

R 1 100-m to

STAR 1/2/75

update railways

265

Marshall Wilson

South African Railways is to spend more than R1 100-million in the next few years in a bid to keep pace with industrial expansion.

COAL, STEEL

Isacor was carrying out a vast expansion programme which should give Railways millions of tons of new traffic.

The Government was considering many applications from organisations that wanted to export coal. "There are a lot of tentative development projects, and we may have to double the original estimates of exports from Richards Bay," he said.

In April next year the Transvaal Coal Owners' Association begins shipment, under contract, of 2.5 million tons of coal a year to Japan. This should more than double until the oil crisis is resolved.

The need for a new marshalling yard on the Reef has been apparent for some years, as Assistant General Manager (Operating) Mr Hennie Loots is quick to admit.

"We are saddled with a series of small yards, which means that our facilities are totally inadequate," he says.

This year alone capital expenditure of R530-million is planned.

Top of the list of spending priorities is the Richards Bay coal line, due for completion early next year at a cost of more than R500-million.

Next in order of cost is the giant R400-million marshalling yard at Bapsfontein, on the Reef, which is scheduled for first-stage operation late in 1978.

Third comes the Sishen-Saldanha ore link, expected to cost a further R200-million before it is completed.

The Railways say they have been obliged to undertake this vast spending programme—32 per cent up on 1974-75—because of the deluge of new traffic expected within the next five years.

The SAR planning chief, Assistant General Manager H. J. du Toit, said in a recent interview with the International Railway Journal: "Traffic is climbing all the time. We're completely snowed under with new projects."

1975

HANSAARD 1 Q column 46-7.

FEBRUARY 7, 1975.

Container terminal in Ben Schoeman Dock X

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*28. Mr. H. A. VAN HOOGSTRAATEN asked the Minister of Transport:

- (1) Whether representations have been made to the Railways Administration in connection with the container terminal being built in the Ben Schoeman Dock; if so, what was the nature of the representations;
- (2) whether shipping lines have recommended any changes in the plans of the terminal; if so, what was the (a) nature and (b) purpose of the recommendations;
- (3) whether he has undertaken to introduce such changes; if not, why not;
- (4) whether he will make a statement on the matter.

The MINISTER OF TRANSPORT:

- (1) Yes. That the finger pier in the new Ben Schoeman Dock be widened.
- (2) Yes.
 - (a) That the area behind the long quay in the new dock be widened in a north-easterly direction.
 - (b) To ensure that when containerization has developed to its full extent, adequate working space will be available behind the container berths and in the back-up area.
- (3) No. The feasibility of the proposal is still being investigated.
- (4) No, not until the investigation has been completed.

HANSARD 3 Q. column 153 + 154,
17 February 1975.

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Sections of railway line allocated to electric/diesel locomotives: Stops eliminated: Overall running time/cost of operating of certain trains

75. Mr. L. F. WOOD asked the Minister of Transport:

- (1) Whether sections of the railway line between Durban and Cape Town have recently been allocated to the use of (a) electric and (b) diesel locomotives; if so, (i) what sections have been so allocated, respectively, and (ii) what is the single-track length of the sections in each case;
- (2) (a) how many water stops have been eliminated by the allocation and (b) what was the time taken up by locomotives at each such stop;
- (3) whether the overall running time of (a) the Orange Express, (b) the Drakensberg Express, (c) other long distance passenger trains and (d) goods trains on the route have been reduced; if not, why not;
- (4) what is the estimated cost of operating (a) the Orange Express and (b) the Drakensberg Express (i) per hour and (ii) per kilometre.

The MINISTER OF TRANSPORT:

- (1) (a) No.
(b) Yes.
 - (i) De Aar—Beaufort West.
 - (ii) 262 kilometres.

- (2) (a) One at Hutchinson.
(b) Fifteen minutes.
- (3) (a), (b), (c) and (d) No. Running time tests carried out over the section De Aar—Beaufort West since the introduction of diesel traction require to be evaluated before a decision can be taken in connection with a revised running schedule.
- (4) (a) (i) R297-00.
(ii) R5-86.
(b) (i) R203-00.
(ii) R4-00.

