requested a negotiating team which included three members from the workers and the Blatu shopstewards go and negotiate with Barendt. Molemohi became part of this team

Workers' demands increased from reinstatement to that of two days' pay for the days they were on strike.

Once when they were awaiting Barendt's report back, management told them another man was waiting for them downstairs

It was a police chief with a loud hailer, Molemohi told the court. The policeman told them to remove packed trucks outside and to disperse in 10 minutes.

The strike spread from City Deep to other depots. Workers decided to elect another comittee which represented all the depots. Molemohi was again elected.

He said after management decided to evict strikers from the hostels and Sats' premises, they decided to meet at Cosatu House.

Molemohi denied the dispute could have been resolved if there had been no other demands except Nendzanda's reinstatement He said Blatu did not adequately present workers' grievances to management, hence they chose to join the Sarhwu.

He told the court the co-ordinating committe was formed when Sarhwu had not expected a strike, but a quick resolution of the dispute.

SAA pilots 'want to take over' after big increases

SVEN FORSSMAN

SOUTH African Airways pilots have received a substantial pay increase of up to 80 percent with effect from June 1, a senior SAA pilot told the Saturday Star last night.

"The pay increase varies from about 40 percent for a junior pilot to 80 percent for a Jumbo (Boeing 747) captain," said the pilot, who did not want to be named.

Now, armed with this new financial muscle, the pilots are putting into operation ambitious plans to take over the airline.

But he would not give details because the plans were at a sensitive juncture.

The Saturday Star source revealed the pilots had negotiated their salary package with the Minister of Transport, Mr Eli Louw, and senior SAA management.

"For the first time in our history, we have a contract. It is not exactly what we were hoping for, but it has dissuaded some of us from joining Singapore Airlines.

"The 80 percent increase sounds great but the taxman makes sure we don't laugh all the way to the bank," the pilot said.

"The adjustment of our service conditions is more realistic and brings us into line with most other Third World countries."

SAA last night confirmed that pilots had negotiated for a substantial increase and it had been granted.

"The pilots reached a satisfactory agreement with the Minister," said the airline's public relations officer, Francois Louw.

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SAM 10/9/88

(270) B/day 12/9/88

De Villiers report suggests future strategies for SAA

MANDY JEAN WOODS

SAA's South American services lost money every year after 1977/78, the De Villiers report on privatisation found

The report was completed in 1986 but only released two weeks ago.

It recommended that the service be withdrawn if it still showed a loss by the end of 1986/87

SAA last week declined to say whether the route had become profitable or if the recommendations made were being followed, because SAA chief executive Gert van der Veer and deputy chief executive Viv Lewis were overseas.

Last week SAA announced it was to double its flights to Rio de Janiero from November in a venture with the Brazilian Varig Airlines which would allow SA passengers convenient onward passage to the US SA lost its landing rights in the US about two years ago because of sanctions

The report noted that all the European services incurred losses from 1977/78 to 1984/85 (the period in which the report was compiled) except for the Frankfurt route which made a profit in the first two years of this period.

It recommended unprofitable European services be scrapped within three years if still not profitable. SAA's latest timetable shows that Brussels, Madrid and Athens services have been withdrawn.

The report recommended the services to Australia, the Far East, Britain, the US and other international services be continued as long as they were profitable

On the routes which lost money, it recommended that one of three things be done

- ☐ Alternative routes over Africa be negotiated. This would curb flying costs;
- ☐ Partnerships with other airlines be explored, enabling local passengers to fly to Europe via Africa,
- ☐ SAA fly to only selected points in Europe and negotiate agreements with European airlines for onward distribution

Secrecy guards parent firms

SA HAS BAD RECORD

African, Indian workers join hands

29/9-5/10/88 Sowetan

DURBAN. — The more than 10 000 South African Transport Services (SATS) workers on strike here since the beginning of last week have not received a wage increase for the past three years.

The workers first went on strike in solidarity with a dismissed colleague, Mr Welcome Lupindo, sacked after being convicted of assaulting a white colleague. Lupindo was subsequently reinstated.

The strike has now become a full-scale wage dispute with workers demanding a 300 percent pay hike. At the moment African and Indian workers earn an average of about R437, 50 a month.

The strike has crippled the harbour here with ships being redirected to Richards Bay and the harbour being shut to the general public.

SATS is using casual labour including white women and youths over 16 years to move goods.

But the workers remain determined.

Marshall Govender, a worker, said conditions were deteriorating daily.

"I have been working here for the past 14 years but still earn under R600 a month. For the past three years I have not received a salary increase. With a wife and three children I find it difficult to live decently.

"We cannot be taken for granted," he said.

SATS management and Sarhwu are still locked in negotiations about management's ultimatum that the strikers would be dismissed if they failed to return to work on September 28.

The union has been hampered by an interim order preventing union officials from "inciting, instigating or encouraging SATS employees to take part in the strike".

There have been conflicting reports about a strike by SATS workers at Richards Bay. The SATS regional manager denied that about 500 workers went on strike there this week.

In East London striking SATS workers have been dismissed from the cartage department. Sarhwu claimed that 250 workers were dismissed, while SATS has put the figure at 150.

The regional manager for SATS in East London, Mr Louis du Toit, said workers were dismissed because the strike violated the Transport Services Act which prohibits strikes.

Refuse

Du Toit said he wrote three letters to each striker requesting they return to work but the workers refused.

The workers went on strike last week to demand a wage increase of 343 percent.

SATS spokesperson Mr Alan Lubbe, confirmed that about 10 000 workers were still on stike and that negotiations were continuing.

"Representatives of SATS are still negotiating with representatives of the workers. We would very much like to resolve the issue and not resort to having to fire the striking workers."

Mr Lubbe claimed that all SATS workers had last received a salary "adjustment" or increase on June 16, 1977 After negotiations with "registered unions", a general increase was agreed on from October 1. He would not say what the increase would be.

B/day 22/9/88

Police question striking dockers

DURBAN — About 160 striking dockworkers were taken to C R Swart Square — the SAP headquarters in Durban — yesterday where their identities were noted.

The workers were then released.

Police liaison officer Maj Charl du Toit said the strikers had been held because "they took part in an illegal gathering".

He added details would be submitted to the attorney-general, who would decide whether there should be prosecutions.

The strike by 500 workers at the country's biggest port started on Monday in a dispute over a suspended worker and pay increases.

Sats said in another stoppage 631 of its workers in East London were pre-empting wage negotiations and the strike was regarded by management as illegal

SAR regional manager Louis du Toit said the strike was started on September 16 by 29 cartage staff but spread to the East London area.

"Strikers claim an unrealistic 300% increase, which means that a minimum starting wage of R1 500 a month will have to be paid to labourers," Du Toit said.

He added that transport unions declared a wage negotiation dispute with Sats in April A conciliation board was appointed but the parties could not agree

Unisa's Prof Johan Piron, arbitrator, was due to start hearing evidence yesterday His binding decision would be announced as soon as possible

"The strikers already showed signs on September 14 that they were dissatisfied about the finalisation of salary claims They were again informed about the state of arbitration and since then Sats management has tried to negotiate To date the strikers have remained unyielding in their demand and unwilling to negotiate," he said. — Sapa.

Wholesalers put up wine prices

CHRISTOPHER TUCHER

ALTHOUGH demand for wine has yet to recover from the last two years' slump and stocks remain high, wholesalers have increased their prices

Wholesalers said inflation necessitated last month's 8%-10% mid-year price increase Stellenbosch Farmers Winery (SFW) marketing director Richard Coleshaw said input prices for glass bottles and transport had risen about 25%.

Traditionally, wholesalers have adjusted prices only once each year, but this is the second increase of 1988.

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Dock strike: SATS warns of sackings

Own Correspondent

DURBAN — The dock strike in the harbour here continued into its second day yesterday, with prospects of damaging repercussions for South Africa's busiest port

A representative of the union concerned has claimed that the strike could drag on for three weeks and South African Transport Services (SATS) has issued a thinly veiled warning that strikers could be sacked

A SATS spokesman last night said there was no strike in Cape Town where "all is quiet".

The South African Railways and Harbours Workers' Union (SARHWU) claimed that 8 000 employees were on strike SATS said about 1 000 employees in Durban harbour and at railway stations and depots in the Durban area had stopped work.

SARHWU has demanded an increase in salary of R1 062,50 a month (300%) to bring the starting salary of general workers to R1 500 a month

Arising from salary claims of Transport Services unions, a conciliation board had been appointed.

He said a decision could be expected before the end of September

● Sapa reports that a total of 910 SATS workers are on strike in railway and harbour depots in East London.

The strike, in support of a 300% salary increase, coincided with the start yesterday of arbitration proceedings on a salary dispute between Sats and the transport services unions.

The arbitration proceedings, under Professor Johan Piron of the University of South Africa, are expected to continue today

A worker speaking on behalf of the workers said most of the strikers were members of the South African Harbours and Railways Workers' Union which was not recognized by SATS and had no part in the arbitration negotiations

A Sahrwu spokesman denied the union was involved in the strike.

28/9/88 B/day

Showdown looms in Sats strike

DURBAN — A major showdown is looming between Sats and more than 10 000 striking workers, as Sats has the authority to start firing workers from today.

Meanwhile, there are conflicting reports that about 5 000 workers at Richards Bay joined the strike yesterday.

Sats spokesman Alan Lubbe said: "Today is the crucial day for the strikers, as it is the last day before the general manager has the authority to act in accordance with the Sats Conditions of Service Act and terminate the services of those on strike."

He said the meeting between the legal representatives of Sats and workers, which began on Monday night, would continue.

The strikers are demanding a 300% pay increase.

SARWHU regional secretary David Moeti said the workers were not intimidated by Sats "threats" about yesterday being the crucial day

He said workers at Richards Bay had joined the strike, but Sats regional manager Willem Kuys denied this. — Sapa.

(270) B/day 27/7/88

ANYBODY OVER 16 HELPING SATS

DURBAN — Men, women and youths are being used by Sats to beat the strike by about 10 000 workers, which is in its eighth day today.

Sats spokesman Alan Lubbe confirms that casual labour is in use and that anybody over 16 may work at railway yards and docks around Durban to handle traffic, clerical work and loading and unloading of goods trains.

Lubbe says SATS does not foresee any problems this week in the handling of goods at Bayhead and Durban Harbour.

Among the people taking part in the strike are general labourers, cartage drivers, ticket collectors, barrier attendants, truck drivers, bus drivers, permanent weigh gangs and general cleaners.

Lubbe says women, schoolboys, technikon and university students are being employed on a daily basis while some full-time employees are working up to 18 hours a day to keep a free flow of traffic.

Lubbe will not comment on how much the casuals are paid a day, but one worker says they get R12 daily.

The SA Railways and Habour Workers Union's regional secretary, David Moeti, said a first formal meeting between Sats and union was due to take place yesterday. — Sapa.

Cape Times 27/9/88 (270)

Children and women work as dockers strike

Own Correspondent

DURBAN. — Men, women and children were hired yesterday as casual labourers while the dock strike continued here

Some departments were working extra time in an effort to avoid a backlog with the strike going into its eighth day today

About 10 000 striking South African Transport Services workers will queue up tomorrow for their pay while management has started hiring casual labour to try to break the strike.

SATS says it will not try to stop striking workers from receiving wages, but Mr Alan Lubbe, public relations manager for SATS in Natal, accused the instigators of the strike of not having the welfare of the strikers in mind

The organizers, the unregistered SA Railways and Harbours Workers' Union (SARHWU), are demanding a 300 % pay increase Their initial demand for SATS to reinstate a suspended worker has been met

The SARHWU regional secretary, Mr David Moeti, said they estimated that there were 18 000 strikers, and said they had instructed the workers at a meeting to collect their wages

SOWETAN, Wednesday, September 28, 1988

A MAJOR showdown loomed between the South African Transport Services and its more than 10 000 striking workers as yesterday was the last day before Sats has the authority to fire them.

Sowetan Correspondent

Meanwhile there are conflicting reports that about 5 000 workers at Richards Bay joined the strike yesterday.

Sats spokesman Mr Alan Lubbe yesterday said "Today is the crucial day for the strikers as it is the last day before the general manager has the authority to act in accordance with the Sats Conditions of Service Act and terminate the services of those on strike."

He said the meeting between the legal representatives of Sats and workers, which began on Monday night, would continue "in the hope of finding the solution"

Among the people who have participated in the strike since Tuesday last week are general labourers, cartage drivers, ticket collectors, barrier attendants, truck drivers and bus drivers

They are demanding a 300 percent pay increase Their demand for Sats to reinstate a suspended worker was met on Thursday.

The strike has affected harbour operations as well as the delivery of goods

Mr Lubbe said yesterday that it was hoped that the parties' legal representatives would find a solution as the continuation of the strike could have what he called far-reaching effects on the strikers and their families

Sarwhu's regional secretary, Mr David Moeti said yesterday that the workers were not intimidated by Sats threats about yesterday being the crucial day

"We know it's a mere tactic and we are used to them

CONTINUE

14 000 SATS strikers back at work

Cape Times 29/9/88

Own Correspondent

JOHANNESBURG — All 10 000 striking SA Transport Services workers in Durban, together with the 4 000 Richards Bay members who joined the strike in sympathy yesterday, were expected to return to work today, SA Railways and Harbour Workers' Union (Sarhwu) regional secretary Mr David Moeki said yesterday.

The nine-day-old strike ended when workers accepted management's offer of a 12% wage increase for graded workers and a 20% rise for general workers, Mr Moeki said In addition, management had to agree that the Eastern Cape dispute, over the dismissal of 200 workers, be discussed today

Mr Moeki said he had the assurance of the labour director that all 200 workers in the Eastern Cape would be unconditionally reinstated He predicted that the 4 000 strikers there would return to work tomorrow

He added that management had agreed wages would be discussed further at a national level on October 13 as the "tentative" increase was by no means sufficient

A SATS spokesman in Durban, Mr Alan Lubbe, would say only "The management of SATS is very pleased that we could come to an agreement to end the strike"

RM 270 30/9/80

SATS STRIKE — 2

Arm's-length talks

It was negotiation by proxy in the transport workers' strike, which disrupted services at Durban harbour and Sats goods depots this week

Sats has a clear line on the SA Railways and Harbours Workers' Union (Sarhwu), which represents the 10 000 workers who downed tools in Durban two weeks ago, it doesn't talk to unregistered unions, says public relations manager Alan Lubbe So it was lawyers representing the two sides who met instead to try to resolve the strike over wages, with Sarhwu demanding a raise of 300%, the reinstatement of a suspended worker (a condition Sats met last Thursday), and the recognition of the union.

To keep essential services in the harbour and depots going, Sats used just about everybody at their disposal — clerical staff, workers shipped in from other centres and "casual labour", which includes schoolchildren and students.

At the time of going to press, Sats management was optimistic that its employees would come back to work, although it were adamant that the wage demand would not be met A spokesman for Sarhwu was equally confident that workers were united and "strong" — and would hold out for their increase

SATS STRIKE — 1 30/9/88

Some deadlines

On Tuesday, Sats management in the strike-hit East London area was hoping for a significant return to work — which would deflect the threat of a second dismissal of strikers on Wednesday. The fate of 400 workers at Cambridge Goods Sheds, whose three-day deadline to return to work expired as the *FM* went to press, hung in the balance.

About 200 strikers (the first group to come out) at the East London railways division have so far been paid off and dismissed, says Sats regional manager Louis du Toit, leaving about 900 of this division's 7 000 work force still out In addition, some 200 of the 300 full-timers at the city's harbour division are also on strike over a 343% wage demand. That would mean a minimum starting wage of around R1 500 a month, described as unrealistic by management

Black employees began the strike on September 16 when 29 cartage workers downed tools The action soon spread to the whole East London area

Matters have been complicated by the entry into Sats labour relations by the Cosatu-affiliated SA Railways and Harbour Workers' Union (Sarhwu), which is not recognised by the transport authority and which led a protracted Sats strike last year. (A sequel to that strike came in the Rand Supreme Court last month when 15 of the original 17 union defendants, variously charged with intimidation, murder and assault, changed their plea to guilty.)

Following the declaration of a wage dispute by the in-house Sats trade unions in April and the failure of a conciliation board to resolve it, an arbitrator was brought in. Sats says the strike pre-empted the arbitration process At any rate, the wage determination by Johan Piron, a Unisa academic and labour consultant, was implemented two weeks ago to the evident satisfaction of at least the in-house Federation of Sats Trade Unions

While the level of the settlement cannot be divulged in terms of Sats procedure, Sarhwu says it was 12% and there is no reason to believe otherwise. A Sats general worker's wage prior to the increase was R438 a month.

According to Sats, an "outside union" (that is, Sarwhu) has infiltrated existing structures and some members of Sats' Black Trade Union "have dual membership." Management is convinced that its workers "are loyal and want to work," but says they are being "influenced and intimidated" Strikes are illegal in key sectors such as Sats in terms of Section 42 of the Labour Relations Act

Sats East London Port director Hermie Visser told the *FM* on Tuesday that 60 of the 250 dockers on strike had returned to work that morning and he was hopeful that more would by Wednesday, when the deadline for about 20 expires.

Both East London divisions say they are "managing" to cope with the workload through the rearrangement of shifts, taking on temporary staff and high school pupils and by getting technical staff to pitch in

Sarhwu spokesmen were unavailable for comment. Among the union's demands, however, are. a national minimum wage of R1 500 a month, an across-the-board increase (for those workers earning above the minimum wage at present) of R1 000 a month; recognition of Sarhwu; extensive revision of existing disciplinary procedures, equal provision of medical aid to all Sats workers; equal pension provision; immediate implementation of parity at all levels; and the recognition of the "people's" holidays as paid days off — April 22, May 1, June 16 and December 16

Sarhwu's general secretary, Sello Ntai, has also called for the immediate commencement of national negotiations on these issues between "national delegations" from both sides, saying "You are aware that the high level of frustration of Sats workers at your callous disregard of their financial crisis has led to outbursts of action within various regions In the process, workers have also raised many local grievances We feel confident that such action on your part will go a long way towards normalising a potentially explosive situation throughout the country." ■

Union threatens national Sats strike

BRONWYN ADAMS

THE 14 000 Sats workers in Durban and Richards Bay who returned to work yesterday would participate in national strike action next week if the dispute in East London was not resolved today, SA Railways and Harbour Workers' Union (Sarhwu) regional secretary David Moeki said yesterday.

Sats in East London reacted on Wednesday to the continuing strike of 4 000 workers by dismissing 200 Sarhwu members — bringing the number of dismissals to 420 since the start of the industrial action.

Sats East London port director Hermie Visser confirmed the dismissals. He added that 70 port employees had returned to work today and negotiations were continuing, but would not comment further.

Diday 30/9/88.

man for the Western Cape Regional Services Council said last night that the road had been closed from about 4.30pm yesterday after it became slippery in the rain.

Cape Times 30/9/88

Swapo demo dispersed

WINDHOEK. — Riot police with batons and quirts dispersed a group of about 100 members of Swapo's Youth League demonstrating outside South West Africa House here yesterday, police said. Yesterday was the 10th anniversary of Resolution 435.

Cape Times 30/9/88

No action against strikers

DURBAN. — Thousands of SATS workers who streamed back to work yesterday here and at Richard's Bay at the end of a nine-day strike have been assured that no disclipinary action will be taken against them.

Cape Times 30/9/88

Solidarity service

A CHURCH service will be held in Port Nolloth's Anglican Church at 10am tomorrow in solidarity with about 350 members of the community who face forced removal, the Surplus Peoples Project said yesterday.

(270) W/Mail 30/9-6/10/88

Breakthrough as railways agree to deal with union

By EDDIE KOCH and CARMEL RICKARD

ABOUT 18 000 striking railwaymen in Durban made a breakthrough in labour relations this week when railway authorities agreed to negotiate a recognition agreement with the militant South African Railway and Harbour Workers' Unions (Sarwhu)

The South African Transport Services (Sats), which has never dealt with an independent black union, made the undertaking in an apparent bid to prevent the 10-day stoppage on the docks in Durban from escalating into a national strike

Management's turnabout is a clear attempt to stave off the kind of mass unrest that erupted during last year's marathon 12-week strike by more than 20 000 railwaymen Clumsy handling of that strike, which culminated in a supreme court order for the reinstatement of 16 000 workers who were unfairly sacked, was a major factor in the swing to the right among whites during the general election last year

Sarwhu officials were ecstatic about the agreement which was reached during mid-week talks between officials of the union and top-level Sats management in return for an undertaking from the workers to call of their strike in protest at the wage freeze on the railways and at the dismissal of two colleagues

Included in the accord are undertakings from Sats to

- Meet the union to discuss formal recognition, on condition that Sarwhu register in terms of the Labour Relations Act
- Grant pay increases ranging from 20 percent for the lower job grades to 14 percent for more skilled workers
- Allow for election of shop stewards in different job categories on the railways — on condition that this is not seen as immediate recognition of the union — and provide facilities for trade union meetings to take place outside of working hours
- Suspend the dismissal of the two workers at the Durban docks

Says Sarwhu education secretary Mike Roussos "It's a breakthrough Management has never before spoken to us or even acknowledged our existence. Now we have sat down with them and we are both committed to setting up a national recognition agreement"

Sats public relations manager Allan Lubbe confirmed the agreement and said management was pleased settlement could be reached before any workers had to be dismissed

Roussos said the union's strength would be boosted as organisers would now have access to workers' compounds and would be able to consolidate union structures New members were joining the union and on Wednesday alone some 1 000 workers had signed up, he said

Sarhwu claims to have already recruited more than half the 89 000 black workers on the railways and looks set to become a major force in this strategic industry

Roussos said his union had not committed itself to accepting the wage offer and would in the near future "be mobilising our people for a national movement on wages"

At the time of settlement the strike had spread to railway stations in Ladysmith as well as the Richards Bay coal terminal — and the union reported that branches around the country were standing by to take solidarity action if the dispute was not resolved and workers dismissed

Fear that the strike could surmount last year's stoppage, which left 11 workers dead and cost Sats R50-million, was clearly a major reason for the change of approach in labour relations on the railways Uppermost in the minds of management, and Transport Minister Eli Louw, must have been visions of the blazing carriages and pitched battles between police and strikers in the streets of Johannesburg

Caught between a need to create some form of collective bargaining and its traditional tough-minded approach, Sats last year wavered between talking to legal representatives of the union and hard-line threats to sack the strikers This indecisive approach served to fuel the conflict and allowed right-wing parties, who have much support among white railwaymen, to argue during the general elections that the government had gone soft on labour agitation

But if this week's speedy settlement was an attempt to defuse the strike before it could become an issue in the municipal elections next month, the government is going to face discontent from white railwaymen who a month accepted a wage increase of 1[illegible] percent, far lower than the hike their black counterparts have just won

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CITY PRESS, October 2, 1988

Sats dismisses 250 strikers in East London

CP Correspondent

THE South African Railway and Harbour Workers Union said about 250 workers, who were on strike, have been dismissed at the East London cartage depot

Sats confirmed that the 150 workers were dismissed.

Sats' East London regional manager, Louis du Toit, said workers were dismissed because they violated the Transport Service Act which prohibits any form of strike

Du Toit said he personally wrote three letters to each striker urging them to return to work, but these were ignored

He said the workers were out of work for the whole of last week demanding 343 percent salary increase and Sats took action by firing them

He said he could not negotiate an increase because that was not in his jurisdiction.

"A number of workers started to return to work and I will be pleased if they all return," said Du Toit

In Durban, Sats spokesman Alan Lubbe said. "Anybody from the age of 16 and above who wants to be employed on a casual basis is welcome"

There are about 10 000 workers on strike, Lubbe said, adding that Sats and the workers' legal representatives were still negotiating

The workers in Durban are demanding that a suspended worker, Welcome Luphindo, who allegedly had a fight with a white colleague, be reinstated

It was reported last week that Sats successfully applied for an interdict in the Durban Supreme Court restraining the workers from further taking part or continuing with the strike, damaging any property belonging to or in the custody of Sats, or to intimidating workers – Ennews

WAS FRIGHTENED BY THE KILLINGS

A FORMER employee of the South African Transport Services told a Rand Supreme Court judge yesterday that he became frightened when he saw three "mpimpis" being stabbed as punishment for defying strike orders.

Sarwhu case man tells judge

Phineas Netshitungulwane said the hands of the three victims were tied behind their backs before they were stabbed and stoned in a bush near Prolecon in Johannesburg

He is one of 16 men, all members of the South African Railway and Harbours Workers Union appearing before Mr Justice T T Spoelstra and two assessors for mitigation of sentence

Eight of them were convicted of murder and another eight of abduction, intimidation, assault and culpable homicide They were convicted in August

The charges they faced related to incidents that occurred during a strike by Sats workers on the Witwatersrand on March 13 and April 28 last year

Led by defence counsel, Mr Martin Luitingt, Netshitungulwane (25) said he regretted that the victims were killed He sympathised with the friends and family members of the four workers who were. killed for having disobeyed strike orders

He said he was aware that the families they left behind were now suffering

Netshitungulwane said he was employed as a labourer in February 1982 at a salary of R136 a month His participation in the strike was in solidarity with a colleague who was unfairly dismissed

He said he was one of a group that drove in a car to the bush with the three victims He saw the victims being stabbed with a knife after their hands had been tied behind their backs The victims were later bashed on their heads with a big stone as they were lying on the ground

He said he became frightened and walked away While finding his way in the bush, he saw the same car they had used earlier return to the bush with colleagues who had other victims with them.

Netshitungulwane said he went to the Johannesburg railway station where he boarded a train to Soweto on his way to Jabulani hostel where he lived.

Mr Fraser clashed with a Conservative MP from Britain, ... sanctions, Mr Fraser asked: "If people are near starvation, how can they be hurt by sanctions?"

Star 7/10/88

Union to discuss registration

By Mike Siluma, Labour Reporter

The SA Railway and Harbour Workers' Union (Sarhwu), poised to start unprecedented recognition talks with the SA Transport Services soon, will hold its national congress at the weekend.

A Sarhwu spokesman said the question of recognition by Sats, as well as Sarhwu's registration, would be dealt with at the congress. The resignation of Sats workers from the in-house Black Trade Union to join Sarhwu will also be discussed.

The stage for talks about Sats' recognition of Sarhwu was set when agreement reached between the two after a nine-day strike by more than 10 000 workers in Natal and East London.

Among the strikers' demands were the recognition of Sarhwu, an increase in wages and the reinstatement of a worker dismissed in Durban.

270

Following the resolution of the strike, Sats said although it presently did not recognise Sarhwu, management would "commence exploratory discussions" with the union after it had formally informed Sats of its decision to register.

The talks are expected to take place soon, possibly within days.

Sats has previously refused to talk to Sarhwu, insisting that black railworkers were represented by the in-house Black Trade Union (Blatu).

Sats held to this position throughout the bitter, three month-long Transvaal rail strike last year. The recognition of Sarhwu was again a demand during that strike.

The recognition of Sarhwu, and the pending talks, are significant because Sats has never recognised an independent black union.

Strange bed mate | Vlok to ...

lovingly remembered by

Potwa's big NO

JOHANNESBURG — More than 68 000 workers in Post and Telecommunications and in South African Transport and Services will soon campaign intensively, nationally and internationally, to fight privatisation of public sectors.

Two unions, the 23 000-strong Postal and Telecommunication Workers Association (Potwa) and the 45 000-strong South African Railways and Harbours Workers Union of South Africa, held successful national congresses here at the weekend and have decided to oppose any attempt to privatise the Post Office and railways

In a statement after a three-day congress, Potwa general-secretary Vusi Khumalo told a press conference "We are opposed to the Post Office selling assets that belong to the people to the private sector"

Khumalo said Potwa believed the takeover of the Post Office by monopoly companies would threaten jobs and produce tariff increases which would put communications out of the financial reach of many people

Unbanned

"Tariffs will shoot up and ordinary people will not be able to use basic communication like writing letters," said Khumalo, who was recently unbanned

Potwa would join other public sector unions — including organisations at Sats, Escom and the health services — in a campaign against privatisation

"We are going to embark upon campaigns nationally and internationaly to fight the Post Office against privatisation of postal and telecommunication services We believe the Post Office belongs to the working class"

Khumalo, until the weekend the association's president, said the campaign should produce fruits especially "when we have a joint campaign with our international allies"

Some 460 000 postal and telecommunication workers in West Germany were facing the same problem

Both Potwa and Sarhwu would be joining forces in fighting "this monster called privatisation"

Early this year the government announced that the Post Office would soon be a private company and that it was to be divided into three divisions postal, technical and telebank divisions

Vusi Khumalo

The transition period would be over three years and each sector would have its own management

In a reply to a department task group report on negotiating mechanisms which the congress ratified, Potwa stressed that it was "totally wrong that this national asset should be sold off to private financial interests in order to pay debts which the government has incurred through incompetence"

In a report circulated to the 320 delegates, a Post Office "task group" has recommended the establishment of a collective bargaining structure to replace the advisory Staff Relations Council on salaries and employment

Potwa supported the principle of establishing a negotiating forum but raised objections to various specific proposals It objected to the formula of employee representation saying that with 23 000 members it was entitled to a much greater representation than smaller associations

The union in its report strongly criticised racial discrimination in service conditions and Post Office management's failure to object to the detentions of Potwa officials

In August last year Potwa was engaged in a fierce national strike over the dismantling of disparity and inequality in the Post Office

Meanwhile, world labour federations representing more than 50 million members pledged their solidarity with Potwa and demanded the immediate release of its three officials now in detention for more than three months

The call was made during the Potwa congress Among those who called for the release of Kgabisi Mosunkutu, Jonathan Hlongwane and Mandla Mahlangu were reprepresentatives from the 38 million-strong Trade Union International of Public Employees, Postal Telegraph and Telephone International (PTTI), Post and Telecommunications Trade Union of West Germany, the nine-million strong Trade Union Council of Great Britain and the Congress of South African Trade Unions (Cosatu)

Solidarity

Mr Frank Bovlin, of the Trade Union International of Public Employees, told more than 300 delegates that "in your struggle for your liberties, equality, better living wages and better working conditions and rights, you can always count on our strong support and solidarity".

Cosatu president Elijah Barayi said worker struggles in the public sector were an indictment against the Nationalist government's "misrule and economic mismanagement"

Khumalo and vice-president Bob Mabaso declined to say whether the congress subsequently adopted a resolution on affiliation to Cosatu

The congress unanimously elected the detained Kgabisi Mosunkutu, a senior electrician at the Post Office telephone division, as its new president

South LABOUR 13-10-88

Cape Times 15/10/88 270

Aids tests for SAA's prospective personnel

Medical Reporter

SOUTH AFRICAN Airways is insisting on Aids virus tests for prospective key personnel — and those found to be virus carriers are denied jobs

Mr Francois Louw, public relations manager for SAA, said yesterday that Aids and drug tests had recently become a prerequisite for prospective employees in key personnel positions at the airways

People applying for key posts had to undergo compulsory tests for the HIV (Aids) virus and drugs, and had to test negative before being employed.

"SAA has decided to implement such measures in the interest of our passengers and the company," Mr Louw said

He said he could not elaborate on which key posts required drugs and Aids testing, nor if anyone had tested positive and had been turned away yet

1 200 Sats workers go on strike in Port Elizabeth

Own Correspondent

EAST LONDON — More than 1 000 Sats employees in the railway depots and 200 harbour workers were on strike again, a Sats spokesman said yesterday.

He said the first 70 striking railway employees were dismissed on Friday and 130 employees would be dismissed if they had not returned to work by yesterday. Another 790 workers had rejected a re-employment package.

(270) B/day 25/10/88

Star 27/10/87

Sats workers are honoured

(270)

Sixteen employees of the South African Transport Services (Sats) this week received General Manager's Awards for outstanding achievements

The recipients of the awards ranged from high-achieving physically disabled sportsmen to people who saved the lives of others.

At a function in Johannesburg, the General Manager, Dr Anton Moolman, said the awards were a tribute to their dedication, optimism and loyalty

No first-level awards were given this year, but those who received second-level awards were legal adviser Mr B J Quail, member of the SA Power Flying Team Mr C F Jordaan, Springbok tug-of-war team member Mr D R Oosthuizen, and physically disabled Springboks Mr D Hyman and Mr E Engelbrecht

Eleven people were given third-level awards They were Mr B R van Wyk who saved two lives, Natal Marketing Manager of the Year Mr M B Smith, Springbok karate manager Mr D J Botha, basketball players Mr A T C Fourie, Mr J Strydom, Mr D Gerber and Miss S J Potgieter, hockey player Mrs P A Davidson, Mr C Herion who saved a man from drowning, Mr D P A Bunge who arrested two suspects of copper theft and Mr C J H van der Merwe who is the officer commanding IVE Joubert Park

Strike by Sats employees 'could spread'

Star 27/10/88

By Mike Siluma, Labour Reporter

The dispute between the SA Transport Services (Sats) and employees in East London — about 1 300 workers are now on strike — could spread to other areas, the SA Railway and Harbour Workers Union (Sarhwu) has warned

East London workers went on strike more than a week ago in a dispute over their reinstatement They had been fired following strikes last month involving more than 10 000 workers in Durban and East London

A Sarhwu spokesman said workers had gone back to work in East London and Durban on the understanding that those who had been dismissed were to be reinstated But East London management had subsequently allegedly "pressured and tricked" some workers into signing re-employment forms.

Sats management in East London could not be reached for comment

● The three-week legal wage strike at Benny Goldberg's in Wynberg has ended, following successful talks between the Commercial, Catering and Allied Workers' Union and management, a company statement has announced

Sats threatens to fire strikers

Star 28/10/88

270

By Mike Siluma,

South African Transport Services has threatened to fire more workers at East London if a week-long strike by 1 300 employees does not end soon.

Sats East London regional director, Mr Louis du Toit, said yesterday 300 strikers had been dismissed after ignoring calls to return to work.

The strike was sparked by disagreement over re-engagement of workers fired in last month's wage strike.

The SA Railway and Harbour Workers' Union (Sarhwu) wants unconditional reinstatement and management offers re-employment.

556 SATS workers fired

EAST LONDON — A total of 556 South African Transport Services workers have been fired from railway depots here SATS regional manager Mr Louis du Toit said the other 468 employees who were still on strike would be fired on Monday and Tuesday if they did not return to work — Sapa

270 B/day 2/11/88

BUSINESS DAY, Wedn

Sats strike spreads to Durban airport

ALAN FINE

AS the Sats strike in Durban spread to Louis Botha Airport yesterday, management met with worker representatives to ascertain their precise grievances, Sats chief industrial relations director Brian Berndt said.

A SA Railways and Harbours Workers' Union (Sarhwu) head office spokesman said there were rumblings among members in other parts of the country, unhappy with the dismissal of 1 000 East London colleagues and threats of dismissal against the Durban strikers.

Berndt said the strike appeared to have been sparked by dissatisfaction at pay packets received on Friday Increases were not as high as anticipated and some lost 11 days' pay for the previous round of industrial action.

There have been reports workers want a 200% increase.

While he was still awaiting feedback from Durban, it appeared the more than 6 000 strikers had a list of 15 demands Berndt said these included pay, paternity leave, permanent status for employees with homeland citizenship and alleged irregularities regarding racial pay parity.

He said Sats had employed casual labour to ensure services remained unaffected

The Sarhwu spokesman confirmed workers had numerous grievances, but the main ones were the East London dismissals and pay.

He believed an assurance from management that Sarhwu would be invited to take part in the 1989 wage negotiations may be sufficient to resolve that issue, but a reversal of the dismissals was also a key to a settlement

Reluctant

Sats and Sarhwu are engaged in talks over an interim recognition agreement But resistance from the conservative Federal Council of Sats Trade Unions may block Sarhwu participation in the recently-established Labour Council, the negotiating forum.

Berndt said he was reluctant to consider dismissing the Durban strikers. "This would have grave social and logistical consequences," he said. While there remained a possibility of resolving the dispute, that option would not become operative

1 352 striking Sats workers are dismissed

Star 2/11/88

(270) (782) (1000) (835)

EAST LONDON — A total of 1 352 striking South African Transport Services workers at East London have been dismissed from railway depots and the harbour.

Yesterday the first group of 270 workers from the harbour, as well as another 206 workers from railway depots, were dismissed.

The regional manager of Sats, Mr Louis du Toit, said there were about 80 workers still on strike in the railway depots They would have until the end of the week to return to work before facing dismissal

The public relations officer for the harbour, Mr Clive Boucher, said he did not know exactly how many workers were still striking in the harbour, but the balance of the workforce there was about 100.

The strike, now in its third week, started over dissatisfaction with re-employment conditions for 790 workers dismissed during a two-week long strike in support o a 300 percent wage increase in September.

Mr du Toit confirmed a statement by the branch organiser of the South African Railways and Harbour Workers' Union (Sarhwu), Mr Derek Simoko, that had workers accepted the re-employment package, some of their salaries could have been affected

He said the package had included a formula which recognised service but it was obviously not reinstatement

Some workers who had a number of years' service would have gone back into the top grade

"It was the best package we could offer," he said

Sarhwu's spokesman could not be contacted for comment — Sapa

[illegible]

A FURTHER 320 South African Transport Services workers were dismissed from railway depots in East London, bringing the total number dismissed so far to 876

The remaining 148 workers on strike are expected to be fired unless they return to work

So far no harbour workers have been dismissed but a number may face dismissal if they do not return to work.

The South African Harbour and Railway Workers' Union said it was seeking legal advice on the dismissal.

Meanwhile more than 7 000 SATS workers in Durban's harbour have gone on strike and have included in their demands the reinstatement of the sacked East London workers.

Durban's acting port director, Mr K Haupt, said he had made it clear to worker representatives that the reinstatement of East London workers was a local issue and he was not prepared to negotiate this demand He said the strikers were also demanding a wage increase to R1 500 and the recognition of Sarhwu 2/11/88

Mr Haupt said the pay demand was the subject of recent arbitration and he was not prepared to negotiate it On the question of recognition, Mr Haupt said certain documents had been requested from the union and SATS was awaiting a reply

The East London strike, now in its third week, started because of dissatisfaction with conditions of re-employment for 790 workers who were dismissed during a two-week long strike at the end of September in support of a demand for a 300 percent increase

6 000 down tools

270

Sowetan 9/11/88

ABOUT 6 000 SA Transport Services workers in Durban downed tools this week in protest at the dismissal of 1 000 Sats workers in East London.

The sacked workers were fired after they protested against the dismissal of 400 workers earlier last week. The dispute is now entering its seventh week.

The latest work stoppage in Durban comes shortly after over 8 000 Sats workers decided to go back to work last month when Sats management agreed to implement wage increases and discuss recognition of the South African Railway and Harbour Workers' Union (Sarhwu).

The strike was hailed by Sarhwu as a victory since it was the first time Sats agreed to discuss recognition.

The East London workers originally went on strike in September, but returned to work after agreement was reached between management and Sarhwu that workers would not lose benefits or be victimised

The workers, who again went on strike two weeks ago, claim management broke this agreement.

Sarhwu organiser Derrick Simoko said workers' now faced losing benefits and a consequent drop in pay.

Simoko said Sats refused to negotiate the re-employment deal with the union.

Sats regional manager Louis du Toit confirmed the re-employment offer would affect workers' benefits but said this would be minimal.

He said re-employment would now be on a selective basis.

Sats workers end strike in Durban area

Star 4/11/86 (270)

Own Correspondent

DURBAN — The strike by rail and harbour workers in the Durban area had ended, South African Transport Services public relations manager Mr Alan Lubbe said yesterday.

Employees began going back to work on Wednesday and, by the afternoon, attendance had risen to 98 percent

"Today it is back to normal," he said

Minor issues such as disciplinary procedures pertaining to the Durban area were resolved during discussions with workers' representatives but no concessions were made on pay demands according to Sats

The regional secretary of the South African Railways and Harbours Workers' Union, Mr David Moeti, said the strike ended when the workers decided not to press their national demands but to concentrate on regional issues.

He said that among the regional demands achieved by the union were that workers who had been on probation for a long time would be graded.

The union would compile a list of names and submit it to Sats so that they could be graded, he said

FIN MAIL 4/11/88

SATS DISPUTE 270

The lines branch

The continuing dispute between transport workers represented by the Cosatu-affiliated SA Railways and Harbour Workers' Union (Sarhwu) and Sats in East London spread to Durban late last week, when at least 6 000 workers (the union claims 8 000) went on strike. This was partly in solidarity with their dismissed eastern Cape colleagues, but also over regional wage demands and, ultimately, Sarhwu's drive for recognition by Sats

Mass dismissals continued in East London last week, in line with provisions that rule out strike action in the public sector. By Friday about 400 harbour workers had been sacked; this rose to about 1 000 on Tuesday, according to Sarhwu, while about 2 000 workers in East London were on strike.

The major grievance is related to September's strike in East London, when 790 workers were sacked The union says they were not satisfied with their re-employment conditions, for although those dismissed earlier were re-employed, they were not *reinstated*, which meant losing out on years of service benefits and pension contributions.

A related grievance was the demand for a minimum wage of R1 500 a month Sats earlier rejected that and implemented a wage determination arrived at through arbitration.

In East London the harbour strike started on October 14. Ultimatums were issued, and

270 FIN MAIL 4/11/88

on October 21 the firings began.

In Durban the reinstatement issue was taken up by local workers — none of whom was paid off in their strike last month — and they downed tools.

Sats public relations manager in Durban, Alan Lubbe, confirmed the Durban strike was "linked" to the one in East London, and said salary increases were also being demanded by Durban workers. "We are negotiating with worker representatives and hope things can be settled as soon as possible."

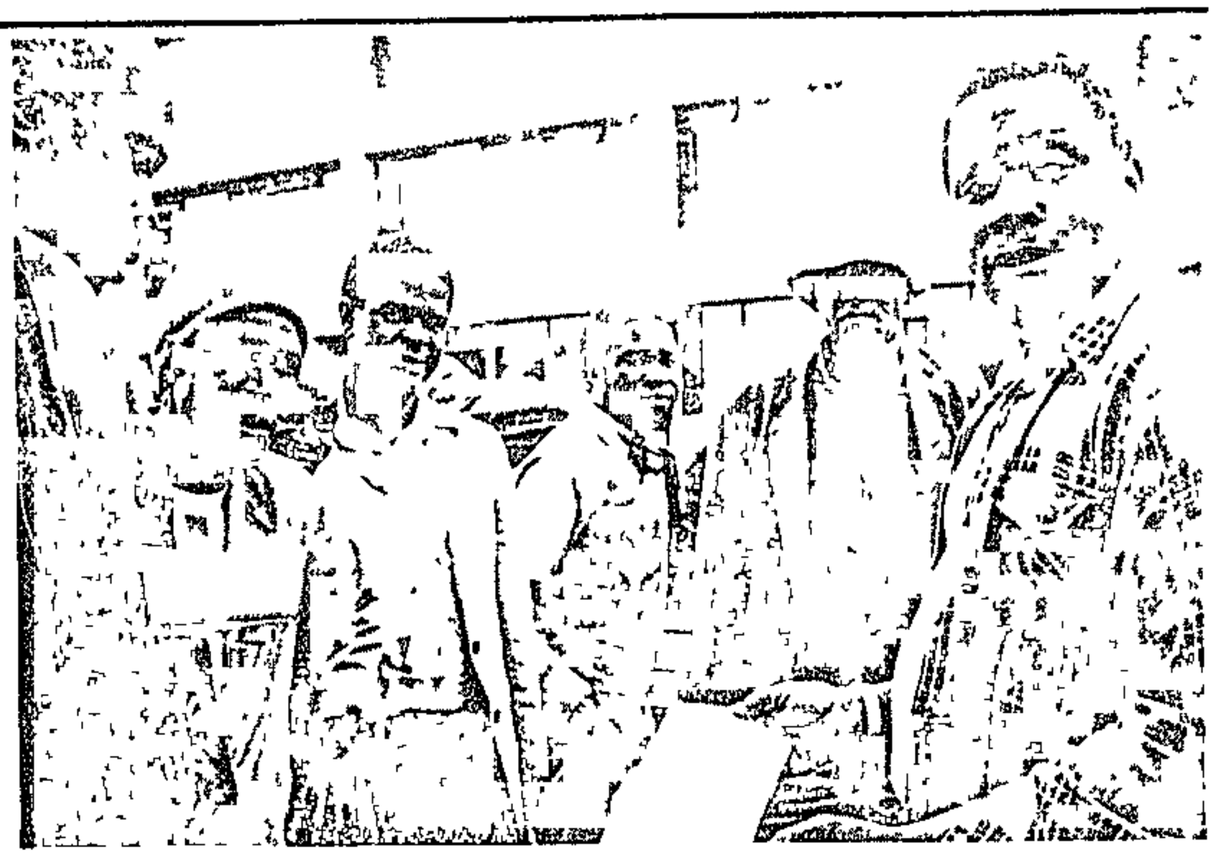
He said the strike was confined to the harbour and surrounding depots and stations, and that, as in the last strike, essential services were being kept going by the hiring of casual labour and the utilisation of Sats staff from different departments.

Referring to the East London strike, he said: "Management's view is that salaries and service conditions are negotiated by the labour council, and the reinstatement of workers in East London will and can only be resolved in East London."

Sarhwu's regional secretary in Durban, David Moeti, disagrees. "All our members are dissatisfied with what Sats is doing — not only workers in East London. We will stay on strike until Sats starts being reasonable."

Although a regional agreement was reached between Sats and Sarhwu in Durban after the last strike, Moeti said his members were not satisfied. "They want us to register before they talk about increases, but registration takes a long time and our members want their increases now."

In East London union officials claimed the harbour was virtually without manpower, and services had been disrupted ■



FLASHBACK Some of the SATS employees who participated in the large-scale strike which crippled the railways last week

Sats, union head for big clash

Sowetan 4/11/88

FOCUS

By LEN MASEKO

THE dismissal of about 900 members of the South African Railway and Harbour Workers' Union by the South African Transport Services may trigger a conflict of similar or greater proportions than the one which rocked the railways last year

This warning was sounded by Sarhwu s assistant general secretary Mr Stanley Nkosi as the union and SATS management flex their muscles in preparation for a major clash over the issue

Underpinning railway workers' grievances — which have led to a strike by more than 7000 employees in Durban and an unspecified number in East London — is SATS discriminatory practices, according to Sarhwu

Their grievances include discriminatory salary structures and grievance procedures Additional union demands, tabled at a recent meeting between SATS and Sarhwu include

- An across-the-board increase of R1000 a month,
- Extensive revision of the current disciplinary procedures
- Equal provision of medical aid to all employees
- Pension scheme for all employees and
- Recognition of March 21, April 22, May 1 June 16 and December 16 as paid holidays

Significantly, most of Sarhwu's demands seem to address the age-old problem prevalent in the public sector — discrimination against black workers The question of pay parity still remains a focal point for many trade unions organising in this sector, including the post office and health sector

But it is unlikely that the SATS management will accede to the union s demand of a R1500 minimum wage and an across-the board rise of R1000 This represents in some cases a hike of about 300 percent

The recent 12-percent wage agreement between railways management and other SATS unions suggests that the transport body may settle for a much lesser figure than Sarhwu demands Whether SATS will settle for a figure at all is still another question

"We did not negotiate for that increase, but it was discussed exclusively with those unions that SATS chose to recognise," Mr Nkosi said

Management has already indicated that Sarhwu s pay demands are subject to the arbitration agreement which effected the 12 percent increase

Dismissed

The East London strike now in its third week, was sparked off by workers dissatisfaction over conditions of re employment for 790 workers who were dismissed during a two-week strike in support of a demand for a 300 percent wage increase

The regional manager of SATS in East London Mr Louis du Toit has confirmed to Sapa that the re-employment package offered by SATS will affect workers' pensions bonuses and leave but said this would have minimal effects and that workers would still enjoy the benefits

This has been disputed by Sarhwu which contends that workers would lose long service benefits as well as taking large drops in salaries

Sarhwu members at SATS Durban harbour have gone on strike to express their solidarity — with the sacked East London workers In addition they demand a minimum of R1500 a month in salaries and recognition of the union — the main demands presented to SATS management by the union at recent negotiations

A SATS spokesman in Durban says local management has made it clear to worker representatives that the reinstatement of East London workers was a local issue and that they were not prepared to negotiate this demand

But Sarhwu has urged SATS management to deal with the matter at national level 'seeing that East London management have gone back on their undertakings not to dismiss workers who do not accept their financial penalisation for going on strike"

The two parties in addition seem to be at odds over another important issue — the recognition of the union SATS has apparently requested certain documents regarding registration before recognising it

Sarhwu believes that management in demanding registration documents before recognising it is marking time

We are presently busy with registration of the union and this will take a long time But this should not prevent us discussing worker issues with SATS,' Mr Nkosi adds

- Last year a conflict between railways and Sarhwu culminated in a large strike involving close on 23000 employees in the Southern Transvaal The action was sparked by the dismissal of a Sarhwu member

No one to blame for Sats workers' death

270 By Celeste Louw Star 8/11/88

A Johannesburg inquest magistrate found yesterday that no one was responsible for the death of four former South African Transport Services (Sats) employees who were shot dead by police during a protest march last year

Mr G van Wyk found that Mr Jeremia Diutlwileng, Mr Alcon Mrubaya, Mr Christopher Jozana and Mr Sicelo Nyembana died as a result of a shooting incident when they attacked members of the SAP on April 22 last year

In a statement handed to the court, Warrant Officer Tim Geldenhuys said the men had attended a meeting of Sats employees at Cosatu House, prior to a march to Doornfontein station.