17 February 1975.

Inaugural flights by South African Airways X

82. Dr. G. F. JACOBS asked the Minister of Transport:

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(1) Whether any inaugural flights by the South African Airways Services have taken place since 1 January 1972; if so, (a) how many and (b) what in each case (i) was the date of the flight, (ii) were the point of departure and destination, (iii) was the total length of time of the flights and (iv) were the stops en route;

(2) what was (a) the name of each person invited, (b) the official capacity in which he was invited, (c) the reason for the invitation, (d) the class of seat allocated and (e) the normal air fare payable by the public in respect of the flight;

(3) whether other expenditure was incurred in respect of the invited persons; if so, what expenditure.

The MINISTER OF TRANSPORT:

(1) Yes.

(a) Eighteen.

(b)	(i)	(ii)	(iii)	(iv)
18 February 1972		Johannesburg—London	14 hours 40 minutes	Luanda
19 February 1972		Johannesburg—Frankfurt	15 hours 10 minutes	Luanda
3 March 1972		Frankfurt—Johannesburg	15 hours 15 minutes	Ilha Do Sal
4 March 1972		London—Johannesburg	14 hours 45 minutes	Ilha Do Sal
11 November 1972		Johannesburg—Lisbon	13 hours 10 minutes	Luanda
12 November 1972		Lisbon—Johannesburg	11 hours 15 minutes	Direct
18 November 1972		Johannesburg—Rome	17 hours	Luanda and Lisbon
19 November 1972		Rome—Johannesburg	15 hours 10 minutes	Lisbon
30 April 1973		Cape Town—Buenos Aires	8 hours 35 minutes	Direct
14 May 1973		Cape Town—Buenos Aires	8 hours 35 minutes	Direct
4 September 1973		Buenos Aires—Cape Town	7 hours 40 minutes	Direct
2 October 1974		Johannesburg—Hong Kong	14 hours 25 minutes	Seychelles
2 October 1974		Johannesburg—Athens	19 hours 40 minutes	Luanda, Lisbon and Rome
3 October 1974		Johannesburg—Amsterdam	17 hours 35 minutes	Luanda and Frankfurt
17 October 1974		Athens—Johannesburg	19 hours 35 minutes	Rome, Lisbon and Luanda
23 October 1974		Johannesburg—Hong Kong	14 hours 25 minutes	Seychelles
8 November 1974		Hong Kong—Johannesburg	14 hours 45 minutes	Seychelles
15 November 1974		Hong Kong—Johannesburg	14 hours 45 minutes	Seychelles

(2) and (3) It is common practice amongst airlines, with the concurrence of I.A.T.A., to arrange inaugural flights when new routes are introduced or existing routes are extended or when change of equipment is made, and to invite prominent persons in different walks of life in their individual capacities, or as representatives of groups or organizations, as guests on these flights. The purpose of an inaugural flight is to promote goodwill and to obtain publicity for the airline.

In view of the foregoing no purpose will be served by giving the further information desired by the hon. member.

21 February 1975.

South African ports: Increases in surcharges/obviating of delays X

*36. Mr. R. J. LORIMER asked the Minister of Transport:

- (1) Whether his Department has held or is to hold discussions with any shipping lines in regard to proposed increases in the surcharge levied on calls at South African ports; if so, with which lines;
- (2) whether any further action is to be taken by the Railways and Harbours Administration to obviate delays at South African ports; if so, what action; if not, why not;
- (3) what will the estimated additional costs be of the proposed increases in surcharges to South African importers and exporters;
- (4) whether he will make a statement on the matter.

The MINISTER OF TRANSPORT:

- (1) No.
- (2) Yes. A crash programme for the provision of additional physical and handling facilities has been embarked upon, whilst two-shift working has been introduced.
- (3) Not known.
- (4) No. The matter can conveniently be discussed during the Railway Budget debate.

Mr. W. V. RAW: Mr. Speaker, arising out of the reply of the hon. the Minister, can he inform the House whether two-shift working has been introduced at all quays or only at selected quays?

The MINISTER: Unfortunately I do not have that kind of information readily available and I should therefore like the hon. member to give notice of the question.