He said that it was clear from statements that police had to shoot the men to save their own lives.

270

Sats workers don't want jobs back

DAGB 8/11/88

EAST LONDON. — None of the 1 438 South African Transport Services workers dismissed in East London has applied for re-employment.

A total of 1 122 workers have now been dismissed from railway depots in the city.

The regional manager of Sats, Mr Louis du Toit, said this was almost the final figure of workers dismissed during the three-week strike in support of reinstatement of workers dismissed during a previous strike

Only about 20 workers were still on strike in railway depots and they had until today to return to work before they faced dismissal, Mr du Toit said

The port director, Mr Hermie Visser, said there had been no further dismissals in the harbour. Sapa

Sarhwu considers legal action

EAST London trade union lawyers are considering legal action over the dismissal of over 1 000 South African Transport Services workers.

The branch organiser of the South African Railways and Harbours Workers' Union Derek Simoko, said the head office of Sarhwu in Johannesburg had approached lawyers to look into the matter

Simoko said he could not comment on how dismissed workers were managing without an income

Before they took the decision to strike they must have considered how they would manage without an income, he said, adding that even with their wages they lived below the poverty line

The regional manager of Sats, Louis du Toit, said another two workers had been dismissed, bringing the total number dismissed so far to 1 124

Only seven workers were still on strike and they had until the end of the week to return to work,

270 Chens 13/11/88.

Concern over driving deregulation

Star 14/11/88

Staff Reporter

The Transport Workers Union of South Africa is concerned that the deregulation of transport could lead to increased driver fatigue and has called for improved monitoring of the driver's hours of work

A statement issued by the union said the deregulation of transport — which was set in motion when the Department of Transport published the Road Traffic Bill — meant trucks and buses would be set free to carry loads and passengers throughout the country

The only restraints would be that the vehicle operator and driver operated safely, the union said

A spokesman for the union, Mrs Emily Fourie, said. "About 90 percent of accidents are caused by driver error. Vehicle fitness only accounts for four percent. It is therefore obvious that driver controls are more important than vehicle fitness in road safety."

Mrs Fourie said "The Bill has the emphasis on the wrong areas The truck and bus drivers will refuse to take an unroadworthy vehicle on the road. They may be encouraged, as happened overseas, to drive too long for additional pay and bonuses"

The control of driving hours and the recording of accidents is paramount to safe deregulation, Mrs Fourie said.

The union has asked Parliament to use tachograph control — and not, as suggested by the Department of Transport, logbooks — of driving hours. The union said the logbooks were a failure as drivers could forge them.

Sats staff gives R7-m to charities

(270)

STAR 17/11/87

By Paula Fray

The staff of South African Transport Services yesterday presented cheques totalling nearly R7 million to eight welfare organisations at a function at the Johannesburg Station.

The cheques were presented by the general manager of Sats, Dr Anton Moolman.

The money represented voluntary donations by Sats staff and a wide spectrum of welfare organisations received amounts ranging from R11 000 to R1,9 million each

MEN IN UNIFORM

One recipient was the Southern Cross Fund In accepting a cheque for R10 909, the national president of the fund, Mrs E Albrecht, said the presentation was significant in that the fund was 20 years old on Sunday

This was made possible because of the help from "friends" such as the Sats staff who she thanked on behalf of the "thousands of men in uniform"

The Afrikaanse Taal- en Kultuurvereniging received R1 943 479 and the Sats Industrial Services received R1 604 401

Other organisations which received money were the SA Association for Health Promotion, the Sats Children's Homes, the Sats Christian Union, the SAR Woman and the SAR Association for the Care of the Aged

Mass conformity led to murders — expert

Lawyers acting for eight railway workers convicted of murdering non-strikers have brought leading American and British social pyschologists to South Africa to give evidence in mitigation. The Rand Supreme Court trial is a sequel to the two-month strike by 22 000 workers last year. ADELE BALETA reports.

On April 28 1987 four South African Transport Services (Sats) employees were assaulted, stabbed, had a 31 kg stone dropped on their heads and were finally incinerated in the bush near the industrial area of Prolecon, Johannesburg.

The decision to kill the men for refusing to join the strike — the biggest ever in the public sector — was taken by thousands of striking South African Railways and Harbour Workers' Union (Sarhwu) members who had gathered at Cosatu House, Johannesburg, earlier that day

Eight men who acted on the decision were convicted of murder A further eight men in the dock were convicted of crimes including intimidation and kidnapping

The dismissal of a bus driver on March 13 for failing to hand in R40,40 on time was the match to a powder keg of years of worker discontent and grievances including racism and recognition of the union, which is still not recognised

What prompted the eight accused, described as "ordinary, law-abiding, non-violent men with virtually no apparent criminal records," to take part in the cold-blooded murder of non-strikers?

This was the central question to which Dr Andrew Colman applied himself

Dr Colman, a lecturer at Leceister University in Britain, said the "uncharacteristic" behaviour of the eight was so "remarkable" that he presumed strong situational or causal factors were behind their actions

He and Dr Scott Fraser, a social psychologist and Professor of Psychology at the University of Southern California, directed the court to the "situational forces" impinging on the accused prior to the killings

The combined effect of the forces were "sufficiently compelling to induce most ordinary people to behave in a manner similar to that of each of the accused, were they subjected to the same psychological pressures", Dr Colman said.

The forces of deindividuation, relative deprivation and group polarisation operated on all the accused to some extent Bystander apathy, frustration/aggression, obedience and conformity coupled with threats affected some of the accused, the experts said

● Bongani Sibisi, convicted of all four murders, was elected to inform workers of the development of the strike

In his evidence he said the atmosphere in the hall became tense when management began hiring white replacement workers The unruliness and aggression of the workers reached fever pitch on April 22 when strikers in Germiston and Doornfontein were shot dead by police

Dr Fraser said the hall, packed with strikers on the day of the killings, was hot and noisy Windows stayed shut for fear of teargas being thrown into it and workers were demanding that non-strikers be "trampled"

He said most workers would have been influenced by the strong external forces operating and these contributed to the "de-individuation" (unable to act as a rational individual) of Sibisi

Sibisi, who first told workers that non-strikers had received lashes and it would be unfair to impose greater punishment on other non-strikers, was rendered vulnerable to conformity and obedience pressures after strikers became angry and implied that he was betraying them.

● Dr Colman said David Dzevhe, convicted on three counts of murder, was living in a hostel room with 14 others He was "relatively deprived" in that he felt he could and should have had a better life in comparison to others

Dzevhe was deindividuated prior to the killings, increasing his vulnerability to conformity and obedience

● Patrick Molefe, who stabbed the deceased, was severely frustrated, money was deducted from his salary for food he did not eat because it was not properly cooked, the strike threatened his meagre situation, he had seen a friend killed by police and he had been "sjambokked" and teargassed by security force members during the strike.

Dr Fraser said Molefe's anger at this would easily trigger a violent reaction to others, especially if they were associated with these problems Molefe hit non-strikers with his belt because he believed that they could cause the strike to collapse and they threatened his job

Molefe inflicted 18 stab wounds, but only two penetrated the victim's body If the intention had been to kill, more wounds would have penetrated

Dr Colman, summarising his and Dr Fraser's evidence, appealed to the court not to underestimate the "potential power" of situational forces on human behaviour.

Replying to a question on the object of social psychology, Dr Fraser said it was to give and understanding of what factors cause complex human social behaviour, so that our environment can be altered, our institutions changed, and our behaviour modified in ways that will benefit everyone.

"The aim is to try to minimise, if not eliminate, those undesirable actions, those traumas, tragedies and catastrophies that all of us agree are undesirable in terms of human conduct "

The hearing continues

PUBLIC SECTOR - TRANSPORT - LABOUR

1989

Company is to train airline pilots

Star 16/11/89

Own Correspondent (270)

DURBAN — A company has been formed to train commercial pilots in an attempt to avert critical shortages

It is estimated that at least 35 pilots will have to come into the industry each year over the next two decades

In recent years the commercial aviation industry has suffered a growing loss of pilots to South African Airways and international airlines In addition, during the past seven years, many SAA pilots have resigned in dissatisfaction over working conditions and salaries and taken up more lucrative contracts overseas

In an attempt to avert a crisis, the Airline Pilots' Training Association (Apta) is to establish a training school for airline pilots

In the past, it was necessary for pilots to have a commercial licence before they could join SAA However, the Apta training programme will eventually offer a school leaver full training, which is estimated to cost up to R200 000 for each pilot

Mr Pieter van Hoven, managing director of a leading commercial airline, Comair, says "Historically, SAA has not been involved in the training of pilots and has relied on pilots from the private sector and the air force

"The expansion of the airline industry and the recent increase in the number of local pilots who have left to join overseas airlines have led to airlines' deciding to consider training commercial pilots"

Discussions between SAA and commercial airlines had been under way for 12 months before the formation of Apta last month, he said

The association's intention is to train pilots to commercial licence standard for entry into the airlines It hopes this will avert future pilot shortages

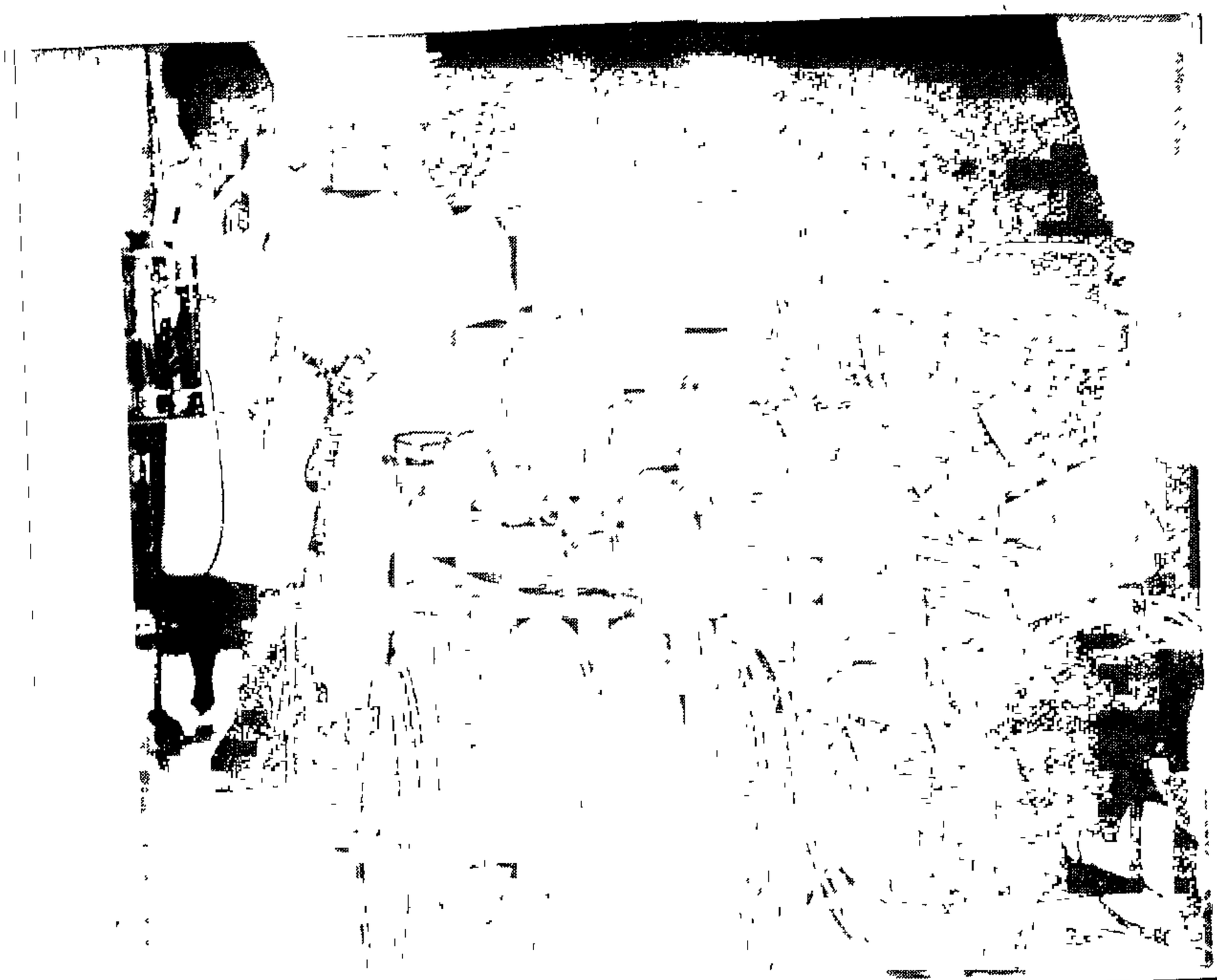
According to World Airnews, official journal of the Commercial Aviation Association of Southern Africa, Apta has already studied overseas pilots' training colleges

Existing training schools will not be put at a disadvantage because students will be sent to schools selected by Apta

Mr van Hoven said the cost of training pilots would be borne by the industry

"Initially, young pilots who have their commercial licence but lack the experience to work for an airline, will be taken on

"Later, Apta will accept candidates with less experience and will ultimately train pilots from scratch"



Railway workers were rushed to the Johannesburg Hospital's casualty department for emergency treatment.
● Picture by Ken Oosterbroek.

30 in hospital after dangerous gas leak

Star 17/1/89 (270)

By Toni Younghusband, Medical Reporter

Thirty railway employees from Kazerne goods yard were taken to Johannesburg Hospital last night after being exposed to highly dangerous chlorine gas

The South African Transport Services employees, some of them women, were unloading the cylinders at the time of the accident According to one worker, some of the bottles had leaked their contents.

The victims of the gas leaks were not seriously affected, but were all admitted to the hospital for overnight observation

Nurses and doctors on standby had to be called in to the hospital's casualty unit to cope with the sudden influx of patients Most patients were given oxygen

A hospital spokesman said lung damage could result from exposure to chlorine gas, but it appeared as though the Sats employees were not too seriously affected

One woman employee, who asked not to be named, said she and her colleagues were unloading cylinders in a shed late yesterday afternoon when the gas leaked Although she coughed a lot, she said she was feeling fine.

White, coloured and black employees were admitted to hospital

At the hospital last night, patients were placed in wheelchairs and given oxygen before being taken to the wards Some sat around drinking tea.

An angry Sats spokesman threatened to sue The Star if pictures of the injured employees appeared in print He would not reveal what had happened and said Sats was still investigating the incident.

Gas leaks put 30 in hospital

ARGUS 17/1/89

270

The Argus Correspondent

JOHANNESBURG — Thirty railway employees from Kazerne goods-yard were rushed to Johannesburg Hospital last night after being exposed to highly dangerous chlorine gas.

The South African Transport Services employees, some of them women, were unloading the cylinders at the time. According to one worker, some of the bottles had leaked their contents.

The victims of the gas leaks were not seriously affected, but were all admitted to hospital for overnight observation.

Nurses and doctors on standby had to be called to the hospital's casualty unit to cope with the sudden intake.

Most patients were given oxygen

A hospital spokesman said lung damage could result from exposure to chlorine gas, but at this stage it appeared as though the employees were not too seriously affected.

SATS was investigating the incident.

Sats 3 on murder rap

THREE former employees of the South African Transport Services are due to appear in the Rand Supreme Court today on a charge of murder arising from a strike in 1987.

They are, Mr Wilson Nakana (37), Mr Sophonia Mothaga (33), and Mr Sithembane Mathole (36) all of Naledi, Soweto, and all members of the South African Railways and Harbours Workers Union.

They appeared yesterday before Mr Justice Solomon and two assessors, but were not asked to plead as the case

By MANDLA NDLAZI

was postponed to today at the request of defence counsel, Mr A Kenack

Mr Kenack had told the judge he needed time for further consultation with his client, Mr Motlaga, before the hearing could begin.

The case is the sequel to an incident during a strike by South African Transport Services employees in the Witwatersrand in 1987. The State alleges they murdered Mr Samuel Medina who was allegedly flung out of a moving train at Mayfair Railway Station on April 27, 1987

Nurses strike over 'insult'

By ALINAH DUBE

ABOUT 200 Westfort Hospital nursing assistants went on strike in Pretoria West yesterday after they were allegedly insulted by a black matron during a staff meeting.

According to sources, the matron made the derogatory remarks at a meeting held on hospital premises to discuss the problems affecting nursing assistants.

The matron is also alleged to have walked out.

The *Sowetan* established that trouble started when staff members demanded to know why they were being treated as "inferior" by the hospital authorities.

"Tempers began to flare as we told the matron that we were unhappy about having to contribute money for the nursing sisters' farewell parties while no one bothered to raise funds in a case of a nursing assistant leaving the hospital.

"The matron reacted angrily and started calling us stupid nobodies who did not even qualify for ranks in the nursing profession. She said it was high time we looked at the hierachy and knew our position," they said.

Dr A van Zyl, the hospital superintendant who had first told the *Sowetan* that he could not comment as he did not have full details of the incident, later said he was not aware of any strike taking place. He said "things are proceeding normally."

Victim, with leg severed, lay dying on track

Three deny killing rail ticket collector

B/Day 25/11/87

SUSAN RUSSELL

THREE men yesterday denied killing a railway ticket collector by throwing him off a train

Sophania Tini Matloga, 32, Sethabane Edward Mathole, 36, and Wilson Nakana, 37, all of Soweto, pleaded not guilty in the Rand Supreme Court to murdering Samuel Medina on April 27

The State says Medina was on duty at Mayfair station when approached by a group of men, including the three on trial, and forced on to a train

The prosecution also alleges Medina was thrown from the train shortly after it left the station He died shortly afterwards in Hillbrow Hospital

At the time of the incident there was a strike by railway workers

Constable F Diener told the court yesterday he was summoned to the spot and found a man with a leg severed sitting next to the tracks

Before the court adjourned, counsel for the State applied to have evidence of its next two witnesses heard in camera

It was submitted both still worked for Sats and were concerned colleagues and trade union members would recognise them from the public gallery if the evidence were not heard in camera

Mr Justice Solomon granted the application

The trial continues today

Star 25/1/89 (270).

Chaos is predicted by experts

Controller crisis for busy Lanseria

By Deborah Smith, Pretoria Bureau

Lanseria, one of South Africa's busiest airports, will have no air-traffic controllers on duty during weekends from February because of a staff shortage.

Aviation experts described as disastrous the decision to allow an airfield which handles more than 900 aircraft movements a weekend to operate without controllers.

"It should not be allowed as the situation will be chaotic," they said.

An aviation expert said the situation was especially dangerous because there was a mixture of student, instrument and military traffic at the airfield.

There are seven posts for controllers at the airport, but only five of the positions are filled

An informed source said that although there were applications for the positions, the pay packet was extremely poor and the airport was having difficulty filling the posts.

There are at present two controllers seconded to Lanseria by the Department of Civil Aviation while three of the controllers are paid privately.

Lanseria airport manager Mr E van Eerden said they were investigating the situation, and depending on the outcome of the investigations, they would decide what to do regarding the manning of the control tower during weekends

The airport will in the meantime be operating as an unmanned airfield during weekends, with pilots following set procedures

Jan Smuts Airport covers the whole area higher than 8 000 feet above sea level.

If pilots intend departing from Lanseria they will have to file their flight plans at Jan Smuts Airport.

Star 25/1/89 (270)

Murder talked of at Sats staff meeting, court told

A witness told the Rand Supreme Court yesterday that he heard an accused tell a workers' meeting that people who were to be murdered could not be found and the matter would be dropped

Mr H F Dyasi of Transkei was giving evidence before Mr Justice R A Solomon and two assessors during the trial of Mr Wilson Nakana (37), Mr Sophania Tini Matloga (32) and Mr Sethabane Edward Mathole (36)

The three accused, all of Naledi, Soweto, have pleaded not guilty to murdering a South African Transport Services ticket collector, Mr Samuel Medina, on April 27 1987

In earlier evidence, Constable F Diener said he found a man, with his leg torn from his body, next to the railway line about 30 m from Mayfair station at about six that evening

Train driver Mr Louis Meyer said that as he drove into Mayfair station he saw a group of about 20 black men on the bridge fighting with a man in a ticket collector's uniform The men had forced the collector on to a train

Mr Dyasi, who retired in September last year, was a truck driver based at Kazerne He told the court Mr Wilson Nakana was a co-worker of his

He said that after the Sats strike in 1987, Mr Nakana was amongst those who spoke to the workers

"He said there were certain people who should be killed He said they had not succeeded in finding these people and that the matter should be dropped," Mr Dyasi said

Bid to sequestrate Siebert's estate

BLOEMFONTEIN — The Grahamstown Building Society (GBS) has lodged an application with the Free State Supreme Court for the sequestration of the estate of the late Mr Frikkie Siebert, who committed suicide with a business associate, Mr Phil Venter, on November 23 last year

Mr Venter was employed by the society's Bloemfontein agents for about 25 years

The application will be heard today

In a statement issued by attorneys Israel & Sackstein, for the GBS, the society's claim against Mr Siebert was given as R21 346 672,35

The GBS had sent senior executives to Bloemfontein on three occasions and three such persons were

(270) Sowetan 26/1/89

How Sets Ablaze

By MANDLA NDLAZI

THE South African Transport Services employee who was flung from a moving train during a strike and had his leg cut off died of shock and severe bleeding, Dr D F van Blerk told the Rand Supreme Court yesterday.

Dr Van Blerk was testifying in the trial of three Soweto men who are charged with the murder of Mr Samuel Medina, who was a ticket attendant during the Sats strike in the Witwatersrand two years ago The hearing is before Mr Justice Solomon and two assessors

The State alleges they murdered Mr Medina, who was flung out of a moving train in Mayfair on April 27, 1987

Pleaded

The three men are Mr Wilson Nakana (37), Mr Sophonia Motlaga (32), and Mr Sethembane Mathole (36) all of Naledi township, Soweto They have pleaded not guilty and are members of the South African Railways and Harbours Workers Union

Detective Sergeant T A Scotts of the security branch in John Vorster Square said he took over investigations into the case from a colleague and started working on it on November 17, 1987

Crime

He said he arrested two of three accused, Mr Motlaga and Mr Mathole. He said he took pictures of the scene of the crime on Tuesday this week

The court was cleared of spectators when a witness, who may not be named in terms of the court order, was called to the witness box The court also ordered that evidence that would lead to the identification of the witness should not be reported

The witness, known as Mr A, said he knew the dead man, Mr Medina He said he saw the three accused the day when Mr Medina was confronted and killed

(Proceeding)

270 B/Day 27/11/89

SATS EMPLOYEE WAS AFRAID HE WOULD BE KILLED

SUSAN RUSSELL

A SATS employee told the Rand Supreme Court yesterday he had not initially told police he recognised some of the men who attacked hi,m and allegedly murdered a colleague, at Mayfair station during the 1987 rail strike because he was afraid he would be killed

The man, whose evidence was heard in camera before Mr Justice Solomon and two assessors, may not be identified.

He was giving evidence at the trial of three men charged with murdering a ticket collector, Samuel Medina, at Mayfair station on April 27, 1987.

Wilson Nakana, 37, Sophania Tini Matloga, 32, and Sethabane Edward Mathole, 36, of Soweto, have all pleaded not guilty.

It is alleged they were part of a group of about 20 men who attacked Medina and forced him on to a train.

The state also alleges Medina was pushed from the train.

He was found sitting next to the line with one leg severed and other injuries. Medina died in hospital a short while later

The witness said he only identified his attackers after the police promised him protection.

The trial continues today.

Man thrown from train

A SOWETO man appearing with two others on charges of murdering a South African Transport Service employee who was thrown out of a moving train during a strike in 1987, said he did not want to make a confession to a magistrate because he was feeling sorry about what had happened.

By SONTI MASEKO

"I was shy and sorry about what had happened I knew these people (the magistrate) would regard me as a killer and I did not intend to kill the man," said Mr Sophania Tini Matloga (32) at the Rand Supreme Court yesterday.

He is appearing with Mr Wilson Nakana (37) and Mr Sethabane Edward Mathole (36) before Mr Justice W R Solomon and two assessors The men, who are members of the South African Railways and Harbours Workers Union and live in Naledi township in Soweto, have pleaded not guilty to the murder of Mr Samuel Medina

The State alleges that Mr Medina, who was a ticket attendant during the Sats strike, was flung out of a moving train on April 27 at Mayfair that year

In a trial within a trial yesterday to determine the admissibility of a statement made by Mr Matloga, he admitted making two statements to different magistrates in 1987

270

Sorry

In the first statement the court heard that Mr Matloga did not relate the event of April 27 at Mayfair before a magistrate, Mr Joubert

He told the court that he was feeling sorry about what happened on that day

However the court heard that on July 1, a week after he went to see Mr Joubert, Mr Matloga went to another magistrate, Mr Steenkamp, to make a confession about the event on April 27 in Mayfair

Mr Matloga said he agreed to make a confession, although he was still feeling "shy and sorry" because he was promised by a policeman that he would be freed the next day

He told the court that the policeman, who he said was an investigating officer in the case, had threatened to take him to the Vaal River and he understood that he would be thrown in the Vaal Dam and drowned if he did not make a confession Asked if he did not regard himself as a murderer he replied that he did not as he was influenced and forced by his colleagues

"They said that if I did not do what they said I must do I was one of the impimpis (sellouts) and they would burn me and my house," he said

During cross examination advocate Mr T E Dicker for the State remarked that he found Mr Matloga's evidence differed totally with his evidence-in-chief

(Proceeding)

Sowetan 31/1/89

Sats man tells of inspector's death

Star 1/2/89 By Cathy Stagg (270)

A Sats employee said in a statement, admitted as evidence in a Rand Supreme Court murder trial yesterday, that he had thrown a ticket collector off a moving train during the 1987 strike because he was told that if he did not do so he would be regarded as an informer and would be set alight

The statement was made by Mr Sophania "Tiny" Matloga before Mr T R Steenkamp on July 1 1987

Mr Matloga (32), Mr Wilson Nakana (37) and Mr Sethabane Edward Mathole (36), all of Naledi, Soweto, have pleaded not guilty to murdering Mr Samuel Medina on that day.

In the statement Mr Matloga said that on April 27 1987 he and other men were on their way home after a meeting

Mr Nakana saw people working at Mayfair station so they got off the train at Langlaagte and walked back to Mayfair to stop them working.

Mr Matloga said that at the station Mr Nakana grabbed Mr Medina, the ticket collector, by the belt and Mr Medina was pushed and pulled on to a train Mr Matloga got on the train and saw that Mr Medina was being held by the arms by Mr Nakana and Mr Matohle

The train pulled out of the station and he told the group that the person was "a Boesman" and that he had tried to break free Mr Nakana told him to hold Mr Medina's leg, which he did

Then came the instruction to throw Mr Medina off the moving train

Judge rules accused's confession admissible

Sowetan 1/2/89 270

By SONTI MASEKO

A CONFESSION by one of the three men charged with the murder of a South African Transport Services employee during a strike in 1987 was accepted as evidence in a trial and subsequently read into the record at the Rand Supreme Court yesterday.

The presiding judge Mr Justice W R Solomon and two assessors ruled that the confession by one of the accused, Mr Sophania Tini Matloga was admissible as evidence before the court

He dismissed Mr Matloga's version that he was threatened by the police and promised freedom if he made the statement as "a tissue of lies"

Mr Matloga (32), is charged together with Mr Wilson Nakana (37), and Mr Sethabane Edward Mathoel (36), with the murder of a Sats employee Mr Samuel Medina during a railway strike in 1987. The men, who are members of Sarhwu, have pleaded not guilty

A state witness, Mr T R Steenkamp, read the confession made to him by Mr Matloga on July 1, 1987 about the murder of Mr Medina at Mayfair station on April 27 that year

Mr Matloga in his statement said he was part of a group that boarded a train home from a meeting on April 27, 1987 at Doornfontein

"The train stopped at Johannesburg Station and at Braamfontein The next stop was at Langlaagte Station," the statement read

I wasn't there — Sats man

(270) Star 2/2/89

A Sats employeee, accused of murdering a ticket inspector by throwing him off a moving train on April 27 1987, yesterday told the Rand Supreme Court he was not present at the time of the alleged offence

Mr Wilson Nakana (37) of Soweto, giving evidence in his own defence before Mr Justice R Solomon and two assessors, said he went to the Easter gathering of the ZCC Church near Pietersburg and after that went to his parents' home near Soekmekaar.

He denied that he addressed a meeting after the strike was over and that State witnesses could have seen him working in Germiston with a pick and shovel or seen him at a snooker room Mr Nakana is employed as a driver at the Kazerne depot

One of Mr Nakana's co-accused, Mr Sophania Tiny Matloga (32), said in a statement he had pushed ticket inspector Mr Samuel Medina off the train as it pulled out of Mayfair station because he was afraid that if he did not do so he would be regarded as an informer and would be set alight He said he feared Mr Nakana because "he had people killed"

Under cross-examination by Mr Matloga's counsel, Mr Nakana said he did not know the term "mpimpi" (informer) during the strike, nor did he know what was going on during the strike. He said he returned to work because he heard a radio broadcast.

Mr Nakana, Mr Matloga and the third accused, Mr Sethabane Edward Matole (36), have pleaded not guilty to the charge of murdering the ticket collector

Sats strike murder trial postponed

Sixteen members of the SA Railways and Harbours Workers' Union (Sarhwu) appeared briefly in the Rand Supreme Court yesterday and their trial was postponed to Monday. Star 2/2/89

Mr Justice P J Spoelstra was told the defence team was not yet ready to present evidence in mitigation.

Last year two of the 18 accused were acquitted and the rest were convicted of a variety of crimes after the judge accepted their pleas.

Bongani Sibisi (33), Wilson Matshili (33), Patrick Molefe (27), Phineas Netshitungulwane (25), Takalani David Mamphanga (25) Mafemane William Rikhotso (33) and George Maugedzo (36) have admitted murdering four non-strikers.

A fifth man, who escaped, gave evidence.

Among the other charges to which some of the accused have pleaded guilty are kidnapping and intimidation.

Star 3/2/89 (270)

Sats men acquitted of murder

By Cathy Stagg

Three Sats employees, accused of murdering a co-worker by throwing him off a moving train, were acquitted in the Rand Supreme Court yesterday

Mr Justice R A Solomon and two assessors found there was no common purpose to kill, only a common purpose to stop people working at Mayfair station on April 27 1987

There was evidence that a ticket inspector was assaulted with a kerrie by Mr Wilson Nakana (37), the judge said, but there was no charge of assault before the court

There was no evidence of exactly what happened after Mr Samuel Medina, also working as a ticket inspector, was pushed and pulled onto the train, except the version Mr Sophia "Tiny" Matloga (32) gave in a statement

Mr Nakana and Mr Sethabane Edward Mathole (36) were acquitted and left court while Mr Matloga remained in the dock

The judge examined Mr Matloga's actions and said it was clear he was not a willing participant in the events He was surrounded by a mob and told he would be necklaced if he did not follow the instruction to throw Mr Medina off the train. One could only look at what the so-called reasonable man would do under those circumstances, the judge said.

He said Mr Matloga was not guilty of murder nor, because he was not negligent or reckless, of culpable homicide The judge said it had not been proved Mr Matloga should have realised death would probably result from throwing his co-worker off the train

Mr Medina was found close to the platform and the version given by the accused that the train was not going fast could possibly be true, the judge said

Pilot body after stake in SAA

CT 3/2/89

270

By Kaizer Nyatsumba

SA Airways Pilots Association president Captain Ian Dommisse has confirmed that Saapa is holding talks with local and international bankers to raise money to buy shares in SAA

He said the association was involved in preliminary talks with South African and overseas bankers in a bid to raise enough money to buy 30 to 40 percent of SAA

Commenting on International Federation of Air Traffic Controllers' Associations president Mr Erik Sermijn's statement on conditions at Jan Smuts, Capt Dommisse said Saapa was aware there were traffic control problems at the airport

He said the association had held discussions with the relevant authorities

Mr Sermijn said he had been told the situation at Jan Smuts was "rapidly reaching crisis point, (and that) if the spate of resignations continues, a possible collapse of the whole air traffic control system can be expected"

'Something removed rationality of accused'

Star 7/2/89 270

By Helen Grange

Attitudes and perceptions of the men involved in the murder of non-strikers during the illegal Transport Services strike in 1987 were a primary factor to be taken into account when judging extenuating circumstances, the RandSupreme Court heard yesterday

Evidence in mitigation began yesterday after a lengthy break following the conviction last year of eight men for the murder of five non-strikers. Eight other men were convicted of various crimes including kidnapping, intimidation and attempted murder

Of the original 18 men on trial, two were found not guilty and acquitted

Defence council Mr Eric Dane argued yesterday that the strike had been born in "intense circumstances" and the court had to decide whether the perceptions of the accused were "reasonable and in line with their subsequent conduct"

Mr Dane said· "It cannot be alleged that the conduct of the accused was due to inner vice on their part but that something happened during the six-week Sats strike which removed the element of rationality from the accused and caused them to behave in a manner which was alien to them"

The court previously heard that eight of the men agreed that five non-strikers should be killed The five — Mr Vhulani Mulaudzi, Mr Kati Sebopelo, Mr Mulatelo Moremane Mr Jerry Goodman and Mr Albert Phuluwa — were kept in a room at Cosatu House and guarded by various workers

The first three were taken away at about 8 pm on April 28 to the bush near the industrial area of Prolecon Later, a stationwagon returned and the remaining two men were taken to Prolecon It was there that Mr Phuluwa escaped The others were stabbed, had a 30-kg rock dropped onto their heads and were finally set alight

Bongisi Sibisi (33), Wilson Matshili (33) and Mafemane Rikhotso (33) were convicted of four murders, one attempted murder, five counts of kidnapping and one of intimidation

David Dzevhe (30) was convicted of three murders and one count of intimidation Patrick Molefe (27), Takalani Mamphanga (25) and George Maugedzo (36) were convicted of four counts of murder, one of attempted murder and one of intimidation Phineas Netshitungulwane (25) was found guilty of four murders and one count of intimidation

The hearing continues

Strike deaths: 'potent' factors affected men

B/Day 7/2/89 (270)

SUSAN RUSSELL

THE involvement of 16 men in the kidnapping and murder of four non-strikers during the 1987 Sats strike and the attempted murder of a fifth was not due to inner vice but to circumstances they were unable to control

This submission was made by defence counsel Eric Dane when he began argument on extenuation in the Rand Supreme Court yesterday

Seven of the men — Bongisi Sibisi, Wilson Matshili Patrick Molefe, Phineas Netshitungulwane Takalani Mamphaga, Mafemane Rikhotso and George Maungedzo — were convicted of murder after they changed their pleas to guilty at the end of the State case last year

David Dzevhe was convicted on three counts of murder

The other men have been convicted on various counts of culpable homicide, attempted murder, kidnapping, assault and intimidation

On April 27, 1987, during the Sats strike, Vhulani Joseph Mulaudzi, Kati John Sebopelo, Mulatelo Petrus Moremane, Jerry Rudolph Goodman and Albert Phuluwa were abducted from where they were working and taken to Cosatu House

According to evidence it had been decided by striking workers that the five be killed because it was believed if people were allowed to continue to work the strike would collapse

The five were driven to a spot near Prolecon where four of them were killed and their bodies set alight Phuluwa managed to escape

Dane submitted the strike was born in tense circumstances and workers were influenced by a potent confluence of factors The conduct at Prolecon was contrary to the established moral codes of the accused before the killing

Their attitudes and perceptions should be one of the primary factors taken into account in deciding the question of extenuation

210

ATC shortage: Flight delays?

Own Correspondent

DURBAN — Flight delays may be the only way of ensuring public safety unless there is a "dramatic improvement" in the number of air traffic controllers (ATCs) , according to the South African Air Traffic Controllers' Association

Commenting on reports that the shortage of ATCs at Jan Smuts Airport was reaching "crisis point", SAATCA president Mr Rob Purkiss said "Air traffic controllers have made it known to this association that if the situation does not improve dramatically, the curtailment or delaying of flights might be the only way to ensure public safety."

Mr Purkiss said the association was encouraged by reports that the Directorate of Civil Aviation was continuing its recruitment campaign.

"The problem, however, is that it takes between three and four years to train an air traffic controller — and we are in a situation where we need experienced people right now "

Approached for comment, the Chief Director of Civil Aviation, Mr J J Smit, said. "The situation has remained more or less unchanged since last year We introduced new measures, but these did not have the effect of creating an inflow of people

"We are doing our utmost to improve the situation by recruiting more trainees "

But because of the length of time it took to train air traffic controllers, the situation could not be rectified overnight, he said

● Reliable sources have said that experienced controllers are still resigning

They said that in the Witwatersrand area alone, six controllers had left since November. One controller had retired and five had resigned

Strike violence 'was predicted'

(270) By Helen Grange

The murder of non-strikers during the illegal SA Transport Services (Sats) strike in 1987 had been predicted in newspaper editorials a month before it happened, and Sats should have applied itself to prevent it, the Rand Supreme Court heard yesterday

Arguing in mitigation of sentence for eight men convicted of murdering five non-strikers and eight other men convicted of various crimes including kidnapping, intimidation and attempted murder, Mr M E Luitingh said newspaper editorials had predicted there was "going to be blood" in the highly charged situation

"Sats should have applied themselves in diffusing the conflict," he said

Mr Luitingh said the murders were due to a combination of psychological phenomena which altered the state of mind of the accused

"The situation of conflict led to a diminished consciousness of right and wrong There was a clouding of judgment which removed the elements of reality, making them vulnerable to poor judgment"

Any normal person would have acted similarly given the combination of forces existing at the time The accused were normal people and some were leaders in their own fields Star 8/2/89

Sentence should take into account whether they would be able to return to a normal life once they had reflected on their deeds, which were committed out of the desire to conform to the decisions of the group

The court previously heard eight of the accused had agreed that five non-strikers should be killed The five were kept in a room at Cosatu House and guarded by various workers

They were taken to Prolecon Mr Phuluwa escaped and the others were killed

The hearing continues

Star 8/2/89

Severe shortage of pilots denied

By Dan Side (270)

South African Airways (SAA) has hired 125 new pilots over the past 15 months and vacancies still exist, but a spokesman for the airline yesterday denied there was a severe shortage of trained flight crews

Public relations officer Ms Arlette van Jaarsveld said SAA was continuing its "ongoing policy of employing First Officers (trained commercial pilots) when required", but would not discuss a claim that the number of captains currently reaching retirement was higher than usual.

Mr Vere Webb, a representative of Acorn, the recruiting agency formed by the SAA Pilots Association (Saapa), said there had been "quite a number of retirements in the last year or so" and a demand for trained commercial pilots was being created by the expansion of the SAA domestic fleet over the next two years with deliveries of the Airbus A320

He said a reasonable time of between three and five years had to be allowed to upgrade capable commercial pilots to replace those going into retirement.

"There is a vacuum in upgrade training," he said, explaining that Acorn was currently involved in a feasibility study to investigate using simulators to rerate pilots with commercial licences up to light jet or turbojet qualification.

Pilots completing such a course would be eligible for posts with the bigger independent internal airlines

(a) the information is not readily available as all individual cases will have to be checked,

(b) falls away,

(c) falls away,

(d) an additional computer program has been installed whereby incomplete data is immediately identified with the processing of retirement documentation,

(2) yes, if the pensioner is not in a position to repay the overpayment, the amount is recovered in reasonable instalments from the monthly pension payable,

(3) yes,

(a) falls away,

(b) see paragraph 2,

(4) (a) no,

(b) yes,

(5) no, tax deductions are paid over to the Department of Inland Revenue on a monthly basis The pensioner himself must, therefore, arrange with his local Receiver of Revenue in order to get a rebate in respect of income tax,

(a) falls away,

(b) falls away

SATS: retirements

11 Mr J J S PRINSLOO asked the Minister of Transport Affairs †

How many (a) White and (b) non-White employees of the South African Transport Services (i) retired from service before completing 10 years' pensionable service, as a result of reaching the age limit, and (ii) were retired on account of ill-health before completing 15 years' pensionable service, in 1987 and 1988, respectively?

The MINISTER OF TRANSPORT AFFAIRS

		1987	1988
(a)	(i)	Nil	1
(b)	(i)	25	33

(a) and (b) (ii) Particulars are not readily available and it will take much time and expense to gather such information

Floods: claims for damages and losses

21 Mr R M BURROWS asked the Minister of National Health and Population Development

(1) Whether all claims for damages and losses incurred in the floods in Natal and the Orange Free State in (a) 1987 and (b) 1988 have been settled, if not, (i) why not and (ii)(aa) how many remain to be settled and (bb) in respect of what date is this information furnished,

(2) as at the latest specified date for which information is available, (a) what total sum (i) had been paid out, and (ii) had been collected from public donations, in the case of each of these floods, (b) what total sum had been collected through the sale of postal stamps in each case and (c) what total number of claims had been received in each case?

The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT

(1) (a) No,

(b) no,

(i) many applications were incomplete and received after the closing date,

(ii) (aa) 417

(bb) 31/1/1989,

(2) (a) (i) R70 057 014,00 This amount does not include R14 283 358,00 recently approved by the KwaZulu Committee,

(ii) R26 929 707,00 Separate accounts were not kept in respect of the Orange Free State and Natal All donations were paid into the Disaster Relief Fund,

(b) R1 638 370,00 in respect of both disasters,

(c) 176 738 in respect of Natal and 3 900 in respect of Orange Free State and Northern Cape

Exports: statistics on marine products

30 Mr R J LORIMER asked the Minister of Environment Affairs

Whether, with reference to his reply to Question No 1286 on 22 August 1988, he will furnish export statistics in respect of fish and other marine products, if not, why not, if so, (a) what was the value of the Republic's exports of each specified type of fish or other marine product in (i) 1987 and (ii) 1988 and (b) what percentage of the total catch in each case does this represent?

The MINISTER OF ENVIRONMENT AFFAIRS

Yes, as in my reply to Question 1286 on 22 August 1988, I am still willing to supply the statistics to the Honourable member in private As indicated in my previous reply I do not deem it in the national interest to publicly divulge export statistics in respect of fish and other marine products

Soekor: offshore drilling

31 Mr D J N MALCOMESS asked the Minister of Economic Affairs and Technology

How many holes were drilled by Soekor off the coast between (a) Cape Town and the Orange River Mouth, (b) Cape Town and Storms River Mouth, (c) Storms River Mouth and Port Elizabeth and (d) Port Elizabeth and the Mozambique border during the latest specified period of 10 years for which figures are available?

The MINISTER OF ECONOMIC AFFAIRS AND TECHNOLOGY

PERIOD 1 January 1979 to 31 December 1988

(a) 22

(b) 100

(c) 10

(d) 12

Own Affairs

Private schools: admission of non-White pupils

1 Mr K M ANDREW asked the Minister of Education and Culture

Whether any English-medium private primary or high schools falling under his Department have admitted pupils who are not White, if so, how many of these schools (a) did and (b) did not admit such pupils in 1989?

The MINISTER OF EDUCATION AND CULTURE

Yes The figures for 1989 are not available at this stage

INTERPELLATION

The sign * indicates a translation The sign †, used subsequently in the same interpellation, indicates the original language

Own Affairs:

Schools: funds/compulsory tuition fees

Mr R M Burrows asked the Minister of Education and Culture

Whether he intends to (a) make more funds available to schools and/or (b) introduce compulsory tuition fees?

The MINISTER OF EDUCATION AND CULTURE Mr Speaker, with reference to the first aspect, namely whether I intend to make more funds available to schools, I wish to state that my department does everything in its power in order to place the maximum amount of money at the disposal of schools We take into account the prevailing priorities, the total allocation of funds and the accountable and responsible appropriation of such funds It is my aim, with the full cooperation of the Ministers' Council and the Committee of Ministers of Education, to ensure that the funds [Interjections]

Mr SPEAKER Order!

The MINISTER that are necessary in order to provide education of the required standard, are available

Secondly regarding the possible introduction of compulsory tuition fees, I wish to say that my department is continuously researching other means of supplementing funds for White education This is done against the background of the economic realities and the other priorities of the country as a whole My department, however, takes great care to ensure that the standards of its institutions are at all times maintained and, if possible raised

With these facts in mind we are investigating various means of, firstly, generating additional funds and secondly, reducing expenditure by the State Aspects which are being investigated un-

R106 000 for rail worker

Pretoria Correspondent (270)

A fitter whose right arm was shattered after a train drove into him while he was working on the lines, was yesterday awarded R106 136 by the Pretoria Supreme Court. Star 23/2/89

Mr Loderwykus Venter (65), had sued his former employees, Plesser Railway Machinery, and South African Transport Services (Sats) for R230 000. The accident happened on June 25 1984.

While working on the railway lines between Johannesburg and Pretoria at Kaalfontein Station, a train hit Mr Venter and his right arm was almost torn from his shoulder

He also suffered extensive head and chest wounds, and as a result contracted chronic skin cancer on his face and head

Mr Venter claimed the train driver did not give sufficient warning of the approach and was travelling too fast. He also claimed that the driver was not paying attention.

But the defendants denied negligence and said Mr Venter walked in front of the train, and the driver could not avoid the accident

Mr Acting Justice Human found that Mr Venter, who worked for a firm subcontracted to Sats, was not warned before the accident. No whistle was blown to warn him

Mr Venter, who was placed on early pension after being declared unfit to work, underwent 19 operations

Bid to end air crisis

Cape Times 25/2/89

270

Staff Reporter

THE Minister of Transport, Mr Eli Louw, last night made a bid to resolve the air traffic controller shortage by announcing a new salary deal for ATCs

The shortage of ATCs has resulted in a crisis which has left parts of the nightime skyways unmonitored and has caused aerial "traffic jams" at some major airports

Mr Louw said yesterday that the new package salary deal for ATCs had been negotiated to solve the crisis.

He said air safety was paramount, even if this meant closing certain services. However, he said he was confident this would now not be necessary

No details of the package deal — which is said to improve ATCs' remuneration package "dramatically" — have been disclosed.

The critical shortage of ATC in the country — blamed mostly on poor salaries and heavy demands for overtime work — has hit virtually all the major airports, and in East London and Bloemfontein there are no ATCs on duty after 10pm

This means the airspace in this area is uncontrolled for midnight flights

Mr Louw held an urgent meeting with the ATCs' association last week where the issues of staff shortages and low remuneration were discussed

A spokesman for Mr Louw's office, Mr Leon Els, confirmed last night that the package deal had been negotiated "to the satisfaction of all parties"

State of emergency censorsh

Insolvency Act

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Cape Times 25/2/89

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SUNDAY TIMES, February 26 1989

Indian pilot joins SAA

S/Times 26/2/89 (270)

By ROGER MARINGS

SOUTH African Airways has appointed its first Indian pilot — and he should be on the flight deck of a jumbo jet by the middle of April.

Mr Naseem Mohamedy, 24, of Westville, Durban, will be the only SAA pilot who is not white

He joins the airline from Namib Air on Wednesday After six weeks of company familiarisation, a technical course on Boeing 747s and training sessions in SAA's simulators, Mr Mohamedy will be made a second officer on overseas flights

SAA deputy chief executive Viv Lewis said yesterday "An Indian pilot has been invited to join SAA

"We are an equal opportunity company and believe in employing the best person for the job All people of all races are welcome to apply for any position on the airline, but it must be remembered our standards are high"

Hobby

Mr Mohamedy, the son of a district surgeon, said this week he started flying as a hobby while still at school

But the flying bug bit and, after matriculating, he took full-time flying lessons, gaining his private pilot's licence in 1985 at 21

He completed his commercial licence the next year before taking on freelance flying in SA and Lesotho

Mr Mohamedy, who has logged 1 500 hours flying time, joined Namib Air in Windhoek in 1987 He resigned from the airline last month as a first officer on Beechcraft airliners to take up his job with SAA

★ SUNDAY TIMES, Fe

Naseem Mohamedy

Picture TRAVEL NEWS WEEKLY

'I didn't apply to make history, I just wanted to fly the big jets'

"I didn't apply to SAA to make history all I wanted was to fly big jets Whether I was the first or the second Indian to be appointed as a pilot didn't matter at all," said the young man who took on part-time jobs to help pay for his flying lessons

Mr Mohamedy, who first applied to SAA at the end of 1987, and was rejected because of lack of experience, said he had received nothing but support from his white colleagues at Namib Air, who encouraged him to apply again, successfully, last year

He said that in his time as an airline pilot he had never experienced any racial bias against him — "and certainly nobody got off my aircraft when they saw me sitting up front"

He had already met many people at SAA and had been welcomed by all

New deal for ATCs — Louw

27/2/89 (270)

Political Staff

A NEW package salary deal for air traffic controllers (ATCs) has been negotiated — and Transport Minister Eli Louw believes it will solve the current crisis

Louw assured the public that air safety was paramount, even if it meant closing down certain services With the new package deal he is confident this will not be necessary

Better remuneration was agreed upon, and Louw was confident ATCs who had left would return The deal was also likely to attract trainees, he said

He placed a high premium on air safety and said air safety standards would never be lowered

Greener pastures

SA Association of Air Traffic Controllers president Rob Purkess said on Friday that ATC salary scales started at R11 931 a year for a cadet Once qualified, a cadet would earn R21 039 a year The scale peaked for a chief ATC at between R43 389 and R54 111

Many ATCs had "sought greener pastures", some overseas or even in completely different careers, said Purkess

An air traffic controller, who may not be named, said that he had heard recently of an ATC job "somewhere in Africa" with a salary of £30 000

In most places except South America ATCs earned more than they did in SA.

"It is a highly stressful job," he said "Sometimes you have 10 or 15 aircraft buzzing around within 40km"

The shortage of ATCs had become so bad in Johannesburg that "flow control" was being enforced at Jan Smuts Airport

"They will only accept one aircraft every 10 minutes at Smuts," he said

SATS UNIONS INTEND TO MAKE UP FOR LAGGING PAY

GERALD REILLY

PRETORIA — Sats workers say they will be making demands for lagging pay rates to be brought up to date

There was no visible provision in the Sats's budget last week for increases for the 190 000 employees

Federal Council of Sats Trade Unions general secretary Abe Koekemoer said he hoped somewhere in the budget there were funds to offset rising living costs.

He added the council's latest pay claims would be on the Labour Council's agenda in April for implementation in July

Last year Sats unions asked for a 17% pay hike from April

This was refused, but 12% was granted in September

"There is a backlog which we will demand should be wiped out."

The gap would be increased by the expected rise in inflation from increased fuel prices, higher Sats tariffs and a variety of other factors

Senior public servants say they are also waiting anxiously to see whether Finance Minister Barend du Plessis makes provision in his Budget for another round of salary hikes at the latest from the beginning of 1990

British churches urge stand on SA

Star 28/2/89

By Sue Leeman, The Star Bureau

LONDON — Britain's churches are calling on the government to impose a series of strong economic measures to end the South African Government's policy of "repression-with-reform" and force it to meet black leaders at the negotiating table

A new study by the British Council of Churches says first steps should include a properly enforced ban on exports to South Africa of high technology goods, oil and any equipment of use to the military, a ban on imports of South African coal and agricultural produce, and the suspension of air links.

The British government must also offer clear support to the broad democratic movement, notably the UDF and Cosatu, and be more outspoken about the detention, banning and killing of its leaders

The report was published today to coincide with a conference on southern Africa organised by the BCC and Christian Aid

ATC pay rises 'an interim measure'

Star 28/2/89

Own Correspondent

DURBAN — The new salary deal for South Africa's air traffic controllers was an interim measure and would alleviate the immediate crisis in the profession, Mr Rob Purkiss, the president of the Air Traffic Controllers' Association, said yesterday

The new package, which sees controllers receive increases of up to 50 percent, was approved by Minister of Transport Mr Eli Louw and should come into effect next month

"It is an interim package aimed at encouraging traffic controllers who are thinking of resigning to reconsider," Mr Purkiss said

"I have not been officially advised of what is involved, but I have heard that it is a substantial increase in salary. It will help in the short-term," he said

Letters, page one

Star 1/3/89

Sats case: lighter sentences for four?

270

By Helen Grange

The Rand Supreme Court yesterday found there were extenuating circumstances in the cases of four of the eight men convicted of killing five non-strikers during the illegal South African Transport Services strike in 1987.

Bongisi Sibisi (33), David Dzevhe (30), Phineas Neshitungulwane (35) and Mafemane Rikhotso (30) were found guilty of murder with extenuating circumstances

No extenuating circumstances were found in the cases of Wilson Matshili (33), Patrick Motlefe (27), Takalani Mamphanga (25) and George Maugedzo (36)

KIDNAPPING

The eight men have been convicted of various other crimes, including kidnapping, intimidation and attempted murder

The finding of extenuating circumstances in the four cases is expected to lighten the men's sentences, which will be heard on March 9 along with the sentences of the other four.

Mr Justice Grosskopff said in his judgment that he had found the four men had not played a physical role in the murders

They were used — judge

Four strikers face gallows for killings

B/Day 1/3/89

270

SUSAN RUSSELL

FOUR railway employees who murdered four non-striking co-workers during the 1987 Sats strike face the gallows after a Rand Supreme Court judge found yesterday there were no circumstances lessening their moral blameworthiness.

Four others

Mr Justice Spoelstra and two assessors unanimously found Wilson Matshili, Patrick Molefe, Takalani David Mamphaga and George Maungedzo guilty of murder with no extenuating circumstances.

The court found there were extenuating circumstances in the cases of four others also convicted of murdering the non-strikers

Mr Justice Spoelstra said Bongisi Sibisi, David Dzevhe, Phineas Netshitungulwane and Mafemane William Rikhotso associated themselves with the killings but took no physical part in them

Dzevhe was convicted on three counts of murder The other seven were found guilty of all four.

Vhulani Joseph Mulaudzi, Kati John Sebopelo, Mulatelo Petrus Moremane, Jerry Rudolph Goodman and Albert Phuluwa were kidnapped from their workplaces on April 28 1987 and taken to Cosatu House.

There they were assaulted before being driven to a spot near Prolecon.

Phuluwa managed to escape but the other four were murdered and their bodies set alight.

Mr Justice Spoelstra said yesterday the court was convinced the strikers were used by Sarhwu to aid their goal of getting recognition by Sats

The trial was adjourned until March 9 when sentence will be passed on the eight and their 16 co-accused who have been convicted on various charges of intimidation, kidnapping, attempted murder and assault

NTRODUCE

Hansard.

HOUSE OF ASSEMBLY

QUESTIONS

†Indicates translated version

For written reply

General Affairs

Cape: land made available for Blacks

41 Mr J J WALSH asked the Minister of Constitutional Development and Planning

(1) Whether he is considering declaring any land available for (a) informal housing, (b) formal housing, (c) commercial development and (d) industrial development for Blacks in the (i) area covered by the guide plan for the Cape Peninsula approved by him in 1988, (ii) Cape metropolitan area and (iii) area falling under the jurisdiction of the Western Cape Regional Services Council, if so, (aa) where, (bb) what is the nature of such development, and (cc) when is it anticipated that this land will be made available in each case,

(2) whether each of the communities affected have been consulted or are to be consulted on proposed developments, if not, why not,

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

B98E

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) No Presently non consideration is being given to the provision of more land for Blacks in terms of section 33 of the Black Communities Development Act, 1984 in the Cape Metropolitan Area over and above the 2 975 ha which was provided during the period 1 January 1986 to 31 December 1988 The Department of Development Planning, however, has instructions to continually monitor the need for more land for all the communities in the Metropolitan Area within the framework of the Guide Plan for the Cape Metropolitan Area in consultation with the authorities involved

(2) Falls away

(3) No

SAA: persons employed as cabin attendants/clerks

69 Mr D J N MALCOMESS asked the Minister of Transport Affairs

How many (a) Black, (b) Coloured and (c) Asian persons were employed by the South African Airways as (i) cabin attendants and (ii) clerks as at 31 December 1988?

B170E

The MINISTER OF TRANSPORT AFFAIRS

	(i)	(ii)
(a)	6	0
(b)	10	11
(c)	6	5

270

Hansard

HOUSE OF REPRESENTATIVES

QUESTIONS

†Indicates translated version

For oral reply

General Affairs

Eastern Province water from other sources

*1 Mr W J DIETRICH asked the Minister of Water Affairs

(1) whether it is the intention of his Department to bring water from other sources to the Eastern Province, if not, why not, if so, (a) when and (b) from what sources,

(2) whether he will make a statement on the matter? C9E

The MINISTER OF WATER AFFAIRS

(1) Yes

(a) Water from the Orange River is already being supplied to the Sundays River Valley and provision has been made to supply Port Elizabeth with water once the local sources are fully utilised

(b) Orange River and possibly later from the Umzimvubu River

(2) Yes In parts of the Eastern Province and in particular the Port Elizabeth area water shortages are presently being experienced due to a severe drought A drought of this magnitude inevitably has an influence on the calculations made in the planning process of Government Water Schemes and must accordingly be taken into consideration Such an exceptional occurrence can, however, not be used as a basis for calculations

Once predictions indicate that water shortages can arise in the future, the Department of Water Affairs will look at the possibility to augmenting the yield of the existing sources In the implementation of this policy the Department of Water Affairs already brings water from the Orange River to the Eastern Province for irrigation purposes in the Fish and Lower Sundays River Valleys The Department of Water Affairs is at present engaged in the construction of water works aimed at extending existing irrigation development by approximately 10 000 ha Provision has already been made for the future supply of water to Port Elizabeth from the Orange River Development Project The hon member is referred to the Seventh Supplementary Report on the Orange River Development Project, White Paper C—'86

Due to the fact that water transferred from other catchment areas is an expensive undertaking it is the policy of the Department of Water Affairs that local sources should be fully utilised in the first instance

Regarding the rest of the Eastern Province in general the Department of Water Affairs is presently planning the water supply over the long term and certain schemes have already been implemented, for instance the Amatole Government Water Scheme which will supply water to East London There are several smaller communities which are or will be experiencing water problems in future, and it seems at this stage that the only solution for these communities will be the use of underground water sources The exploitation of underground water sources are in most cases the most economic solution and it is therefore in the interest of the water consumers that these sources be utilised

The Government has set as its goal the supply of sufficient water for basic needs at an affordable rate to all water consumers The Department of Water Affairs is continuously planning in order to ensure that the available sources are fully utilised and to give effect to the afore-mentioned Governmental aim

For written reply

Own Affairs

Pupils: percentage attendance

1 Mr C J KIPPEN asked the Minister of Education and Culture

What was the (a) average and (b) percentage attendance of pupils in schools under the control of his Department in each province for 1986 and 1987, respectively? C7E

The MINISTER OF EDUCATION AND CULTURE

		1986	1987
(a)	Average attendance		
	Cape Province	655 924	671 703
	Natal	28 137	29 458
	Orange Free State	14 403	15 855
	Transvaal	64 372	67 036
(b)	Percentage attendance	1986	1987
	Cape Province	94 8%	95 7%
	Natal	94 1%	97 6%
	Orange Free State	95 9%	96 1%
	Transvaal	92 8%	95 4%

SAA employs its first black cabin attendants

Political Staff (270)

CAPE TOWN — SAA has its first black cabin attendants. B/Day 2/3/87

Transport Minister Eli Louw said in Parliament yesterday six black attendants were employed by SAA last year.

Coloured and Asian attendants were taken on a few years ago.

Eleven coloureds and five Asians were employed as clerks, but no blacks.

Cape Times 2/3/89 270

Salary package resolves air traffic control crisis

THE air traffic controller crisis has been resolved, Minister of Transport Affairs Mr Eli Louw announced yesterday.

In a statement after a meeting with representatives of the Air Traffic Controllers' Association in Cape Town, the minister said a "more market-related salary package" had been approved with effect from yesterday.

Four air traffic controllers had withdrawn their resignations and four others, who had already resigned, had indicated they would return.

"All parties expressed their satisfaction concerning this decision and indicated that this new dispensation would resolve the problem concerning their remuneration," Mr Louw said.

"No particulars of the package will be made known as this is a matter between the Department of Transport and the air traffic controllers." — Sapa

Sharp drop in transport sector capex

B/Day 2/3/89 (270)

MARC HASENFUSS

THERE had been a significant decrease in the amount of capital invested annually in transport equipment, Transport Technical Industries CE Phil Erasmus said yesterday

Speaking at the conference on capital expenditure in Johannesburg, he said Reserve Bank figures indicated a sharp decline, on an index basis, from 100 to 45 points since the high level of investment experienced during 1982

From a transport operating point of view, the cost of replacing equipment was becoming problematic and unit prices on average escalated at a rate significantly above inflation

Erasmus said SA, as a developing country, was forced to provide essential transport services to users who could ill-afford to pay the full economic charge for these services

He pointed to third-class rail passengers who were paying just 38% of the total cost of providing the service.

Erasmus said this sector accounted for 70% of Sats losses.

Traffic law enforcement was also becoming increasingly problematic, he said. "The lack of staff in respect of road traffic law enforcement programmes is reaching critical proportions in SA".

5/3/89

Sarhwu strikers guilty of murder

By MARTIN NTSOELENGOE

A RAND Supreme Court judge this week found that there were no extenuating circumstances for four members of the South African Railway and Harbour Workers Union (Sarhwu), who were each found guilty on four counts of murder

The four are Wilson Matshili, 33, of Millsite Hostel, Patrick Molefe, 27, of Alberton, Takalani David Maphanga, of Sydenham Avenue, Johannesburg, and George Maugedzo, 36

Judge TT Spoelstra said although the men were all from poor families and backgrounds, it could not be said they were not aware of what they were doing

He will give reasons for his ruling on March 9 Bongani Sibisi, 30, William Mafemane David Dzevhe, 30, Phineas Netshingulwane, 25, and William Rikhotso were also convicted of murder

Earlier, all the accused admitted kidnapping "scabs" during the 1987 Sats strike and killing four of them at Prolecon Eight others were convicted on charges of kidnapping, assault and intimidation

In the middle of last year the 16 changed their plea from not guilty to guilty They all made statements accompanied by new pleas, in which they explained their different roles in their kidnapping, assault and murder of Vulani Joseph Mulaudzi, Kati John Sebolao, Mulatelo Petrus Moremane and Jerry Rudolph

The victims are alleged to have not participated in the Sarhwu strike

The murders were committed to ensure that the strike did not collapse, said the 16 men

At a meeting held by striking workers at Cosatu House, it was decided to kill five co-workers who did not heed the strike call

The five were taken to an open lot at Prolecon, near City Deep, to be killed One of them, Albert Phuluwa - who became a key State witness – managed to escape, the court heard

Before the case was postponed defence counsel ME Luitingh argued that there were extenuating circumstances

"There was a clouding judgment which removed the element of reality, making them vulnerable to poor judgment

"In passing judgment the court should take into account whether they would return to normal life once they have reflected on their deeds

"The deeds were committed to conform to the desire of the group"

He added that the murders were committed because of a combination of psychological phenomena which altered the states of mind of the accused

He added that the violence was predictable, and, in fact, had been predicted in newspaper editorials that said there was going to be bloodshed a month before it happened

"If Sats had applied itself, it should have realised the threat of conflict and done something to prevent it," Luitingh said

State prosecutor Brink Ferriera argued that the attitude of the 16 men, some whom had been found guilty on four counts of murder each, should be a prime factor in deciding what sentence to pass

He added that most of the defence witnesses tried to discredit Sats officials and the police

Ferriera said defence witnesses did not tell the truth They could remember what the police did to them, but could not remember what they themselves did to their four victims

He said it was not true that strikers became uncontrollable as claimed by one of the accused

Ferriera said the State did not offer an explanation, as contended by the defence, that the accused were dissatisfied with the approach Sats had to its employers

"Their complaints stemmed from inadequate grievance procedures, disciplinary codes and also the absence of common courtesy and respect for human dignity"

He acknowleged that most of the accused grew up under poor living conditions, and all but one were virtually illiterate

Political comment and newsbills by K Sibiya Headlines and sub-editing by C Tram, of 204 Hoff Street Ext, Johannesburg

Star 10/3/89

Call for no mercy for Sats murders

270

By Joe Openshaw

A Rand Supreme Court judge was yesterday asked to impose a discretionary death sentence on four of eight railway employees convicted of murdering four non-striking co-workers during the 1987 Sats strike in whose cases extenuating circumstances were found

"The four were murdered cold—bloodedly and in an utterly gruesome and brutal manner," the prosecutor, Mr J J W Hays, said

"The crimes are so serious, the repercussion so far-reaching and the revulsion and condemnation of the community so profound that the death sentence is the only fitting one," he submitted

The four in whose case extenuating circumstances were found are Bongisi Sibisi (33), David Dsehve (30), Phineas Neshitungulwane (35) and Mafemane Rikhotso (30)

The four found guilty of murder with no extenuating circmstances are Wilson Matshili (33), Patrick Molefe (27), Takalani Mamphanga (25) and George Maugedzo (36)

Mr Hays also called for lengthy prison sentences without the option of a fine for eight other railway workers found guilty on various counts of attempted murder, kidnapping, assault and intimidation

Suspended sentences which would allow the eight convicted of the less serious offences of culpable homicide, kidnapping, assault and intimidation to pay compensation to the families of the murder victims, were called for by Mr G Rautenbach, who with Mr M Luitingh, appears for the railway employees

Defence argued that jail sentences for the men would deprive the victims of comspensation.

Sentence will be passed today

Sixteen sentenced

10/7/89

SENTENCE on 16 South African Railways Harbour Workers' Union members convicted of murder will be passed today in the Rand Supreme Court.

This was said yesterday by Mr Justice T T Spoelstra, sitting with two assessors, after the State and the defence had argued at length on the question of sentence on the eight accused convicted of murder without extenuating circumstances and those found guilty of murder with extenuating circumstances and other charges.

270

State death call despite extenuation

Strike-killing four 'should be hanged'

B/Day 10/3/89

270

SUSAN RUSSELL

FOUR Sats employees who murdered four co-workers because they did not join the 1987 rail strike should be sentenced to death, even though the court had found there were circumstances which lessened their moral blameworthiness, the State argued in the Rand Supreme Court yesterday.

The State submitted that although the court had found extenuating circumstances existed in the case of the four, the death sentence should be imposed because of the brutality of the crime

Bongisi Sibisi, David Dzevhe, Phineas Netshitungulwane and Mafemane Rikhotso were among the eight men convicted of murdering the non-strikers on April 28, 1987.

Wilson Matshili, Patrick Molefe, Takalani David Mamphaga and George Maungedzo were convicted of murder with no extenuation

When no extenuation is found the court must impose the death sentence, but where there is extenuation, the presiding judge has discretion

Last week Mr Justice Spoelstra and two assessors found Sibisi, Dzevhe, Netshitungulwane and Rikotso had associated themselves with the murders but took no physical part in them

The four murdered men were kidnapped from where they were working on April 28, 1987, and taken to Cosatu House

They were assaulted there before being driven to a spot near Prolecon where they were murdered, and their bodies set alight

A fifth man, Albert Phuluwa, was also taken to Prolecon but managed to escape

The defence has asked the judge to use his discretion and not impose the death sentence on Sibisi and the other three found guilty of murder with extenuation

It was argued that the issue of brutality, the basis on which the State asked for the death sentence, had already been taken into account during the extenuation proceedings

The brutality of the crime notwithstanding, extenuating circumstances were found in the case of Sibisi and the other three.

It was argued by the defence that eight other men convicted on counts of intimidation and kidnapping be given suspended sentences coupled with orders that they pay compensation to the families of the victims

Mr Justice Spoelsta will pass sentence this morning

Star 11/3/89

4 SATS workers sentenced to death

JOHANNESBURG — Four railway workers, who took part in the 1987 SATS strike and were found guilty of murdering four non-strikers, were sentenced to death four times each in the Rand Supreme Court yesterday.

No extenuating circumstances were found in regard to the four Wilson Matshili, 33, Patrick Molefe, 27, Takalani David Mamphanga, 25, and George Maugedzo, 36.

The men were also found guilty on charges of attempted murder, kidnapping and intimidation, and were sentenced to between five and eight years of imprisonment each

Four other railway workers were convicted of murder with extenuating circumstances Bongisi Sibisi, 33, David Dsehve, 30, Phineas Neshitungulwane, 35, and Mafemane Rikhotso, 30, were sentenced by Mr Justice T T Spoelstra to terms of imprisonment varying between eight and 12 years for the murder of the same four non-strikers.

Eight other employees were given suspended sentences for attempted murder, assault, kidnapping and intimidation — Sapa

Sats murderers to hang

Star 11/3/89

Cosatu House beatings recalled

JOE OPENSHAW

A SUPREME Court Judge yesterday sentenced four railway workers to death four times each, for murdering four non-strikers during the 1987 Sats strike

He also sentenced them to a total of 29 years' imprisonment on counts of attempted murder, kidnapping and intimidation.

The men were Wilson Matshili (33), who received the death sentence and three and five years to run concurrently, Patrick Molefe (22), death and five years, Takalani David Mamphanga (25), death and eight years, and George Mavgedzo (36), death and five years

They were among 16 railway workers found guilty of murder, attempted murder, kidnapping, assault and intimidation

Set alight

The offences were part of a chain of events linked to the strike which culminated on April 28 when the four men, Mr Kati John Sebopelo, Mr Vhulani Joseph Mulaudzi, Mr Mulatelo Petrus Moremane and Mr Jerry Rudolf Goodman, together with Mr Albert Phuluwa, were taken to Cosatu House and assaulted They were then transported to the bush at Prolecon near Alberton, where they were murdered and their bodies doused with petrol before being set alight

Mr Albert Phuluwa managed to escape with the aid of one of the convicted men, David Dzevhe

Four of the men found guilty of murder with extenuating circumstances were sentenced to prison Bongisi Sibisi (33), eight years, David Dzevhe (23), five years, Phineas Netshitungulwane (25), 12 years, and Mfemana William Rikhotso (33), eight years

The prosecutor, Mr J J W Hays, had called for the discretionary death sentence for Sibisi, Dzevde, Netshitungulwane and Rikhotse, but the judge, Mr T T Spoeltra, said they had not been physically involved in the murders.

The other eight men, found guilty of the lesser offences, were sentenced as follows

Jacob Thalepo Machata (33), the driver of the car which transported the victims to Prolecon and found guilty on four counts of attempted murder, four years imprisonment suspended for five years with a condition that he pay R2 000 compensation to the victims' dependendants

Daniel Candilizwe Mkhotlokotho (36), guilty on five counts of kidnapping and one of intimidation, five years suspended for five years, to pay R4 000 to dependants Freddie Mothisi (30), guilty of kidnapping Mr Albert Phuluwa, three years suspended for five years, to pay Mr Phuluwa R2 500 compensation Mr Wilson Mvshaishano (34), guilty of assaulting Mr Phuluwa, one year suspended for three years, to pay Mr Phuluwa R500

Intimidation

Johnson Mogesi (37), guilty of five counts of kidnapping and one of intimidation, six years suspended for five years and ordered to pay R4 000 compensation Johannes Toja Ngcobo (26), Transvaal regional secretary of SARWHU and a member of the strike coordinating committee — guilty of intimidation — eight years suspended for five years and ordered to pay R10 000 compensation to the dead men's dependants

Simon Mvlomoni (31), guilty of five counts of kidnapping and one of intimidation, six years suspended for five years, to pay R4 000 compensation Michael Ilayeng (38), guilty of one count of kidnapping, three years suspended for five, to pay R2 500 compensation

Sowetan 13/3/89

270

By MANDLA NDLAZI

FOUR members of the South African Railways and Harbours Workers Union were on Friday given death sentences by a Rand Supreme Court. Some of their co-accused received jail terms.

Shouted slogans filled the courtroom shortly after Mr Justice T T Spoelstra had pronounced the sentence and left the bench.

Those who were each sentenced to death four times and prison terms are, Wilson Mtshali (33), death sentence, three and five years to run concurrently, Patrick Molefe (22), death and five years, David Maphanga (25), death and eight years, and George Maugedzo (26), death and five years

They were among the 16 members of the South African Railways and Harbours Workers Union (Sarhwu) found guilty of murder, attempted murder, abduction, assault and intimidation

The offences were part of a chain of events linked to a Witwatersrand strike of Sats employees which culminated, on April 28 1987 in the death of four men.

The dead men were Mr Joseph Mulaudzi, Mr Joseph Sebopelo, Petrus Moremane and Mr Jerry Goodman The one who escaped was Mr Albert Phuluwa

Those who were sentenced for murder with extenuating were William Rikhotso (33), eight years; Bongane Sibisi (33), eight years, David Dzevhe (32), five years, and Phineas Netshitungulwane (25), 12 years

The other eight were convicted of lesser charges.

Figure 1.1: The railway network supporting the mining industry in Mamblia

Source: Mbuende (1986)

Sats four given death sentences

B/Day 13/3/89 (270)

SUSAN RUSSELL

FOUR Sats employees were sentenced to death four times each in the Rand Supreme Court on Friday for murdering four co-workers who did not take part in the 1987 rail strike on the Rand.

The court found earlier there were no extenuating circumstances which lessened the moral blameworthiness of Wilson Matshili, Patrick Molefe, Takalani David Mamphaga and George Maungedzo.

When no extenuating circumstances are found, the court is obliged to pass the death sentence.

Four others, Bongisi Sibisi, David Dzevhe, Phineas Netshitungulwane and Mafemane Rikhotso, convicted of murder with extenuating circumstances, were given prison sentences ranging from five to 12 years.

They were also convicted on charges of kidnapping, intimidation and attempted murder and these were counted as one for the purpose of sentence.

These four were found by the court to have associated themselves with the murders and, to a lesser or greater extent, with the other crimes, but were not physically involved in the killings.

Mr Justice Spoelstra also imposed suspended sentences — ranging from three to eight years — on eight other strikers convicted of culpable homicide, intimidation, assault and the kidnapping of the non-strikers.

The suspensions are conditional on their payment of a total of R24 800 to the dependants of the four murdered men.

Mr Justice Spoelstra said there was a distinct likelihood that undue leniency might encourage, or at least not restrain, the accused or people in a labour environment from similar conduct.

An application for leave to appeal is expected later this month.

10 MINUTE X-WORD 7293

ACROSS

1 Vestibule (4)

DOWN

7 workers overcome by gas

By Anna Louw (270)
East Rand Bureau

Seven employees of South African Transport Services (Sats) were admitted to the Kempton Park and Tembisa hospitals after being overcome by gas when the head of a chlorine cylinder exploded on a goods train at the Elandsfontein shunting yard last night.

Kempton Park Fire Department said the incident occurred at 11 30 pm

Rescue workers from the Kempton Park and Primrose fire departments rendered assistance at the scene.

Officials from NCP at Chloorkop removed the damaged cylinder and others from the wagon in the shunting yard

A Kempton Park Fire Department spokesman said the situation was soon under control but could have caused a big problem Star 17/3/89

The conditions of the seven were not known at the time of going to press

Star 29/3/89 (270)

Bus drivers exercise power over passengers

By Winnie Graham

Black commuters who are sometimes allowed on "white" buses and sometimes not, are totally confused at the power certain white bus drivers wield.

Mrs Philda Mareletsa, who was twice stopped from boarding a bus to Hillbrow, Johannesburg, last week, said yesterday it had become obvious that the majority of white passengers had no objection to travelling on buses with blacks

"It's the drivers who refuse to allow us to board," she added

Mrs Mareletsa said last Thursday she and a group of four black men were waiting for a bus to Hillbrow in Eloff Street There were some white passengers at the bus stop and she and a young white woman started a conversation When the bus arrived the white driver simply shook his head and refused to allow the black passengers to board

"The young woman I was speaking to got so upset she started crying," Mrs Mareletsa added "I had to comfort her. I was, however, most annoyed. It seems the bus drivers simply decide for themselves whether or not they will pick up black passengers."

She said she believed the people of Johannesburg had built many bridges between the races and it seemed ridiculous that a small group of conservatively minded drivers should be in a position to promote race hatred

She asked why, if white passengers obviously did not object to black people catching buses, the drivers should be allowed so much control

"It's time this Boksburg-type mentality was eliminated," she added

Labour council is set up for Sats

By LEN MASEKO

(270)

THE South African Transport Services yesterday launched its own industrial council that will serve as a platform for the resolution of labour disputes within the sector.

The Labour Council (LC), formed in August last year, is a forum for wage negotiations between the Sats management and trade unions organising in the railways

Opening the council's offices in Johannesburg, Professor Nic Wiehahn, chairman of the LC, said the newly-formed body paved the way for "a new era in labour relations in the South African public sector" Sowetan 31/3/89

He said the LC "symbolised" a move from "an old but outdated labour practice in the Sats" Sats management and 11 trade unions, which are part of the bargaining system, would have equal voting rights on the council

"The objectives of the council are to maintain and promote labour peace and to prevent labour disputes," Prof Wiehahn said

He said the council would be able to invoke provisions of the Labour Relations Act within the next two years The body aimed at becoming an industrialised council in the transport industry as soon as the privatisation in the transport sector became a reality

Workers OK privatisation

B/Day 12/4/89 GERALD REILLY 270

PRETORIA — Sats workers had no fear of the consequences of privatisation, Federal Council of Sats' Staff Association's Abe Koekemoer said yesterday

He was reacting to a statement this week by Sats CE Anton Moolman that Sats could become a public company within the next 12 months

Koekemoer said when privatisation was first mooted there were fears that job security would be threatened

"Now the attitude is the quicker the better We can only gain from the freeing of Sats from state control

"We are tired of having to subsidise an ideology," he added

Better pay could keep pilots in SA

770 ARGUS 14/4/89

The Argus Correspondent

JOHANNESBURG. — Improved pay and conditions for South African Airways pilots will probably stem the tide of senior captains heading to the Far East for higher rewards, said a spokesman for the SAA Pilots Association (Saapa).

Association president Captain Ian Dommisse said a welcome feature of the new agreement — also hailed as a breakthrough in employer-employee relations by SAA chief executive Mr Gert van der Veer — was a switch from a system of few salary levels to one taking into account the number of years of service of each individual.

A mass exodus to the Far East was the result last year when pilots had their minimum retirement ages reduced five years to 45 in SAA's across-the-board bid to reduce staff.

"Our new levels are still not up with the best-paying airlines, but we're a lot better off than we were in terms of market-related conditions prevalent in South Africa," said Captain Dommisse.

SAA pilots generally received better fringe benefits than employees of other international carriers.

Linesman's death: Current switched on early

ARGUS 14/4/89 (779)

By GILL TURNBULL
Court Reporter

THE day after a city council linesman was electrocuted his foreman admitted he knew that the current in the line on which the man was working was to be switched on early, an inquest court was told

This was further evidence at the Cape Town inquest yesterday on electricity department "live wire" linesman Mr Edward Davids, 22, who was electrocuted while working on a street light in Langerman Avenue, Milnerton, on Friday, March 11 last year

Earlier evidence from the foreman of the "live wire" team, Mr Yusuf Damoes, was that engineer, Mr David Dollman, did not tell him the power was to be switched on at 2 pm

Mr Dollman has testified that a consumer on the corner of Peddie Street and Langerman Avenue asked to have the power switched on at 2 pm because she had a wedding reception planned for that day

•A few minutes before 2 pm, with only about 10 minutes of work still to be done on the street light arm, the "dead wire" team was brought down

Mr Damoes's "live wire" men Mr Davids and Mr Mark Flories were asked to finish the job.

Mr Dollman told the court that on the Saturday morning after the accident Mr Damoes told district manager Mr William Townsend that Mr Dollman had told him the power was on

Yesterday after lengthy cross-examination of Mr Dollman and Mr Townsend, Mr N Arendse for Mr Damoes told the court his client would not deny that on the Saturday morning he had said Mr Dollman had told him the power was on — but would now say he was incoherent with shock and made an error in saying so

(The hearing continues)

'A few' cabin crew plan go-slow

B/Day 18/9/87

Own Correspondent

CAPE TOWN — A few SAA cabin crew will be involved in a wild cat "go-slow" tomorrow

SAA public relations officer Gerhard Fritz said last night "At most one or two flights could be effected"

However, a spokesmen for the go-slow group said internal flights would be disrupted by up to 45 minutes

A union official confirmed that only a minority of cabin crew were involved and said that, according to his estimate, no flights would be disrupted

Fritz said "There are only about 20 people involved in the action which the union, the SAA Cabin Crew Association (SAACCA), wants no part of"

SAACA's Cape Town representative agreed the union had nothing to do with it. The union is to meet management today

A spokesman for the go-slow group told reporters they were staging the action in protest against working conditions Married cabin crew took home between R700 and R800 a month after deductions

"We need a major increase, he said"

270

Railmen seek 15-17% across board

GERALD REILLY

PRETORIA — The Federal Council of Sats' Unions yesterday submitted a demand for across-the-board pay hikes of 15-17% from July

Council general secretary Abe Koekemoer said the claim was backed by figures showing big inflationary inroads into railwaymen's pay during the past 12 months.

Their last increase of 12,5% was in September. The demand covers about 180 000 workers in 11 unions

The only black union broke away from the council and will make its own representations

Management will respond on May 2

Chairman of the council, which comprises an equal numbers of federal council and management representatives, is labour expert Nic Wiehahn

'Minority' in cabin crew strike

Cape Times 18/4/89 (270)

Staff Reporter

A MINORITY of South African Airways cabin crew will be involved in a wildcat "go-slow" action that could disrupt flights tomorrow

"At most one or two flights could be affected," a public relations officer for SAA, Mr Gerhard Fritz, said last night.

"There are only about 20 people involved in the action which the official union, the SAA Cabin Crew Association, wants no part of."

The union will meet management to discuss the action

Yesterday a spokesman for the breakaway group said they would be protesting against working conditions

Internal flights would be disrupted for up to 45 minutes, he said

The spokesman said that daily allowances granted to married cabin crew had been halved without warning in March

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"comrades" in defence positions.

A KwaZulu police spokesman said investigations into the deaths were continuing. No arrests have been made. — Sapa.

Challenges ahead for Sats unions

B/Day 20/9/89 (270)

GERALD REILLY

PRETORIA — The federation of Sats trade unions looked forward to privatisation but there were many challenges ahead, federation chairman Dudley Henn said last night.

He told the annual meeting that "outside" unions were looking with greedy eyes at "our members and unless we can find solutions to the divisions among us we won't be able to withstand the onslaught".

Railway workers had existed for many years in fairly calm waters, protected from outside interference.

It was reasonably easy to survive. "If Sats's 180 000 workers unite we need fear none." However, there would be problems if workers failed to resolve their differences.

Henn said initially, the federation had feared privatisation and deregulation, but it was now talked about with greater enthusiasm.

British workers were delighted with their shares in the organisations they worked for.

leadership

Challenges ahead for Sats unions

B/Day 20/4/89 (270)

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British workers were delighted with their shares in the organisations they worked for

Cape Times 28/4/89

270

SATS workers 'shirk perks tax'

From CHRIS CAIRNCROSS

SATS employees who have been enjoying the substantial benefits of free or subsidised air travel should be acknowledging these perks, as they must also be subject to fringe benefit taxation. But few, if any, have apparently been doing so.

The amounts involved could run into millions of rands spread over the four years since the perks tax was first introduced

The issue is highlighted by the Auditor-General's report on SATS's financial accounts for 1987/88, tabled in Parliament this week.

According to the report, the A-G's investigations uncovered deficiencies concerning the issue of air travel concessions to employees on which no tax was recovered from the concession holders in terms of perks tax legislation promulgated in 1985. The amounts involved are not specified

These shortcomings were brought to the notice of SATS's management with a request that confirmation be given that all the tax due between 1985 and 1988 has been recovered and paid over. No confirmation has yet been received, the only reply received by the A-G being that recovery procedures are still being investigated

No direct mention is made of rail travel concessions in the A-G's report. The reason is that Parliament, in the process of dealing with the perks tax legislation four years ago, put in a clause giving SATS employees specific exemption from having to pay tax on rail concessions.

It is understood that such favoured patronage handed out by the politicians to this element of the electorate was strongly but futilely opposed at the time by the revenue authorities, who held that these benefits should be treated no differently from air travel concessions in terms of fringe benefit taxation

In a paragraph titled "Free Passes", the A-G records that conservative estimates of free travel facilities by train and air, as well as "privileged" train tickets, cost SATS more than R203,6m during 1987/88 In the four years since fringe benefit taxation was introduced, the cumulative amount of travel freebees handed out to SATS employees is therefore probably close to R800m

Tribute to Ball

LOS ANGELES — This city paid tribute to Lucille Ball, 77, yesterday by lowering flags to half-mast, while the comedienne's husband expressed his gratitude for the sentiments expressed in the wake of his wife's death

"I have never seen such an outpouring of love for anyone," said she

News in Brief

Cape Times 28/4/89

4 Reef miners killed

CARLETONVILLE — Four miners were killed and two are missing after a pressure burst at the Blyvooruitzicht gold mine here shortly after midday yesterday According to a mine statement, 22 miners were injured in the accident which occurred 2 273m underground

Cape Times 28/4/89

Renamo 'butcher' mine

It's not just a coup to

Helicopter crash escape

Own Correspondent

PORT ELIZABETH — The occupants of a privately-owned helicopter escaped death when the machine smashed into the side of a mountain, then plunged into a deep gorge, near George on

Sats pay rises likely to trigger others

ARGUS 9/5/89 270

The Argus Correspondent

PRETORIA. — New salary increases for transport workers are likely to incite other public sector groups to push for their demands to be met.

In a move which will be interpreted by many as "an election sweetener", 180 000 South African Transport Services (Sats) workers are to get a 10 percent general increase from July 1.

Sats workers got a 12 percent increase eight months ago, compared with public servants who received 15 percent from January 1.

But in spite of this increase the backlog in public service salaries, compared with those in the private sector, was at least 20 percent, a spokesman for the Public Servants Association said.

This, coupled with the Sats increase, meant the government could expect other public servants — including those working for provincial departments, teachers and nurses — to press for a better deal for themselves.

He said all employers, including the government, would have to look at market trends and the high inflation rate, and if they were realistic they would see that salary increases were necessary.

A spokesman for the federation of Sats trade unions said Sats workers had asked for a 16 percent increase

A spokesman for the Ministry of Transport said today the raise, following a 12 percent increase in September, would not cost taxpayers anything as no tariff increases were envisaged

Salary increase

(270)

NEW salary increases for transport workers will incite other public sector groups to push for their demands to be met

In a move which will be interpreted by many as "an election sweetener", 180 000 South African Transport Services (Sats) workers are to get a 10 percent general increase from July 1 Sowetan 10/5/89

A spokesman for the Federation of Sats Trade Unions said Sats workers had asked for a 16 percent increase However, after a seven-hour long meeting of the Sats Labour Council on Monday they settled for 10 percent

10 percent increase for Sats workers

Pretoria Correspondent

About 180 000 South African Transport Services workers are to get a 10 percent general increase from July 1

The increase — interpreted as an election sweetener — is expected to incite other public-sector groups to push for their demands to be met

Sats workers got a 12 percent increase eight months ago, while public servants received 15 percent from January 1

BETTER DEAL

But in spite of this increase, the backlog in public-service salaries, compared with those in the private sector, was at least 20 percent, a Public Servants Association spokesman said

This, coupled with the Sats increase, meant the Government could not expect other public servants not to urge for a better deal for themselves as well

He said all employers, including the Government, would have to look at market trends and the high inflation rate and, if realistic, see that salary increases were needed

Horror road figures

Sowetan 25/5/87 (270)

MOTOR Vehicle Accidents and other trauma injuries cost the South African economy about R60-million every day, according to the leader of a Medical Research Council trauma project.

SOWETAN Reporter

Last year more people were killed on the roads than the country's entire loss in combat during World War 2.

Dr J van der Spuy was addressing a Press conference arranged to coincide with the tabling in Parliament yesterday of the MRC's annual report

He said in present terms, at the rate of conflict over the last two decades, it would take longer than 100 years to lose as many lives in combat as were lost on South African roads last year

Present legislation was reasonably sufficient, however, in practice these regulations were poorly applied, with the result that unsophisticated, aggressive and dangerous behaviour by drivers and pedestrians was common.

There was not only a manpower shortage in many traffic forces but frequently only a skeleton staff were on duty at high-risk times and places

There was also an unwritten policy not to prosecute certain offences such as the failure to wear seatbelts and where vehicles heavier than 8000 kg exceeded the 80 km/h speed limit

Van der Spuy said trauma was the second largest killer in South Africa.

In teaching hospitals up to 83 percent of beds in some surgical disciplines were taken up by trauma victims, critically compromising other commitments

Population growth and urbanisation would require the trauma facilities in urban areas to be more than doubled in the next 25 to 30 years By the most conservative estimates, at least 32-million people would swell the urban areas in these years, almost trebling the present population

Wage gaps between whites and blacks seem to be widening

By Michael Chester

New evidence of the huge size of the pay gap between white and black workers has been provided in a review of trends inside a number of key business sectors that between them share a labour force of more than five million employees

The review, compiled by Central Statistical Services, traces the changes in the pattern of overall recruitment and salaries and wages from 1987 to the end of last year

Socio-political reformers will be heartened by news that in all sectors — with the exception of the construction industry — it was the pay packet of the black worker that grew fastest, at least in percentage terms, if not in actual rand terms

However, the review also unearths evidence of major differences in the pace of moves to close the wage gap from sector to sector

For example, the average pay packets of the 175 000 black workers in the sector covering transport and communications barely stayed ahead of inflation, with increases of 15,1 percent over the 12 months

This is the sector that embraces all road and rail services, the Post Office and the SABC

One consolation was that at least the increase seemed far better than the 6,6 percent average raises awarded their 150 000 white workmates

Even that fragment of comfort was overwhelmed, however, when the average wages of black workers, now at R761 a month, had to stand comparison with an average R2 227 paid to white colleagues

Still, the R761 looked an improvement on the R610 a month average still being earned by 215 000 black workers in the construction industry — even after they had received a 17,1 percent pay hike

And here the pay gap was even wider with white workers enjoying a 22,3 percent jump in pay to R3 166 a month

In the manufacturing industry, it was the 716 000-strong black labour force which enjoyed the 22 percent scale of increases in average pay — pushing it up to R914 a month

Here, the 295 000 whites on the payroll received increases of a more modest 15,8 percent

But they were enough to push their average wages to R3 141 — more than three times higher

More doubts about the reliability of percentages in tracking what is happening to the pay gap emerge when one examines trends inside the wholesale/retail trades

The increases in the average pay of the 360 000 black workers employed here last year were among the best of all, racing ahead no less than 37,6 percent, while 266 000 white workers had to settle for raises of less than 19 percent

In the end, however, the new black average of R644 still looked a long way off the R2 144 white average.

Not only that, the pay gap of R1 335 a month at the end of 1987 has now swollen to R1 500

The quirks of statistics can also be put to the test with a closer look at pay patterns at Eskom

Here, black employees received average increases of almost 27 percent, lifting pay to R1 377 a month, while white raises seemed to trail behind at 11,5 percent, setting pay at R3 666

What happened to the pay gap in actual rands?

In 1987 it was R2 202 Now it has crept up to R2 289

It all somehow seems to sum up the perils of statistics

Sats 4 given leave to appeal

270 SUSAN RUSSELL

FOUR railway workers who were sentenced to death four times each for murdering four colleagues during the 1987 Sats strike were granted leave to appeal in the Rand Supreme Court on Friday

Wilson Matshili, Patrick Molefe, George Maungedzo and Takalani Mamphaga were sentenced to death in March this year.

The court found there were no extenuating circumstances

Another striker who was convicted of murder was given leave to appeal against his 12-year prison sentence.

Phineas Netshitunglwane was one of four found guilty of murder with extenuating circumstances and given prison sentences ranging from five to 12 years. B/Day 29/5/89

Vhulani Mulaudzi, Kati Sebopelo, Mulatelo Moremane, Jerry Goodman and Albert Phuluwa were kidnapped by strikers and taken to Cosatu House on April 28 1987

They were assaulted before being driven to a spot at Prolecon Phuluwa escaped but the four others were murdered and their bodies set alight

The appeal is expected to be heard towards the end of this year

Minister okays SATS pay hikes

Cape Times 10/9/89

SALARY increases for SATS employees have been approved by the Minister of Transport, Mr Eli Louw

He said no details of the salary adjustment would be made public, but it would not entail any tariff increases.

"As a matter of fact I do not foresee any tariff increases for the rest of the year"

Mr Louw said the SATS Labour Council had agreed to a salary adjustment after negotiations between trade unions and management "The salary adjustment will be implemented as agreed upon," he said

"As is customary, no particulars of the salary adjustment will be made public, as the principle has been maintained throughout that it is a domestic affair"

He said he was very happy with the way the Labour Council was working Trade unions and management negotiated on an equal basis under the chairmanship of an independent chairman concerning all service conditions, including salaries

This meant that labour matters in SATS now operated in the same way as the industrial council of the private sector — Sapa

Sowetan 29/6/89 270

Bus service disrupted over privatisation plan

By LEN MASEKO

THE proposed privatisation of the Daveyton Town Council's bus service has met with opposition from the municipality's bus drivers.

Dozens of commuters were left stranded yesterday morning as the bus drivers — angered with the council's decision to trade off the financially embattled service — parked their buses and went to a meeting, a source in the council said

Daveyton mayor, Mr Meshack Sinaba, said he was not aware the local bus service was disrupted yesterday morning He said the bus drivers had requested a meeting with him to discuss the proposed privatisation of the transport department

The row between the council and its transport staff follows the recommendation by the municipality's executive committee that the bus service, which has shown a loss of R4,7 million, be privatised

The bus drivers have apparently been angered by the executive's statement that employees would have to negotiate their own terms with the company which has successfully tendered for the service They have also expressed concern about their council-subsidised homes in the event of a takeover by a private company

A takeover by the private sector would mean an end to the subsidies the council staff has enjoyed as public servants

The executive's decision was apparently prompted by the bus service's poor trading results They decided that there was nothing to indicate that the service would show a profit in the short term and recommended the secretary to invite tenders for a takeover

Daveyton bus drivers go on short strike

Star 30/6/89

Daveyton municipal bus drivers who went on strike yesterday in protest against a council decision to privatise the financially struggling bus service returned to work later in the day, said the mayor, Mr Shadrack Sinaba [redacted].