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HANSARD 3

Q. column 247

21 February 1975.

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X Average delay of ships at Port Elizabeth

123. Mr. T. ARONSON asked the Minister of Transport:

What was the average delay for (a) cargo vessels and (b) ore carriers waiting for working berths at Port Elizabeth during 1974.

The MINISTER OF TRANSPORT:

(a) 44,00 port working hours.

(b) 49,80 port working hours.

21 February 1975.

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Double shifts at harbours

128. Mr. T. ARONSON asked the Minister of Transport:

- (1) (a) When and (b) for which harbours were double shifts (i) considered and (ii) introduced;
- (2) (a) in respect of what percentage of berths do double shifts operate and (b) when is it anticipated that the congestion will be eliminated.

The MINISTER OF TRANSPORT:

- (1) (a) November 1974.
 - (b), (i) and (ii)
 - Table Bay Harbour: 16 December 1974.
 - Durban: 16 January 1975.
 - East London: 16 February 1975.
 - Port Elizabeth: 16 February 1975.
- (2) (a) Durban Harbour, Pier No. 1: 100%.
 - Durban Harbour, Point: 50%.
 - East London Harbour: 50%.
 - Port Elizabeth Harbour: 55%.
 - Table Bay Harbour: 61%.
- (b) Difficult to forecast as many factors, such as increases or decreases in tonnages offering, the situation in Mozambique and inclement weather, can affect normal harbour working. Everything possible is, however, being done to eliminate congestion at harbours.

25 February 1975.

Train accidents X

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*2. Dr. A. L. BORAINÉ (for Mr. R. J. Lorimer) asked the Minister of Transport:

- (1) How many train accidents causing (a) death and (b) serious injury to passengers or staff occurred during 1974;
- (2) (a) where and when did each accident occur and (b) how many persons were (i) killed and (ii) seriously injured in each accident;
- (3) (a) in respect of which accidents have the causes been determined and (b) what were the causes in each case.

The MINISTER OF TRANSPORT:

- (1) (a) Three.
- (b) Five.

(2)	(a)	(b)
(section)	(date)	(i) (ii)
Creighton—Donnybrook	26 January 1974	7 3
Inchanga—Botha's Hill	26 February 1974	— 3
Makokskraal—Ventersdorp	23 May 1974	3 —
Bayhead—Maydon Wharf	30 May 1974	— 1
Goudplaas—Mooketsi	24 August 1974	2 2
Ariamsvlei—Karasburg	26 October 1974	— 1
Bayhead Marshalling Yard	8 November 1974	— 1
Braamfontein Marshalling Yard	16 November 1974	— 2

- (3) (a) and (b)
 - Creighton—Donnybrook: Maximum permissible speed exceeded.
 - Inchanga—Botha's Hill: Maximum permissible speed exceeded.
 - Makokskraal—Ventersdorp: Passed crossing place without authority.
 - Bayhead—Maydon Wharf: Train admitted to an occupied line.
 - Goudplaas—Mooketsi: Passed crossing place without authority.
 - Ariamsvlei—Karasburg: Entered interloop without authority.
 - Braamfontein Marshalling Yard: Train moved without authority.

Mr. W. V. RAW: Mr. Speaker, arising out of the reply of the hon. the Minister, are these accidents only accidents between train and train and are accidents at level crossings and shunting accidents excluded?

The MINISTER: I shall find out what the position is and let the hon. member know.

25 February 1975.

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Section of railway line between Harrismith and Kroonstad/reduction in running time of Orange Express

*19. Mr. L. F. WOOD asked the Minister of Transport:

- (1) (a) When was the section of the railway line between Harrismith and Kroonstad opened to electric traction, (b) how many water stops have been eliminated and (c) what was the time taken up by locomotives at each such stop;
- (2) whether the change from steam to electric traction resulted in a reduction in overall running time of the Orange Express: if so, what was the reduction; if not, why not.