Many commuters were left stranded when bus drivers, without notice, parked their buses and went to a meeting to discuss privatisation — East Rand Bureau

270

Traffic man worked overtime on leave

(270)

EDYTH BULBRING

JOHANNESBURG Traffic Department superintendent Piet Nortje has worked 3 500 hours overtime in the past 3½ years, some of which was claimed while he was officially on leave

It is estimated that this cost city ratepayers at least R50 000

Traffic department records show that last year, Nortje claimed 99 hours overtime for a period when he was on holiday

The overtime has been described as "abnormal" by incoming city treasurer Willie Siebert, who yesterday promised to conduct an investigation into Nortje's overtime

Three other superintendents in the same department averaged 65 hours overtime a year in the same period, DP chief whip in the council Paul Asherson said

Siebert said "I will need to investigate what the man has been doing to earn this abnormal amount of overtime"

Records show that during the past 3½ years, Nortje has averaged 1 000 hours overtime a year Siebert said he could not believe that a person could claim overtime while on leave

Current records show that during the first six months of this year, Nortje has taken 12 days' leave, during which he has claimed 45 hours overtime

In 1988, he took 47 days' leave and claimed 99 hours overtime during that time B/Day 4/7/89.

Nortje, who earns R2 800 a month, would earn in the region of R12 an hour overtime, Asherson said last night

According to council salary scales, Nortje would earn R18 an hour overtime after normal working hours and R24 an hour on a Sunday or public holidays, Asherson said

☐ To Page 2

Overtime

B/Day 4/7/89

(270)

☐ From Page 1

"I would welcome an investigation into Nortje's overtime record," he said, adding that he was scheduled to meet Traffic Department director Theo Olivier and other traffic personnel on Thursday about his suspicions concerning the overtime, which he hoped would be allayed

Asherson said he believed Nortje also operated as Public Safety chief director John Pearce's chauffeur, and had accompanied him on at least two overseas trips in the past three years

Olivier said last night he could not comment on the matter unless he had the overtime records in front of him

A Traffic Department spokesman said Nortje still worked as a traffic superintendent, but had been seconded to Pearce's Public Safety Department in January this year A description of his seconded job was not available, said the spokesman.

Nortje could not be reached for comment

Pearce 'responsible for Nortje's overtime'

B/Day 5/7/89 (270)

MANDY JEAN WOODS and EDYTH BULBRING

JOHANNESBURG's public safety chief John Pearce — as the former head of the traffic and security department — would have been solely responsible for authorising 3 500 hours' overtime worked by traffic department superintendent Piet Nortje, city treasurer Perry Rabe said yesterday

"The head of that department for that time — in this case John Pearce — would have approved the overtime The responsibility remains with the department head," he said

"But if Nortje acts as a chauffeur for him and sits around at a function waiting for him, then that is Pearce's responsibility He may have been doing special overtime relating to Pearce," he said.

Rabe said he was still deciding whether or not to conduct an investigation.

However acting town clerk Pieter Mathee said last night he had instructed incoming city treasurer Willie Siebert to tell Rabe to begin an investigation immediately

Rabe said the function of the city's internal auditors in respect of overtime was to verify that it had been properly authorised

Asked if the large amount of overtime would, at least, give rise to queries from the council's internal auditors, Rabe said it would not

"If we suspected the overtime was illegally claimed, then we would investigate, but if Nortje worked those hours and Pearce approved it, then there is no problem," he said

Mathee said town clerk Manie Venter was Pearce's superior and would, therefore, have been in a position to query the reason for the large amount of overtime

Venter is on holiday and could not be

☐ To Page 2

Overtime

B/Day 5/7/89. (270)

☐ From Page 1

reached for comment

Traffic Department director Theo Olivier said there were other employees in the department who were "on a par with Nortje's overtime or had worked more hours overtime than Nortje"

Efforts to establish exactly what Nortje's duties entailed were met with "I don't really know" replies from council and department officals

Siebert said he did not know if Nortje was "Pearce's bodyguard or what", but that he was always "waiting around" at meetings where Pearce was present

Olivier said Nortje had been seconded to the Public Safety Directorate in January for "special assignments" However, he was was still in charge of the traffic warrants section

"What Pearce gives him to do I don't know," he said

He said in 1986 Nortje was an ordinary traffic officer He was made an assistant superintendent in 1987 and a superintendent in 1988

Commenting on Business Day's report yesterday that Nortje had claimed overtime while on leave, Olivier said that although he was convinced this could not have happened, he would check the departmental records

He declined to comment on claims by council officials that Nortje was Pearce's bodyguard and chauffeur.

Pearce could not be reached for comment yesterday

Nortje's overtime 'not irregular'

270

EDYTH BULBRING

TRAFFIC Department head Theo Olivier said yesterday he had checked Superintendent Piet Nortje's overtime records against his leave records and was satisfied there were no irregularities.

DP chief whip Paul Asherson said this week Nortje had clocked 3 500 hours overtime in 3½ years, and had also been paid overtime while on leave

Asherson is to meet Olivier and Nortje today B/Day 6/7/89.

Olivier said one of the periods in question in February last year, when it was recorded that Nortje was paid 35 hours overtime, had in fact been cancelled He had been informed about this yesterday on making inquiries to the personnel department

Olivier said a DP councillor who was told by him that Nortje had taken leave in February this year had been incorrectly informed The leave was taken in March

"Either he heard me incorrectly, or I read it incorrectly."

Olivier said he would look into the possibility that Nortje was paid for a few days more than he should have been.

He said the amount of overtime paid to Nortje was calculated on a rate which had changed over the 3½ years in which the payments were made

This rate had ranged from R8 to R15, depending on Nortje's promotions

Calculations by Business Day indicate he was paid a total of R48 800 for overtime

Attempts by Business Day to contact Nortje yesterday were again unsuccessful

However, Die Vaderland reported him as saying he was "no one's chauffeur" — a reference to reports that he had worked as a chauffeur for Public Safety chief John Pearce Investigations would show he had not claimed any overtime he had not worked, Nortje said.

270 South 6-12/7/89

Mr Milton Govuza, 56, standing with his son in front of his SATS home, which he claims is not value for money

Sats' little boxes

R36 000 for a leaking tin house

By ANDILE XAYIYA

SOUTH African Transport Service (Sats) employees who were offered "cheap" housing in Guguletu claim they have been ripped off.

They say their tin houses, with their leaking roofs and rising damp problems, are not worth the "bargain" price of R36 000 each

They also claim the initial purchase price of their homes was R16 000 but that SATS suddenly hiked up the price to R36 000 once they had taken occupation

About 30 Sats "cluster houses" in Guguletu were offered to employees

Each house comprises three bedrooms, a bathroom and an open-plan diningroom/kitchen There are no demarcated yards

A SOUTH inspection of the house of Mr Milton Govuza, 56, found the floors were uneven and cracked

Govuza pointed out faulty doors with no keys and complained about leaking plastic taps and curtain rails held together with string

"The quality of these houses is not consistent with their prices," he said

"But the worst is that I don't know exactly what amount is being deducted from my wages towards payment," said Govusa, who produced pay slips showing differing deductions

In addition, the houses were "very cold", said Mrs Aplein Mqhayi, 49

Rain water seeping through the floor has lifted the floor covering in her house

Owners also pointed to damp stains forming on the ceilings which they said were caused by leaking roofs.

"These houses were not properly planned, they were just built on an open space and I doubt if they even surveyed the land," said Mqhayi.

When residents reported the defects in their houses to the builders, they refused to effect repairs, said Govusa.

"They told us there was nothing they could do about it. We were told to wipe the dampness from the wall with a cloth."

Residents also claimed Sats had not provided property deeds or any other form of proof of ownership

"We are not clear what will happen to our relatives should the legal occupant die or lose his job," said one resident.

Sats refused to respond to the residents' claims when approached by SOUTH for comment

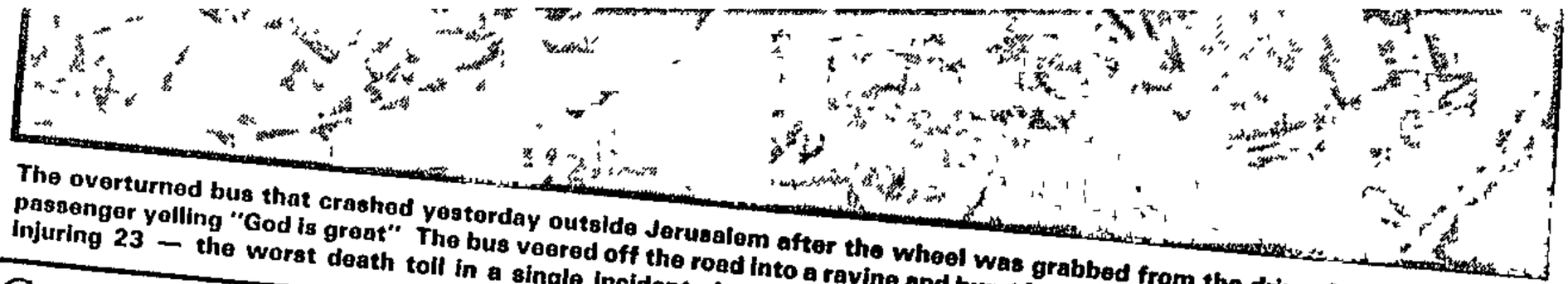
Sats spokeperson Mr Jan Van Zyl said it was not Sats' policy to discuss staff problems with the media.

"But if our staff approach us with their problems, we will certainly look at it and try to rectify whatever is wrong "

He said Sats was continuing with its scheme to build houses for its employees "be they coloured, black or white".

"The standard of housing is the same for all," he said

Mrs Aplein Mqhayi complains the houses are too cold



The overturned bus that crashed yesterday outside Jerusalem after the wheel was grabbed from the driver by a Palestinian passenger yelling "God is great" The bus veered off the road into a ravine and burst into flames, killing at least 11 Israelis and injuring 23 — the worst death toll in a single incident since the Palestinian uprising began 19 months ago Picture REUTER

Court case follows Leeuwfontein killings

B/Day 7/7/89

14 on murder charges

SIPHO NGCOBO

FOURTEEN Bophuthatswana villagers appeared at the Lehurutshe Magistrate's Court yesterday charged with the killing of nine policemen in Leeuwfontein on Saturday

The accused are also facing charges of public violence relating to incidents of unrest at the village

They were not asked to plead and the case was postponed to Wednesday, when application for bail will be heard

The accused are David Motshidisi, Richard Konyana, Frans Bogatsi, George Mokotedi, Willie Mokuatse, Robert Sogo, Charles Hlatshoane, Mothoanga Modise, Sipho Ramaseka, Kaas Mogapi, David Monnana, Japie Tsagari, George Mosadi and a 16-year-old youth

The youth was released into the custody of his parents

The nine policemen were killed in clashes with civilians when a riot broke out in Leeuwfontein on Saturday.

Civilians

Five of the policemen were allegedly stoned to death and four died in a vehicle which, it is alleged, was firebombed

Two civilians were killed in the fighting

☐ The death toll at Leeuwfontein has risen to 12 with the death of a 70-year-old man at a police road-block on Wednesday, according to the Transvaal Rural Action Committee (Trac), which monitors events at Leeuwfontein and Braklaagte Trac named the man as Moretsele Mafora of Leeuwfontein

A spokesman for Bophuthatswana's Information Department said he had no knowledge of the incident but promised to investigate today.

Lydia Kompe, assistant to lawyers Bell, Dewar and Hall, was arrested in Leeuwfontein yesterday, according to attorney James Sutherland

☐ The nine policemen killed in Leeuwfontein on Saturday will be buried in Mmabatho tomorrow, said the Bophuthatswana spokesman

SAAF battles to get full return on R9m spent on pilots

B/Day 7/7/89

Own Correspondent

CAPE TOWN — The SA Air Force spends more than R9m to turn out a fully-fledged Cheetah fighter pilot — but struggles to keep him long enough for a full return on its investment, according to SAAF chief Lt-Gen Jan van Loggerenberg

(270)

Addressing newly qualified pilots at Flying Training School Dunnottar yesterday, Van Loggerenberg quoted shock statistics about SAAF personnel losses to the private sector

The SAAF was unable to keep the majority of personnel for the critical 10 to 12 years after qualification, he said

It cost more than R700 000 to train a pilot to wings standard By the time he was ready for Mirage fighters the cost had risen to R4,8m, and by the time he had "gained sufficient experience on the Cheetah to outfight the best that an enemy can throw at him, we have invested more than R9m in him"

In a five-year period the SAAF had taken in almost 3 000 apprentices, but "over the same period our net gain of technical personnel was less than 20% of the number we had trained"

Although the SAAF was contributing to the skilled manpower pool of the country at large, "we shall have to find a formula which will satisfy our requirements as well" the general said

Star 10/7/89 (270)

Probe into other claims to continue

DP accepts traffic dept overtime deal

By Sue Olswang

The Democratic Party's chief whip in the Johannesburg City Council, Mr Paul Asherson, says he fully accepts the Traffic Department's explanations concerning the thousands of overtime hours claimed by traffic superintendent and former "Traffic Officer of the Year", Mr Piet Nortje.

Mr Asheron, who met the Johannesburg traffic chief, Mr Theo Olivier, for three hours at the weekend, released a statement in which he said he was fully satisfied that Mr Nortje and his staff of seven are required to perform legitimate and necessary duties beyond any normal working hours"

Properly qualified

Mr Nortje's overtime, according to Mr Asherson, was not excessive when compared with that of many other staff on a similar, higher and lower level

"Superintendent Nortje is a properly qualified traffic officer who is, of necessity, required to accompany the city's director of Public Safety, Mr John Pearce, on various assignments as a bodyguard

"Mr Nortje possesses special skills which the council is lucky to be able to utilise I am further satisfied that very little of Mr Nortje's overtime relates to his attendance on Mr Pearce Much of that is spent of his own free will The records have shown that to be accurate," Mr Asherson's statement said

He said an examination of the Traffic Department's personnel records had revealed the correct position with regard to Mr Nortje's alleged overtime claimed while he was officially on leave.

"In terms of overtime, after discovering the cancellation of leave by superintendent Nortje, it does not appear to me that any overtime was claimed during any period of leave.

"Mr Nortje is in charge of the warrants section of the Traffic Department That position entails long overtime hours both early in the morning, at night and weekends serving warrants of arrest for contempt of court on traffic offences and summons

"I can only submit that from my intensive examination of the records and fullest discussion with chief traffic officer Mr Olivier and superintendent Nortje that the department has nothing to hide in respect of Mr Nortje, his work, overtime and personal financial position," Mr Asherson said.

He said his statement should not be seen as a backdown because he had had an obligation to investigate the "numerous" allegations brought to him about the Johannesburg Traffic Department

"I have taken the trouble to investigate and I am fully satisfied with the department's explanations regarding Mr Nortje There are, however, other allegations which I will discuss with Mr Pearce when he gets back from leave"

Shortfall in funds could top R5bn

(270)

Sats pension deficit 'bar to privatisation'

B/Day 21/7/89

GRETA STEYN

THE deficit in the Sats pension funds, estimated at R6bn, is a huge stumbling block in the way of privatising the corporation, experts say.

Former Sanlam chairman Andreas Wassenaar puts the figure at R6bn Industry estimates vary, but most put the actuarial shortfall of assets to liabilities in the Sats funds as high as R5bn

Sats has yet to disclose the official figure and a spokesman said Transport Minister Eli Louw would make the information available "at his convenience"

Merchant bankers concentrating on privatisation have isolated the pension fund deficits as a massive problem They say the shortfalls would reduce the value of the assets up for sale to the private sector

Privatisation unit spokesman Pieter van Huyssteen said yesterday the pension fund deficits were an important issue

"The shortfalls represent a liability to the purchaser and a way will have to be found around the problem"

It was too soon to say what could be done, but he noted it made commercial sense to present a clear solution before the privatisation process got under way

"In Britain, a similar problem was encountered and the government made sure the funds were adequately covered before privatisation," said Van Huyssteen

The last actuarial valuation of the Sats funds was disclosed on March 31 1979, when there was a total deficit of R3,5bn Wassenaar believes this could now "conceivably" be as much as R6bn — an estimate based on interest on the deficit at 12% per annum since 1979

However, Sats sources said the corporation was gearing up its pension funds to reduce the deficits — and an important step was that the fund itself should be privatised

This would reduce the deficit through greater returns on investments handled by private sector fund managers, who do not face the investment constraints the public sector does

The corporation is deciding on private fund managers to invest on its behalf It is believed major institutions are likely to take precedence over smaller fund managers who have also tendered

Constraints on investments by public sector pension funds are one reason for the deficits The Sats funds are heavily invested in government stock and semi-gilts and have not been allowed to invest in equities

However, the Sats funds will soon be able to put most of their cashflow into higher-yielding JSE shares The investment will be possible in terms of new investment guidelines for pension funds after the abolition of prescribed asset requirements earlier this year

Pension industry sources say the corporation has a cashflow of about R40m a month to invest The assets of the Sats funds were about R3bn at the end of the 1987/88 financial year and have since grown by at least a few hundred million rands

A fund that is over-invested in gilts, such as Sats, will be able to invest heavily in equities, in terms of the new investment criteria

Sources indicated other steps had been taken to reduce the deficits, such as increasing members' contributions

The Sats pension funds are also putting in place new administrative systems based on private sector methods

SATS has a 'R6bn' headache

Cape Times 21/7/89

Own Correspondent

JOHANNESBURG — The deficit in the South African Transport Services pension funds, estimated at R6 billion, is a huge stumbling block in the way of privatising the corporation, experts say.

The R6-billion figure is the estimate of former Sanlam chairman Mr Andreas Wassenaar. Industry estimates vary, but most put the actuarial shortfall of assets to liabilities in the SATS funds as high as R5 billion.

SATS has yet to disclose the official figure. A spokesman said Minister of Transport Mr Eli Louw would make the information available "at his convenience".

The last actuarial valuation of the SATS funds was disclosed on March 31 1979, when there was a total deficit of R3,5 billion.

Lanseria service downgraded due to ATC shortage

Staff Reporter

The quality of air traffic service at Lanseria Airport has been downgraded due to the acute shortage of fully qualified air traffic controllers (ATCs)

A notice from the Department of Civil Aviation, issued on July 19, states that the change is from aerodrome/approach control to aerodrome control only

This means that an extra onus will be placed on the pilot Not only will he/she be required to control the plane but also to ensure that he/she has a safe transition on the handover of traffic control from Smuts Air Traffic control to Lanseria Air Traffic Control and vice-versa

Conditions at Lanseria Airport are believed to be critical, with much of the high altitude traffic control being handled by the already over-burdened Jan Smuts Airport

ATCs at Lanseria are still awaiting the results of a one-man commission investigating their working conditions

Said a source who does not wish to be named "The ATCs were told they would be informed at the beginning of July of the outcome of the commission appointed by the Minister of Transport, but nothing has transpired so far"

Argus 25/7/89

Suspect held after church leader's death

The Argus Correspondent

DURBAN — Round-the-clock investigations have led to the arrest of a suspect after the shooting death of the Reverend Londa Shembe, leader of the 500 000-strong Nazareth Baptist Church, in April this year.

Major Charl du Toit, police public relations officer for Port Natal, confirmed today that a man had been arrested in Gingindlovu by members of the Durban Murder and Robbery Unit.

Mr Shembe, 45, was shot dead when two unknown gunmen burst into his home at 4am on April 7. The men entered through an open window and threatened Mr Shembe's wife Patricia before shooting him.

INKATHA, UDF LINKS

It was the second attempt on the life of the religious leader, who was very popular with his community. In 1980 Mr Shembe survived an assassination attempt

Through his church, Mr Shembe maintained links with both Inkatha and the United Democratic Front

Major Leonard Knipe, head of the Durban Murder and Robbery Unit, said detectives had made the breakthrough after receiving information A man was arrested on the Natal North Coast.

Meanwhile, detectives from the unit have arrested four suspects after a R77 000 armed hold-up at the Natal Provincial Administration social pension office in Umgeni Road last week.

Police said the suspects were arrested in Clermont and Umlazi and that police had taken possession of R14 000 in cash as well as goods allegedly bought with the stolen money.

(270)

Some airlines ask their cabin crew to resign at the age of 35

When is an air hostess too old?

By Shehnaaz Bulbulia

Imagine a 60-year-old air hostess trying to fasten distraught passengers' safety belts during an emergency. Impossible, you say?

Well at least two air hostesses agree.

SAA flight stewardesses Ms Kim Human (26) and Ms Liesl Lategan (22) were responding to questions about the SAA's retirement policy which stipulates that crew members can retire at the ripe age of 60

Some overseas airlines have stated their policy of requiring cabin crew members to resign once they reach 35

Ms Human, who has been flying for four years and currently flies the international routes, says "I don't mean what I say as an attack on old people, but, sad to say, looks do count when it comes to air hostesses"

She hastily adds that there are a few 40-ish-old air hostesses, but in most cases older women do not last long because of the hectic lifestyle, especially on international routes.

Do looks count when it comes to air hostesses? Although SAA's policy is not rigid there are certain requirments such as height and weight.

Not rigid

While SAA's policy on appearance is not rigid, she says, there are certain requirements — air hostesses have to be 1,6 m tall, average weight and look presentable and neat at all times. But the old age dilemma surfaces again

"The ageing process," says Ms Human, "is not always kind to women At the age of 60, bones already tend to become frail, and those wrinkles can no longer remain hidden and you end up smearing a lot of polyfiller on your face"

And what about her? When does she plan to clip her flying wings?

"I will retire at 30 or 35, dear," she says "I can't see myself pushing a food trolley at 60 The older you are the worse it gets, you have to have a lot of energy At times at the end of

incentives for going flying

Like most other air hostesses, they have trained in other fields Ms Human was a veterinary nurse, before giving up caring for pets in favour of a different kind of animal airline passengers

Ms Lategan on the other hand added a little more glamour to her previous public relations lifestyle by doing it in the air instead

Ms Lategan is new to the flying business On the job for four months, she flies local routes and says "The truth is if you look good at 40 then that's fine, but if you look like a dragon at 60, well that's a different matter with the passengers"

Passengers, she says, do not worry about older men because society regards them as more mature and

The women agree, though, that the positive aspect of the airline's policy is that retirement is not forced at an early age

And depending on the individual's option, air hostesses can retire at 60 as reflected in the growing numbers of women who are senior cabin controllers

On the other hand, in this fly-or-die dilemma, those air hostesses who are mothers have the option of flying internal flights

The women say "There is a lot of free time — especially during the day and you can spend perhaps more quality time with your children than if you worked a nine-to-five job"

feel as if I have jogged all the way to London and back"

In addition, she is a trifle concerned about passing her child-bearing years if she were flying all the time

Both women say travelling and meeting people were the major

However, passengers would be most certainly wary if an aircraft's pilot appeared rather more old than was usually considered appropriate, and heaven forbid if he were seen peering shortsightedly around the place, asking people to repeat what they said

Star 26/7/89

Lanseria cost increase sparks pilot condemnation

(270)

By Helen Grange

Private pilots are outraged at a 66 percent increase in landing fees at Lanseria Airport — a price hike which occurs against a backdrop of continuing airport inefficiency

Landing fees at Lanseria were increased on July 1 in parity with state airport landing fees

At the same time, however, there is no apparent improvement in services There is still an occasional shortage of air traffic controllers at weekends and after hours — and there is no ambulance or fire engine for emergencies, according to one pilot.

FUEL COST

Aviation fuel is also about four percent more expensive than at Jan Smuts airport and hangarage fees have just increased by 25 percent, he said.

A Lanseria management spokesman said the landing fee increase had been severe because, at the time Lanseria airport had decided to follow a 25 percent increase in state airport landing fees, state airports decided to increase their fees by another 15 percent

"This additional increase then had to be incorporated into our overall increase," said the spokesman

He added that a further increase of 15 percent was expected to be announced by state airports in September "If this happens, our fees will also go up again"

The control tower is operational at most weekends and after hours, a spokesman said

● See Page 11.

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● See Page 11.

Mr Evert van Eeden . . airport management making efforts to upgrade facilities.

Shortcomings in the control tower

Star 26/7/89 270

It's now as expensive to land at Lanseria as at any State airport, yet services are inferior there, say aircraft operators HELEN GRANGE takes a look at the situation

Controversy is in the air yet again at Lanseria airport, one of the busiest in the southern hemisphere, where pilots are faced with soaring user-costs against a backdrop of service inefficiency

Airport users were shocked this month to discover a 66 percent increase in landing fees, which makes it as expensive to land at Lanseria as at any State airport In addition, pilots have had to contend with higher fuel costs and hangar fees than at other airports

Yet services are far short of those at State airports, say aircraft operators One pilot claims there is still no air traffic control (ATC) at Lanseria on weekends and after dark

There is a small-time mentality at Lanseria, which is in fact a very busy international airport, controlling up to 370 movements daily It is unheard of to be without ATC on weekends and after dark," he says

Shortage of air traffic controllers has plagued the airport since the beginning of the year, allegedly leading to one plane crash in March and a near disaster this month

At the time, aviation experts described the decision in February to allow the airport to operate without controllers on the weekends as "disastrous".

Only four air traffic controllers were employed at the airport until July 1 this year when the Peri-Urban Board's share of the airport was bought by the Krugersdorp and Roodepoort municipalities, now the only shareholders

The reshuffle saw ATC being taken over by the Directorate of Civil Aviation (DCA), which placed eight controllers in the control tower on July 1, four of them fully qualified

Suspended

Problems at the airport are quickly being ironed out largely because of the Peri-Urban Board's absence, according to DCA chief air traffic serviceman Mr Ken Edmunds

'The Peri-Urban Board allowed their controllers not to work which meant the DCA's supplementary staff were the only staff

But things are going to be much improved once our four half-qualified controllers are fully trained At the moment, the control tower is open until 7 pm including weekends, although we have suspended the approach control function until all eight controllers can perform the function," says Mr Edmunds

Efforts are being made by airport management to upgrade airport facilities, according to airport manager Mr Evert van Eeden

We are currently installing an instrument-landing-system localiser as well as distance measuring equipment A landing system glide-slope will also be introduced soon," he says

The main runway has been retarred and all the cracks sealed at a cost of R800 000

However, in spite of current improvements, many aircraft operators who use the airport facilities feel the airport is uneconomical and would reach its potential only if privatised

While they would have to pay more for most services for the airport to be run privately, they would get better value for their money, they say

First black in SAA cabin

ONE of South African Airways' first black cabin attendants, Miss Alice Matjila, flew into Durban at the weekend full of bounce and charm. Sowetan 7/8/89

The slim, bubbly beauty, who is also a trained nursing sister, is one of the first six black air hostesses in the country

The majority come from the Transvaal and they are all based at Jan Smuts Airport (There is no SAA flying crew in Durban)

Matjila is presently working on domestic flights, but is looking forward to her first overseas stint

"It'll be wonderful. That's why I'm doing this job," she said at a Press conference.

She lists her age as "18 plus - I like to keep people guessing" and is full of enthusiasm for her job. "It's such exciting work and such fun," she said.

She had had no problems with passengers "I don't look at them and expect them to react to me in a certain way I am here to render a service"

Passengers around South Africa, however, are clearly delighted with her confidence and bubbly personality - recently she was the winner of the prestigious SAA golden plume award which is given every month

The winner is chosen by passengers from around the country

Matjila said she believed her nursing training held her in good stead in the air: "It has definitely helped me and has given me more empathy for people. It has also given me an extra observant eye," she said in impeccable English.

Her Afrikaans is also very good: "One has to be completely tweetalig to be an air hostess and I had to go to a language laboratory to learn to speak Afrikaans fluently," she said

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Mitjila said she had been encouraged by her sister, Miss Cecilia Mmapelo, who is also an air hostess with SAA, to join the profession.

White Sats electrician suffering from 'apartheiditis'

PAT DEVEREAUX

Afrikaner railways employee, Mr Johan Beaurain, has an acute illness called "apartheiditis" which has caused him to be away from work for the past 11 months Star 12/8/89

Employed by the South African Transport Services for eight years, the white electrician explained that he was suffering from a severe reaction to too much apartheid He said that he could not go to work because his co-workers' racism had sickened him

"Because I have challenged white co-workers' racial abuse of fellow black workers and have joined the Cosatu-affiliated South African Railway and Harbour Workers' Union (Sarwhu), I have been called a 'kaffirboetie' and have even had death threats," he said

"Senior staff at Sats seemed to condone racist behaviour I wrote letters to Sats management which were ignored and, instead of getting sympathy, I was reprimanded by senior staff

"Finally in September last year I was forced to leave work because of intimidation," he said

"I was visited twice by Sats officials who asked me if I was still sick. They told me if I wanted to be paid I would have to produce a doctor's certificate On each occasion I explained to them why I was staying at home"

Mr Beaurain's stand has led to a lengthy legal wrangle between himself and the Sats disciplinary committee which does not recognise Sarwhu as the official union

After a disciplinary enquiry into his absence from work, the 30-year-old electrician was apparently fired But on appeal his case was referred back to the disciplinary committee

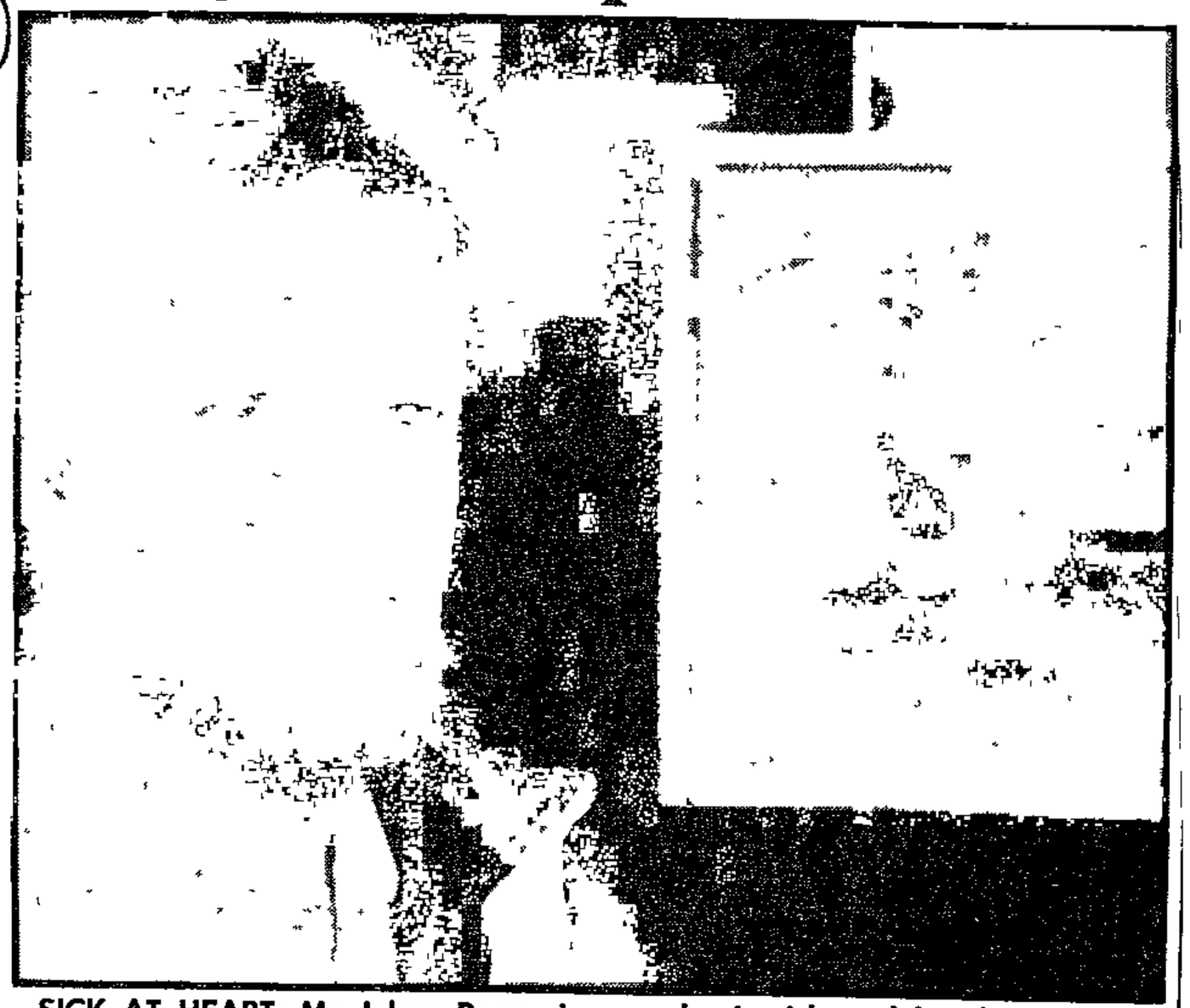
Acting deputy chairman of the Sats Disciplinary Board, Mr Danie Hartman, said he could not comment on Mr Beaurain's case as it was "sub judice"

Mr Hartman added that Sats had a policy which meant equal opportunity for all and there were internal channels for complaints

Mr Beaurain said "I hope I will be able to go back to work but I cannot unless Sats agrees to discipline white workers for racist behaviour and to guarantee my safety

"If the new enquiry fails I will try again to take Sats to the Supreme Court for allowing racism in the workplace"

Mr Beaurain, who was raised in the Free State, said apartheid had "always bothered me because it is against my moral principles and is unfair"



SICK AT HEART: Mr Johan Beaurain says he is sickened by the racism allegedly allowed by Sats in the workplace. ● Photograph: Karen Fletcher.

Thousands left stranded by strike

Star 16/8/89

DURBAN — Thousands of commuters were left stranded today as drivers of the Durban Transport Management Board went on strike over a wage dispute.

It is estimated that more than 150 000 commuters were affected by the strike. However, many passengers made alternative arrangements to get to work.

Mr Marshall Cuthbert, general manager of the Durban Transport Management Board, said the work stoppage affected more than 700 buses. — Own Correspondent.

(270)

900 bus drivers told: return to work today

DURBAN — The Durban Transport Management Board has extended its ultimatum to bus drivers to return to work or be dismissed to today

The 900 drivers have been on strike since Wednesday

Management waited for several hours yesterday after union representatives, who had publicly requested a meeting with the board, failed to arrive.

In the meantime, there is no public transport in Durban. — Sapa.

21/8/87 STAR

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Striking bus drivers sacked

DURBAN. — All striking bus drivers have been dismissed and the Durban Transport Management Board has begun interviewing new applicants for positions as drivers, reports said.

The board's general manager, Mr Marshall Cuthbert, said none of the 900 striking drivers had responded to an ultimatum to return to work on Monday. — Sapa

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ANGRY SAA ENGINEERS WARN OF INDUSTRIAL ACTION

By ROGER MAKINGS

FURIOUS SAA flight engineers are threatening industrial action if their demands for redundancy pay are not met.

And the irate engineers have warned of serious safety risks on the flight decks of aircraft.

Many of the 170 members of the SAA Flight Engineers' Association believe they will lose their jobs as the airline begins introducing hi-tech jets late next year that don't require flight engineers.

Realising that jobs were on the line, the association began negotiating with SAA in 1982 over severance pay and alternative employment opportunities — without much success, they say.

They have now appealed to the Minister of Transport, Mr Eli Louw, for an urgent meeting in an attempt to resolve the issue.

In a statement to the Sunday Times, the association says the situation "has become untenable and poses a serious safety risk on the flight deck. This is a serious threat to the safety of the travelling public," it said.

A spokesman for the association said: "Flight engineers cannot afford to be preoccupied with worries about their futures and those of their families while on the flight deck. We have to have our wits about us all the time."

□□□

Although the association was considering industrial action, he ruled out any possibility of a strike.

The association said it realised in 1982 that jobs were on the line and a year later approached SAA and Sats management.

In 1984 the association hosted an international workshop, attended by other associations from Britain, the US, Europe and the Far East, to consider the problems of redundancy

Proposed solutions included pilot training, alternative employment and severance packages. Most of the foreign associations began negotiating with their airlines and reached agreements on redundancy

However, two years ago irate flight engineers called for a meeting with SAA chief executive Gert van der Veer. He informed them that there would be no redundancies, saying "Julle soek vir 'n bobbejaan agter die berg" (You are looking for something that doesn't exist)

However, Mr Van der Veer refused to provide this guarantee in writing, the association says.

The association then asked to meet Sats general manager Dr Bart Grové, but its request was ignored.

At a meeting with Dr Grové which eventually took place in November 1987, he gave flight engineers the assurance that SAA had not purchased any aircraft not requiring their services.

He did, however, acknowledge that a problem existed and that it should be rectified.

Later that month it was announced that SAA would buy the revolutionary fly-by-wire Airbus A320 — which does not require flight engineers.

Four days after the meeting with Dr Grové, the Helderberg crashed and SAA management asked that the redundancy issue be put on ice.

Then in May this year the Sunday Times revealed that SAA intended buying new Boeing 747-400s that didn't require engineers.

By this time the Flight Engineers' Association had still not held talks with SAA management about the future of its members.

□□□

In July this year, talks resumed at which it was agreed that the redundancy issue would be finalised on August 15. However, at last month's meeting, SAA refused to sign any agreement, saying further extensive actuarial investigation was required.

Now the association has appealed to Mr Louw for an urgent meeting to resolve the issue. It received a reply this week saying that he was looking into the matter

SAA spokesman Francois Louw said yesterday: "Although the airline is acquiring new-technology aircraft, there are no plans to sell off the existing fleet on which the flight engineers are employed.

"These aircraft still have many years of service ahead of them during which time the problems of redundancy should be satisfactorily resolved"

Mr Louw added that if the new A320s did replace any aircraft, these would be Boeing 737s which did not have flight engineers anyway

As for the new Boeing 747s, he said these were additional aircraft and would not replace existing 747s

GERT VAN DER VEER
'No redundancies'

3 die in weekend unrest shooting incidents

Cape Times 11/9/87

PRETORIA — Three people died in unrest-related incidents during the past 24 hours, police said in their official unrest report yesterday

A man was killed after a group of blacks allegedly attacked a policeman, in Umlazi, Natal "Shots were fired and one black man was killed," the police report said. "No other casualties were reported"

Another man died at Edendale in the Natal Midlands, after police fired birdshot to disperse a mob apparently involved in faction fighting "The body of a black man who had died from various stab wounds was later discovered No other casualties were reported there

"At Matroosfontein, Wynberg, a stone-throwing incident was reported by the owner of a private vehicle A shot was fired by the owner and a coloured man was killed No other casualties were reported," the report said

No further details were available to the Cape Times from the duty police liaison officer

At Ravensmead numerous stone-throwing incidents were reported on Friday

A man was injured in a stoning incident in the same area On one occasion, police used tear-smoke smoke, rubber bullets, birdshot and pistol fire to disperse mobs No injuries were reported.

Four youths were arrested at Elsie's River after a delivery vehicle was stoned Elsie's River police said they were unable to provide information to the Cape Times.

At Bishop Lavis, a few stone-throwing incidents were reported A bus and three private vehicles were damaged but no injuries were reported. — Sapa

Bus strike ends in settlement

Star 11/9/89

By Drew Forrest

Settlement has been reached in the three-and-a-half week Durban municipal bus strike, one of the largest and longest strikes of its kind in SA labour history

The dispute, which has reportedly cost the Durban Transport Management Board (DTMB) R4 million and which affected more than 200 000 commuters daily, paralysed municipal bus services in Durban's white suburbs and the neighbouring black townships

Workers have accepted a deal hammered out in mediation and agreed at a mass meeting at the weekend to return to work today, said the general secretary of the Transport and General Workers Union, Ms Jane Barrett

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Involving 1 200 drivers and workshop staff, the strike centered on demands for a 20 percent pay rise and later the reinstatement of dismissed strikers

It was marked by a "remarkable degree of unity and discipline" according to Ms Barrett

PAY NEGOTIATIONS

While over half the drivers belonged to Cosatu's TGWU, 350 are Indian members of the Durban Integrated Municipal Employees Society and 250 members of the Inkata-linked Natal Municipal Transport Employees Association

The strike took off on August 16 after deadlock had been reached in pay negotiations The unions rejected the DTMB's 16 percent wage offer, demanding the 20 percent recently awarded to other council employees in a wage arbitration

Although the final agreement reached in the early hours of Saturday stipulated that the terms of the settlement may not be disclosed, it is understood that all the fired workers are to be taken back.

Although by law municipal disputes must be referred to the courts for arbitration, Mr Barrett said the workers had taken direct action because they could not accept the delays entailed in using the courts

Cape Times 12/9/89.

Durban bus drivers strike again over loss of benefits

DURBAN — Durban's bus strike is on again, after returning drivers walked off the job yesterday morning when they were asked to sign new conditions of service

The workers claimed they had been promised reinstatement but found when they arrived for work that they were to be re-employed as new drivers.

Workers interviewed outside the depot of the Durban Transport Management Board (DTMB) were angry and bitter, claiming a complete lack of good faith on the part of the DTMB

The DTMB's general manager, Mr Marshall Cuthbert, said management had acted according to an agreement signed by all the trade unions involved.

"I presume the trade unions were authorised to accept the agreement by their members", he said

"But the agreement is not being implemented by the drivers" — Sapa

B/Day 13/9/89 (270)

Striking bus drivers make fresh demands

Own Correspondent

DURBAN — The bus strike situation here was described as "absolutely chaotic" yesterday by union representatives, who said the drivers were giving them entirely new mandates

However, a meeting has been arranged between the Durban Transport Management Board (DTMB), the unions and legal advisors this morning, at which, it is hoped, "certain technicalities" will be sorted out

Durban Integrated Municipal Employees Society (Dimes) general secretary Nad Murugan said the unions were bound by the agreement signed at the weekend with the DTMB and mandates could not be changed now

"If after today the drivers still won't return to work then each union will have to take its own stance."

At Cosatu Hall yesterday the drivers renewed their calls for re-instatement and a 20% increase

They also quoted extensively from a newspaper report quoting right-wing Durban City Councillor Arthur Morris saying the DTMB should be disbanded and the bus service should either privatised or controlled by the Durban City Council

There were cheers when a driver read from the article a quote from Morris, accusing the DTMB of incompetence and saying if he (Morris) was a driver and his boss got a 20% increase while he only got 17% he would have also gone on strike

It appeared that the drivers had appointed new leaders and the shop stewards were standing helpless on the sidelines

The drivers refused to allow the Press to take photographs at the meeting and after a vote it was agreed that the photographer and reporter should leave

Council management committee chairman Jan Venter said yesterday that Morris's comments had "unfortunately been made without the benefit of the full facts of the situation"

"If he was correctly reported I must record that the committee does not share his views as I have said previously, the DTMB has the full support and confidence of the management committee."

DTMB general manager Marshall Cuthbert said he felt the agreement signed at the weekend, which gave drivers a 17,6% increase, was fair

"We have to be optimistic and hope that common sense will prevail — the agreement is enforcable but we are hoping that the terms will be met voluntarily," he said

Aircraft maintenance hit by manpower shortage

B/Day 15/9/87

THE Aviation Maintenance Association of Southern Africa (Amosa) has expressed concern over deteriorating standards in the industry

C H "Obie" Oberholzer, speaking at the association's AGM in Germiston yesterday on his re-election as Amosa president, said aircraft maintenance standards were threatened by manpower shortages.

"We should take our manpower shortage far more seriously than is now the case," he warned. "We are still losing experienced personnel to other industries, and the inevitable age gap also has to be bridged."

Delivering his annual report, Amosa's CEO Cor Beek attacked government's handling of the import surcharge in the case of aviation. (270)

He said the SA Air Force's ability to keep its aircraft operational had been badly affected by the surcharge. So had SA Airways' and the private sector's cost of operation. The amendments to the surcharge regulations came into effect on August 10. — Sapa.

Will you hang? It all depends on which judge you get

W Mail 15-21/9/89.

Some judges are more likely to impose the death penalty than others, the latest research suggests. By CARMEL RICKARD

THE stereotype of a "hanging judge" might be a reality: some judges are far more likely to impose the death sentence than others, according to new research.

Of 32 Cape judges who heard possible death penalty cases from 1986 to 1988, just three of the judges accounted for more than half of all those sent to death row. While some judges did not pass the death penalty at all, one judge imposed it in 44 percent of the cases he heard.

The research, published in the latest edition of the *South African Journal on Human Rights*, examines the imposition of the death penalty in the Cape Provincial Division from 1986 to 1988.

The authors, Christina Murray, Julia Sloth-Nielse and Colin Tredoux, all from the University of Cape Town, list the 32 judges who heard cases which involved the death penalty during that period.

They then tabulate the number of death penalties imposed by each. Taking into account that the judges might have had differing work loads, the researchers worked out the percentage of the total number of cases heard by each judge and the proportion of death penalties these cases could be expected to involve

However, some judges passed the death penalty far more often than might have been expected.

The five who passed the death penalty most often were judges PWE Baker, AJ Lategan, HC Nel, L van den Heever and DM Williamson.

One of the most startling results to emerge is that judges Baker, Lategan and Williamson, who heard only 15 percent of the cases among them, sentenced to death 51 percent of the accused during the two-year period.

By contrast, another group of three judges all of whom passed the death penalty at least once, heard 32 percent of the cases, but sentenced only 12 percent of all those condemned.

Sixteen of the 32 judges did not pass the death penalty during the two-year period, although some of these 16 were acting during the time, and were not given permanent appointments

Other findings included:

- Mr Justice Baker heard 2,24 percent of all the cases but was responsible for 10 percent of the death penalties passed
- Mr Justice Lategan heard 8,09 percent of the cases but was responsible for 21,25 percent of the death penalties.
- Mr Justice Williamson heard 4,98 percent of the cases, while handing down 13,75 percent of the death penalties.
- Mr Justice L Rose-Innes who heard 10,40 percent of the cases, passed 1,25 percent of the death penalties.
- Mr Justice EL King who heard 3,99 percent of cases, sentenced no-one to death.

The researchers say they believe that a judge's "personal predisposition to the imposition of capital punishment" plays a crucial role in explaining the statistics they unearthed.

However, another possible way of explaining the fact that some judges impose the death penalty so often is that they are "allocated" such cases more often. The researchers say they cannot discount such a possibility, but that it would in any case be unacceptable if this were so.

They found that in 18 cases, judges imposed the death sentence even where there was no obligation to do so. Sometimes these were linked to "mandatory death sentences" — in other words, where someone found guilty of murder with no extenuation and therefore "automatically" sentenced to death, was also sentenced to death on other counts like rape.

However, 11 of these "non-compulsory" death sentences were not linked to "mandatory death sentences", and of these 11, five were passed by Mr Justice Lategan and four by Judge President G Munnik.

The research also showed that chances are strong an accused, once sentenced to death, will be refused leave to appeal: of the 120 people condemned by the Cape judges, leave was granted in 40 cases.

One of the alarming claims to emerge in the paper, is a reported interview by researcher David Bruck

A Durban judge told Bruck he had sometimes imposed the death sentence "merely to frighten local criminals". The unnamed judge said that in such cases he imposed the death penalty "while fully intending to write to the Ministry of Justice to recommend clemency".

This judge said he did not know whether these death sentences had actually been commuted as he had never inquired. He claimed the state president commuted about 80 percent of death sentences every year. However, the actual rate the year before the interview was 15 percent.

Director of Lawyers for Human Rights Brian Currin said the findings highlighted the "question of inequality before the law" and said it strengthened the argument for abolition

"Surely the life or death of someone should not depend on which judge is allocated the case."

Month-long bus strike may end

By CARMEL RICKARD, Durban

ABOUT 200 000 people in Durban have been without bus transport for exactly a month.

Thirty-one days ago some 900 drivers stopped work over a number of issues including wages.

Last week it appeared the strike was over and union officials signed an agreement with the Durban Transport Management Board. Workers were expected to return immediately.

However, after only a few dozen signed up early on Monday, there was a walk-out in protest over the way management was handling the re-employment procedure Talks have continued all week to sort out these problems.

The strike has left some 200 000 commuters a day having to find alternative transport It has also cost the city millions of rands in lost revenue.

Under tough labour laws it has been an illegal strike since passenger transport is classified as an "essential service" and employees are prohibited from striking at all.

The irony, according to some labour lawyers, is that the classification of passenger transport as an "essential service" could be seen as indirectly having provoked the strike.

He said collective bargaining could not occur properly where there was no pressure of possible industrial action. In the case of the Durban bus drivers and management, he claimed their bargaining relationship could have "atrophied" over the years.

"It is quite possible that if the drivers had had the right to strike, they would not have needed to do so."

Late yesterday talks were continuing after all-day discussions on Wednesday between management, union officials and lawyers.

After these talks, officials said they were "very promising" and that an end to the stoppage could be close.

They said the discussions were not about the settlement of the strike reached last week-end, but over the way it should be implemented

In terms of the settlement workers will be re-employed rather than reinstated, but all workers will be rehired and they will not lose out on benefits accrued before the strike.

270 W Mail 15-21/9/89.

270 Fmail 15/9/89.

DURBAN BUS STRIKE

All aboard?

After a brief respite on Monday — when striking bus drivers began to fill in application forms following a mediated settlement between union officials and the Durban Transport Management Board (DTMB), the month-old transport strike was on again

Having extracted from DTMB a 17,6% increase and an agreement to retain many long-term benefits, reinstatement rather than re-employment became the issue, particularly within Cosatu's Transport & General Workers' Union

When drivers filed back to work on Monday morning to re-apply for jobs, union members claimed they had been misled by the DTMB and believed they were to be reinstated, not re-employed They claimed they would lose sick and annual leave allowances — and soon the dissatisfaction spread This sparked the walk-out from DTMB premises (where about 50 drivers had already completed their job applications) and the longest bus strike in SA history was on again

Amid the confusion arose the possibility of a split between the three unions representing the 900 drivers and 200 related workers

As the *FM* went to press, union officials were flying from Johannesburg to Durban for an emergency meeting with their Natal counterparts on the two other unions representing DTMB employees

It is understood all union officials are committed to the settlement struck at the weekend, as are about half of the strikers

While there was still a chance of the strike ending by the end of the week, it might only be members of the Durban Integrated Municipal Employees Society (Dimes) and the Natal Municipal Transport Employees Association who return to work Union officials are concerned that if the agreement is not adhered to, they will be open to legal action by the DTMB ■

Fmail

The mediated settlement, under John Radford of Independent Mediation Services of SA, was kept under wraps by both the DTMB and the three unions involved. But the *FM* reliably learns that the strikers got what they were asking for.

Drivers confirmed the 17,6% across-the-board increase brought them in line with the 20% increase awarded to other Durban City Council employees in July, when they were earning about 2% more than their council colleagues

This had been the main point of contention in negotiations with the DTMB

Though it was also learnt that the agreement stated that fired DTMB workers would be "re-employed" non-selectively, this did not seem to affect all long-term benefits Contained in the 20-point settlement were clauses allowing returning drivers to either withdraw their pension money or apply to have pension and gratuity benefits continued as at the time of their dismissal, which would be supported by the DTMB.

In the agreement, the DTMB also committed itself to granting the appropriate long-service allowances, despite the break of a four-week strike, as well as paying employees nearly the full annual bonus for the year

Attendance and merit bonuses for drivers were withdrawn in terms of the settlement, but drivers said these amounted to only about R4 a week

Another important concession to drivers was that previous disciplinary records of DTMB members would fall away.

All in all, it seemed the strikers had extracted a good settlement. One of the union officials involved, Nad Murugan of Dimes, described the agreement as "both a political and economic victory for the unions"

Dimes represents about 350 of the striking workers, while the Employees' Association has about 250 and TGWU the balance.

It seems the issue will be smoothed over and, in terms of the agreement, former DTMB staff have until September 22 to hand in application forms The feeling among some union officials is that drivers could be back behind the wheel before the end of the week

☐ The strike, which has affected more than 200 000 commuters, is reliably understood to have cost the DTMB about R4m, minus savings on wages and fuel ■

Durban bus strikers talk about terms

DURBAN — Officials of unions representing 900 striking Durban bus drivers spent yesterday explaining to their members details of a re-employment agreement with the Durban Transport Management Board (DTMB) B/Day 14/9/89

A spokesman for the Durban Integrated Municipal Employees' Society said its members had accepted the conditions of the agreement (270)

It is understood the same applies to the Natal Transport Employees' Association

But the Transport and General Workers Union, which represents about two-thirds of the workers in the month-old strike, appeared to be having problems explaining the terms of the agreement to its members, according to the deputy GM of the DTMB, Manuel Sampaio — Sapa

Durban fleet back on road

Own Correspondent

THE entire Durban Transport Management Board (DTMB) fleet would be back on the road this morning, the general manager, Mr Marshall Cuthbert, said last night

The majority of the dismissed drivers were yesterday re-employed after a strike that lasted more than a month

He said there had been no intimidation and recruitment had occurred in a "good spirit".

Tens of thousands in Oudtshoorn, Durban marches

276

Cape Times, 23/9/89

TENS of thousands of marchers took to the streets of Durban and Oudtshoorn yesterday to protest against government policies in marches unmarred by violence

In Durban more than 20 000 protesters marched through the city's streets in a legal march and congregated at Durban City Hall

And in Oudtshoorn, at least 5 000 singing and dancing people from the town's two townships choked the conservative Karoo town's streets, carrying ANC flags and placards to deliver petitions to the local town clerk and police chief

Despite fears of hooliganism and looting after the chaos which followed Maritzburg's march on Thursday, no incidents involving the police or arrests were reported in Durban

A police spokesman said more than 1 000 policemen were in the area but most uniformed police were either barricading streets or marshalling people to buses

People gathered outside Durban's Emmanuel Cathedral from noon, filling the cathedral to capacity

About 1pm a prayer service was led inside the cathedral by the Roman Catholic Archbishop of Durban, Archbishop Denis Hurley, while outside thousands sang freedom songs

Afterwards people marched through central city streets led by religious and civic leaders

DAY OF PROTEST ... Part of the 20 000-strong Durban crowd.

Once people had settled down outside the City Hall, speeches were given by a number of MDM and religious leaders including president of the National Medical and Dental Association of South Africa Dr Diliza Mji, Archbishop Hurley, the Anglican bishop of Natal, Bishop Michael Nuttall, and Cosatu general secretary Mr Jay Naidoo

Mr Naidoo launched a consumer boycott of white-owned and "collaborator-owned" stores which is to last till October 6

CHRIS BATEMAN reports that in Oudtshoorn, small groups of police kept watch but took no action as the unprecedented local protest by 5 000 people played out Unconditional permission for the march was granted by local chief magistrate Mr P van Deventer on Thursday

Scores of bemused white residents watched as marshals wearing red headbands linked arms to control surging crowds in central Voortrekker Road

The 5 000 marched 5km from St Nicholas Roman Catholic church in Bridgton after Dr Allan Boesak, president of the World Alliance of Churches, told them that "anyone provoking police must be thrown out of the march"

Demands handed by local Anglican minister the Rev Isaac Josephs to police chief Colonel Jan Mar'e included a demand that police arrest those responsible for burning down the community newspaper Saamstaan's offices and for gluing the locks of several community offices, that recently "desecrated" tombstones of three unrest death victims be restored and the graveyard be guarded

Housing sanitation and servicing should also be improved, the petition said

Two restrictees, Mr Reggie Oliphant and Mr Derick Jackson, both Saamstaan journalists, broke restriction orders by addressing a huge crowd at St Nicholas Church

The 1½-hour march was led by the Anglican Bishop of Oudtshoorn, Bishop Edward Adams, Mr Franklin Sonn, rector of the Peninsula Technikon, Dr Alan Boesak,, the Rev Lionel Louw, chairman of the Western Province Council of Churches, UCT Professor of Theology Professor Charles Villa' Vicencio and human-rights lawyer Mr Essa Moosa

Commenting afterwards, town clerk Mr Erasmus said he was "quite surprised" that the march had gone off so well Marchers had kept the streets clean and "kept to the left — I have no problem"

He would convey the petition to his council which would "take the necessary steps they deem fit"

Dr Boesak, who delivered a speech which enthralled, amused and had the crowd roaring, said afterwards that "to have had a march like this in this place is something of a miracle"

Two freelance photographers, Rashid Lombard and Benny Gool, were briefly held by police

⊙ The chief magistrate of King William's Town, Mr P J S Nell, has given the go-ahead for a protest march through the town's centre next Friday — Staff Reporter and Own Correspondent

Living conditions at Sats hostel 'disgusting'

Argus 9/10/89

(770)

By EDWARD MOLOINYANE
Staff Reporter

CONDITIONS are "disgusting" at the South African Transport Services hostel in Langa, according to black employees.

But Sats say the facilities offered are more than adequate considering the price of full board and lodging ranges from R63 to R87 a month

The workers, mostly migrants, are inmates of Ikwezi Hostel, a Sats-owned single-sex hostel next to the railway line in Langa township

Some who wrote to The Argus said they had been living at the hostel for years They insisted on remaining anonymous "for fear of victimisation".

They claimed

- There was no hot water at the hostel — a "terrible inconvenience" in winter
- A "substantial amount" was deducted from their wages for food, which they said was bad, and they felt the deduction was a "rip-off"
- This deduction was compulsory and workers not willing to live at the hostel had no choice
- Sleeping facilities were "appalling" A thin mattress, provided when the worker joined SATS, was never replaced
- Admission of visitors was at the whim of security guards who often turned them away.

However, Mr Brian Lotter, Sats regional public relations officer, said he had received no complaints from residents The three-storey hostel houses about 375 employees

He said the hostel was being upgraded, and each floor now had its own recreational area which included a TV set and "so on."

"Apart from his bed, each resident has a mattress and a side cabinet for his personal belongings The allegation that there is no hot water is totally unfounded," Mr Lotter said

He added residents were given three meals a day If it was not possible for them to return for lunch, food was "given to them in the morning to take with them to their workplace"

He said the dining and kitchen facilities were "regularly inspected"

Those earning up to R8 490 per annum paid R63 a month and those earning from R8 491 to R12 600 paid R75 and those earning more than R12 601 paid R87 for full board and lodging

He subsequently invited The Argus to tour the hostel, which has three blocks, each with three storeys

Tour findings

The tour revealed that one of the blocks, with eight men in a room, had been recently repainted and there were new lockers, three thin mats per bed, a light switch nearby and a TV room on each floor Hot water facilities had also been installed

The ground floor had been completed in the second residential block

The manager Mr G Coleman, said the third block had been turned into a "store room" He said he did not have the keys for it

The kitchen, in a separate building, was tidy Meals were served in the adjoining hall

There was a bar in this dining room and the area also serves as a "cinema" for weekly film shows

Thousands of SATS workers on strike

Cape Times 7/11/89

Own Correspondent

270

JOHANNESBURG — Thousands of SA Transport Services employees are on strike in the Southern Transvaal and in Durban over wages and working conditions, and in protest against privatisation

And the Cosatu-affiliated SA Railway and Harbour Workers' Union warned yesterday that the strike was likely to spread if workers' demands were not met and management continued to refuse to recognise the union.

SATS labour relations director Mr Jan Bredenkamp said the strike began on Wednesday at the Braamfontein and Springs depots

Pilots call for compulsory Aids tests

CAPE TIMES 9/11/89

270

By DI CAELERS

THE South African Airways Pilots' Association has called for compulsory Aids testing for all air crews.

The call came yesterday from association president Captain Ian Dommisse following newspaper reports that as many as 100 cabin attendants — all male — were possible carriers of the disease

SAA spokeswoman Ms Zelda Roux said yesterday six male cabin attendants had died as a result of the disease since 1982, but could not confirm the figure of 100 possible carriers

"We do know of a few single cases of HIV-positive attendants but the figure of 100 is probably a projected figure put forward by medical people at a conference somewhere"

The newspaper report, in an Afrikaans daily, claims that as many as one-fifth of the total number of SAA male cabin attendants were possible Aids carriers

The report further speaks of the danger of cabin attendants who are Aids carriers spreading the disease at both domestic and international destinations

Ms Roux said the Aids issue was receiving attention at the highest level possible but that SAA could not force air crew to undergo blood tests

"It is obviously a very sensitive and personal issue and the best we can do now is to attempt to get people to go for tests on a voluntary basis"

But she gave the assurance that anyone found to be medically unfit was automatically "grounded" and offered an alternative position

Pilots were required to undergo full medical examinations every six months and air crews once a year

"We do have a serious problem but we would like to assure passengers that they are in no possible danger. Aids cannot be passed on except by sexual contact, blood and body fluids," Ms Roux said.

She confirmed that SAA, in conjunction with the Department of Health, had recently started a comprehensive information campaign to inform all staff members of the dangers of Aids and how to prevent it

"Next week all the airlines will get together at a medical congress in Paris and I'm sure the Aids issue will be high on the agenda," Ms Roux said

SAA cabin crew no threat to passengers — Aids specialist

Cape Times 10/11/89

Staff Reporter 270

A PROMINENT Cape Town Aids specialist has endorsed assurances from South African Airways that passengers are not at risk from HIV-positive cabin attendants

The specialist, who cannot be named for professional reasons, spoke out after newspaper reports that as many as 100 SAA cabin attendants — all male — were possible Aids carriers

He said the fact that female staff had not been infected proved the point, since they were in constant contact with male staff

"We know there have never been cases of transmission within a household The only things we warn people about are using the same toothbrushes or razors where blood can be delivered straight into a cut or sore"

He said that even when a drop of blood was injected under the skin, only three in 3 000 people would actually become infected

"The transmissibility of a virus is directly related to the amount of virus and where you put it"

SAA spokeswoman Ms Zelda Roux yesterday denied that the airline had been inundated with calls from concerned people

She assured passengers that cabin crew had nothing to do with preparation of meals served on flights

"Meals are prepared by a private concern under strictly controlled conditions where employees wear protective clothing and work in immaculate kitchens

"The cabin crew is responsible only for serving meals, most of which come in sealed containers anyway," Ms Roux said

Coaches burnt as Sats strike action spreads

The Argus Correspondent

JOHANNESBURG. — Strike action by black railway workers intensified as coaches were burnt in Soweto — and there were claims that police had beaten, teargassed and harassed strikers.

South African Transport Services (Sats) deputy PRO Mr Alan Lubbe said a coach was burnt out between Merafe and Inhlanzane stations in Soweto yesterday, but a fire on another coach at New Canada station was extinguished.

A third coach was set alight near Soweto on Wednesday. He could not say if the incidents were strike-related.

Yesterday, South African Railway and Harbour Workers' Union (Sarhwu) general secretary Mr Martin Sebakwane claimed police used teargas on a train full of strikers at Park Station, Johannesburg, and that the strikers were beaten as they poured on to the platform.

Cosatu said strikers on their way to a meeting at Geldenhuys station on the East Rand were beaten by police.

Police spokesman Major Reg Crewe confirmed police took action at Geldenhuys station, but said full details were not available.

Mbeki to get

SAA staff angry over Aids slur

W/E ARGUS 11/11/89

By JOCELYN MAKER
Weekend Argus Reporter

ANGRY South African Airways crew members are to lock horns with management over the handling of this week's allegations that about 100 SAA cabin staff could be Aids carriers

The SAA Cabin Staff Association intends to find out why certain facts were released to the press and why some where held back

"Extremely sensitive"

Meanwhile, SAA has admitted that all job applicants must have an Aids test and that under no circumstances will an Aids carrier be employed by the airline.

A spokesman for the SAA Cabin Staff Association said a meeting had been arranged with management and he was unable to comment further on the issue as it was extremely sensitive

He added that cabin crew were furious that the impression had been created they were all promiscuous

Mr Leon Els, Director of SAA public relations, said job applicants had an Aids test which was part of a routine medical examination

"If it is positive, they are not employed This goes for other diseases and illnesses as well"

He said if any flight crew were found to be Aids carriers, they would be removed from their position and placed in an alternative post

Over the past eight years, at least six cabin crew, flight stewards and air hostesses had died from the killer disease.

"It is an emotional subject and we are aware of the problem, but the interests of the Aids sufferer should also be taken into consideration

"It is not only airline cabin crew who get Aids It does not discriminate. We have taken steps to inform our 11 000 staff members about Aids"

Back-to-work ultimatum to SATS strikers

Own Correspondent

JOHANNESBURG — SATS management has given thousands of striking employees an ultimatum to return to work by tomorrow after which management will consider dismissing them

SATS labour relations director Mr Jan Bredenkamp said this was conveyed to the striking workers' representative committee at a meeting with management in Johannesburg last week that failed to end the dispute

There was no progress at another round of talks in Durban on Friday at which discussion was curtailed, according to SATS

SA Railway and Harbour Workers' Union (Sarhwu) general secretary Mr Martin Sebakwane said police in Soweto and Northern Natal were preventing workers from meeting, making it impossible to get a mandate from workers on the return-to-work call

In an advertisement in daily newspapers last week, SATS announced that it was implementing the dismissal procedure for some employees on strike It added that management was seriously considering implementing the process with others as well

SATS to talk — but ultimatum remains

Cape Times 14/11/89

Own Correspondent

JOHANNESBURG — Today's return-to-work ultimatum issued by SATS to thousands of striking workers remains, despite a meeting scheduled to take place today in an attempt to end the dispute

SATS spokesman Mr Alan Lubbe said the workers' representative committee yesterday requested a meeting with management who indicated it had no objection to talks but asked that concrete proposals be given to enable SATS to prepare for talks

Previous discussions between the parties failed to reach settlement

SA Railway and Harbour Workers' Union (Sarhwu) general-secretary Mr Martin Sebakwane said SATS' attitude showed it had shifted from its previous "headstrong" position and was prepard to take part in bona fide negotiations He said proposals to be put forward included an increase in wages from the present minimum of R600 to R1 500 a month

SATS labour relations director Mr Jan Bradenkamp confirmed SATS would consider dismissing the 17 000 workers on strike if they did not turn up for work today

Police raid SATS union building on East Rand

CAPE TIMES 15/11/89

JOHANNESBURG — The SATS strike by between 20 000 and 40 000 employees erupted yesterday after a confrontation between police and workers at Springs' Palladium building

Lieutenant Ida van Zweel said police raided the building housing Cosatu-affiliated trade unions and confiscated knives, knobkierries, steel pipes, sjamboks and similar weapons from about 220 workers

No one was arrested.

East Rand police could not confirm SA Railway and Harbour Workers' Union (Sarhwu) allegations that they fired teargas into the building and beat workers, who had to jump out of windows

A meeting planned for yesterday between the two parties never came off after management informed the workers' representative committee their proposals made before the scheduled talks were non-negotiable

Management yesterday dismissed 150 workers at Langlaagte, Springs and Sentra Rand

About 8 000 workers have until today to furnish reasons for their industrial action and to return to work or be dismissed

The return to work deadline for more than 10 000 striking SATS workers in Natal was extended yesterday until Friday. — Sapa, Own Correspondent

Rail trucks crush man

270

CAPE TIMES 15/11/89

DURBAN — A pensioner who was employed as a casual worker by the South African Transport Services during the labour strike was crushed to death on Monday night while sleeping under a railway truck

Police have identified the man as Mr Petros Johannes Jacobsen, of Rutherford Street

Lieutenant Bala Naidoo, police public relations officer for Port Natal, said Mr Jacobsen had fallen asleep under one of the railway trucks at a pier

When the shunters came on duty they inspected the lines but did not see Mr Jacobsen

They discovered his body after examining the rails to find out why the trucks were not running freely

The railway trucks were loaded with steel — Sapa

Sats strike erupts in Springs

B/Day 15/11/89 (270)

ADELE BALETA

THE Sats strike by between 20 000 and 40 000 employees erupted yesterday after a confrontation between police and workers at a building in Springs on the East Rand.

Lt Ida van Zweel said police raided a building, housing Cosatu-affiliated trade unions, confiscating knives, knobkierries, steel pipes, sjamboks and similar weapons from about 220 workers No one was arrested.

East Rand police could not confirm SA Railway and Harbour Worker Union (Sarhwu) allegations that teargas was fired into the building and workers beaten.

Sarhwu general secretary Martin Sebakwane alleged police informed workers that in future they had to produce a magistrates' permit to be on the premises.

Asked if union claims that workers were photographed were true, Van Zweel said photographs were available at the East Rand police headquarters.

Sebakwane said the police action was proof of a systematic programme to break the strike.

He said workers traditionally carried

☐ To Page 2

Sats strike erupts

B/Day 15/11/89 (270)

☐ From Page 1

knobkierries, but he could not comment on other "weapons"

A meeting planned for yesterday between the two parties did not happen after management informed the workers' representative committee its proposals made prior to the talks were non-negotiable

These related to an increase in the minimum wage from R600 to R1 500 a month and the current disciplinary procedure

Sats said yesterday it was considering new committee proposals aimed at ending the strike

According to Sebakwane, the new proposals showed workers were not in conflict with the current disciplinary procedure or the labour council wage agreement

Sats said in a statement yesterday a general salary increase was granted in July this year and, in terms of Sats legislation, further demands for salary increases could not be considered before 12 months had elapsed

"This makes the union's demands for a salary increase in excess of 200% non-negotiable"

Management yesterday dismissed 150 workers at Langlaagte, Springs and Sentra Rand — three days after receiving their dismissal notices

The workers were fired after failing to heed a return to work call yesterday and about 8 000 workers have until today to furnish reasons for their industrial action and to return to work or be dismissed

CAPE TIMES 16/11/89

SATS fires 600 rail workers

JOHANNESBURG — South African Transport Services dismissed 600 striking black rail workers yesterday in a bid to break an 11-day-old stoppage over pay

SATS spokesman Mr Alan Lubbe said the workers had been laid off because they failed to meet an ultimatum to return to work by November 14

He said SATS, which also controls harbours and airports, would continue to fire workers until the estimated 20 000 strikers ended their action

"Let's hope the strike is resolved before we have to fire all of them," Mr Lubbe said

Mr Martin Sebakwane, general-secretary of the South African Railway and Harbour Workers' Union, which represents the strikers, put at 40 000 the number of black workers taking part in the strike

Strikers are demanding a minimum monthly wage of R1 500, more than double the present average wage of R600 per month The company has refused to recognise the union and has rejected the pay demand

The union condemned police for raiding union offices on Tuesday

Police said they seized dozens of knives and whips in the raid.

Union and management have accused each other of violence and intimidation after a growing number of assaults and attacks on trains in recent weeks by unidentified groups

"It is becoming very difficult to understand the concept of labour relations with regard to the way SATS is conducting itself," said Mr Sebakwane, adding that workers would not bow to "strong-arm" tactics

Unionists said the strike was growing and could spread to airports and key harbours — Sapa-Reuter

Sats fires hundreds of striking workers

B/Day 16/11/89

ADELE BALETA

SATS management continued firing striking workers for failing to respond to return-to-work calls in the Transvaal and Durban yesterday.

And it appeared the two-week old strike by at least 20 000 had spread to the Western Cape.

Sats spokesman Alan Lubbe said Sats dismissed an additional 522 striking workers yesterday — 46 in Natal and 476 in the Transvaal — bringing the number of dismissals countrywide since Tuesday to 672

The organisation sacked 150 workers from the Sentra Rand, Springs and Langlaagte complexes after issuing ultimatums on Tuesday.

More workers were fired from Sentra Rand, Durban and Johannesburg catering departments, and the Transvaal Road Transport Harmony depots yesterday

The sackings would continue this week, Lubbe added

He said there were "rumblings" of strike action in the Western Cape, but no definite reports of action had been received

SA Railway and Harbour Workers' Union (Sarhwu) general secretary Martin Sebakwane confirmed the reports but could give no further details

Management said it was still considering new proposals by the workers' representative committee for negotiations aimed at ending the dispute

A meeting scheduled between the two parties failed to take place on Tuesday

Although Sats was talking to workers on the ground "when we have the chance", there had been no talks with the committee, and the company would not negotiate salaries, Lubbe said

It was "sad" management was resorting to dismissals at this stage, as it was ignoring the massive support for demands for increased wages and improved working conditions, Sebakwane said

☐ To Page 2

Sats strike

☐ From Page 1

He alleged a striking worker was shot in the hand by a white Sats employee after the two men alighted from a train at Jeppe Station yesterday.

Management claimed another two coaches were destroyed by fire yesterday at Katlehong and New Canada stations The estimated cost of damage to motor and suburban coaches since the start of the strike was R9m

Sebakwane said he had no knowlege of a report that harassment of some passengers, plus incidents of stone-throwing involving Natal South Coast train services, caused police to provide protection on some trains operating in the area

Our Durban Correspondent reports that police have in fact placed armed guards to to protect passengers on Natal South Coast train services who have been harassed during the past few days

A police spokesman said yesterday incidents of stone-throwing were also involved He added that a young girl was also reported to have been sjambokked by an unknown person near Warner Beach Station, but police were unable to identify the girl B/Day 16/11/89

After receiving requests from frightened commuters, police decided to provide protection to stop the harassment.

Police appealed to anybody who could provide information about the whipping incident to contact their nearest police station.

300 harbour workers down tools

Cape Times 17/1/89

270

Own Correspondent

JOHANNESBURG — At least 300 SATS employees at Table Bay harbour stopped work yesterday, as strikers and police clashed at Germiston station in the Transvaal

About 600 workers at the SATS Salt River mechanical engineering workshops also downed tools yesterday, SA Railway and Harbour Workers' Union (Sarwhu) regional organiser Mr Suleiman Isaacs said

At the Culemborg container depot more than 300 workers embarked on a hour-long work stoppage yesterday, he added

More than 20 000 SATS workers countrywide are demanding a R1 500 minimum wage — more than twice the present average wage

SATS spokesman Mr Alan Lubbe said a further 1 207 employees were dismissed in Johannesburg and 46 at SATS' catering department in Durban for ignoring a return to work deadline

This brings the total number of dismissals nationwide so far to 1 879, he said

He could not say if SATS was still considering new proposals for negotiations with the workers' representative committee, but confirmed no talks had taken place yesterday

Sarwhu and the police gave conflicting accounts of the confrontation at Germiston station yesterday

Sarhwu spokesman Mr Tozanile Taai said police attacked and beat up 50 Springs workers at the station after they alighted from a train to attend a meeting at Cosatu's regional office

He said special constables, policemen and ticket examiners attacked the group with batons A worker had three fingers chopped off, allegedly by a panga-wielding ticket officer

Mr Taai said about 200 striking workers from Delmore hostel, East Rand, were later "brutally attacked" by police at Cosatu regional offices

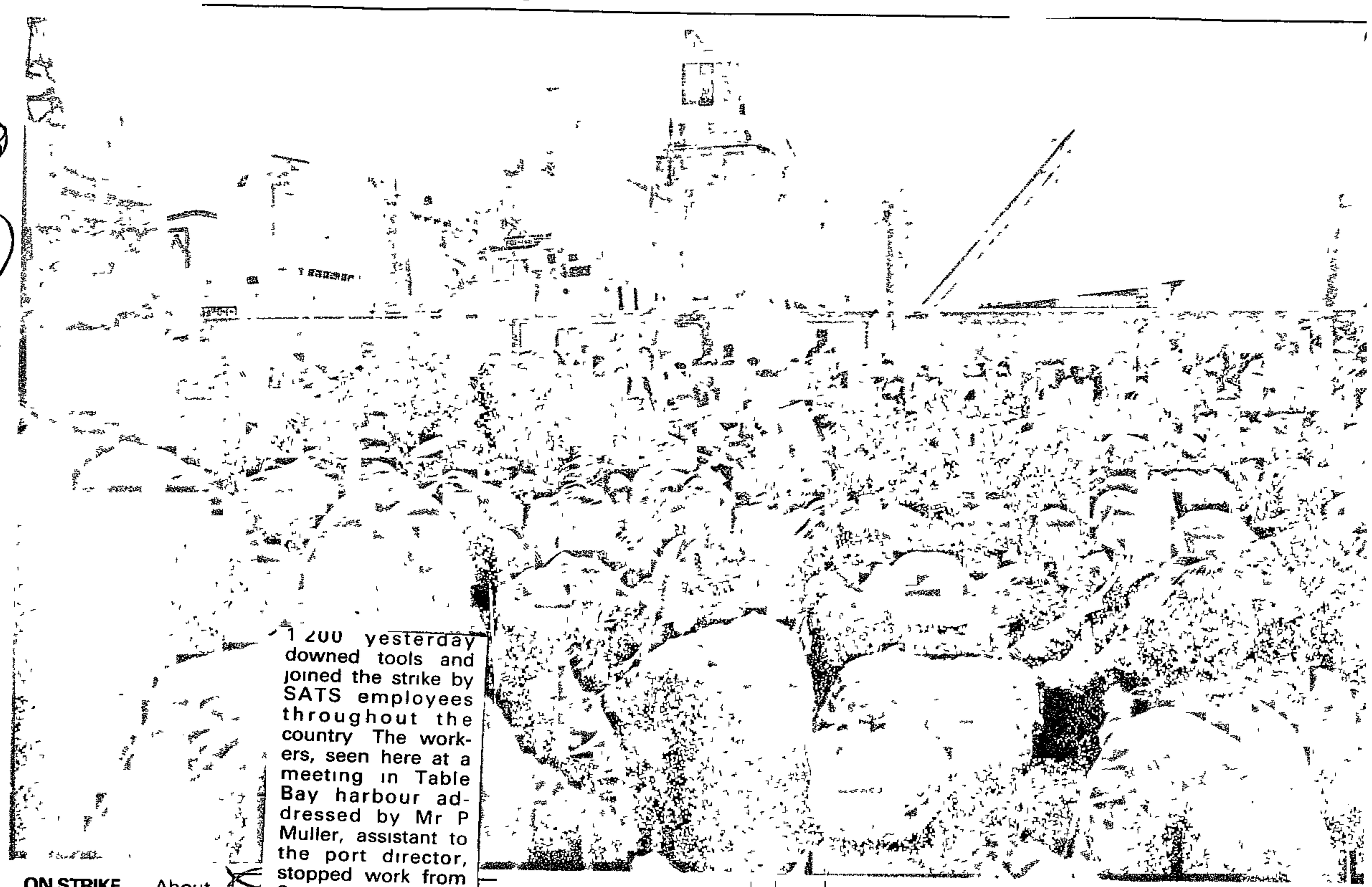
Five people were hospitalised for injuries Three SATS employees, an SAB employee and a bystander caught up in the violence

Pretoria police spokesman Major Marius Bonthuys said six policemen were injured in the incident

He said the Springs workers armed with sticks and sjamboks had not paid their fares Police gave them five minutes to pay up or travel on

Police then tried to make arrests but were attacked by workers who pelted them with stones from the railway line

Three policemen were injured Police fired two shots with a pistol and the group scattered No arrests were made



ON STRIKE About 250 harbour workers of a workforce of 1 200 yesterday downed tools and joined the strike by SATS employees throughout the country The workers, seen here at a meeting in Table Bay harbour addressed by Mr P Muller, assistant to the port director, stopped work from 6am

Picture GLENN SHERRAT

SATS STRIKE (270) Fmail

Runaway train

17/11/89

Management at SA Transport Services, astounded by a sudden union demand for an increase of R900 on the minimum wage of R600, has started firing hundreds of striking blacks

Labour relations director Jan Bredenkamp says the wage demand was unexpected

"We had already completed our wage negotiations in May/June, we considered the living-wage demand and the minimum was increased by 26% "

Bredenkamp adds soon after the demand a strike broke "almost simultaneously" on November 1

This week union and Sats strike figures varied wildly The SA Railways and Harbour Workers' Union says 40 000 are out Management puts the figure at 17 000

Bredenkamp says the only explanation Sats can think of for the stoppage is the current climate of political protest and negotiation He adds workers have also demanded a new disciplinary procedure and no privatisation of Sats

The union claims it is not taking a leading role in the strike, which is being run by local workers' committees, but Bredenkamp claims the union has been the logistical centre for the strikers by making its facilities available

The union was locked in a meeting and unable to comment on Tuesday when the first 150 strikers in the southern Transvaal region were fired

General secretary Martin Sebakwane claims some Sats workers had time off to join police in intimidating strikers He says members across the country have acted in a disciplined manner

Sebakwane says "Until now management has not even made an offer They just say our demand is ridiculous We hope they will now enter into serious negotiation Once they have made an offer it is up to the workers to decide "

Sats spokesman Alan Lubbe says the dismissals followed an ultimatum given on November 8 to return to work by November 14 The fired employees are from the Langlaagte, Sentra Rand and Springs depots — where the strike started

Bredenkamp says more dismissals are expected this week and could continue until all 17 000 strikers are affected He adds "I sincerely hope we can get them back to work " He says the Sats figure of 17 000 must be believed because "it is not in our interests to lie about them Our managers must depend on a daily basis on the figures to see that our employee complement is filled "

(270)

He says 40 000 strikers would mean half the black work force was out and this is not reflected in disruptions in services "The harbours and railways are working fine In fact, we had a couple of thousand superfluous workers on our lists "

Lubbe admits services have been "marginally affected " At Durban harbour shifts have had to be lengthened Work at Durban's Bayhead goods depot and at Kazerne and City Deep in the Transvaal has also been disrupted He says administration personnel and casual labour are being used

Bredenkamp is concerned that "false expectations" are being raised by union claims that negotiations are possible He says "In terms of Sats' Conditions of Service Act, further demands for salary increases cannot be considered before 12 months have elapsed " Bredenkamp adds the Act also forbids strikes without authorisation from the Supreme Court So this one is illegal

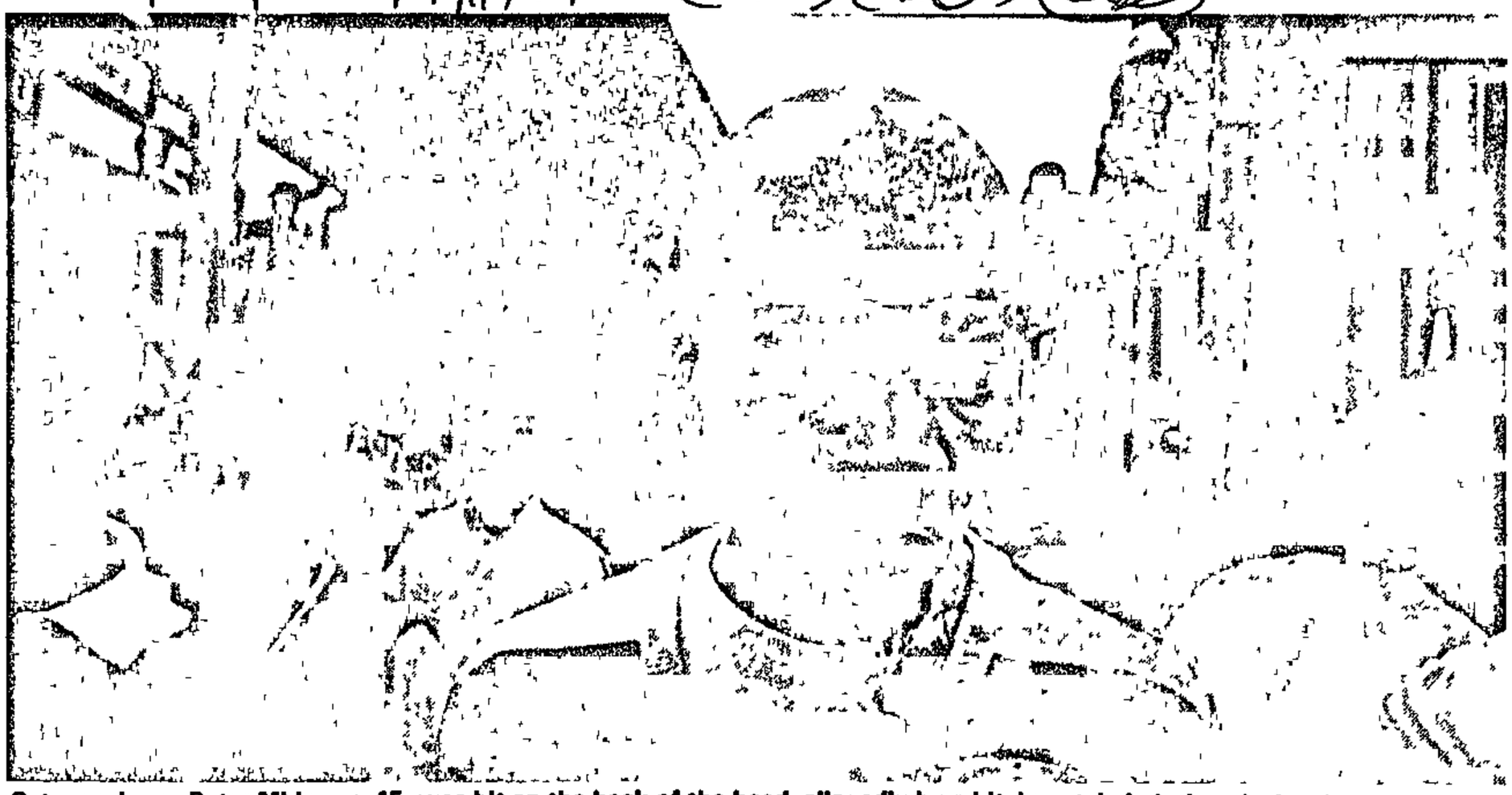
Sats says it is prepared to talk to the strikers — about "ways and means of ending the strike" — but this does not mean dismissals will stop

Thus far there have been no strike-related deaths though Sats claims R7m damage has been caused by arson Three suburban motorcoaches and two carriages have been gutted The union vehemently denies strikers were involved and has accused police of beating men at Geldenhuys Station near Johannesburg Police say riot police intervened to stop eight workers breaking windows and seats at Johannesburg Station

(270) Fmail 17/11/89.

The strike has affected Kimberley, Port Elizabeth, Durban, Bloemfontein, Pretoria and the Witwatersrand On Monday 400 strikers marched on the regional office to present their demands ■

B/Day 17/11/89 (270)



Sats employee Peter Mhlangu, 45, was hit on the back of the head, allegedly by a kitskonstabel, during clashes between police and striking workers in Germiston yesterday.

Picture ROBERT BOTHA

Sats strikers, police hurt in clash

ADELE BALETA

AT LEAST 300 Sats employees at Cape Town's Table Bay harbour stopped work yesterday, while strikers and police clashed at Germiston station in the Transvaal.

Sats spokesman Alan Lubbe said yesterday it was not yet clear whether the Cape Town harbour workers were on strike, as talks in the region were in progress.

The union was unavailable for comment late yesterday

A further 1 207 employees were dismissed in Johannesburg, and 46 at Sats' catering department in Durban, for ignoring a return-to-work deadline This brings the total number of dismissals nationwide so far to 1 879, Lubbe said

He could not say if Sats was still considering new proposals for negotiation with the workers representative committee, but confirmed no talks had taken place yesterday.

Police and the SA Railway and Harbour Workers' Union (Sarhwu) gave conflicting accounts of the confrontation at Germiston station on the East Rand early yesterday.

Sarhwu Germiston office organiser Tozanile Taai said police attacked and beat 50 Springs workers at the station after they alighted from a train to attend a meeting at Cosatu's regional office

He said policemen and ticket examiners attacked the group with batons. A worker had three fingers chopped off, allegedly by a panga-wielding ticket official

Later about 200 striking workers from Delmore hostel, East Rand, were attacked at the Cosatu offices, he said.

He claimed police chased the workers from the station to the offices, where they took knobkieries from workers and beat the Sats employees

Five people were taken to hospital three Sats employees, an SAB employee and a bystander

Pretoria police spokesman Maj Marius Bonthuys said six policemen were injured in the incident.

He said the Springs workers armed with sticks and sjamboks had not paid their fares Police gave them five minutes to pay up or travel on.

Police then tried to make arrests but were attacked by workers who pelted them with stones from the railway line.

Three policemen were injured. Police fired two shots with a pistol and the group scattered No injuries other than those to the police were reported

Bonthuys said that at about 10 30am police received information Sats workers were being attacked at Cosatu's offices.

They found about 150 people in front of the building and in the street, singing, dancing and holding knobkierries and iron pipes

The police warned them to disperse, but instead they charged, injuring three policemen No arrests were made

Shot SATS worker dies, 450 dismissed

Cape Times 18/11/89

JOHANNESBURG — A striking SATS worker shot in a clash between striking workers and police in Germiston on Thursday has died in hospital, police liaison officer Major Reg Crewe said yesterday

Nine policemen and an unknown number of strikers were injured in Thursday's violence

Workers' option to hand in their reasons for going on strike expired on Thursday night, with the result that 450 workers were dismissed in Durban yesterday, according to public relations manager Mr Mike Asefovitz

He said the dismissed workers, who would be receiving letters of dismissal, were among the first group who went on strike

However, SATS strikers are prepared to continue with their action no matter what the cost, a union spokesman, Mr Dave Moeti, said in Durban yesterday — Sapa

Sats strike seems set to continue

Staff Reporter

THE national strike by Sats workers is continuing today, but both union and management officials were waiting for figures this morning to see whether it had escalated.

The six-week, nationwide strike at SA Breweries' plants is also continuing, following a deadlock between SAB and the Food and Allied Workers' Union at a meeting last Thursday

Mr Adrian Botha, SAB's manager, public affairs, said today there was "nothing new" and that no further meetings had been scheduled.

Fawu spokesmen were not available.

Last week at least 300 Sats employees stopped work in Cape Town harbour and another 600 downed tools at Sats' Salt River mechanical engineering workshops

A Sats spokesman said from Johannesburg today that management was waiting for absenteeism figures from the regions

Sats has so far dismissed nearly 2 000 workers, who are among more than 20 000 Sats' employees demanding a a R1 500 minimum wage.

Cape Times 20/11/89

270.

Talks now unlikely — SATS

Own Correspondent

JOHANNESBURG — Talks between SATS management and striking workers were unlikely at this stage and dismissals would be reviewed this week, SATS spokesman Mr Alan Lubbe said yesterday

SA Railway and Harbour Workers Union (Sarhwu) assistant general secretary Mr David Moeti said on Friday that strikers were prepared to continue with their action no matter what the cost.

He accused SATS of having adopted a "very aggressive line" and of having harassed and threatened workers.

A further 792 workers were dismissed on Friday, bringing the total number of workers fired to 2 600, said a SATS spokesman.

He said 493 people had now been dismissed in Natal, 158 in the Free State, 109 in the Southern Transvaal and 32 in the Northern Transvaal

Police fire on station crowd

CAPE TIMES 22/11/89

PRETORIA. — Police used shotguns, rubber bullets and tearsmoke to disperse a crowd of about 3 500, apparently striking SATS workers, at Reunion station, Unmlazi, on Monday, according to yesterday's police unrest report.

The crowd had surrounded a ticket examiner and police on duty at the station to guard against intimidation.

One of the crowd allegedly incited others to kill the police, the report said, and a shot was fired at the police from among the crowd.

Twelve men and three youths were wounded.

At Muzimhlope station in Soweto, a group set fire to a passenger carriage. Damage was extensive.

Two private homes at Mpumalanga, in Natal, were damaged in petrol-bomb attacks. A number of shots were fired at a third house. Two occupants of the house, a man and a woman, were wounded. — Sapa

Sats, union in talks and 'willing' to end strike

Staff Reporter

SATS and the union representing striking workers have failed to end a national strike in spite of extensive talks

However, according to SA Transport Services spokesman Mr Allan Lubbe, both parties yesterday showed a "willingness" to find ways to halt the strike.

Sats and representatives of the SA Railway and Harbour Workers Union (Sarhwu) met at 10am, 2pm and 8pm in Johannesburg yesterday to discuss their differences

"All three meetings failed to stop the strike but there is a willingness on the part of both parties to continue the talks," Mr Lubbe said.

During the meetings, proposals to end the strike were tabled both by Sats and Sarhwu.

Mr Lubbe said Sats was now awaiting further proposals from the union "with a view to a further meeting", which he hoped would take place "very soon"

He said, however, that the procedure of dismissals would continue

● In Cape Town, final warnings have been given to about 160 striking workers at the harbour, according to harbour spokesman Mr Roger Farley

The strikers were warned that unless they returned to work today they would face disciplinary action.

It is believed 600 workers at the Salt River depot in Cape Town are in the same position.

Clerks roll up sleeves at harbour

CAPE TIMES 22/11/89

Staff Reporter

CLERICAL workers, supervisors, technicians, crane drivers and deck hands were unloading cargo in Table Bay Harbour yesterday as 250 SATS labourers at the harbour remained on strike

The workers, members of the SA Railways and Harbour Worker's Union, are demanding a 250% increase in their minimum wage to R1 500 per month

Mr Roger Farley, the SATS harbour marketing manager, said yesterday that "cargo handling is not being delayed"

"The key personnel themselves are doing the labourers' work."

According to reports, harbour officials told a workers' committee yesterday that the workers face dismissal unless the strike is ended

Deadlock as talks fail to end strike

Cape Times 22/11/89

270

Own Correspondent

TALKS between SATS and the SA Railway and Harbour Workers Union (Sarhwu) failed yesterday to end the national wage strike by about 18 000 workers.

SATS spokesman Mr Alan Lubbe said last night that various proposals aimed at resolving the strike were tabled by both sides at two meetings yesterday.

"The meetings failed to resolve the strike, but talks are due to continue," he said

SATS said workers who ignored return-to-work ultimatums would continue to be fired

The strike has claimed the life of one striker who died last week following a clash between strikers and police at Germiston.

The company has fired 2 800 strikers since the action began

Sarhwu general secretary Mr Martin Sebakwane claimed that over 40 000 workers were out on strike to press demands for a R 1500 salary.

Cape Times

SATS man dies as strike deadlock continues

WITH at least one death, 29 injuries, R10-million damage from arson attacks and 1 155 jobless people in its wake, the still unresolved SATS strike could turn out to be one of the worst in SA history

While the SA Railways and Harbour Workers' Union (SARWHU) has yet to comment on the latest developments, Captain Eugene Opperman, spokesman for the Witwatersrand police, said after a worker was shot dead during an attack on a policeman on Tuesday "People are now being killed in this strike when the whole thing can be sorted out peaceably We must appeal for calm"

He added that two railway coaches were burnt out at Croeses Railway Station near Johannesburg yesterday

Amid police appeals for calm, SATS management is studying a counter-proposal from SARHWU aimed at resolving the conflict and laying the founation for continued negotiations.

But about 160 strikers at Table Bay Harbour, who did not return to work yesterday, face disciplinary action which could lead to their being fired, as happened to 1 155 Natal workers this week — Sapa

B/Day 24/11/89

MDM calls for end to Big 2 strikes before Christmas

270

ADELE BALETA

THE mass democratic movement (MDM) has appealed for a resolution to the SAB and Sats strikes before Christmas.

In a statement yesterday the MDM said it had met to discuss the escalating violence following the two strikes.

The movement said it was discussing a programme of action to put pressure on management and the state to resolve the strikes.

The first step in the programme would be a series of marches and mass meetings on Wednesday to protest at the use of violence They are scheduled to take place in various townships on the Witwatersrand.

Sapa reports that in new proposals placed before Sats management on Wednesday, the SA Railway and Harbour Workers Union (Sarhwu) demanded recognition and the reinstatement of all dismissed Sats workers as a precondition for ending the three-week old strike

The demands include that striking workers are not victimised and that they return to work as soon as a settlement has been signed.