The MINISTER OF TRANSPORT
(Reply laid upon Table with leave of House):

- (1) (a) Harrismith—Bethlehem: 29 November 1969.
Bethlehem—Kroonstad: 1 May 1971.
- (b) Two for passenger trains in the up and three in the down direction.
Five for goods trains in each direction.
- (c) Passenger trains—up direction:
Arlington: 12 minutes.
Aberfeldy: 5 minutes.
Passenger trains—down direction:
Wonderkop: 5 minutes.
Arlington: 12 minutes.
Kransfontein: 8 minutes.
Goods trains—up direction:
Valsrivier: 8 minutes.
Arlington: 12 minutes.
Wonderkop: 8 minutes.
Aberfeldy: 8 minutes.
Kransfontein: 8 minutes.
Goods trains—down direction:
Wonderkop: 8 minutes.
Arlington: 10 minutes.
Valsrivier: 8 minutes.
Kransfontein: 8 minutes.
Aberfeldy: 5 minutes.

- (2) Yes. 50 minutes up direction. 33 minutes down direction.

HANSARD. L. Q. 271-72-73-74.
25 February 1975.

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Payment of unpaid claims: Derailment at Opblaas

*26. Mr. F. HERMAN asked the Minister of Transport:†

- (1) Whether the payment of all unpaid claims, referred to in Question No. 1, put on 5 June 1973, has now been completed;
- (2) (a) what are the names and addresses of the persons to whom claims for damages have been paid to date and (b) what amount, excluding legal costs, was paid to each;
- (3) whether all claims were paid to the claimants personally; if not, what are the names and addresses of the claimants' representatives to whom amounts were paid.

†The MINISTER OF TRANSPORT (Reply laid upon Table with leave of House):

- (1) No.
- (2) (a), (b) and (3) In the following cases a cheque in respect of the compensation payable, has been forwarded directly to the claimant's residential/work address:

Name and address	Amount
Abedmigo Molakeng, Moshoeshoe Section, Kathlehong, Germiston.	R118-00
Isaac Mathoma, 181B, Dube Men's Hostel, Meadowlands, Johannesburg.	R99-95

Name and address	Amount
Leah Nutsingay, c/o Olivier, Roscommon Road, Park View, Johannesburg.	R57-80
Shabon Timson Movhari, c/o Mr. E. H. Barry, 41 Somerset Street, Mayfair, Johannesburg.	R97-86
Johannes Moreni, Florida Primary School, P.O. Box 11028, Unified.	R50-50
Samson M. Madaudzi, 44-45 Anglo American Corporation, Main Street, Johannesburg.	R38-00
Amos Lekota, The Caretaker, City Hall of Johannesburg, Johannesburg.	R37-50
Martin Mothapo, c/o Arkite Burglar Alarms, P.O. Box 8525, Johannesburg.	R35-00
Edward Nefuri, c/o Mr. F. J. van Wyk, 32 Standard Drive, Blairgowrie, Johannesburg.	R55-00
Andries Malazda, c/o Mr. Vic Doden, P.O. Box 9596, Johannesburg.	R120-00
William Lebogo, c/o Music Leisure, P.O. Box 5862, Johannesburg.	R15-00
Petrus Moremi, Nhlapo Section, Kathlehong, Natalspruit.	R139-83
Wilson Mabokho, c/o Mulima Cash Store, Private Bag 400, Daviesville, Via Soekmekaar.	R1 878-00
Jack Machaba, c/o The Caretaker, Paul Kruger Building, Johannesburg.	R70-00

Joseph Munyani, R90-00
 c/o Nola Industry,
 P.O. Box 72,
 Randfontein.

Samuel Makondalela, R400-00
 Room 536,
 Meadowlands Hostel,
 Iketlo,
 Johannesburg.

Rufus Malema,
 14 Davidson Street,
 Northcliff,
 Johannesburg.

Lucy Matlou,
 21 Stevens Street,
 Blairgowrie,
 Johannesburg.