The union also suggested that Sats appoints a conciliation board to deal with its wage demands or agree on a date for wage negotiations

Both parties should also agree to discuss disciplinary issues, working conditions, privatisation and maternity and paternity leave.

Sarhwu general secretary Martin Sebakwane said acceptance of the proposals would solve the dispute, but he warned continuing dismissals were jeopardising the possibility.

A Sats spokesman said Sarhwu's proposals concerned "substantive issues" which management would not consider because Sats had no recognition agreement with the union.

But he also said problems could be overcome because Sats was "not averse" to recognising Sarhwu

Sats dismissed 988 workers in Natal, Free State and northern and southern Transvaal yesterday, bringing the total number of workers fired to 4 866. There were 16 341 employees still on strike.

Management said a motor coach was destroyed by fire and a suburban coach was damaged after it had been set alight at Croesus station, near Langlaagte, late on Wednesday night

SAB and the Food and Allied Workers Union (Fawu) said yesterday there were no new developments in the more than six-week old strike by about 6 000 workers

Sapa reports from Cape Town that four policemen were injured yesterday morning when action was taken against about 70 SAB workers

The demonstrators, who were armed with batons, sticks and stones, refused to disperse when told to do so by the police and a fight broke out. They were later dispersed by teargas

In another incident in Cape Town, a march by striking Sats workers was broken-up before the they could leave the harbour where they had gathered

Cape Times 24/11/87

Sarhwu's preconditions for ending SATS strike

(270)

JOHANNESBURG — The South African Railways and Harbours Workers' Union (Sarhwu) has demanded recognition and the reinstatement of all dismissed workers as preconditions for ending the two-week-long SATS strike by about 18 000 workers

Sarhwu's demands include that striking workers not be victimised and that they return to work as soon as a settlement agreement had been signed.

The union also suggested SATS appoint a conciliation board to deal with its demands concerning wages or agree on a date for wage negotiations

Meanwhile only 15% of Black Trade Union (Blatu) members participating in the strike resumed duties at different depots in Durban yesterday following the union's decision that its members would return to work.

● A white railways labour unionist in Pretoria, Mr Phillip Strauss, intends asking the Minister of Law and Order for increased police protection for white workers during the strike. — Sapa

SATS STRIKE

Taking its toll

The striking SA Railways & Harbour Workers' Union and Sats management were locked in crisis talks on Tuesday The meeting, convened at the union's request, was the first since the strike started on November 6 Sats says 18 000 are out but union claims 40 000.

One striker was killed in a clash with police at Germiston on Thursday Six policemen were hurt when strikers fought with sticks, sjamboks and stones In Natal 16 strikers were injured when police opened fire on 3 500 people at Umlazi One policeman was injured after a shot was apparently fired from among strikers

Set alight

On Monday a 50-strong mob, presumed by police to be linked to the strike, attacked two Sats ticket examiners (one a senior financial superintendent, seconded from Sats' head office to take a striker's place) Superintendent Koos Grobler was set alight with petrol He has serious burns on most of his upper body. The other man escaped unharmed.

The cost of damage to property has been put at R10,5m. Four motor coaches and six passenger coaches have been burnt out

Sats spokesman Alan Lubbe says three demands are being put forward by the strikers

- A minimum wage of R1 500 (up 150% from R600) a month,
- Recognition of the union, and
- Cancellation of the planned privatisation of Sats

Non-negotiable

Lubbe says the wage demand is non-negotiable because annual wage talks were completed in June and, in terms of the Conditions of Service Act, wages can be negotiated only once a year. Lubbe says Sats offered to recognise the union two years ago on the usual condition that it must register with the Department of Manpower and then show proof of membership (as most Cosatu unions have done)

So far Sats has fired 2 817 strikers from the rail, road, catering and airport sectors after giving the required warnings The areas mainly affected are Natal, Free State and southern and northern Transvaal Lubbe says 644 strikers have returned to work He adds. "Let's hope the strike is resolved before we have to fire all of them "

Union general secretary Martin Sebakwane condemns police for interfering in "purely labour relations matters." Assistant general secretary Dave Moeti says "We are prepared to fight no matter what the consequences and even if it means the strike lasts three months or more " Moeti accuses Sats of taking "a very aggressive line" and believes it will eventually have to take back all fired workers

Lubbe admits rail services have been affected but are "coping very well under the circumstances " ■

24/11/89

270

Mission of Soviet supply spaceship may fail

MOSCOW — A Soviet module carrying food and life-sustaining equipment to cosmonauts in the orbiting space station Mir has developed problems with one of its solar batteries after blast-off from Earth, Tass news agency said.

The battery trouble on the Kvant-2 module was the latest of a series of technical difficulties which have plagued cosmonauts Alexander Viktorenko and Alexander Serebrov since they became the fifth crew to man Mir.

Technical problems had already forced a 40-day postponement in the module's take-off, but Tass did not speculate on what would happen if the cosmonauts did not get the supplies.

Tass said the problem with the 20-ton module developed after it separated from the proton rocket which launched it from the Baikonur cosmodrome in central Asia yesterday afternoon

The crippled module could still dock with Mir, but Tass indicated there was a question as to whether this was advisable

Kvant-2, scheduled to dock with Mir on December 2, was expected to provide Mir's crew with considerably more working and living space for the remainder of their mission, due to end in February. They arrived at the station on September 8

Mir, which was launched in February 1986, already has an astro-physical research module called Kvant which docked in 1987.

The Soviet space programme has suffered a series of technical setbacks in the past 15 months

● Blustery winds in the California desert forced Nasa to delay space shuttle Discovery's return to Earth last night following a secret mission to deploy a spy satellite

Mission control in Houston informed the five astronauts of the delay about three hours before they were to fire rockets to start the shuttle's descent to a nighttime landing at Edwards Air Force Base, California — Sapa-Reuter-AP

Star 27/11/89

270

'Minor' progress in Sats talks as strike goes on

ADELE BALETA

THERE was minor progress during yesterday's talks between Sats and the SA Railway and Harbour Workers Union (Sarhwu) but both parties were prepared to continue discussions aimed at ending the four-week strike by thousands of workers.

B/Day 28/1/89

Sats spokesman Alan Lubbe said although there were "positive aspects" to the 3½-hour talks, the strike was set to continue.

He refused to disclose further details but said management was re-evaluating dismissals and no workers had been fired since Friday.

Another round of talks is scheduled for Thursday.

Sarhwu general secretary Martin Sebakwane said management had moved "further away from any prospect of a settlement. Management has not changed its position at all."

He said Sats was not prepared to reinstate dismissed workers but would consider arbitration on the issue if Sarwhu dropped its wage increase demand.

On the question of recognition of the union, management said it was prepared to waive recognition of Sats' Black Trade Union (Blatu) in favour of recognising Sarwhu in Natal, according to Sebakwane.

In other regions Sarhwu would have to prove majority membership by stop order and become registered as a trade union, Sebakwane said.

"Management is overlooking the seriousness of the situation and not addressing workers' grievances relating to wages and working conditions which they say they are not prepared to discuss. They are not separating the issues but trying to negotiate a package deal."

A report-back meeting with Sarhwu members would be held.

Sebakwane claimed Sats had evicted at least 500 workers from hostels in the Transvaal.

He said legal action was being planned against Sats following the eviction of workers from hostels in Bloemfontein.

Sebakwane added that Sarhwu workers were prepared to take part in planned action organised by the MDM to protest against "management's use of violence" in the Sats and SAB strikes.

Return to work or leave docks, strikers told

AR645 28/4/89

By JOHN YELD
Staff Reporter

MORE than 300 striking South African Transport Services workers at Cape Town docks have been told to return to work or to leave the harbour area because of "intimidation".

In another development in the countrywide strike by about 18 000 Sats workers, 13 ticket examiners at Langa station have refused to work.

Sats harbour spokesman Mr Roger Farley said today that 321 workers in the docks had been given an ultimatum after being paid yesterday for the previous month's work

DISPERSED

"If they don't continue to work or return to work, they must remove themselves from the harbour because of intimidation and so on."

He said the workers had dispersed after being paid and the harbour management was still assessing the situation.

South African Railways and Harbour Workers' Union (Sarhwu) representative Mr Suleiman Isaacs said today that 500 Sats workers were still on strike at the Salt River workshops, in addition to those in the docks

He also said that 13 ticket examiners at Langa had refused to work since Saturday and that Sarhwu was negotiating with them

Sats passeneger services spokesman Mr Brian Lotter confirmed that black commuters had been "asked, commanded, use what terminology you will" not to pay their train fares in support of the striking workers.

said CAPE TIMES 28/11/89

Bus strike: R4-m loss

DURBAN — Durban's month-long bus drivers' strike, now settled, cost the Durban Transport Management Board about R4 million.

Reports by Staff Reporter, Own Correspondent, Sapa Reuter-AP and UPI

White railmen consider options

By Drew Forrest

The all-white SA Confederation of Labour (Sacol) has threatened to take the law into its own hands if employers and the State fail to act against black workers who "provoke and intimidate" their white counterparts.

Expressing concern at the alleged assault of white workers by blacks during the rail strike, Sacol said a national convention of white union leaders was being planned to discuss the issue.

Sacol secretary Mr L N Celliers said yesterday the federation was also considering action against foreign firms which tolerated intimidation and stopped police intervening.

Last week, the white Running and Operating Staff Union announced it would ask the Government to protect its members from strike-linked violence.

Reacting, the general secretary of the SA Railway and Harbour Workers Union (Sarhwu), Mr Martin Sebakwane, called on white railmen to support their black colleagues. He revealed that the majority of Sarhwu members had rejected management's latest proposals for ending the strike.

Mr Sebakwane said that at talks on Monday, Sats had ruled out pay talks and offered to refer to arbitration the reinstatement of dismissed strikers.

● See Page 13.

Strikers restrained from 'intimidation'

Cape Times 29/11/89

570

Supreme Court Reporter

STRIKING South African Transport Services (SATS) workers were yesterday afternoon interdicted and restrained in the Supreme Court from intimidating any employee or preventing any employee from continuing normal duties

Mr Acting-Justice B Hoberman ordered the 348 workers to show cause on December 8 why they should not be interdicted and restrained from entering or remaining in Table Bay harbour for any purpose other than working, and why the workers opposing the application should not be ordered to pay the costs of the application jointly and severally

In an affidavit, Mr Richard Cornelius Miller, manager of the Manpower Department, said the workers had been involved in a work stoppage in Table Bay harbour since November 13

Yesterday morning about 80 strikers gathered at J-Berth, Duncan dock, and remained there all day.

Police use birdshot on Jo'burg protesters

CHARLENE SMITH

A POLICEMAN was stabbed three times and at least 15 people injured when police and protesters clashed in central Johannesburg yesterday. B/Day 30/11/89

Police have not yet released the name of the injured policeman but said his condition was not serious.

Several hundred workers, marching in solidarity with striking Sats (Sarwhu) and SA Breweries (Fawu) workers, were involved in a clash with police that led to hundreds of people fleeing through central Johannesburg while police fired teargas and birdshot.

Police and worker versions of the incident differed Police said they teargassed workers after they refused to disperse Workers said police had begun teargassing and beating them with batons as singing workers gathered for the march in Wanderers Street

Doctors who treated some of those injured said most injuries were minor, but three of those treated had extensive birdshot wounds. 270

☐ To Page 2

Protest clash

B/Day 30/11/89

270

☐ From Page 1

The march was planned to protest at violence surrounding the strikes and as a gesture of solidarity with striking Sarwhu and Fawu workers The Sarwhu strike is in its fourth week, while the SAB strike has dragged into its eighth week.

There have been numerous allegations from all sides of violence and intimidation, and at least 10 workers have died in strike-related incidents

Sapa reports that police said an "unknown explosive device" was detonated next to the SA Breweries head office in Johannesburg early yesterday

The blast, at the intersection of Jan Smuts Avenue and Ameshof Street, did only slight damage. No casualties were reported.

Fawu president Chris Dlamini said "It is regrettable that an explosion, from whatever source, had to take place at the SAB head office at a time when the wage dispute negotiations between Fawu and SAB have made significant progress

"These talks which have been in progress with Fawu, SAB and their respective lawayers since Thursday last week have reached a critical point."

Eight hurt as police stop docks meeting

ARGUS 30/11/89

270

Staff Reporter

EIGHT harbour workers were injured and two arrested when police used rubber bullets to disperse striking workers who had been told by Sats they were not allowed to meet in the harbour area

And, in a further development on the Sats strike, about 500 workers at the Salt River mechanical engineering yard downed tools yesterday when they heard that 12 of their colleagues had been dismissed.

Regional organiser of the South African Harbor and Railway Workers' Union, Mr Suleiman Isaacs, said the eight workers did not go to hospital, but were treated by a private doctor.

RETURN TO WORK

According to Mr Isaacs workers met at K-berth in the harbour yesterday as usual, but police arrived and told them they either would have to return to work or disperse

While the workers' committee was talking, police started firing rubber bullets, he said.

Later, workers were stopped at Salt River station while on their way to Community House in Salt River for a meeting.

Mr Isaacs intervened and workers were allowed to go ahead on condition they walked quietly and did not sing

The workers from the Salt River mechanical yard joined docks workers for the meeting

● Captain R Bloomberg of the South African Police said the men at the harbour had "gathered illegally" and were warned to disperse within five minutes

15 hurt as strikers, cops clash

Cape Times 30/11/89 (270)

JOHANNESBURG. — A policeman was stabbed three times and at least 15 people were injured when police and striking workers clashed in Johannesburg yesterday.

Several hundred workers were gathered for a solidarity march with striking SATS and SA Breweries workers when the clash broke out.

Police claimed they teargassed workers after they refused to disperse. Workers claimed police baton-charged and began teargassing them and firing buckshot as they gathered for the march in Wanderers Street.

Doctors said three of injured treated had extensive birdshot injuries. The policeman was not seriously injured.

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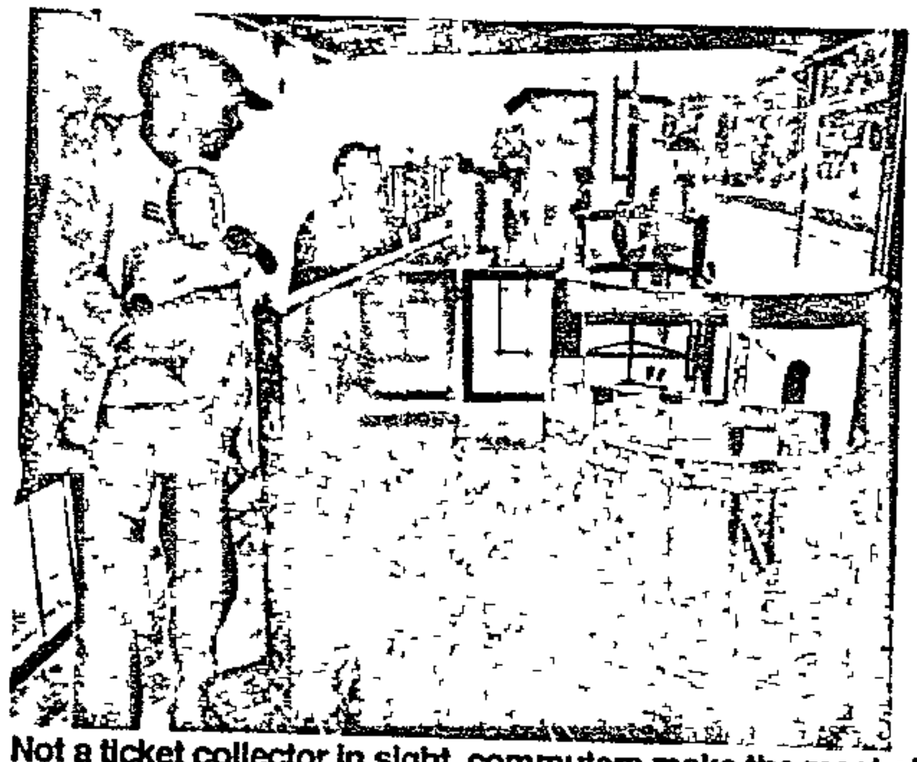
HOW THE RAIL STRIKERS USE THE RAILWAYS TO SPREAD THEIR GOSPEL

Sending a message down the rail tracks

While the beer boycott has met with mixed response in the townships, a train ride around the Reef reveals enthusiastic support for the railway strikers, reports PHIL MOLEFE



Not a ticket collector in sight, commuters make the most of the strike

Picture CEDRIC NUNN, Afrapix

STRIKING South African Transport Services employees have an unusual way of spreading their message they use the same train service and the compound system they are fighting against

The South African Railways and Harbours Workers Union (Sarhwu) has established a formidable link with commuters to win community support for the strike

Unlike the conventional methods of distributing pamphlets, says Sarhwu regional secretary Joe Ngcobo, railway workers use the trains to preach their gospel This has enabled them to build a web-like communication network

Explained Ngcobo "Workers meet daily at the union offices to discuss how to intensify the strike, assess how it is developing and to get report-backs from union officials.

"Workers are kept well informed about developments in other areas and how to formulate a common approach," he said

The majority of Sats employees are migrant workers who live in men-only compounds Each compound has workers from various depots

"Our members are concentrated in these compounds and when there is a boycott or strike in one of the depots, the message is spread quickly among workers who work in other plants," said Ngcobo

A ride in the train around the Reef this week showed remarkable community support for the strike

Ticket offices are open but there are no ticket examiners at almost all stations Most commuters do not buy tickets From Dunswart station, near Benoni, to Delmore station, near Germiston, there was no sign this week of ticket examiners

It was the same picture from Knights station to Kempton Park station on the Pretoria line and from Johannesburg's Park station to all the Soweto stations.

The only place ticket examiners were seen was at Germiston, where there has been a huge police presence since last week's clashes between police and strikers

"Sidla Ngo-dankie — we live on, thank you," said MaNgidi, a vegetable vendor at Johannesburg's Park station and one of the free riders

"The railways has been exploiting our husbands and sons for many years Now it is their turn to lose some profits," she said

Added Thabiso Tsoai, an office worker in the city "Brother, you only have to see Bayete's video on TV when they sing *Mbombela* (train), then you will understand that railway workers are the most exploited

"Jy ken dai piece, it shows you die' ouens pull dai swaar yster met hulle eie hande (You know this song shows these railway guys pulling heavy iron rail lines with their own hands)

"These guys have no rights, working conditions are bad and they need to be supported at all costs," Tsoai said

The train meetings are "hot" in the afternoon when commuters return from work

Ngcobo, who accompanied the *Weekly Mail* on the trains on Tuesday, says it normally cool in the mornings and meetings get into full swing when workers return home

"You see in the morning workers still have fresh thoughts of the comfort of their homes, but when they return in the afternoon the spirit is high because they have gone through *kom, kom, jong* and subjected to abusive language and all sorts of things by the bosses," explains Ngcobo

Beneath those overalls and office coats are the T-shirts of unions and political organisations, with political slogans written all over them

Platform one and two at Park Station, from where most of the trains to Soweto depart, is a hive of activity from 4pm

The railway strike has added more fire to the usual political meetings in trains One is greeted by loud and moving political song, punctuated by deafening shouts of *Amandla!* and *Mayibuye iAfrika*

"We are sending a message to the government through the railways that enough is enough," said Peter, a bank teller, who declined to give his full name

"The railways is owned by the government They tell the world they want to negotiate, but they can hardly negotiate with the workers on petty issues like wage increases

"If they can't negotiate wage increase, how the hell can they negotiate granting political rights to the oppressed majority," said Peter

As Naledi bound train number 9450 left Park station at 5 45pm, "Comrade Commander" waved to the chanting commuters for silence

"Phambili ngo mzabalazo wa basebenzi (Forward with the workers struggle)," he shouted to the thunderous response of *"phambili"*

"Today, we the struggling, oppressed and exploited workers of our country, have taken over the trains from the railways They now belong to us and we are now riding free," he declared, as the crowd shouted approvingly

Then "Comrade Mary" led the coach in a song *"Makwala a tjhetjhele morao, ho ya rona ba pelo tse thata ko pele"* (Cowards give way to the brave to lead the struggle)

"If you buy a ticket you are selling out the blood of workers," said "Comrade Commander"

"If you buy a beer, you are selling out the blood of workers," he added

As the train nears Langlaagte station, "Comrade Commander" pleads with the congregation to make way for other commuters who are about to board

Commuters who are members of the political congregation knew to look out for coach number 18325, the fourth from the last one, as the train slowly moved into the station.

The messsage was clear as the train headed for Soweto "Support the striking workers " There was singing, shouts of *Amandla* and speeches by the "converts" all the way to the ghetto

WHILE 'PEACE-TALKS' AND NEGOTIATIONS DOMINATE THE POLITICAL SCENE, THE LABOUR FRONT IS TORN BY UNPRECEDENTED VIOLENCE

A bloody war breaks out on the labour front

South African strikes have often been bitter and brutal, but never quite as bitter as this month, when tensions have exploded into open war, including shootings, stabbings, petrol bombs and burning to death **EDDIE KOCH** *reports*

Signs of violence are everywhere but this commuter strolls through Picture CEDRIC NUNN, Afrapix

WHEN police gun down workers inside trade union offices when a man is set alight for "scabbing" on strikers then something must be amisss in the country's system of industrial relations

Violence has always been a feature of labour action in South Africa On the mines, it is commonplace for private paramilitary units and police to take action against striking workers And as in most countries, labourers who keep machines running during a stoppage are traditionally targets of brutal retribution by union members

But the current strike wave, in which up to 45 000 beer workers and railmen have been out for more than a month, has been accompanied by at least a dozen deaths and violence of such ferocity that sectors of industry have literally been turned war zones

On Tuesday evening a sacked railway worker was shot dead by police after he clashed with a ticket controller at the Langlaagte station near Johannesburg

This followed an incident on Monday at a station in Durban where 15 workers were injured after police opened fire on a group of striking railwaymen. The official version says police were fired on by an "unknown" gunman in the crowd The union says the police attacked without provocation

On the same day a white ticket collector ran from Johannesburg station in flames after being set alight by a mob He is being treated for serious burns Two other men escaped

Last week police opened fire with revolvers and shotguns inside the offices of the Congress of South African Trade Unions (Cosatu) in Germiston One of two workers seriously injured in the shooting has since died in hospital Police say they acted on reports that the strikers were making petrol bombs Laywers for the union have denied this

In the South African Breweries (SAB) strike, at least nine workers have died Most of the victims were causal labourers who had been attacked by enraged strikers Others were union members killed by Soweto shebeen owners opposed to the call for a consumer boycott of beer

What is the cause of all this?

In each of the strike-bound industries there are particular factors that aggravate conflict On the railways, the most immediate cause of tension is a long standing animosity between police and members of the South African Railway and Harbour Workers' Union (Sarhwu)

During the marathon railway strike of 1987, a police raid on the Germiston offices of Sarwhu set in motion a cycle of repress on and worker resistance that culminated in a military-style siege of Cosatu House in Johannesburg, where hundreds of unionists were detained and assaulted

Authoritarian methods of running the railway stations have also whipped up public hostility to officials of the South African Transport Services (Sats) during the strike

Last week an armed ticket collector shot an innocent bystander in Johannesburg while firing at two men who had not paid for their train ride Sarhwu general secretary Martin Sebakwane says plain clothes police are being used to replace ticket collectors who are on strike The *Weekly Mail* this week saw shotgun-wielding municipal police manning a number of railway stations on the Reef

This is the context in which the horrific attack on the white railway official took place this week for the mob it was, no doubt, seen as an act of vengeance

Then there is the frustration felt by Sarwhu members who, for more than three years, have been negotiating for the recognition of their union without success While the government talks of negotiating a political settlement, it has failed to achieve this with its own employees The irony cannot be lost on black railway workers

In the beer industry, SAB has a monopoly and this makes it difficult for legitimate strike action to affect production Asked for his view on why the wage dispute was so violent, SAB public relations officer Adrian Botha said "Maybe its because they (the strikers) have come to realise that industrial action cannot stop us from producing and selling more beer now than we were last year"

Shop stewards of the Food and Allied Workers' Union (Fawu), at a recent press conference in Johannesburg, also focused on SAB's monopoly over beer production to explain the bitterness of the dispute

"They (management) know they can do what they like From the start they have not been serious about talking about our demands They *sommer* want to show us who's the boss," said a worker from Cape Town.

While the company rejects allegations of intransigence in wage talks, there is a widespread belief among Fawu members that, if SAB did not provoke the strike, the company is using it to roll back inroads that the union has made over the years into managerial control on the factory floor

The company denies it had anything to do with a police raid on a hostel near Tembisa near Johannesburg last week, in which workers were injured and there is little evidence to back the union's claim that the company collaborated with the police

But there are signs of collusion between SAB and other government departments to undermine the strike A company memorandum, leaked to the *Weekly Mail*, says contingency plans drawn up to ensure delivery of supplies included the use of drivers from the fire department and ambulance services

The difficulties of organising a boycott in townships where there are no sources of supply other than SAB, also explain the violence

Says Botha "Basically they want shebeen owners, some of whom earn far less than they do, to cut their throats by not selling beer"

The ineffectiveness of the boycott could have prompted workers to vent their anger on casual labourers as well as shebeen owners

Some Cosatu officials privately acknowledge that the beer boycott has been imposed from the top down and this lack of consultation has helped turn the strategy into an explosive issue in the townships

These aggravating factors, specific to each of the strikes, operate in South Africa's broader political context And here there is a basic paradox at play

While the government now allows peaceful forms of political protest, such as street marches and mass rallies, businessmen are vigorously blocking the avenues in which where the labour movement can express its

SAB workers show their muscle but are traders as enthusiastic? Picture BENNY GOOL, Afrapix

Who's hurt: the big guys or the little

JOE MAKHALIMA, owner of a small store in Soweto, describes himself as an avid supporter of worker struggles Although he keeps informed by reading about strikes in newspapers, he can usually go about his business without being affected by the troubles in far away factories.

The latest upsurge of labour unrest is different With industrial disputes under way in both the railway services and the beer industry, township residents are being asked to support simultaneous consumer boycotts that reach deep into their daily experiences

Black consumers have been asked to stop drinking beer while thousands of commuters are riding the trains to work and back without paying their fares This has [illegible] debate in shebeens and crowded commuter trains that criss-cross the Reef

"The call to support Sarwhu [illegible] the profit-making of the masses. The beer boycott affects the well-being of people who make a living from selling beer," said Makhalima.

"If you say people should not buy train tickets, surely they will support you But if you say an old pensioner, who lives on selling beer, should stop selling then what you are saying is that she must die How do you expect to get support that way?"

But during one of the impromptu debating sessions that take place every day in crowded train compartments [illegible] pushed a different line

"They (the train and beer boycotts) are the same thing In the struggle you need to sacrifice Those who claim they live on beer sales should stop for a while and sell non-SAB products That is the price they have to pay for liberation"

A young activist, who wanted to remain anonymous, felt differently "We can't afford an action that divides our community Who is the target? The SAB or the old lady who feeds and sends her children to school on money from beer?"

There are indications that the coexistence of two boycotts, each with different prospects of success, will be debated in a more formal way by organised labour

At a press conference in Johannesburg last week, Fawu officials insisted that, as far as they know, the beer boycott was continuing

However, they acknowledged a need to consult with civic groups as well as the National Taverners' Association [illegible] black bottle store owners about the tactic.

"After that we will report back to the trade union structures and reassess the question of a boycott," said Fawu national organiser Raigin Naicker

Phil Molefe and Eddie Koch

Film them, then fire them

By EDDIE KOCH

PRIVATE security firms and police action were common features of industrial disputes this year, says a report by the National Union of Metalworkers of South Africa (Numsa)

In an analysis of strikes at Numsa factories on the Witwatersrand between May and October, the union claims violence has been employed against strikers even by companies that have had a long standing relationship with the union

"The videotaping of strikers by security firms is clearly one of the 'services' offered — 'identify your agitators, dismiss and then selectively re employ'," says Numsa

"Outside consultants are also being [illegible] lawyers are mushrooming at exorbitant costs to exploit the advantages of the Labour Relations Act particularly the provisions which allow for the interdicting of strikers"

Mass dismissals and selective re employment, often on condition that workers agree to obligatory overtime, was another key trend identified by the union in its analysis of management's handling of strike action.

"Companies are also becoming better equipped to handle strikes particularly the big concerns like Barlows who are able to transfer production very quickly from plant to plant."

Numsa says the trends confirm the union's analysis of the way metal companies have reacted to shrinking markets for their products "Capital has had to turn inwards instead — towards increasing productivity in the workplace," the report says "This process would involve capital intensification/retrenchments and efforts by management to increase the ambit of unfettered decision making over the labour process"

The analysis is confirmed by strike trends in the industry, says Numsa. The report notes that disputes over discipline in the factory, trade union recognition and retrenchment together accounted for 62 percent of all strikes at Numsa factories on the Witwatersrand between May and October this year Wage disputes accounted for the remaining 38 percent of strikes.

The statistics show a relatively high success rate for the union during strikes over wages (53 percent) and dismissals (51 percent) but a high loss rate in strikes over retrenchment (27 percent) and recognition (33 percent)

"It is noteworthy that 10 years after Wiehahn recognition disputes should feature so highly This is indicative of the extreme backwardness of employers in large sections of industry," says the report.

Less than two percent of all strikes complied with the Labour Relations Act. "This suggests that in as far as the Act is intended to order and regulate conflict it is a complete failure"

The union explains the high rate of strike action over dismissals as the result of a lack of confidence among workers that disciplinary disputes will be handled by the industrial court within a reasonable time frame

"For these members it makes sense to confront the issue at the time and point of origin."

grievances

By using the amended Labour Relations Act (LRA), employers can sue unions for damages lost in illegitimate strikes, obtain court interdicts to stifle industrial action and prolong interminable proceedings in the industrial and civil courts

Picketing on factory premises during strikes, the classic method of defusing antagonisms directed against replacement labour, is outlawed So are consumer boycotts and solidarity strikes by workers in other factories

Thus it is no coincidence that features of the insurrection that raged between 1984 and 1986 — police shootings, petrol-bomb attacks on the homes of people labelled as "traitors", and the burning alive of those defined as "collaborators" — have shifted from the townships to the industrial arena

At the end of last year, in the wake of an outbreak of industrial violence, Cosatu general secretary Jay Naidoo warned If there is one thing that will cause violence during strikes in this (coming) year it will be the LRA"

The political flux reshaping South African politics has thrown up many anomolies One of these is that businessmen, many of whom are opponents of apartheid, can now look to the government for methods to defuse the conflict raging in their factories

Until this happens, and the labour laws are amended to facilitate rather than stifle legitimate forms of industrial protest, Naidoo's grim prediction will continue to come true

Strikers ready to walk to the bitter end

Next week could see the beginning of a series of protest marches if there is no solution to the beer and railway strikes
By EDDIE KOCH

THE Mass Democratic Movement (MDM) warned last night that its members will begin a set of protest marches next week unless steps are taken to end bitter labour disputes on the railways and in the beer industry

Thousands of railway workers remain on strike across the country despite 18 hours of intense talks between management and the railmen's union this week aimed at ending the violent dispute

SA Transport Services (Sats) yesterday afternoon rejected a document drafted by the South African Railway and Harbour Workers' Union (Sarwhu) saying it had problems with the union's proposals

South African Breweries (SAB) says about a thousand strikers at depots in Kimberley, Bloemfontein, Welkom and have accepted management's offer of a 16-percent wage increase and have returned to work Some 6 000 members of the Food and Allied Workers' Union (Fawu) began a nation wide wage strike, seven weeks ago

"The leadership of the MDM is concerned about the brutal violence and intimidation being used against striking workers, and the counter-violence which has been the result of these tactics," said a press release from the anti-apartheid coalition

"The MDM is discussing a programme of action to put pressure on management and the state to resolve the strikes at the negotiating table

The movement announced plans for a series of marches and protests that will begin on Wednesday next week on the Witwatersrand unless the strikes are settled

The four-week rail strike has claimed the lives of two strikers, shot dead by police in separate incidents, and a ticket collector is being treated for serious burns after being set alight at the Johannesburg station.

Some 4 000 strikers have so far been sacked At least 10 railway carriages, worth more than R10-million, have been destroyed in arson attacks and Sats is losing revenue on its commuter lines as black passengers refuse to pay fares in solidarity with the workers

At least nine workers have died in the beer strike At least six of the dead were casual workers while three union members died in clashes with shebeen owners in Soweto

Sarwhu and Sats met on Tuesday and Wednesday in a bid to break the deadlock After the meetings, Sarwhu general-secretary Martin Sebakwane submitted new proposals that were rejected by Sats yesterday

The union document includes suggestions that management to recognises the union and appoints a conciliation board to deal with the workers' demand for a R1 500 monthly minimum wage The union undertakes to get workers back to work in exchange for these concessions

The union also proposes that Sats reinstates all those dismissed as a result of the strike and undertakes not to victimise workers who have taken part in the stoppage.

Once an agreement to settle the current dispute has been signed, the union suggests that a date can be set for negotiations on worker grievances that relate to disciplinary procedures on the railways, plans to privatise Sats and the dismissal of about 400 strikers in East London last year.

Victor van Vuuren, senior manager for labour relations, said Sats was not in a position to negotiate substantive issues with Sarwhu until the union was registered and a recognition agreement had been drawn up

SAB representative Adrian Botha said about 1 000 beer workers had resumed work and the beer boycott in East London, the only area where consumer action has affected sales, had been broken Raigin Naicker, national organiser for Fawu, said he was not aware of this

Asked to comment on reports that SAB planned to use ambulance drivers and firemen as part of its plans to ensure the delivery of beer supplies, Botha said "I have no knowledge of that"

●See PAGES 6, 7 and 8

B/Day 1/12/89 (270)

End to SAB dispute is closer than that of Sats

ALAN FINE

PROSPECTS for a settlement of the SAB dispute seemed more favourable than an end to the Sats strike, after further talks yesterday between management and worker representatives at each of the corporations.

SAB beer division MD Graham MacKay confirmed yesterday a "very delicate sort of mediation" was in progress.

Food and Allied Workers' Union (Fawu) officials and SAB industrial relations personnel have been unavailable to the media for the past two days MacKay said it had been decided not to publicise the meetings so as not to raise expectations.

Proposal

He said, however, that "things were looking more hopeful than they had done for a while" He did not expect any decisive developments until early next week Fawu could not be reached for comment

Sats yesterday tabled a proposal to the SA Railways and Harbours Workers' Union (Sarhwu) during a one-and-a-half-hour meeting conditional upon a return to work by noon next Tuesday.

The proposal contained an undertaking that no further employees would be dismissed. The cases of the more than 5 100 already dismissed would be referred to arbitration. It also laid down conditions for recognition, including registration, representativeness and the conclusion of a recognition agreement.

The proposal excluded the possibility of negotiations on wages and other issues.

A Sats spokesman said management had made a major concession in that the arbitrator would be entitled to consider the fairness of the dismissals — an issue not covered by the law governing Sats.

Sarhwu general secretary Martin Sebakwane said a final decision on the proposal would be made by workers by Monday. However, he said, "we are looking for something substantial to take to the workers, but we see nothing".

He said the proposal was flawed by the fact that Sats made recognition a bargaining chip The union had applied for registration and was substantially representative, so this was no concession.

Management, he said, was attempting to divert the dispute away from the substantive issues — wages, disciplinary issues and privatisation. He said there was no objective reason that some strikers should be dismissed and others not.

Threat

Sebakwane expressed concern that Sats planned to use the dispute as a pretext for trimming staff as a prelude to privatisation. "If Sats wants to retrench, it should do so openly under the heading of privatisation"

He said prospective private sector investors in Sats should think twice about committing their money to a company whose labour practices were a threat to profitability.

270 W/Mail 1-7/12/89

Tentative steps to end of strikes

By EDDIE KOCH

TWO major strikes, one in the beer industry and the other on the railways, reached a delicate stage this week as management and trade unions engaged in intense collective bargaining

The South African Railways and Harbour Workers' Union (Sarwhu) was locked in talks with the railways' management yesterday afternoon in a bid to end the strike

And Chris Dlamini, president of the Food and Allied Workers' Union (Fawu), said low-key talks between the South African Breweries, union lawyers and the union this week had a reached a "critical stage"

Both parties tried to find a solution to the violent disputes amid a growing controversy over allegations that the police employ brutal methods to crush the strikes.

Neil Coleman, representative for the Congress of South African Trade Unions (Cosatu), reports that more than 70 workers were admitted to hospital after the riot squad took action at a bakery

The official police unrest report said a patrol, called to investigate a disturbance at the Boerstra bakery, was attacked by hundreds of workers armed with iron pipes and sticks

The riot squad was called in and workers responded by turning fire hoses and throwing bread crates at them, the official version said Five policemen were injured

Union members dispute the police version and say the attack was unprovoked The fact that 70 workers were seriously hurt and only five policeman slightly injured proves that undue force was used, they say

The strike has taken a heavy toll ... but a solution may be near

On Wednesday police used shotgun fire to break up a march in central Johannesburg by members of Fawu and Sarwhu to protest against the levels of violence in the strike wave A policeman was stabbed and at least 15 protesters injured

"Cosatu will be meeting with Fawu and Sarwhu to discuss the response by police to the strikes," said Coleman "The security forces seem to be scaling down their presence at political meetings and stepping up action in labour disputes The question now is whether this is with the consent of management or whether it is police venting their frustrations"

SAB representative Adrian Botha confirmed that "talks with Fawu are alive" but could not provide details about their progress or the prospects for a settlement to the seven-week beer strike by 6 000 workers

Allan Lubbe, deputy director of labour relations for the South African Transport Services, said management would table proposals regarding the dismissal of some 5 000 strikers and the possible recognition of Sarwhu in Natal in the hope that movement on these issues could end the strike by up to 40 000 railmen, now in its fourth week

In a press statement yesterday, Sats deputy director of public relations, said that after a one-and-a-half hour meeting yesterday Sats and Sarhwu resolved that "striking employees whose services have not been terminated, will return to work at noon next Tuesday"

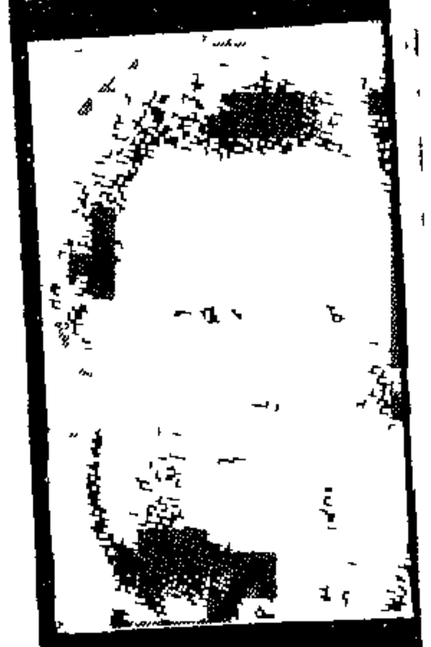
It was also agreed that the question of the fairness of the dismissal of strikers, their re-employment and possible severance compensation would be referred to arbitration

"The prerequisites for recognition would be registration, sufficient representativeness and the conclusion of a mutually agreed recognition agreement," added Lubbe

Transport can be a hazardous vocation

Sowetan 1/12/89

HEALTH NEWS



By MOKGADI PELA

THE hazards faced by workers in the transport industry have prompted the National Council of Trade Unions to issue a health and safety leaflet outlining measures that are in line with International Labour Organisation standards.

The disabilities transport workers face include rheumatic disorders, headaches and chemical poisoning.

Nactu attributes frequent traffic accidents in the industry to long distances without breaks, speeding and improper maintenance of vehicles. Workers are also exposed to the risk of poisoning by gasoline fumes containing carbon monoxide which causes loss of consciousness and death.

Lumbago

Noise emanating from heavy trucks is responsible for the headaches suffered by drivers and their assistants, the leaflet explains. This could result in hearing impairments

Uncomfortable seats and the habit of resting arms on the windows while driving contribute to rheumatic disorders, while improperly padded seats cause lumbago (pains in the back)

The psychological fatigue drivers experience is proportional to the physical exertion and the level of vigilance demanded them

Natural or chemical stimulants are very dangerous. While these could be used to fight sleep, the driver risks achieving the opposite effect and falling asleep eventually.

Drivers employed in the chemical transportation industry are often required to off-load corrosive chemicals from the tankers into storage tanks. This task exposes them to chemicals which can irritate the respiratory system and burn the skin.

Poorly maintained trucks and buses pose a serious risk to the safety of transport workers and passengers.

Harmful

The leaflet also warned that shift work was harmful to health and safety because of the following problems: fatigue, little time for sleep and relaxation; disruption of the digestive system, depression; vulnerability to accidents and robbers, lack of medical care at night; and lack of transport to and from work.

Nactu suggested that workers in the transport industry attempt to improve conditions at the workplace as a way of correcting this situation.

Star 1/12/84

Sats makes new offer to strikers

270

By Drew Forrest, Labour Reporter

SA Transport Services tabled new proposals at a meeting with unionists yesterday, but the four-week-old rail strike shows no sign of ending

At the meeting, the SA Railway and Harbour Workers Union (Sarhwu) conveyed members' continued demands for the reinstatement of 4 900 dismissed strikers and for pay talks, said Sarhwu general secretary Mr Martin Sebakwane.

Sats proposed

- It would not talk about pay as Sarhwu was not yet recognised. A 10 percent increase had been negotiated with recognised unions this year.
- It offered to refer the reinstatement issue to an arbitrator who would decide on the fairness of the dismissals
- Offered to recognise Sarhwu where it was 40 percent representative

Mr Sebakwane said that as the law stated that recognised rail unions had to be "substantially representative", this was no concession Sarhwu would report back to its members on the proposals before the next negotiating session, set for Monday.

In a statement yesterday Sats said 16 025 workers remained on strike countrywide.

18 injured as SATS strikers attacked

Star 5/12/89

JOHANNESBURG — About 18 striking SATS workers were apparently assaulted by ticket collectors as they alighted from a train at Johannesburg station yesterday morning, according to a Cosatu spokesman.

Cosatu's Witwatersrand regional secretary Mr Ariel Mabalane said the workers were on their way to a South African Railways and Harbour Workers' Union (Sarwhu) meeting when they were attacked by about 20 ticket collectors

"Weapons such as knives, pangas and kieries were used by the ticket collectors," Mr Mabalane alleged

He added that though police were at the scene they did not intervene till fighting between the two groups had stopped

Eighteen injured workers were taken to Hillbrow Hospital, according to Mr Mabalane.

"We are calling on SATS to stop this violence on our membership and negotiate with the authentic body of the workers," Mr Mabalane stated

SATS' deputy director of public relations, Mr Alan Lubbe, said he knew nothing of the incident and added it was a "police matter" — Sapa

B/Day 5/12/89

Sats: strike set to continue into new year

(270) ADELE BALETA

THE four-week-old Sats strike was set to continue beyond Christmas after two-hour talks between management and the SA Railway and Harbour Workers' Union ended (Sarhwu) ended in deadlock yesterday, Sats spokesman Alan Lubbe said

But Sarhwu, which rejected management's proposals tabled last week, insisted talks had not stalemated. Sarhwu general secretary Martin Sebakwane said "We still believe the matter can be resolved through mediation."

Sats's proposals, conditional on a return to work by striking workers by noon today, included that there be no further dimissals and that the cases of 5 177 workers who had been fired be referred to arbitration

Conditions were also set for recognition, including registration, representativeness and a recognition agreement

Sarhwu turned down Sats's proposals as they did not include the possiblility of wage negotiations. Sats rejected Sarhwu's counter proposal yesterday that the issue of dismissed workers and wage negotiations be resolved through mediation

Lubbe said the dealock resulted after management turned down Sarhwu's mediation proposal He added Sats would today consider firing more workers.

He said it had already been pointed out that salary increases would not be negoti-

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Sats strike

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ated with the unrecognised Sarhwu and that wage hikes had been negotiated earlier by the 12 recognised trade unions

Sebakwane said "Throughout talks Sats refused to discuss the issues of wages and the subsequent dismissals and changed the tack of the talks to recognition"

He accused management of trying to use the question of recognition as a way out of dealing with wages, disciplinary issues, dismissals and privatisation

"They have shifted from their position of refusing to negotiate wages and working conditions for technical, legal and economic reasons to one where they are refusing outright to address the question of a living wage for workers," he said

Sarwhu is to report back and seek a new mandate from striking workers.

☐ Sebakwane claimed about 18 striking workers were assaulted by about 20 ticket collectors as they alighted from a train at Johannesburg station yesterday morning, on their way to a union meeting He said injured workers were taken to the Hillbrow Hospital A Sats spokesman said he had no knowledge of the incident

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Star 5/12/89

Sarhwu to challenge evictions

By Drew Forrest

The SA Railway and Harbour Workers Union is to launch further court actions this week, challenging the eviction of fired strikers from railway hostels.

Sarhwu general-secretary Mr Martin Sebakwane said yesterday the actions would be test cases with key implications for 500 workers evicted from hostels in Johannesburg, the Reef, Bloemfontein and Pretoria.

Papers were served on SA Transport Services last week over two evictions, he said.

Sats had withdrawn one and denied the other had taken place.

Mr Sebakwane confirmed Sats had rejected a union proposal of mediation on its demands for pay talks and the reinstatement of 4 900 dismissed strikers at a meeting yesterday.

Sats spokesman Mr Alan Lubbe said the meeting had ended in deadlock and that the dismissal of strikers could resume. Dismissals were suspended last week during negotiations.

CAPE TIMES 5/12/89

Strike talks break down

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JOHANNESBURG. — Negotiations between SATS management and the SA Railways and Harbour Workers' Union (Sarhwu) aimed at ending a four-week strike broke down yesterday.

A SATS statement earlier yesterday said the talks centring around wages and the dismissal of workers were "deadlocked". Sarhwu at a later press conference here said its suggestion that the situation be mediated had been rejected by SATS and insisted the talks were not deadlocked. — Sapa

Sats poised to fire 16 000 as talks deadlock

ADELE BALETA

SATS is poised to fire more than 16 000 striking workers and continued dismissals yesterday after the breakdown in talks this week between management and the SA Railway and Harbours Workers Union (Sarhwu). B/Day 7/12/89

Conflicting reports of the escalating violence and intimidation that has characterised the five-week-old strike were made by both parties.

Sats suspended dimissals pending the outcome of Monday's talks, which deadlocked after Sarhwu rejected Sats' proposals aimed at ending the industrial action and management refused to accept counter-proposals that the matter of wages and dismissals be mediated (270)

Sats spokesman Alan Lubbe said 254 workers were fired in Natal, Free State and the western Cape yesterday

This brought the total number of employees dismissed since the start of the national strike to 5 601 He added there were 16 464 workers still on strike

Lubbe said management was "very concerned" about the situation "Intimidation is rife, especially on trains"

He said Sarhwu was using violence as a tactic to force Sats to negotiate wages

Although prepared to continue talks, Sats would not consider wage negotiations Lubbe reiterated Sats's proposal that the question of dismissals be referred to arbitration.

Since the start of the national strike a total of 16 motor and suburban coaches had been gutted by fire, resulting in a loss of about R17,2m, he said

Sarwhu general secretary Martin Sebakwane has said violence, dismissals and evictions were part of an attempt by management to break the strike He condemned "those parties condoning violence, especially when the perpetrators are in Sats uniform on Sats property during working hours"

He recalled an incident this week where 18 striking workers had to go to hospital after they were allegedly attacked at Johannesburg Station by ticket collectors

About 1 000 people marched to the New Canada police station in Soweto yesterday to protest at alleged intimidation of work-

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Sats dismissals

☐ From Page 1

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ers on trains by police and SADF members B/Day 7/12/89

Cosatu regional secretary Ariel Mabelane said workers were protesting against the use of teargas sprayed at them as they sang in trains

A police spokesman said a group of people set alight two coaches at Ellispark station yesterday.

There were no reported injuries and no arrests were made.

Lubbe said there were reports in Pretoria, Johannesburg and Durban that commuters with concessionary tickets, mainly non-striking employees, had been assaulted by striking workers.

Sapa reports that police believe sabotage may have caused the derailment of a goods train on the Umlaas River Canal Bridge in Durban early yesterday. The 15-truck train ran off the tracks between Union and Merebank stations about 7.30am.

A police spokesman said there were no injuries but about 500 tons of coal were spilt Sats estimated that the line would be blocked until early today.

SATS set to sack 16 000

CAPE TIMES 7/12/89

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Own Correspondent

JOHANNESBURG. — SATS is poised to fire more than 16 000 striking workers following the breakdown in talks this week between management and the union.

The five-week strike has been marked by violence

Yesterday a SATS spokesman, Mr Alan Lubbe, said 16 motor and suburban coaches had been gutted by fire, resulting in a loss of about R17,2 million

There have been conflicting reports of escalating violence and intimidation

SATS had suspended dismissals pending the outcome of Monday's talks which reached a deadlock after the SA Railway and Harbour Workers' Union (Sarhwu) rejected SATS's proposals aimed at ending the industrial action, and management refused to accept counter-proposals that the matter of wages and dismissals be mediated.

Mr Lubbe said 254 workers were fired in Natal, Free State and the Western Cape yesterday, bringing the total number of employees dismissed since the start of the national strike to 5 601 He added there were 16 464 workers still on strike

Allegations and counter allegations of violence and intimidation were made by SATS and Sarhwu.

Evictions

Mr Lubbe said management was "very concerned" about the situation "Intimidation is rife, especially on trains" He said Sarhwu was using violence as a tactic to force SATS to negotiate wages.

Although prepared to continue talks, SATS would not consider wage negotiations. Mr Lubbe reiterated SATS's proposal that the question of dismissals be referred to arbitration

Sarwhu general secretary Mr Martin Sebakwane has said violence, dismissals and evictions were part of an attempt by management to break the strike. He condemned "those parties condoning violence, especially when the perpetrators are in SATS uniform on SATS property during working hours".

He recalled an incident this week where 18 striking workers had to be hospitalised for injuries after they were allegedly attacked at Johannesburg station by ticket collectors

About 1 000 people marched to the New Canada Police station in Soweto yesterday to protest alleged intimidation of workers on trains by police and SADF members

A police spokesman said a group of people set alight two coaches at Ellispark station yesterday There were no reported injuries and no arrests were made

Sapa reports police believe sabotage may have caused the derailment of a goods train on the Umlaas River Canal Bridge in Durban yesterday

CANNED CAPE DOCTOR ... Mr Jacques Cronje holds up a can of "genuine fresh and healthy Cape Town air", the latest sales gimmick to hit Greenmarket Square. Ms Anke Oosthuizen, who turns 18 today, enjoys the sun and the "fresh" Cape air at the flea market. Picture: ALAN TAYLOR

More dismissals amid stabbings, sjambokkings

Star 7/12/89

Sats action against railway saboteurs

By Drew Forrest

SA Transport Services is to take court action today in a bid to combat increasing violence on the railways following a deadlock in strike negotiations

Sats senior labour manager Mr Jan Bredenkamp said management would seek Supreme Court interdicts in Durban and Maritzburg restraining strikers from industrial sabotage and intimidation of non-striking colleagues

Mr Bredenkamp said there would be further dismissals today Yesterday, 254 strikers were fired, bringing total dismissals to date to 5 601

Referring to sabotage acts, Mr Bredenkamp said it had been definitely established that an 11 truck derailment yesterday in Durban had been the result of sabotage This morning further attempts to uncouple lines had been discovered in Durban

Sats said that since the breakdown in negotiations with the SA Railways and Harbour Workers Union (Sarhwu) on Monday, assaults on commuters with train tickets had been rife Other incidents included the burning of coaches, attacks on ticket collectors and clashes between strikers and strikebreakers

Armed ticket collectors

Sarhwu general secretary Mr Martin Sebakwane could not be contacted, but the union has alleged mounting intimidation of strikers by armed ticket collectors and the security forces

About 1 000 people marched on the New Canada police station in Soweto yesterday to protest against the intimidation of workers on trains

Yesterday, a train made an emergency stop outside Doornfontein Station after arsonists set fire to a motor coach No one was injured in the incident, but the coach was destroyed

A Sats spokesman, Mr Alan Lubbe, said another motor coach was burnt out at Phomolong Station on the Soweto line on Tuesday Sixteen coaches, with a total value of R17 million, had been destroyed and another 12 damaged since the strike started five weeks ago

In other developments

- Sats resumed its dismissal of strikers, after staying its hand during negotiations last week
- In advertisements today in a range of major newspapers, Sats reiterated its refusal to negotiate on wages and its insistence that the dismissal of strikers be referred to arbitration

Sarwhu's Mr Sebakwane accused Sats of trying to smash Sarwhu by dismissing "the cream of the union"

He also said the dismissals were disguised retrenchments in preparation for privatisation

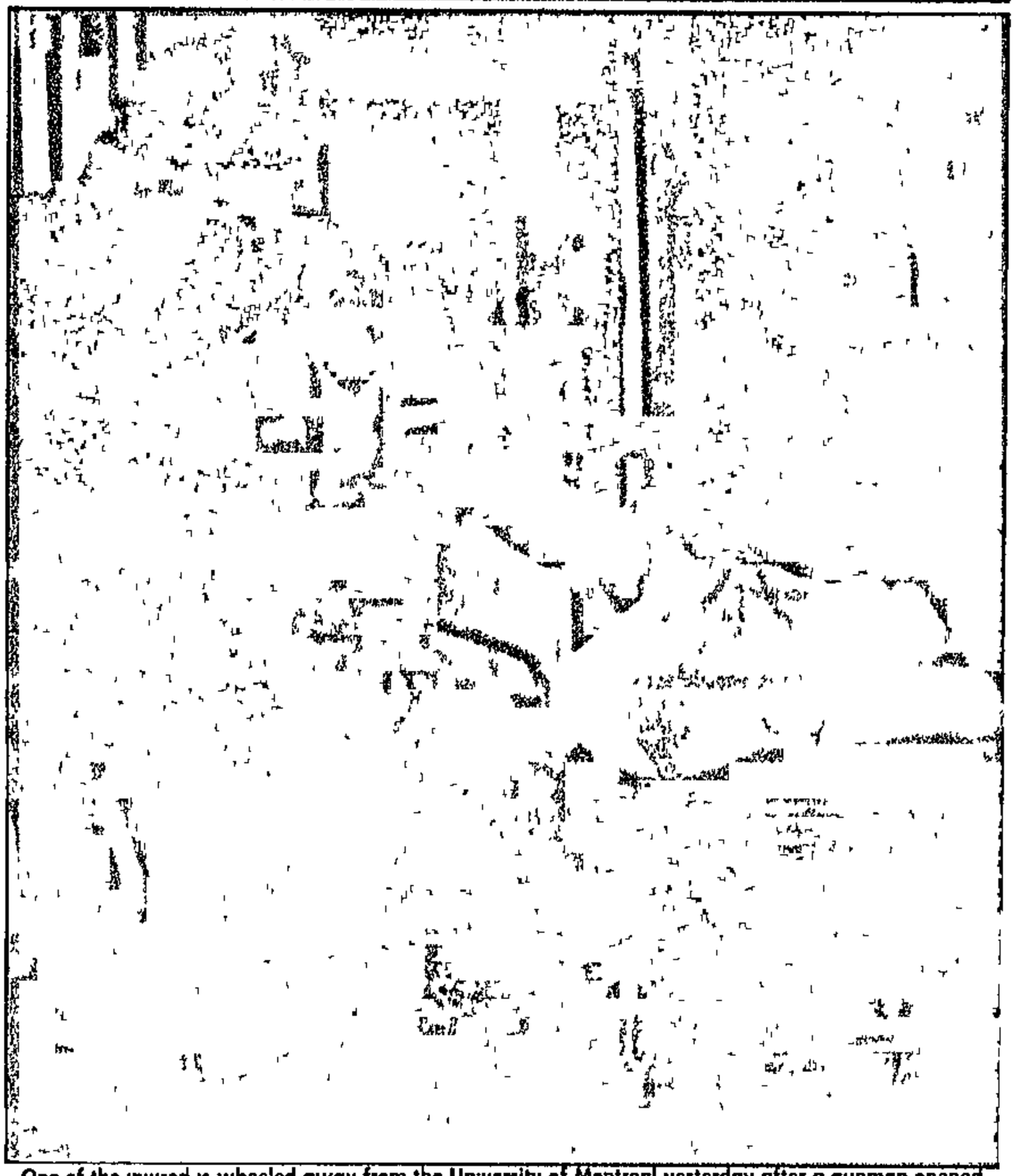
Giving details of recent violence, Mr Lubbe said intimidation of commuters was rife

"The intention seems to be to enforce a kind of boycott And people with concessionary tickets are immediately identified as strike breakers," he said

On Tuesday, a number of commuters with tickets were sjambokked at the Johannesburg Station, he said

Two ticket collectors had been admitted to hospital after they were stabbed

Crazed 'hunter' kills 14 women



One of the injured is wheeled away from the University of Montreal yesterday after a gunman opened fire on a packed classroom

Hail, high winds and heavy rains lash PWV triangle

Staff Reporters

A devastating hail, wind and rain storm lashed the East Rand and the PWV triangle last night, smashing windows, causing roofs to collapse and trapping at least one motorist in a subway

The worst hit towns were Brakpan, Kempton Park, Nigel and Meyerton where buildings were flooded, roofs caved in under the weight of hail and roads were impassable The Nigel/Springs road was closed for an hour after vehicles were swept from the road and the fire brigade had to rescue the occupants

MOTORIST TRAPPED

In Brakpan more than 62 mm of rain fell in an hour, subways were flooded, trees were uprooted and houses in Brakpan North were awash

In Stoffberg Drive, Dalview, a motorist and his child were trapped as

A Dalview resident, Mr Anton Koen, said hail broke 12 windows in his house Part of his roof collapsed from the weight of the hail and in his garden the hailstones were ankle deep in places

Duduza residents who telephoned The Star said there was extensive flooding in the area

"Rainwater was pouring in under our doors, and cars are getting stuck in mud People are moving their furniture out of flooded houses into other houses," said Mr Titus Mazibuko

In Kempton Park the hail was said to be as big as dove's eggs

A hailstorm at 6 pm yesterday in Meyerton caused damage estimated at more than R100 000

Hail smashed window panes in Benoni, roofs were blown off and high winds blew over large trees

The roof of the Actonville post office was blown off, landing on top of a small business at the back.

Pretoria hotel evacuated as huge blaze destroys store

Pretoria Correspondent

A city hotel was evacuated early today when a huge fire gutted a two storey furniture store, causing damage estimated at millions of rands

Residents of the Protea Hof Hotel left their beds just after 1 am, huddling together as firemen battled to extinguish flames which leapt more than 20 m into the air

A spokesman for the hotel said night staff raced through the building to warn the 80 residents to evacuate

"But there was no real danger and residents looked upon the situation with humour," he said

Pretoria manager of Gee

Wmail 8-14/12/89

Armed vigilantes attack passengers without tickets

Scores hurt in rail violence

By EDDIE KOCH and MZIMKULU MALUNGA

SCORES of train passengers were injured at a Johannesburg station yesterday as violence during the five-week strike by thousands of railwaymen reached a new peak

Martin Sebakwane, general secretary of the South African Railway and Harbour Workers' Union (Sarwhu), said about 16 commuters and striking workers had to be admitted to hospital after "vigilante" groups attacked people in coaches as a train pulled into Braamfontein station.

The attack follows a week in which about 1 000 workers marched on a police station in Soweto to protest against alleged teargas attacks on train commuters by members of the South African Defence

●To PAGE 2

Injured commuter in Hillbrow Hospital after yesterday's railway clashes

Picture GUY TILLIM Afrapix

Scores injured in new railway violence

Force. The South African Transport Services warned that industrial sabotage had caused a derailment in Durban on Wednesday.

A reporter, who was hacked with a panga across the forehead at Braamfontein station, said that armed men attacked the train's passengers while ticket collectors looked on The reporter, who asked not to be named, said the mob singled out people who did not have tickets and appeared intent on terrorising commuters into paying their fares

"When the train pulled up to the platform these vigilantes attacked anybody who could not show a ticket to prove they had paid for the train trip," he said "There was a group of white ticket collectors watching the whole thing from the background."

The strike is supported by township residents who refuse to pay train fares and riding the trains for free

A doctor at the Johannesburg Hospital told reporters that injured com-

●From PAGE 1

muters had reported the presence of uniformed ticket collectors during the operation

"Vigilante types obviously operating on Sats property in working hours were responsible," said Sebakwane. "They appear to have been given time off to undertake violent acts They rushed through the coaches and started indiscriminately hacking and stabbing This is no longer an issue between the Sats and strikers The public is now involved "

A Sats representative rejected the union version of events. He said the violence began after striking workers had pulled non-strikers into the carriages in a bid to stop them from working The non-strikers retaliated

Yesterday Sats obtained an interdict in the supreme court to bar striking workers from entering railway premises in Durban as well as the North and South Coasts A similar application in Pietermaritzburg was being heard yesterday afternoon

Sats labour manager Jan Bredenkamp said yesterday that industrial sabotage during the dispute had reached new highs and that 11 rail trucks were derailed in Durban after the lines had been uncoupled

On Wednesday a coach on a Reef train was torched and the driver had to make an emergency stop near the Doornfontein station

Sats deputy director of public relations Alan Lubbe said yesterday that the parastatal was prepared to "go all the way" and fire 16 000 striking workers So far more than 7 000 strikers have been dismissed and Sats estimates that the workers have collectively lost R12-million in wages

But Sarhwu yesterday protected its members from being evicted from Sats hostels when management agreed in an out-of-court settlement to allow two workers back in to the Delmore hostel near Germiston.

The pair had filed an application in the Rand Supreme Court asking for their eviction to be declared illegal. The union's attorney, Joe Nxusani, said the settlement meant Sats could no longer evict workers without first obtaining a court order

According to Sarhwu more than 1 000 workers have been evicted from railway hostels across the country The strikers said they had been given only 24 hours notice to leave the premises and that police had been called in to "chase us out"

One of the applicants, Elias Mudzanani, said he had to sleep in the veld for four nights after being thrown out of Delmore hostel

Talks between Sats and Sarwhu early in the week failed to resolve the strike The management of Sats is refusing to negotiate with the union on its wage demands saying the labour organisation must first register with the government and obtain formal recognition from Sats

SATS strike: No end in sight yet

JOHANNESBURG. — The five-week-old South African Transport Services strike has left at least four workers dead, 7 012 workers fired, scores injured and led to court action by SATS effectively preventing striking workers from entering its premises in most of Natal, Cape and Transvaal.

And the end of the strike does not seem to be in sight, with talks between SATS and the South African Railway and Harbours Worker's Union (Sarhwu) ending in deadlock on Monday and SATS threatening to dismiss the remaining 16 000 strikers.

In yesterday's latest strike developments — which so far have cost SATS R20 million in damages to property and workers R12 million in lost wages — 1 417 strikers were sacked and court interdicts granted to management against strikers.

The interdicts prevent any SATS employee from encouraging, influencing or forcing workers to:

- Take part in any strike, or continue striking;
- Damage SATS' or SATS employees' property, or
- Injure, intimidate or threaten other workers.

The interdicts apply to SATS premises and property in Table Bay Harbour, Durban, the entire North and South Coasts, Maritzburg, Kimberley goods depot and Koedoespoort workshops in Pretoria.

SATS' deputy public relations director Mr Alan Lubbe said: "These interdicts prevent striking workers from entering our premises in these areas and will facilitate that those people who want to go to work can do so."

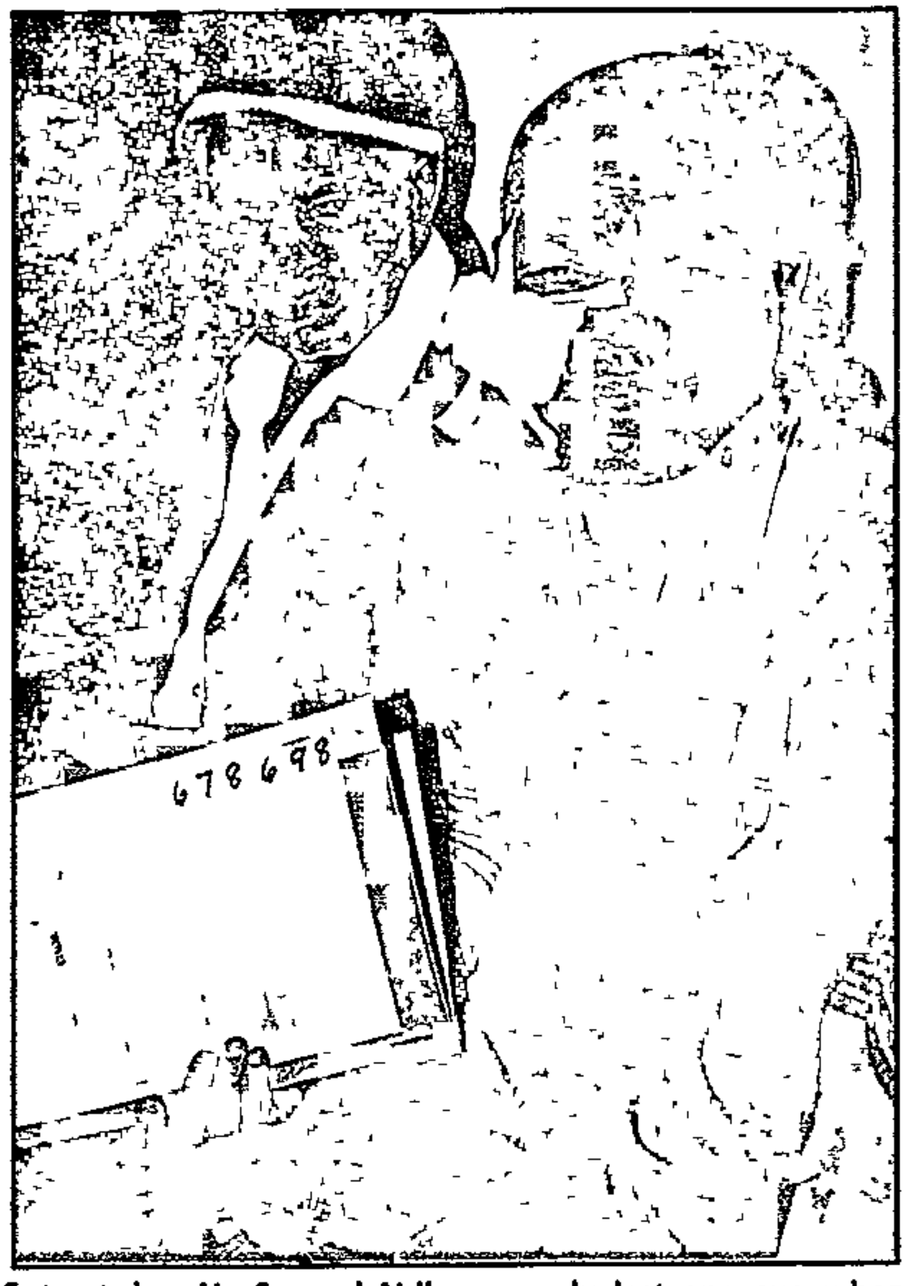
The strike has been characterised by violence, the most recent of which occurred yesterday morning when about 17 people were admitted to hospital after a violent clash at Braamfontein railway station in Johannesburg.

Mr Lubbe accused striking workers of pulling non-strikers into a train and beating them, while Sarhwu blamed the incident on an attack by non-strikers on union members who were travelling to a meeting.

The strike began on November 2 in Johannesburg and spread to Durban four days later.

Workers downed tools demanding a minimum monthly wage of R1 500 — more than double the current minimum — and recognition of Sarwhu. — Sapa

Mr George Modise (50), a Sats striker, was among the injured when train commuters were attacked at Johannesburg's Braamfontein Station yesterday.



Sats striker Mr Samuel Ndlovu nearly lost one eye when he was injured in an attack on train commuters at the Braamfontein Station ● Pictures By Herbert Mabuza

Train travellers and strikers tell of clashes

By Joyial Rantao

Commuters and South African Transport Services (Sats) strikers who were injured in an attack on a train at Braamfontein Station in Johannesburg yesterday described their ordeal to The Star from Hillbrow Hospital

At least 17 people were injured when a group of men dressed in brown overalls, believed to be non-strikers and strike-breakers, pounced on a Johannesburg-bound train and attacked commuters

The injured were taken to hospital in ambulances and police vans

Mr George Modise (50), a striker, said he was attacked by colleagues not on strike.

"My friends, who I used to drink tea with, attacked me with axes and iron bars. I tried to talk to them but they would not listen." Mr Modise has multiple head injuries.

Mr Oupa Montsho (29), who is not an employee of Sats, received a head injury He said that as the train moved into Braamfontein Station, scores of armed white and black men dressed in brown overalls attacked the train

"They were armed with axes, pangas, knives and iron bars, and attacked everyone at random There was blood everywhere"

Mr Joseph Mokomela had both his arms broken in the attack.

Mr William Maboko, who was stabbed in the head, said "They attacked us for no reason We are innocent people who were going to work"

An employee of a car hire company, Mr Joseph Ramocha (33) said that after he was attacked he was taken to a warehouse where he was interrogated and assaulted again He was released after his assailants had confirmed his employment with his manager

Captain Eugene Opperman, police liaison officer for the Witwatersrand, said "Police heard about the incident, and when we arrived at the scene it was all over A number of weapons lying around were seized"

Man killed, 17 hurt as strike conflict intensifies

By Drew Forrest, Labour Reporter

A man believed to be a striking SA Transport Services worker was shot dead by a Sats security guard following an alleged attack on him, police said last night

The man was part of a group who allegedly attacked the guard who fired a round of birdshot, fatally wounding one man, according to the police

Sats dismissed another 1 400 strikers and at least another 17 people were hurt in violent clashes at Braamfontein Station as conflict in the five-week rail strike intensified yesterday

ATTACKED

The SA Railway and Harbour Workers Union (Sarhwu) said non-strikers boarded a train in Braamfontein and indiscriminately attacked commuters. The Congress of SA Trade Unions alleged that police had been present but had not intervened

Police said they arrived after the incident had taken place.

In other developments.

● Sats won Supreme Court interdicts against strikers in Durban and Maritzburg, the area worst hit by labour unrest.

● Sats agreed to allow two evicted workers to move back into its hostel at Delmore, Germiston, after the workers challenged the evictions in the Rand Supreme Court

● Two railway coaches were destroyed and two damaged in arson attacks on Wednesday in Daveyton and kwaDengaza in Natal, Sats said

● See Page 13

Star 8/12/89

SATS strikers in court interdict

Cape Times 9/12/89

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Supreme Court Reporter

SIX men who allegedly abducted and assaulted five SATS strikers were yesterday restrained in the Supreme Court from assaulting, threatening, intimidating, harassing and interrogating the strikers

Mr Acting Justice I Farlam issued a rule nisi It affects Mr Lennox Mpoyiya, Mr George Ziyange, Mr Linda Ndzingwe, Mr Patrick Khuphe, a Mr Malongwe and a Mr Hem. The return date is December 27.

In an affidavit, Mr Wilson Mthendeni said he had been employed by SATS as a labourer in the city's docks for the past nine years and earned R600 a month

He was a member of the South African Railways and Harbours Workers Union (Sarhwu)

About 6pm last Monday a group of about 30 men, including the six, armed with axes, assegaais, iron pipes, knobkieries and pangas barged into his house and forced him out into the street where he was beaten over his head, back and buttocks

In supporting affidavits, four other workers, Mr Mfontsha Mhakatwana, Mr Nomlakane Nogwegwe, Mr Colin Buzani and Mr William Mkwata, told of similar experiences

● Strike violence in Peninsula — Page 3

Strike violence on trains, stations

Weekend Argus Reporter 9/12/89

SEVERAL incidents of vandalism and violence at rail stations and on trains have been reported as Sats workers enter the fifth week of a national strike

Police report that a first class passenger coach was set alight at Netreg railway station near Cape Town yesterday, causing extensive damage.

The train was en route from Cape Town to Kapteinsklip It is believed that the fire started inside the carriage as the seats were quickly engulfed in flames No one was hurt in the fire which is suspected to be related to the strike. The fire brigade was called to douse the fire.

At Khayelitsha a crowd threw stones at a train Police on the train dispersed the crowd. A youth was slightly wounded by pellets.

Passengers commuting between Kapteinsklip and Langa were stranded when two other trains were delayed and a further two cancelled.

■ Pictures — Page 3

During incidents of violence both strikers and non-strikers have sustained injuries

According to Sats, a conductor was stabbed on the Kraaifontein train on Thursday.

SA Railways and Harbour Workers Union spokesmen said two of their members were taken to Somerset Hospital yesterday after sustaining injuries at Cape Town station

A police helicopter has been used to monitor the movements of trains carrying strikers in and out of Cape Town.

In a statement today a spokesman said Sats appologised for disrupted services "due to circumstances beyond our control."

An indication that striking and non-striking Sats employees have locked horns in several violent confrontations emerged in the Cape Town Supreme Court yesterday

An urgent application to restrain six non-strikers from assaulting or otherwise interfering with five strikers was granted late yesterday

The temporary interdict brought by Mr N M Arendse instructed by E Moosa & Associates followed violent eruptions between Sats strikers and non-strikers.

The five applicants, all members of the South African Railway and Harbour Workers' Union (Sarwhu) are Mr Wilson Mthendeni, Mr Mfontsha Mhakathwana, Mr Nomlakane Nogwegwe, Mr Colin Buzani and Mr William Mkwata.

The application was brought against Mr Lennox Mponyiya, Mr George Ziyange, Ms Linda Ndzingwe, Mr Patrick Khupe, Mr Malongwe and Mr Hem

Mr Justice Ian Farlam granted the application

Worker violence often a response to oppression, says expert

Star 9/12/89

When strikers go off the rails

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VIOLENCE has escalated sharply in what is fast becoming South Africa's worst strike to date.

With no end in sight to the 40-day-old strike by an estimated 30 000 South African Transport Services workers, not only jobs but lives are being lost.

This week 1 411 more Sats employees lost their jobs, bringing to 7 012 the number dismissed The death toll stands at five

Since the countrywide strike began, the parastatal — which is to be privatised next year — has suffered an estimated R90 million in damages including the destruction of 18 railway coaches

Clashes

In daily clashes between SA Railways and Harbours Workers' Union (Sarhwu) strikers and Sats employees or police, nearly 100 people — mainly strikers — have been injured

The main issues of dispute include protest by workers against Sats' privatisation Sats management has also refused to get involved in pay talks with Sarhwu as it does not recognise the union

Sarhwu has rejected Sats' proposals and reiterated its demand that the union be recognised It has also demanded the reinstatement of workers — some dismissed during the 1987 strike — and a minimum wage of R1 500

It has been estimated that workers have lost R9 million in wages since talks between Sarhwu and Sats broke down

Labour experts and a psychologist have provided insight into the reasons for the violence

"The violence of workers is one small part of a violent whole, and cannot be understood in isolation Worker violence is often a response to other kinds of violence or oppression, or an attempt to strengthen their bargaining position against overwhelming odds," said *South African Labour Bulletin* editor, Mr Karl von Holdt

Most would agree that resorting to violence by any party in a labour dispute can only escalate the conflict But there is no agreement on what violence is, or why it happens The Government, it is argued, uses violence in the form of apartheid and the state of emergency — which allows it and employers to act with almost total impunity to crush strikers' resistance

And worker violence is often used by the Government and employers to justify "union-bashing"

Director of the Project for the Study of Violence at Wits University, Mr Lloyd Vogelman, said "Hostile and violent reactions often develop as a

PAT DEVEREAUX

result of inadequate industrial-relations and political mechanisms

"Prior to 1987, Sats workers experienced depriving work conditions, but had little hope and few expectations of improving them

"The Government's reform initiatives, as well as Sarhwu's push into the railway sector, led to a belief that their work and living conditions would improve Short-term expectations were raised"

Arduous

Mr Vogelman pointed out that legal restrictions, which make political protest arduous — and the fact that it is an offence to picket or engage in secondary strike action — could make the strengthening of a strike difficult

Thus, when there was heightened fear that a strike would be unsuccessful, workers might resort to more aggressive measures to ensure the strike's success

"Often in SA, striking workers are deprived in a number of areas They are economically deprived — their wages are low and it is sometimes difficult to ensure their own and their families' physical survival

"Apartheid deprives workers, because they are black, of basic political rights and political power On a day-to-day level they are deprived of human dignity through racism Their living conditions, particularly if they are living in old compounds, as many Sats workers do, deprives them of privacy, adequate sleeping conditions and living space It may even inhibit the devolopment of serious heterosexual relationships

"Workers may seek to overcome this intense deprivation by joining unions and resisting what they see as unfair treatment of workers Resistance can manifest itself in strike action"

The Congress of SA Trade Unions has highlighted the Labour Relations Amendment Act and the state of emergency as main factors contributing to the dramatic increase of violence on the factory floor

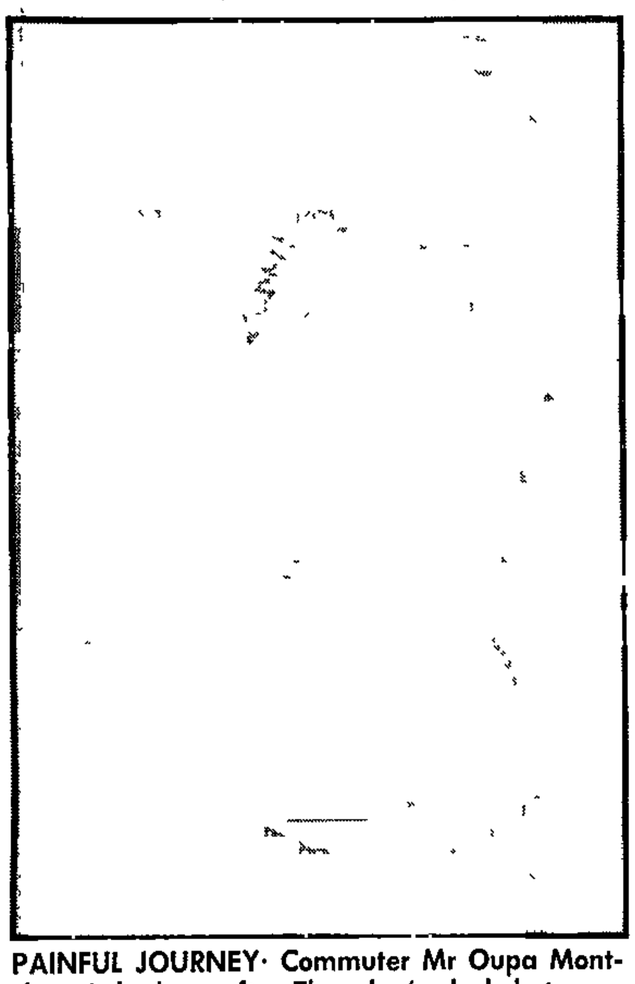
Cosatu's Jay Naidoo said recently "Frustration and resulting violence could be reduced if workers had some form of security as well as channels to express grievances during disputes

"Instead, attempts to picket are usually smashed by police. The only outcome of meetings being banned, and leadership being placed in detention, can be violence"

Dismissal during a strike may mean being sent back to homelands where there is nothing but poverty and hunger

Cosatu recently noted that.

- Employers often use police and security forces when there is an industrial action and dismissals of workers Vigilantes and detention are often used against strikers
- Unfair dismissal, sending workers back to to homelands, and harassment in the factories are also forms of violence against workers
- Management provokes workers by repression of union organisation and industrial action, refusal to negotiate over low wages, dismissal of striking workers and employment of "scabs", eviction of workers from hostels, the use of spies, and false charges of intimidation



PAINFUL JOURNEY· Commuter Mr Oupa Montsho stitched up after Thursday's clash between strikers and guards.

● Photograph: Herbert Mabuza

'We worry, we may die without food'

UP to 30 000 South African Transport Services workers began a countrywide strike over a month ago to press for higher wages, better working conditions, recognition of their union, Sarhwu, and to protest against the privatisation of the railway. In an attempt to find out how individual strikers are affected, PAT DEVEREAUX and SUE OLSWANG spoke to some of them this week.

Mzaman Mabonde (45): "I am a migrant worker from Venda land and I have been working for Sats for 10 years as a labourer, sweeping floors at Kaserne in Johannesburg I earn R600 per month

"I have four children, all at school I don't know how life will be for us now because things aren't going very smoothly

"I use about R300 of my salary for myself — for rent, transport and food — and I send the rest home I usually manage to send about R150 to my family I pay R85 per month for a room in Soweto

"The last time I received pay was on November 27 Strikers are worrying about the fact that we will have no money, but what can we do? We are worried because we have to feed ourselves and our families, but it seems as though we are going to have to diet Strikers and their families may die if there is no food, but we are committed

"While on strike most of my days are spent either attending court cases, as a show of solidarity, or attending meetings

"On December 7, some strikers were injured by 'scabs' (non-strikers) and members of the SAP It seems we are victims of the SAP and ticket collectors The ticket collectors victimise us with knives, pangas and knobkieries and they are backed by the guns of the SAP

"We are peaceful strikers We have said and been told we must be disciplined We just want our demands, not trouble We believe R1 500 is a living wage We also want all those who were dismissed — even as far back as 1987 — to be reinstated

"Beatings are happening every day I travel by taxi now but those who still travel by train often find armed ticket collectors waiting for them

"Sats have also evicted workers from hostels and they are evicting people without giving them a chance to claim their possessions"

Dalingebo Ndlazi (34): "I have one child, age three years, at home in the Transkei I earn R600 and I send money home every month I stay at Delmore hostel at a cost of R18 per month I have worked for Sats for five years

'I am waiting here (at the Supreme Court) to hear what the outcome of our eviction from the hostel is Sats has deducted rent from hostel dwellers wage packets but they then evicted us from Delmore hostel Many of us are sleeping in the veld

"I was beaten up last week Wednesday at the Johannesburg station and had to have stitches put in over my one eye Scabs beat me I was fixed up at the Johannesburg Hospital"

Ms Sandile Mazibunko (28): "I come from Natal I have one child of my own and I also care for my dead sister's four children I am the only breadwinner I live in a room in Soweto

"I have worked for Sats since 1985 I am employed as a cleaner — I wash the trains. I started at Sats on R182 per month and I now earn R575,80

"The last time we were paid was on November 27 Insurance and pension deductions were made and money was also taken off for hostel fees even though many workers were later evicted"

- South African Railway and Harbour Workers' Union which represents the striking Sats workers has listed a number of major demands including an increase in wages from the present minimum of R600 to R1 500 a month

Bloody conflict intensifies as the strike takes hold

SINCE November 1 when the railway workers' strike began there has been a dramatic escalation in violence involving arson, attacks and confrontations between the police, Sats employees and striking union members. SUE OLSWANG compiled a list of the incidents.

- **November 6:** Three strikers are attacked at Soweto's Mzimhlope station, according to general secretary of Sarhwu, Mr Martin Sebakwane
- **November 7:** Mr Sebakwane reports more violence by groups of armed uniformed ticket collectors toward workers Eight workers are beaten on the central Rand and a striker is attacked at Dunswart station. A Sats spokesman denied both claims and said Sarhwu workers had attacked non-strikers reporting for work
- **November 9:** Sats reports a motor coach has been set alight in Soweto On the same day police claim a large group of black youths went on the rampage and damaged railway coaches at Park Station
- **November 10:** A police spokesman denies union claims that police beat striking workers at Geldenhuis station, east of Johannesburg The spokesman said riot police intervened when a group of about eight workers allegedly damaged a train at Johannesburg station
- **November 11:** A motor coach and suburban coach are destroyed by fire on the Umlazi line in Durban Sats spokesman Mr Alan Lubbe says this brings the number of coaches destroyed nationwide since the start of the strike to five
- **November 20:** The strike reaches its ugliest Another railway coach is destroyed by fire at Soweto's Mzimhlope station Police confirm the death of a SATS employee who was shot in a clash between striking workers and police in Germiston on November 16 Railway ticket examiners Mr C van Blerk and Mr J Grobelaar are set alight at Johannesburg station by a group of about 50 people "presumed to be linked to the Sats strike"
- **Same day:** Police say 15 men suffered gunshot wounds and a policeman was injured when police returned fire after being surrounded by about 3 500 people at Reunion station, near Durban
- **November 21:** A dismissed Sats worker is shot dead at Johannesburg's Langlaagte station after allegedly attacking a policeman and ticket controller with a baton
- **November 22:** Two coaches are gutted by fire at Croeses station
- **December 6:** A limpet mine is found at the Ikwezi station in Soweto Two coaches are destroyed and two damaged in arson attacks in Daveyton and kwaDengaza, in Natal A Sats spokesman says 18 coaches have been destroyed since the strike began.
- **December 7:** A major clash in which at least 17 people are injured at Johannesburg's Braamfontein Station and two more coaches are destroyed is reported. Attempts by saboteurs to uncouple rail lines are discovered in Durban. This follows an 11-truck derailment in Durban. Sats wins Supreme Court interdicts against the strike in Durban and Maritzburg, the area worst hit by labour unrest

Strike clashes flare in city

Cape Times 9/12/89

270

RAIL strike violence flared sharply in the Peninsula yesterday as police clashed with strikers at Salt River and Cape Town stations, and at least two coaches were gutted on Cape Flats lines

An estimated 1 600 SATS workers in the Western Cape have joined the strike over recognition of the SA Railways and Harbour Workers Union (Sarhwu) and wages. More than 300 striking dock workers were fired on Wednesday, and another 66 dismissals "would follow", SATS harbour spokesman Mr Roger Farley said.

At Salt River station police used birdshot, rubber bullets and teargas to disperse about 200 workers getting off a train at about 11am, eyewitnesses said.

And two striking workers from SATS' Bellville goods yard who were on their way to a union meeting were injured by rubber bullets, a Sarhwu spokesman said yesterday. Police liaison officer Major Reg Crewe confirmed the incident.

Police also intervened when fights broke out between strikers and ticket collectors in the third-class hall at Cape Town Station early yesterday

Two railway coaches were yesterday burnt out by arsonists at Netreg station and on the Khayelitsha-Philippi line

● Another 1 885 workers were fired yesterday — bringing the total number of dismissals to 8 903

270

BLACK CHRISTMAS LOOMS FOR THE 16 000 STRIKING SATS WORKERS

By ANDREW GILLINGHAM

THOUSANDS of transport workers and their families are facing a bleak Christmas as the SA Transport Services strike enters its second month.

In the four and a-half weeks ending December 7, the striking workers lost R12 million in wages.

Adding to the Christmas gloom is the violence which has erupted since the strike. Neither Sats nor the South African Railways and Harbour Workers' Union accepts responsibility

Each blames the other for the estimated R20-million damage to property, as well as deaths and injuries that have marred the dispute

The strike began in the southern Transvaal on November 2 but has since spread throughout the country Sats deputy public relations director Alan Lubbe estimates about 16 000 workers are on strike.

But behind the statistics are families who face Christmas with out money and no prospect of "living it up" during the festive season.

Mr Morris Khwidzhili, 38, a shop steward with Sarhwu, has worked for Sats for 13 years. As a "general worker" he earns R600 a month before deductions.

With this he has to support his wife Martha and their five children. The union is calling for a R1 500-a month minimum wage for general workers.

"When I first heard of the strike call I was against it I am against strikes. But the wages paid by Sats are just too low," he said.

"I am also scared that they are able to dismiss workers so easily"

Mr Khwidzhili lives with his wife and two of their children in a five-metre-square tin shack — his three other children stay in a homeland near Louis Trichardt

"It will be a bad Christmas for our family I had planned to buy the children clothes and to cook a sheep Now there is no money for anything The last pay I had was for two weeks in November," he said

"But it is worth the sacrifice now for better wages in the future

"Sats is always saying its door is open. They should remember this and negotiate with the workers in good faith"

Mrs Khwidzhili said she supported her husband's action.

"It is hard on the family but the money he is getting is too little We can't do anything We grow vegetables ourselves but still we can not afford clothes for the children," she said.

But there is little hope for the striking workers as Sarhwu and Sats are deadlocked.

Mr Lubbe said Sats was prepared to talk about ending the strike but would not negotiate with Sarhwu about wages and the disciplinary code because it does not recognise the union, which it says is not registered.

"They must either register or produce proof of membership"

Mr Lubbe said that Sats did not regard the 16 000 strikers as proof of union membership

"They have been intimidated," he claimed

"We negotiated wages with the 12 recognised unions earlier in the year It is not good policy to have wage talks more than once a year

"We would like Sarhwu to become a recognised union If it does not, it will be left out of next year's negotiations as well"

Mr Lubbe said the image of Sats in the marketplace as a result of the strike was a cause for concern, given that it will be privatised

"However, there is still some time to go before that will happen. Workers are worried that they will lose their jobs when Sats is privatised but their jobs are safe.

"We are willing to submit the issues to independent arbitration, to be agreed by both parties Whether the workers dismissals are fair would also be subject to arbitration."

● More than 7 000 workers have been dismissed since the strike began.

Sats made a profit of R148-million this year — compared with R163 million in 1988 — and has reduced staff levels from 202 770 in 1987 to 177 000 this year

GLOOMY Morris Khwidzhili and two of his sons Picture MARGOT WILLIAMS

SATS man hurt in blast

Cape Times 11/12/89 Staff Reporter (270)

A SATS worker was admitted to Woodstock Hospital yesterday morning after he was injured when an explosion rocked the SATS bus he was apparently loading at Langa railway station.

It is believed the bus was petrol-bombed. The worker, Mr Frederick Snyman, sustained burns on one arm and his back. A hospital spokesman said he was not seriously injured.

The incident is believed to be related to the strike by an estimated 1 600 SATS workers in the Western Cape, concerning the recognition of the SA Railways and Harbours Workers Union (Sarhwu) and wages.

SATS fires another 2 600

JOHANNESBURG — South African Transport Services fired another 2 641 striking workers yesterday and reiterated its threat to fire the remaining 10 884 strikers

SATS spokesman Mr Alan Lubbe said damage to the company's property had exceeded R20 million

The number of strikers did not include 2 295 workers from the Northern Transvaal region who downed tools on Friday demanding protection from SATS and the SAP against intimidation, he said

"These people are not part of the Railway and Harbour Workers' Union strike

"They demanded nothing else but protection and did not arrive for work today," Mr Lubbe explained

● In Cape Town police allegedly prevented striking workers without valid railway tickets from boarding trains at two Khayelitsha stations — Sapa

Sats sack another 2 641 striking staff

Star 12/12/89

Labour Reporter

South African Transport Services yesterday sacked another 2 641 railway strikers — the highest single number since the strike started six weeks ago

In other developments,

- A goods train was derailed near Stanger in Natal on Sunday. Police suspect sabotage.
- Sats confirmed that fresh labour unrest had erupted in Kimberley, where workers had seemed to have ended their strike

Mr Martin Sebakwane, SA Railway and Harbour Workers Union (Sarhwu) general secretary, warned that the Mass Democratic Movement had noted the dismissals.

Mr Sebakwane also said the union was considering legal action on the dismissals.

Sats spokesman Mr Frikkie Stevenson said 11 544 strikers had been dismissed.

More than 13 000 were still on strike including about 2 000 in the Pretoria are "too frightened" to go to work.

Bomber blows himself up as two men die

Station blast tied to railway strike

270 Star 12/12/89

Staff Reporters

Police have linked the explosion at Johannesburg Station late last night in which two men were killed to the strike by members of the South African Railway and Harbours Workers' Union.

The fatal blast brings to at least seven the number of people who have died in strike-related violence in the six weeks of the strike.

Sats has also suffered losses of at least R20 million in coaches burnt out in strike violence A passenger coach was destroyed by fire at Angus station on the East Rand last night. Two derailments of rolling stock have also occurred that have been blamed on strike action

At least 11 000 strikers have been dismissed, of whom 2 641 were sacked in the Transvaal and Natal yesterday, and strikers have lost at least R16 million in pay since the strike began.

Sats and Sarhwu remain deadlocked. Sarhwu general secretary Mr Martin Sebakwane said the Mass Democratic Movement would meet today to plan new initiatives in the strike.

In the Johannesburg Station explosion, one man was badly mutilated and could not be identified. In the second explosion near the financial headquarters of Sats, damage was minimal and confined to shattered windows.

Picture on Page 2.

The first explosion, near the entrance to the station, took place at 11 25 pm.

The second happened 12 minutes later.

The second limpet mine to explode was apparently placed first and police believe one of the men who died in the blast was responsible.

The two dead men have not yet been identified One of them, a black man, was badly mutilated. The other, believed to be Indian, sustained severe burns.

Witwatersrand police liaison officer Captain Eugene Opperman said one of the dead man at the station was suspected of carrying the bomb, while the other man was apparently a passerby.

Police were at the station about 10 minutes after the explosion, and later cordoned off the Rissik Street bridge near the station and the building to the public.

A man who was on the scene of the explosion minutes after it occurred told The Star: "The one man was totally mangled — his head and his leg are off."

A resident who lives on the corner of Bok and King George streets said he was asleep when he heard a huge explosion.

"I went to the scene and saw the body and a man's head. It was horrible."

A young couple who live in Jeppe Street, three blocks from the station, also heard the blast. "Since we have lived here there have been about six bomb explosions, we know the sound by now."

Sats sacks another 2 461 railway strikers

Argus 12/12/89 270

The Argus Correspondent

JOHANNESBURG — Another 2 641 railway strikers have been sacked — the largest single number since the strike started six weeks ago

And in another development yesterday Sats confirmed that fresh labour unrest had erupted in Kimberley, where workers appeared to have ended their strike About 300 workers downed tools

Mr Martin Sebakwane, SA Railway and Harbour Workers' Union secretary, warned that the Mass Democratic Movement had noted the dismissals and would be discussing them.

He referred to a resolution of the Conference for a Democratic Future pledging support for strikers.

Mr Sebakwane also said the union was considering legal action on the dismissals "now that Sats has abandoned the path of negotiation".

According to Sats spokesman Mr Frikkie Stevenson, 11 544 strikers have now been dismissed.

A total of 13 179 workers remained on strike, although included were more than 2 000 in the Pretoria area who were "too frightened" to come to work.

Police fire on strikers: 14 hurt

CAPE TIMES 13/12/89

270

By CHARL DE VILLIERS

POLICE yesterday opened fire on 1 000 SATS strikers at Salt River station, wounding 14

However, unofficial sources said 54 strikers were wounded, one of them critically.

Police fired birdshot at the strikers.

The shooting followed the death of two people in one of two Johannesburg explosions — which were linked to the violence-torn strike — and another blast between Bishop Lavis and Bonteheuwel stations yesterday.

Attorney Mr Essa Moosa confirmed last night that at least five wounded men were being treated under police guard in Groote Schuur Hospital following the police action at Salt River station.

And police spokesman Colonel H B Heymans confirmed that 14 people were injured after police used rubber bullets and birdshot to disperse the group

He said a large group of blacks "wanted to board a train at Salt River without paying".

The group was armed with knives and iron pipes and were allegedly aggressive.

"They ignored police warnings to disperse and stones were thrown at the police," Colonel Heymans added.

He said of the 14 people injured, eight were hospitalised.

Police were investigating reports of members of a private security firm employed by SATS allegedly

● Bomber's arms cache found — Page 3

To page 3

From page 1

CAPE TIMES 13/12/89 (40 A) 270

firing at the group.

According to a South African Railways and Harbours Workers' Union (Sarhwu) spokesman, police opened fire "without warning" on the crowd of workers returning from a union meeting in Salt River.

Denying that there had been any "clashes", the Sarhwu spokesman said he was "adamant" that no warning had been given by police and that shots had been fired at men who were fleeing.

A Groote Schuur Hospital spokesman said yesterday that 15 men with wounds resembling those inflicted by birdshot were admitted to the hospital.

One was in a critical condition.

Six more people were injured yesterday afternoon in one of the Johannesburg blasts, which occurred at New Canada Railway station in Soweto. A handgrenade exploded after it was thrown from a moving train.

Police said four of those hurt were engine drivers. Damage to the station was not extensive.

Early yesterday another blast ripped up a section of track between Bishop Lavis and Bonteheuwel stations, but there was no proof linking it to the strike.

Thousands of early-morning commuters were left stranded after 30 trains were cancelled and repair crews battled to fix the section of line destroyed by the explosion at 2.08am, SATS spokesman Mr Brian Lotter said yesterday.

All train movements between Langa and Kapteinsklip and Langa and Khayelitsha were stopped until about 7.30am, as was the service between Bonteheuwel and Bellville.

● SATS continued its crackdown on strikers yesterday when another 1 073 were dismissed, ac-

Mob burns man to death in day of Sats violence

270

ARGUS 13/12/89

By ANDREA WEISS and JOHN YELD
Staff Reporters

EMERGENCY UPDATE

A MAN was burned to death by a mob, several people were wounded in clashes with police and three railway coaches were set alight in incidents in Cape Town yesterday.

According to the police unrest report the unidentified man was burned to death by a mob at Salt River station yesterday afternoon

About the same time, police and employees of a private security firm employed by Sats opened fire on a group of striking Sats workers at Salt River station, wounding 53. Three were seriously hurt.

Three railway coaches were set alight — one on platform 17 at the main Cape Town station, one at Netreg station, near Bonteheuwel, and one at Lentegeur station, Mitchell's Plain. Damage was reported to be slight.

The clash between police and railways workers at Salt River occurred when members of the South African Railways and Harbour Workers' Union, were on their way to the station about 1.30 pm yesterday after attending a meeting at the Sactu hall in Salt River.

According to police spokesman Major Reg Crewe, a large group of men with sticks, knives and pangas approached control points at Salt River station, and tried to force their way through without tickets.

"They were warned to put down their weapons and to go through in an orderly manner. They ignored this and stormed the control point while displaying their weapons," he said.

Major Crewe said police used rubber bullets and birdshot while employees of the private security firm fired live ammunition from revolvers.

● Unrest report, page 3.

Press curbs

In terms of the emergency regulations reports, comment and pictures may be restricted.

Strike: SATS use children

CAPE TIMES 14/12/89 270

Own Correspondent

JOHANNESBURG — Schoolchildren have been hired by SATS to clean railway tracks and coaches as the violence which has characterised the six-week-old strike escalated and SATS continued firing striking workers

A special constable died after he was thrown from a moving train near Katlehong on the East Rand, where two coaches were also extensively damaged

SATS spokesman Mr Frikkie Stevenson said 82 children over the age of 16 — most of them matriculants — were employed for the Christmas holidays to help carry parcels in SATS' depots and to clean trains and tracks

The children were taking the place of unskilled striking employees

Mr Stevenson stressed the youths were being protected by security guards

A total of 2 477 strikers were dismissed in Natal and Johannesburg yesterday, leaving 8 379 workers still on strike

Mr Stevenson said the figure did not include 2 211 workers in Pretoria who had stopped work "for fear of intimidation"

Altogether 15 094 have been dismissed since the start of the nationwide strike on November 2

In Athlone, three trains were set alight in separate incidents, but little damage was caused

In Johannesburg, police dispersed a crowd of about 50 at Mayfair railway station There were no incidents and those who had gathered left peacefully

Our Durban correspondent reports a suburban train was derailed yesterday on Natal's North Coast after the line had been tampered with No one was injured but there were delays of up to four hours on the line

SATS said nine motor coaches valued at R13,5million and 16 suburban coaches worth R12m had been destroyed by fire Four motor coaches and 29 suburban coaches had been damaged

Sapa reports one person was in the intensive care unit of Groote Schuur Hospital in a "fairly stable" condition after police fired rubber bullets at a group of strikers at Salt River station on Tuesday

A hospital spokeswoman said 14 patients were seen and three were discharged after treatment Eleven patients were admitted, but five were discharged later

Salt River station shootings: Strikers reject police version

ARGUS 14/12/89

By ANDREA WEISS and JOHN YELD
Staff Reporters

THE South African Railway and Harbour Workers' Union (Sarhwu) has rejected a police version of events at Salt River station earlier this week when more than 50 people were injured — three seriously — after police and private security guards opened fire on striking Sats workers

According to the police version of Monday's events, a large group of men carrying sticks, knives and pangas approached the control points at the station and attempted to force their way through without tickets.

Police said the men "stormed the control point displaying their weapons" and that police used rubber bullets and birdshot while employees of the private security firm fired live ammunition from revolvers

However, Sarhwu said in a statement that about 1 800 strikers had been returning from their normal daily meeting in a peaceful manner and that riot police had allowed many of them onto the station before opening fire without warning

POLICE GUARD

Twelve of the injured are under police guard in Groote Schuur Hospital and those who are fit enough are expected to appear in court tomorrow, according to Sarhwu lawyers

● The Sats strike needed to be resolved "urgently" as it was doing "incalculable harm" to industrial relations in South Africa, according to Democratic Party spokesman on manpower Mr Tony Leon

The DP deplored in the strongest possible terms the "violence and lawlessness" which had characterised the strike in the past month and was also dismayed at the "intransigence" of Sats management, he said

The strike could also pose long-term damage to related issues such as the privatisation of Sats, Mr Leon added

"Strike violence against Sats property and rolling stock, now estimated to have exceeded R25-million in damage, should be seen as misdirected, since it has damaged assets of state which belong to all the people of South Africa"

"According to our information, there have also been individual acts of violence and harassment by strikers against non-strikers and by vigilante groups of Sats workers against strikers. This cycle of violence must end," said Mr Leon

Durban port operations hit by strike

Labour Reporter

Durban harbour is operating only 12 hours a day and shipments are being delayed by a labour shortage due to the SA Transport Services workers' strike shippers told a businessman who contacted The Star yesterday.

This is the first clear sign that the strike is hitting strategic services.

Sats and the SA Railway and Harbour Workers' Union (Sarhwu) are believed to have met last night in a fresh bid to break the strike logjam. Sats would not comment on the reports.

In another development, a further 2 477 strikers were fired yesterday, mainly in the Natal region. More than 15 000 workers have been fired in all, but the dismissals tactic does not seem to be weakening the strike.

Mr Colin Cormack, who described himself as a "one-man business", said a shipment due to leave Durban for Europe on December 10 had been delayed to today and then December 19.

STEVEDORES

"The shippers wrote to me to say that the port was only operating between 6 am and 6 pm and that their stevedores were having to organise casual workers to prevent a total collapse of port operations."

In a subsequent telephone conversation, the shipping company had said the situation in the port was chaotic, he said. Sats had not commented at the time of going to press.

● The Democratic Party's deputy manpower spokesman, Mr Tony Leon, yesterday attacked the "intransigence displayed by Sats management" over the rail strike and called for the urgent resolution of the dispute.

He also deplored the "violence and lawlessness" which had marked the strike.

Star 17/12/89

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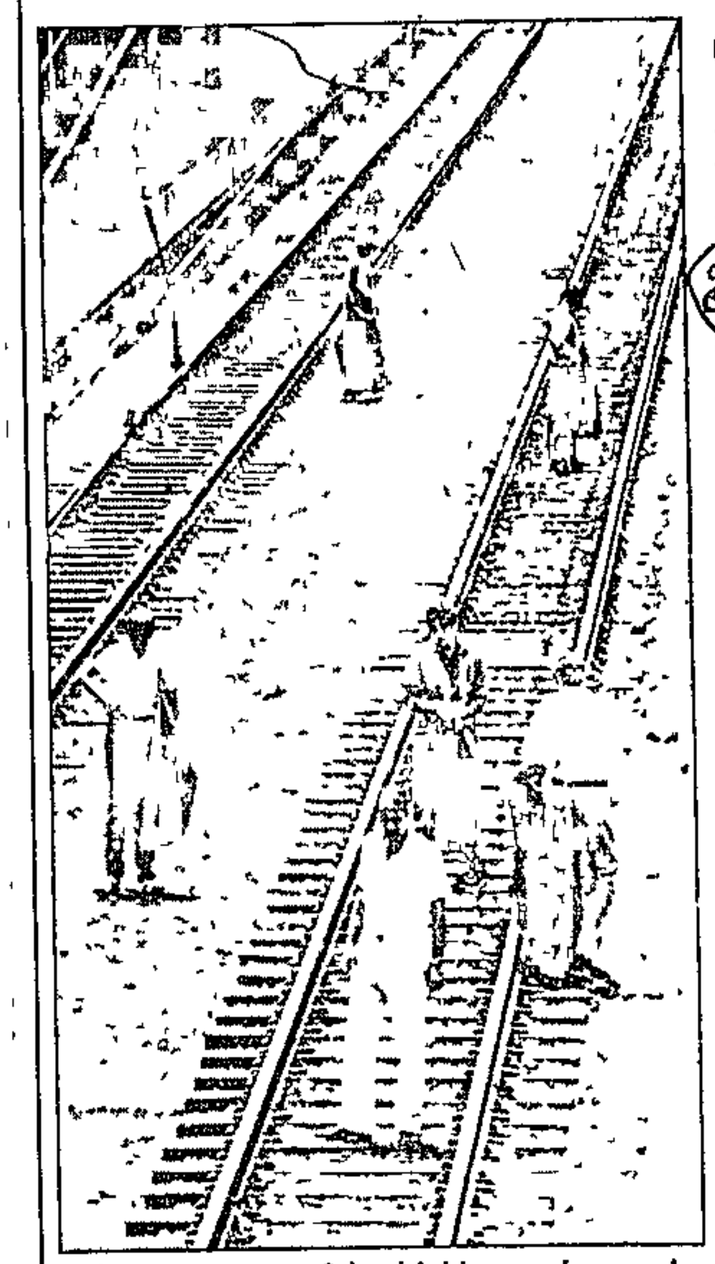
again

Menacing . Two Sats workers — one ready for trouble — at Braamfontein, Johannesburg, railway station yesterday More than 15 000 workers have been fired during the violence-hit strike.



Cleaning up Schoolchildren pick up rubbish on the Braamfontein railway line
● Picture by Stephen Davimes.

Children fill in for absent rail workers

Star 14/12/89

By Louise Burgers

Schoolchildren and clerical workers in the South African Transport Services (Sats) are being used to fill the positions vacated by striking workers

Sats spokesman Mr Frikkie Stevenson said 82 children were presently being employed as casual workers with their parents' approval in safe places where there were security personnel

"Many parents approached Sats and asked if we had jobs for their children during the school holidays Most have just finished school and are waiting to go into the army or start work

"I must stress that their safety is a priority We are using them to deliver parcels and in cleaning jobs"

The Star came across several youngsters picking up litter on the railway lines at Braamfontein Station They were pleased to be earning money during the holidays

There are also 600 other temporary personnel being employed to fill the gaps

Police act against strikers

270

TERRIFIED bystanders, including small children, ducked for cover as police took action against striking Sats workers on Cape Town station on Wednesday

The group had earlier taken part in a march by about 200 workers from St George's Cathedral to the City Park Hospital in Long street

The march was to demand the reinstatement of workers dismissed from the hospital earlier this year after a work stoppage

On Tuesday afternoon more than 50 people were injured when police opened fire with birdshot and rubber bullets at Salt River station

Twelve workers are presently being held under police guard at Groote Schuur Hospital. At least three are believed to be seriously injured

Police confirmed that birdshot and rubber bullets were fired and that 14 people were injured

Talks between Sarhwu and SATS reached a deadlock two weeks ago.

The workers are demanding a minimum wage of R1 500 a month — more than double the current minimum

South 14-19/12/89.

17 000 Sats strikers have been dismissed

(270)

Star 15/12/89

More than 17 000 railway strikers have now been fired by SA Transport Services, after the dismissal of another 2 221 workers across the country yesterday.

Sats said 8 902 workers remained on strike but stressed that strikers and dismissed workers together constituted only 28 percent of Sats' general worker complement.

● It is reported that police dispersed a meeting of about 1 000 Sats workers at union offices in Pretoria yesterday.

● Two houses in Daveyton, Benoni, which belong to two non-striking Sats employees, were petrol bombed on Wednesday. — Labour Reporter.

CAPE TIMES 15/2/89

17 000 fired in 7-week SATS strike

Own Correspondent

JOHANNESBURG. — More than 17 000 SA Railway and Harbour Workers' Union (Sarhwu) members have been fired and damage to SATS property has reached R37 million.

The strike today enters its seventh week with prospects of an early settlement apparently remote.

Management yesterday dismissed 2 221 workers in the southern Transvaal, Natal, northern Transvaal and Western Cape.

SATS spokesman Mr Frikkie Stevenson said 8 902 workers were still on strike.

The figure included more than 2 000 workers in Pretoria who had stopped work for fear of intimidation, he said.

Earlier SATS said 72% of 80 108 black employees were at work.

Natal has been hardest hit by the strike with 64% of workers on strike, followed by northern Transvaal 31%, southern Transvaal 30%, Western Cape 12%, Kimberley 11%, Bloemfontein 10% and northern Natal 7%. The percentages include workers who have been dismissed.

Sarhwu has consistently claimed higher strike figures.

● Salt River shooting — Page 9

'No police warning'

Cape Times 15/12/89

Witnesses tell of city clashes

270

Labour Reporter

WITNESSES to Tuesday's shooting at Salt River station — in which 54 people were injured — claimed this week that they heard no warning before police fired on railway strikers at "at close range"

The witnesses, all people who work within sight of the scene, near the corner of Foundry and London roads, Salt River, gave their accounts in interviews with the Cape Times on Wednesday

One said that after police had fired on the crowd, items of clothing, shoes and packets were left strewn on the road "It looked like a scene from (the film) Gandhi"

According to the official police unrest report issued on Wednesday, police warned a crowd who were intent on boarding trains without buying tickets, to lay down their weapons

The crowd ignored the warning and stormed forward Police opened fire with birdshot and rubber bullets

Police also fired at a smaller group who had broken through the ticket barrier and were throwing stones and bottles at policemen

Replying yesterday to witnesses' allegations, police spokesman Major Reg Crewe said police "abided by the official unrest report" issued on Wednesday

Recounting their impression of events on Tuesday, witnesses said they saw police, some armed with shotguns, standing at the Foundry Road entrance to Salt River station about 1pm

They said they saw a large group, some of whom were singing and dancing, walking down London Road towards the station

Some in the crowd — estimated by the SA Railways and Harbour Workers' Union at 1 000-strong — were seen wielding "planks" and sticks while others waved rolled up newspapers

Witnesses said they saw no pangas or knives. The crowd was blocked at the station gate and shots rang out

"Without issuing a warning, police suddenly shot at the people in front at close range," a witness claimed

The crowd scattered, some fleeing up London and Foundry roads and others running into nearby shops for shelter

Police were then seen firing at people throwing stones from a nearby pedestrian bridge spanning the railway lines

One person who was shot is in a "fairly stable" condition in Groote Schuur Hospital's surgical intensive care unit, a hospital spokesman said

The spokesman said some of the wounded had been hit from behind, and others had injuries "consistent with birdshot fired from close range"

The unrest report said private security guards hired by SATS had also fired shots from revolvers

SATS spokesman Mr Brian Lotter confirmed yesterday that armed security guards from CIPS Security Guarding had been on duty at Salt River station on Tuesday

CIPS managing director Mr Kenny Uytenbogaardt refused to comment.

Commenting on the witnesses' claims, Major Crewe said police rejected allegations that nobody in the crowd was armed "In our unrest report we stated that police took possession of numerous weapons."

Police had admitted that birdshot was used and had "no argument" with witnesses' claims in this regard.

Reiterating that police had first warned "the mob" to lay down their weapons and move throught the ticket barrier in an "orderly fashion", Major Crewe said the warning was ignored and "the mob stormed the control point"

"At this stage no further warnings were given as the police were forced to act to ward off the attack and disperse the mob."

If bystanders were caught up in the situtation they could lodge complaints with police, Major Crewe assured.

● The unrest report of December 13 reads· "A large group of blacks approached a control point with the apparent intention of boarding a train without paying (this has been a tactic of some strikers)

"The group was aggressive and armed with an assortment of weapons (sticks, pangas, knives etc) Police warned them to lay down their weapons and move through the control point in an orderly fashion.

"Instead of obeying, they stormed the control point. Police used rubber bullets and birdshot to disperse them. Members of a private security firm employed by SATS also fired a number of shots

"The majority of the crowd fled towards the main road but a smaller group broke through the control point and threw stones and bottles at the police Birdshot was again used to disperse this group Police took possession of numerous weapons after the group had dispersed A total of 14 injuries were reported to the police"

DISPUTED WEAPONRY . . . Constable C J de Jager of Woodstock police station examines an assortment of weapons allegedly retrieved by police after 54 people were wounded by police gunfire at Salt River station on Tuesday

Picture RICHARD BELL

Shooting: Injured 8

Sats accuses the union. And the union accuses Sats

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W/Mail 15-20/12/89

By EDDIE KOCH and PHIL MOLEFE

STRIKING railway workers have accused the South African Transport Services of mounting a co-ordinated campaign of violence to smash the six-week transport strike

Armed members of staff are being used to patrol stations and evict workers from their hostels, say shop stewards from the South African Railway and Harbour Workers' Union (Sarwhu)

There are also widespread reports of strikers attacking workers who have not joined the industrial action. Police reported that a man died after being set alight at the Salt River station in Cape Town on Wednesday.

Sarwhu shop stewards in Germiston yesterday said that armed men dressed in brown overalls were patrolling stations on the Reef and asking people for proof that they had paid their fares.

The unionists say sacked strikers have been handed letters giving them 24 hours notice to vacate their hostels on the Witwatersrand

"At Central Rand Hostel (Benoni) 'scabs' armed with sticks and metal bars are used to evict workers who refuse to leave," said a shop steward.

Sats representative Frikkie Stevenson rejected the allegations.

But *Weekly Mail* reporters yesterday saw scores of Sats staff in brown overall patrolling platforms at the Braamfontein station, Johannesburg

The unionists said Sats was using loyal staff members to crush the networks that union members rely on to mobilise support for the strike. Strikers have received consumer solidarity in the form of a fares boycott.

Carmel Rickard reports from Durban that at least four people were seriously hurt and was one admitted to the intensive care unit of a Durban hospital, after an attack by armed men wearing Sats overalls on the offices of the Congress of South African Trade Unions in Empangeni

Union officials, who are investigating possible legal action, said the violence erupted on Tuesday morning when about 300 men armed with sticks and knives, attacked the offices which house more than a dozen Cosatu affiliates. In the offices at the time were some of the hundreds of workers in Empangeni who are involved in the transport strike.

Union officials said most of the attackers were wearing brown Sats overalls and that among them were about 20 white men, also armed

Striking workers said they could identify many of the attackers as Sats workers who have not joined the strike — or who joined and then went back to work; while the whites were foremen and supervisers.

Vusi Sibiya of the National Education, Health and Allied Workers Union, who was in the building at the time of the attack, said he had confirmed at least four people were taken to hospital, one of whom was in the intensive care unit.

He had heard reports that others hurt in the incident did not report to any hospital and went into hiding, fearing further attack.

Union officials claimed the attackers were seen leaving from their workplace and going back there after the attack. The officials said this meant management must have known about, if not approved the attack.

The *Weekly Mail* made repeated attempts to obtain comment from management but failed

There is no sign of an end to the strike although there are reliable reports that low-key contact between the union and management has been set in motion in a bid to reach a settlement.

There were a series of other violent incidents this week connected to the strike which, according to Sats figures, has already claimed 11 lives:

- A striker was critically injured and 54 hurt when police fired on a 1 000-strong crowd of workers at Salt River station, Cape Town, on Tuesday. Sarwhu officials say the attack was unprovoked and police gave no warning. Captain Roy Bloomberg said police acted to disperse two groups of "clashing" workers.
- The police unrest report yesterday said a man died after being set alight at Salt River.
- Two African National Congress guerrillas died after being blown apart while placing a limpet mine at the Johannesburg station on Tuesday night. It is not clear that this incident was connected to the strike.
- Six people, two passengers and four engine drivers, were injured at New Canada station in Soweto when a handgrenade was thrown at them from a moving train on Tuesday

Stevenson said Sats had sacked 17 315 strikers by yesterday.

Sats strike: Violence goes on as coaches set alight

16/12/89 (Weekend Argus) 270

Weekend Argus Reporter

VIOLENCE centred around the SA Transport Services strike is continuing to escalate.

Train coaches have been set alight in Khayelitsha and near Wellington and have been derailed near Pinetown

Already the strike has claimed four lives and scores of people have been injured.

Nearly 20 000 workers have been fired since the start of the six-week-old strike.

According to Sats, workers want a minimum wage of R1 500 a month.

Sats says it cannot negotiate wages with the strikers because

- A salary increase of up to 27 percent for general workers was granted on July 1 after negotiations with 12 recognised unions representing 130 000 employees
- It was not practical to have wage negotiations more than once a year, and
- The strikers' union, Sarhwu, was not recognised.

Dismissals fail to break Sats strike

Star 16/12/89

270

DREW FORREST

Close to 20 000 black railway workers have now been sacked by SA Transport Services — but the dismissals strategy shows no signs of breaking the six-week rail strike.

And although the strike has had no major impact on Sats services, the cost in lives and property represents mounting pressure on management to find a negotiated solution.

The strike has already claimed 11 lives, according to Sats figures. Strikers are increasingly the victims of violent attacks by non-striking railworkers.

Sats spokesman Mr Alan Lubbe has revealed that total damage to Sats rolling stock during the strike amounts to R37 million. Twenty-six coaches have been destroyed by fire and 36 damaged.

Re-employment

Yesterday Sats fired another 2 352 workers, mainly in Natal, but Mr Lubbe conceded that fired strikers had not re-applied for their jobs in large numbers.

He said management was considering re-employing dismissed workers. No decision had been taken on whether re-employment would be selective and the criteria for selection.

The director of the SA Association of Freight Forwarders (SAAFF), Mr Alan Cowell has confirmed that no major backlogs had developed at the Sats terminals in Johannesburg.

The only way forward appears to be through negotiations between Sats and the SA Railway and Harbour Workers Union (Sarhwu).

This week, there were reports of low-profile contact between the parties.

Sarhwu is demanding pay increases and the unconditional reinstatement of strikers. Sats has refused wage talks — arguing that it has already negotiated increases with recognised unions this year.

Violence, sackings continue in 7-week rail strike

Cape Times 16/12/89 270

VIOLENCE continued to mar the seven-week strike by railways workers, with two limpet mine blasts on city suburban railway lines and a fatal firebomb attack on the home of a Pretora railways employee.

Another 2 352 striking SA Transport Services (SATS) workers were fired yesterday — including 60 in the Western Cape — bringing the total number of dismissals to 19 667 since the start of the seven-week-old strike, SATS said

An estimated 10 000 workers downed tools seven weeks ago, demanding recognition of the SA Railways and Harbour Workers' Union (Sarhwu) and a R1 500 monthly wage

There were still 6 863 workers on strike, of which 2 300 were Pretoria workers who downed tools on Thursday "demanding police protection from intimidators", a SATS spokesman said.

Damage to SATS property had exceeded R37 million and workers had so far lost R17m — excluding overtime and bonuses

The spokesman said SATS had not been approached by Sarhwu since talks deadlocked last Monday Sarhwu had not replied to requests for comment by late yesterday

In the city a man has been arrested following two explosions which caused slight damage to lines at Athlone and Observatory stations early yesterday, police said

Rail services were not disrupted following the blasts about 2.10am.

In Atteridgeville, near Pretoria, two children were burnt to death when the home of a SATS public relations officer was razed, police said

The incident appeared to be strike-related. The employee was not at home during the attack.

The strike had moved to Durban harbour yesterday, where shifts were slashed by half and schoolchildren were employed to clean railway lines and coaches, a SATS spokesman said

● SATS yesterday placed advertisments in three daily newspapers countrywide outlining "central issues" to the strike and the railways' reasons for sacking workers

While SATS would "gladly" see Sarhwu as a recognised trade union, it could not negotiate until the union was registered with the Department of Manpower

"Sarhwu's persistence with unrealistic conduct has therefore left SATS with little alternative but to embark upon the course they are currently pursuing (dismissing striking workers en masse)," the advertisment said — Labour Reporter and Sapa

S Times 17/12/84

No end seen to bitter rail strike

270

By ANDREW GILLINGHAM

SA Transport Services and the union Sarhwu are locked in bitter confrontation as a crippling strike enters its sixth week

And while there seems little hope of a settlement, both sides admit there is room for compromise

A Sats spokesman said "We have reached deadlock 'There have been no new initiatives or meetings"

Previously Sats estimated the number of strikers at about 20 000, but the numbers grew to 26 530 this week

Sats said it had dismissed 19 667 strikers since the strike began on November 2, leaving 6 863 strikers still officially employed

Angered

Sarhwu vice-president Mr Johnny Potgieter said "Despite the dismissals we are not losing the strike The violence being used against strikers has angered workers throughout the country and they are joining the strike

"Sarhwu is willing to negotiate We have said we want a minimum wage of R1 500 and talks about the disciplinary code We have never said the demands were not negotiable"

Sats said it would not negotiate with Sarhwu, the South African Railway and Harbour Workers' Union, until it became a "recognised" union Sats said the union had either to register with the Department of Manpower or provide proof of membership.

Killed

- Seven people have so far been killed and hundreds injured in battles between strikers, non-strikers and passengers,
- A bomb exploded at Johannesburg Station on Monday Two men were killed, one of whom is believed to have been carrying the device when it exploded Police said the bomb was connected to the strike,
- Houses belonging to non-strikers have been petrol-bombed,
- Damage to Sats property has been extensive with 26 carriages destroyed and 36 damaged The cost is estimated at R37-million

The strike is also proving costly to striking workers — they have lost R17-million, not including bonuses, since the strike began

More die in strike

270 CAPE TIMES 18/12/89

SATS does paperwork for mass dismissals

Own Correspondent

JOHANNESBURG — Violence continued to mar the seven-week SATS strike by thousand of workers with two limpet-mine blasts in Cape Town and the deaths of two children in a fire at a SATS employee's house

SATS paid out another 2 352 strikers on Friday — 2 327 in Natal, 14 in Southern Transvaal and 11 in the Western Cape — bringing the total number of dismissals to 19 667 since the start of the national strike in November

A total of 6 863 are still on strike The figure includes 2 322 workers in Pretoria who stopped work for fear of intimidation

All 27 000 striking SATS workers will have been fired by this afternoon before a massive re-employment programme to fill vital skilled positions begins tomorrow

Our Durban correspondent reports SATS public relations manager Mr Mike Asefovitz as saying the strikers were being dismissed as quickly as paperwork could be completed and an advertisement for new workers had already been placed in one black newspaper

Two children were burnt to death in Atteridgeville, near Pretoria, when the home of SATS public relations officer Mr Ephraim Mohale was razed on Thursday, police said

At first a firebomb attack was suspected but it is now thought an electrical fault — cause by overloading — was the cause of the fire

Eleven people have died in strike-related violence so far

In Cape Town police said a man was arrested following two explosions which caused slight damage to lines at Athlone and Observatory stations early on Friday Damage was slight and rail services were not disrupted following the blasts

Two goods trains were derailed near Pinetown on Thursday

Police said two passenger coaches were set on fire and destroyed on Friday one at Khayelitsha sation and the other at Mbekweni station near Paarl

Our Durban correspondent reports police said the body of a SATS employee Mr Petros Geicane, was found at a rubbish dump in Umhlatazana Road on Thursday

It is believed he and another SATS worker, Mr Sipho Mthetwa both shunters at Bayhead, were abducted by strikers near the Clermont Hotel on Monday

Mr Mthetwa was pounced on by a group of men, stabbed and assaulted He pretended to be dead and the mob then chased after Mr Geicane

Mr Mthetwa walked to a nearby truck depot and called for an ambulance He was discharged from hospital yesterday

SATS and union hold new talks

Cape Times 19/12/89

THE strike-racked SA Transport Services (SATS) and the SA Railways and Harbour Workers' Union (Sarhwu) yesterday met for the first time in two weeks amid further sackings of strikers.

Both parties hailed the meeting as pointing to further talks to ease the deadlock over SATS' recognition of Sarhwu and workers' wage demands

Strike-related violence involving the loss of 11 lives and featuring "vigilante" attacks on strikers and commuters had pressured both parties into resuming "talks about negotiations", Sarhwu general-secretary Mr Martin Sebakwane said yesterday.

Another 800 strikers were sacked yesterday, swelling the total number of fired SATS employees to 20 464, SATS spokesman Mr Ian Bleasdale said.

SATS yesterday placed advertisements in Natal newspapers asking dismissed workers to re-apply for their jobs, he said

Mr Sebakwane said SATS had moved from its earlier position of "no contact, no negotiations"

Confirming the meeting, Mr Bleasdale said the talks had been "fruitful" and that SATS would be discussing Sarhwu's suggestions. — Labour Reporter and Sapa

Strike damage R38-m, says Sats

Argus 19/12/89

By ANDREA WEISS, Staff Reporter

THE cost of damage to SA Transport Services property during the six-week nationwide strike was today put at R37,9-million.

The major part of this damage had been to suburban commuter trains, Sats public relations spokesman Mr Ian Bleasdale said

Other damage included minor blasts on lines, the most recent being two near Wellington and one at Khayelitsha

To date, 20 464 workers have been paid off and 6 008 strikers are still in the employ of Sats, but face dismissal.

Talks between Sats and the South African Railways and Harbour Workers' Union took place in Johannesburg yesterday while Sats embarked on a recruitment campaign in Natal.

The recruitment drive is aimed at about 12 000 Sats workers dismissed in Natal.

They will be given first option on their jobs until Tuesday next week but then risk having them given to newcomers

The first advertisements in the campaign were placed yesterday

Mr Bleasdale said each area was being considered separately but it was possible that the recruitment campaign could be extended to the Cape and Transvaal

Gleam of hope in rail strike impasse

Star 19/12/89

Labour Reporter

There was a slight but hopeful shift in the rail strike logjam yesterday when legal representatives of management and workers met in Johannesburg

This was the first official contact since the breakdown of negotiations a fortnight ago

The SA Railway and Harbour Workers Union could not be contacted, but SA Transport Services' Mr Leon Els said there had been an exchange of proposals

Although no date had been set for the next meeting, Sats was "optimistic" about prospects for progress

Yesterday Sats fired a further 802 strikers, taking the total number of dismissals past the 20 000 mark.

The dismissals process in Natal, the area hardest hit by strike action, has been concluded and Sats yesterday advertised in the Natal press for workers to reapply for jobs

Mr Els said the same procedure would be followed elsewhere once dismissals had been finalised A total of 6 008 workers remained on strike.

Strikers would be re-employed selectively, Mr Els said.

22 more fired after strike talks re-open

(270)

ADELE BALETA

SATS dismissed a further 22 workers yesterday bringing the total number of workers fired to 20 488, leaving only 5 765 employees on strike, Sats spokesman Ian Bleasdale said.

He said 12 strikers were fired in the Southern Transvaal, five in Natal and five in the Western Cape yesterday.

SA Railway and Harbours Worker' Union (Sarhwu) general secretary Martin Sebakwane said there was no substantial difference in the proposals put forward by Sats at Monday's talks compared to when negotiations deadlocked two weeks ago.

On December 4 Sats had proposed the that the issues of wages and dismissals be arbitrated. This was turned down by the union. B/Day 20/12/89

He said Sarhwu's national executive committee would discuss the industrial action this week and would then give the union's negotiating team a mandate for further talks.

Sebakwane said Monday's session was merely to re-open talks in an attempt to find a solution to the strike that has claimed at least 11 lives.

☐ To Page 2

Sats strike

☐ From Page 1

He said the two parties had not "covered any new ground" B/Day 20/12/89

Sats was still considering Sarhwu proposals put on the table at Monday's meeting, Bleasdale said.

He said the suspension of dimissals was not on the agenda at Monday's talks. Further discussion between the parties would be held sometime this week but a date had not yet been set.

Bleasedale said the home of a non-striker was petrol bombed in Mamelodi near Pretoria yesterday. Pretoria police could not confim the incident.

Sapa reports Cape Town police were investigating possible malicious damage to property, and not arson, in connection with a Sats passenger coach which was damaged by fire on Friday night near Wellington station.

This was confirmed by a Western Cape police spokesman Capt Attie Laubscher.

Damage to the passenger coach between Mbekwemi Station and Wellington Station, was estimated at R150 000, Laubscher said.

Another 22 SATS workers dismissed

Cape Times 20/12/89

270

Own Correspondent

JOHANNESBURG — SATS dismissed a further 22 workers yesterday, bringing the total number of workers fired countrywide to 20 488 There are now only 5 765 employees on strike, SATS spokesman Mr Ian Bleasdale said

Twelve of the strikers were fired in the Southern Transvaal, five in Natal and five in the Western Cape

Mr Martin Sebakwane, SA Railway and Harbours Workers' Union (Sarhwu) general-secretary, said there had been no substantial difference in the proposals put down by SATS at Monday's talks compared with those tabled when negotiations deadlocked two weeks ago

Sats dismisses another 427 striking workers

By Drew Forrest

A further 427 striking SA Transport Services workers were dismissed yesterday

Sats said 4 813 workers were still on strike after the sackings, which had taken place mainly in the southern Transvaal. Close to 21 000 strikers have been dismissed in phases.

At the same time, SA Railway and Harbour Workers Union general secretary Mr Martin Sebakwane has poured cold water on Sats optimism about a meeting last Monday.

Management's description of the meeting — the first official encounter since talks deadlocked two weeks ago — as "fruitful" was premature, he said.

"The only substantive change in their position is that they want to re-employ dismissed workers selectively," he said

Sarhwu's national executive committee would meet today to formulate a mandate for further discussions, he said.

Mr Sebakwane also hit out at the transport tariff increases announced by Sats on Tuesday, saying they appeared to be a prelude to privatisation.

There had been no consultation with the wider community on the rises, which could only erode the living standards of workers, he said

"As Sats' own employees will be affected, management should be more receptive to workers' pay demands," Mr Sebakwane added

Although the rail strike is essentially about union recognition, pay has been a key bone of contention.

Star 21/12/90

Talks signal end of railway strike

270

Cape Times 21/12/90

LOW-KEY talks between railway officials and representatives of thousands of striking railmen may lead to talks to resolve the costly seven-week-old dispute before the end of the week.

To date some 21 000 strikers have been sacked and rolling stock valued at R40-million has been destroyed in industrial sabotage.

Management of the SA Transport Services (Sats) denies that a multiple increases in rail, road and harbour tariffs announced yesterday is linked to these losses.

But the hike is the second since rail and pipeline tariffs were raised in April.

The mass dismissals, and the fact that the union could lose a substantial chunk of its membership as well as its key shopstewards, will put strong pressure on South African Railway and Harbour Workers' Union (Sarhwu) to seek a settlement.

But the strike has remained solid despite the dismissals. The strategy of breaking the strike through dismissing the workers and then selectively rehiring them has not worked.

Only 1 600 still on strike, says Sats

(270) B/Day 21/12/89

ADELE BALETA

ONLY 1 611 Sats workers were still on strike following the dismissal of 20 195 workers in just more than a month, Sats spokesman Alan Bleasdale said yesterday.

At the peak of the seven-week-old strike, Sats said 22 000 workers were involved in the industrial action, while the SA Railway and Harbours Workers' Union (Sarhwu) said 40 000 members had stopped work.

Bleasdale said 427 workers were fired yesterday — 314 in the southern Transvaal, 62 in northern Cape, 48 in the western Cape and three in Natal.

The breakdown of the number of workers still on strike was 864 workers in the western Cape, 546 in northern Cape, 93 in northern Natal, 58 in the southern Transvaal and 50 in the Free State.

The figures do not include more than 2 000 Pretoria employees who stopped work fear of intimidation.

Sats management said only a few work-

☐ To Page 2

Sats strike

B/Day 21/12/89 (270)

☐ From Page 1

ers in Natal had responded to a Sats advertisment by reapplying for employment

Early yesterday a Sats train was derailed when a truck left the rails in a shunting incident at Durban's Bayhead yard A Sats spokesman ruled out sabotage, adding the "minor mishap" happened at 5.15am and the line was clear an hour later

Police said a clash between strikers and non-strikers at Tembisa on the East Rand left one man dead and three others injured

Since the reopening of talks on Monday no date has been set for further talks between the parties

Sarhwu pointed out yesterday that Sats had not at any stage agreed to discuss wages — one of the strikers' key demands. When talks deadlocked on December 4 Sats rejected Sarhwu's proposal to refer all matters on the agenda to mediation Sarhwu had earlier turned down a proposal that dismissals be arbitrated

● See Page 4

The rail strike spreads into the postal sector

STAR 22/12/89 By Drew Forrest

The rail strike spilled over into the postal sector yesterday when about 600 North Rand telecommunications workers downed tools in a related dispute.

A post office spokesman said services were unaffected Talks with the Post and Telecommunications Workers Association (Potwa) were under way.

The reason for the strike appears to be workers' fears of violence on trains and demands that PO management provide alternative transport to work.

The union's general secretary, Mr Vusi Khumalo, said the post office agreed to transport workers on Tuesday this week, but then withdrew the facility. "Workers are furious They say they still face violence on the trains and outside the stations."

Mr Khumalo said workers who gathered at Milner Park in Johannesburg before being conveyed to work stations throughout the North Rand refused to work this morning.

DISMISSALS

270

The post office said it had provided transport to and from Soweto on Tuesday and Wednesday. This was an interim measure, and Sats had since said intimidation was not a major problem on the route.

● Another 523 rail strikers were dismissed yesterday — mainly in the Cape — bringing to 21 438 the dismissals so far

Sats's Mr Ian Bleasdale said job applications by fired strikers in Natal still stood at less than 20, although many workers had phoned to say they wanted to return to work

SA Railway and Harbour Workers Union leaders met yesterday to hammer out a mandate for further talks with Sats. The outcome was not known at the time of writing

270

More talks on agenda as strike enters eighth week

B/Day 22/12/89

ADELE BALETA

AS THE Sats strike entered its eighth week yesterday, SA Railway and Harbours Workers' Union's (Sarhwu's) national executive committee met to discuss the reopening of talks on Monday with management.

Details of the meeting were not available late yesterday.

Sats spokeman Ian Bleasdale said: "We are waiting for Sarhwu to come back to us. We will then set a time for further talks."

A total of 21 438 strikers have been fired. This included the 523 workers dismissed yesterday, Bleasdale said.

The breakdown of dismissals yesterday was northern Cape 277; western Cape 235, and Free State 11.

The dismissed workers represent more than 25% of Sats's black labour force of about 80 000.

At least 1 000 strikers still face dismissal.

Bleasdale said the re-employment process in Natal was very slow. Sats was considering implementing its re-employment programme in other regions.

Strikers had lost R18,5m in wages and damage to Sats property stood at R37,9m.

Sapa reports postal workers and management were negotiating yesterday over workers' demand for alternative transport in the wake of the Sats strike.

Post and Telecommunications Workers' Association (Potwa) spokesman Kgabiso Mosunkutu said the union supported Sarhwu members in their R1 500 minimum wage demand.

While workers were afraid of violence allegedly perpetrated by "scabs and vigilantes" on trains, they also wanted to avoid using Sats transport to pressure management to settle the strike.

'No justification' for Sats hikes

EDYTH BULBRING

SATS's announcement of increases in rail freight, harbour services and road-link tariffs were above the inflation rate and could not be justified, DP consumer affairs spokesman Harry Schwarz said yesterday.

Schwarz questioned whether the tariffs were being increased to show that the entities were viable for privatisation and attractive to the shareholder.

He said profitable services would be privatised, while unprofitable services would be retained and either tariffs would be increased to make them profitable, or the socially necessary services would be subsidised.

Taxpayers' money would be used to subsidise such services.

"The allegation that the weighted average increase is below the inflation rate is an argument of no substance as the user is concerned about the increase he has to pay, not the increase some other person using a different service pays," he said.

Since Sats's budget was presented in February with a plan for the year, the inflation rate had not increased to the extent of the increases imposed.

In recent months the inflation rate had decreased slightly and the rand had appreciated in value, assisting Sats in a number of respects.

If the overall inflation rate was to be used, then the 8% increase in April this year had to be combined with the average new increase of 13%, he said.

Sats fires 21 500 strikers

STAR 23/12/89.

ABOUT 21 500 striking SA Transport Services (Sats) workers have been fired in the seven-week-old strike. (270)

Sats spokesman Mr Leon Els said the dispute would "definitely not" be resolved before Christmas, but dismissals had slowed down over the Christmas period.

Sats had not been aproached by the SA Railways and Harbours Workers' Union (Sarhwu) since last Monday's talks between the union and Sats, Mr Els said.

Sarhwu officials attended a national executive committee meeting on Thursday to discuss the strike.

Mr Els said 4 200 workers were still on strike and that the re-employment programme in Natal was proceeding "very slowly".

He added that strikers had lost close to R19 million in wages. Damage to Sats property stood at almost R38 million. — Sapa.

No Christmas settlement in sight for SATS strikers

Star Times 23/12/89

270

JOHANNESBURG. — The seven-week-old SA Transport Services (SATS) strike, during which about 21 500 striking workers have been fired, is set to continue past Christmas.

SATS spokesman Mr Leon Els said the dispute would "definitely not" be resolved before Christmas.

Dismissals had slowed down over the Christmas period, with 56 striking workers sacked yesterday.

Mr Els said SATS had not been approached by the South African Railways and Harbours Workers' Union (Sarhwu) since Monday's talks between the union and SATS, adding he hoped talks would resume next week.

Meanwhile, Sarhwu officials attended a National Executive Committee meeting on Thursday to discuss the strike, but they could not be reached for comment yesterday

According to Mr Els there are still 4 200 workers on strike.

SATS' re-employment programme in Natal was proceeding "very slowly", with only 52 applications by fired workers to be re-employed, Mr Els added.

Strikers have lost close to R19million in wages, and damage to SATS property stood at almost R38m, he said. — Sapa

Star 28/12/89

More dismissed as Sats strike goes on

Staff Reporter

(270)

Talks to resolve the eight-week rail strike are unlikely to resume before the new year, according to officials of the South African Railways and Harbour Workers' Union (Sarhwu).

It and South African Transport Services have been locked in a dispute which has led to the dismissal of more than 20 000 workers.

Mr Ian Bleasdale of Sats said yesterday that its management was waiting to hear from the union on the question of talks.

Sarhwu national treasurer Mr Eliot Sogoni said the union was still awaiting the results of a meeting at the weekend to thrash out a mandate for further talks. "It is unlikely that any further development will take place before the new year"

Sapa reports that Sats dismissed another 669 Sarhwu strikers yesterday, bringing to 22 112 the number of dismissals since the start of the wage and recognition dispute, according to Sats public relations chief Mr Leon Els

Members of Sarhwu's national executive committee have set proposals for further talks, but they have to be formulated to be presented to Sats management, Sarhwu publicity secretary Mr Martin Sebakwana told Sapa yesterday.

According to Sats, there are still 3 984 workers on strike who have not been dismissed.

The situation nationwide was "particularly quiet" at the weekend

The only incident reported was the burning of a railway carriage at Cape Town on Saturday. There was minor damage, Mr Els said.

No date for the next round of discussions between Sats and the union has been set, said Mr Els, but Sarhwu said talks would continue in the near future.

The loss in salaries, not counting overtime and allowances, is estimated by Sats to be in excess of R20 million, but the loss to Sats through strike-related damage has been estimated at R37 million.

Post Office agrees to give workers transport

By Joe Openshaw

The Post Office yesterday agreed to transport workers — who fear harassment on trains due to the Sats strike — to and from their homes in Randfontein, Soweto, Evaton and Kagiso.

Agreement was reached at a meeting yesterday between the senior regional manager of the Post Office in Johannesburg, Mr Trevor Olsmdahl, and the Post Office and Telecommunications Workers' Association (Potwa).

On Tuesday and Thursday last week 4 000 postal workers downed tools and demanded that the Post Office arrange transport for them because they feared harassment on trains from "vigilantes" — non-striking members of the South African Railways and Harbours Workers' Union (Sarhwu) — who intimidate strikers and postal workers on trains.

"The vigilantes assault striking Sats workers and others indiscriminately. Potwa members who work on the North Rand and have to come in by train refuse to travel by rail to work," said Mr Siswe Matshiki, media representative of Potwa.

NEGOTIATIONS

The post offices affected when the postal workers downed tools during negotiations on Tuesday and Thursday last week stretched from Yeoville to Lanseria and included Sandown, Bryanston, Fourways and Halfway House.

The Post Office management also agreed yesterday to pay overtime wages to drivers of the buses transporting postal workers to their homes, and to report back to Potwa by January 3 on long-term arrangements to provide transport for workers.

Potwa wants management to agree to transport workers to and from their homes for the duration of the Sats strike.

Sats strike set to continue in 1990

The eight-week-old SA Transport Services strike is set to continue into the New Year with 22 271 strikers dismissed in the dispute, which has been characterised by a high incidence of violence resulting in several deaths and scores of injuries.

Another 159 workers were sacked yesterday, leaving 3 557 workers still on strike, acording to Sats public relations head, Mr Leon Els

Mr Els told Sapa that incidents of violence had "quietened down" over the festive period but Sats had lost R39 million in damages to property so far.

Striking workers had lost R20,25 million in wages since the beginning of the strike on November 2.

"There are no indications when Sats and the South African Railway and Harbours Workers' Union (Sarhwu) will continue with negotiations," Mr Els said.

He added both parties would "very much like to have the strike resolved".

The Sats re-employment programme in Natal had been "very slow" with very few respondents to a newspaper advertisement calling for sacked strikers to apply for re-employment.

Mr Els said of the 3 557 workers currently on strike, at least 2 220 were from the Pretoria region and had downed tools about two weeks ago demanding protection against intimidation. (270)

● Members of Sarhwu's national executive committee met at the weekend to discuss ways of ending the strike and are expected to present Sats with a set of proposals in the near future.

This follows the last round of talks between the two parties on December 18 in which Sarhwu told Sats they would "get back to us after their executive meeting", Mr Els said. — Sapa.

22 380 strikers fired by end of year

CAPE TIMES 30/12/89 (180A) (182) 270

JOHANNESBURG — The SATS strike will enter 1990 with 22 380 striking workers having been fired, following the dismissal of another 109 strikers on Friday.

The remaining 3 466 workers on strike are also set to lose their jobs unless the dispute is resolved early next year.

SATS public relations chief Mr Leon Els said the situation regarding dismissals would remain "static" until Tuesday, when dismissals are expected to resume.

Mr Els said SATS would continue with its programme of firing strikers in 1990 unless the SA Railway and Harbour Workers' Union (Sarhwu) contacted SATS with a set of "acceptable proposals".

Sarhwu is expected to contact SATS next week to discuss ways of ending the eight-week-old dispute, which has been characterised by a high degree of violence.

Mr Els said no incidents of violence had been reported to him yesterday. — Sapa

Sats fires more strikers

Star 31/12/87 By ANDREW GILLINGHAM

SATS strike violence has diminished over the Christmas period but more strikers have been dismissed. (270)

Sats spokesman Ian Bleasdale said that altogether 22 380 strikers had been paid off and R20,5-million in wages had been lost.

Damage from violence during the strike is estimated at R39-million But Mr Bleasdale said Sats was hopeful that the strike would be resolved early in the new year