In the undermentioned cases a cheque in favour of the claimant has been forwarded directly to his/her legal representative:

Name	Amount	Name and address of legal representative
	R	
Thomas Magidimisa	250-00	Broomberg, Graff and Narb, 7, 5th Floor, House, Rissik Street, Johannesburg.
Malabasi Florah Nyathi	6 329-00	Alexander Tollachi, Tenth Floor, B.P. Centre, Johannesburg.
H. Mamabolo	4 374-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
T. Rachekhu	5 648-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Hilda Maselesele	4 901-00	Reeders, Tegel and Rossentenstein, Palace Building, Johannesburg.
Elizabeth Makhubela	275-00	Legal Aid Bureau of Johannesburg, Suites 16 and 17, 5th Floor, Markhams Building, Eloff Street, Johannesburg.
Simon Radovha	200-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
David Silaha	3 063-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Mary Seripe	100-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
William Maake	1 750-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Ezekiel Sigooa	4 597-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Malesela Makokoane	30 948-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
George Roselitsa	3 244-70	H. Dolowitz, P.O. Box 1415, Johannesburg.
Andrew Mamphea	4 650-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Philemon Mohandana	252-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Cecilia Mabale	170-80	H. Dolowitz, P.O. Box 1415, Johannesburg.
Florenco Maselesele	160-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Phineas Rauhambelani	3 778-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Daniel Nkwatsi	13 000-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Basilius Ramaphakela	190-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Elizabeth Monini	2 300-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Julia Nkwinka	3 680-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Elizabeth Makwanela	6 710-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Samuel Sambo	3 500-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Salome Kganyago	345-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Mary Seripe	225-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Levy Letsoale	1 065-00	H. Dolowitz, P.O. Box 1415, Johannesburg.
Regina Mabisela	175-00	Deneys Reitz, Ridsdale and Guinsberg, Anglovaal House, 56 Main Street, Johannesburg.
Joyce Bopape	9 429-00	N. G. Patel, Cachalia en Loonat, P.O. Box 25105, Ferreirastown, Johannesburg.

In the following cases a cheque in respect of the compensation payable has

been made out in favour of and forwarded to the Bantu Affairs Commissioner/Magistrate mentioned:

Name	Amount	Bantu Affairs Commissioner/Magistrate
	R	
Ferdinand Mophisi	400-00	Bantu Affairs Commissioner, Germiston.
Jan Letsoale	4 220-00	Bantu Affairs Commissioner, Germiston.
Abel Semenya	850-00	Bantu Affairs Commissioner, Germiston.
Jan Sebola	500-00	Bantu Affairs Commissioner, Germiston.
Ellias Baloyi	32 799-00	Magistrate, Giyani.
William Magalacheche	1 200-00	Bantu Affairs Commissioner, Johannesburg.
William Maloko	3 913-50	Bantu Affairs Commissioner, Johannesburg.
Wilson Ramathola	1 100-00	Bantu Affairs Commissioner, Johannesburg.
Samuel Masithulela	659-00	Bantu Affairs Commissioner, Johannesburg.
Esther Chauke	1 027-00	Bantu Affairs Commissioner, Johannesburg.
Alpheus Selowa	800-00	Bantu Affairs Commissioner, Johannesburg.
William Mmolo	1 500-00	Bantu Affairs Commissioner, Johannesburg.
Thomas Dlamini	300-00	Bantu Affairs Commissioner, Johannesburg.
Thomas Dube	1 650-00	Bantu Affairs Commissioner, Johannesburg.
Edwin Thantsha	4 000-00	Bantu Affairs Commissioner, Johannesburg.
William Mtholo	9 659-00	Bantu Affairs Commissioner, Johannesburg.
Samuel Moemi	180-00	Bantu Affairs Commissioner, Johannesburg.
Albert Motema	500-00	Bantu Affairs Commissioner, Louis Trichardt.

*27. Mr. T. HICKMAN—Reply standing over.

HANSARD A

Q. column 273

25 February 1975.

Report of committee investigating passenger transport for non-Whites

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*28. Mr. T. HICKMAN asked the Minister of Transport: †

- (1) Whether the committee appointed to investigate passenger transport for non-Whites has submitted its report; if not, when is it expected that the committee will complete its work; if so,
- (2) whether the report will be laid upon the Table.

†The MINISTER OF TRANSPORT:

- (1) Yes.
- (2) No.

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HANSARD. L. Q. 290-91-92

25 February 1975.

Subsidy paid into Coloured Transport Account by Department of Transport

130. Mr. G. N. OLDFIELD asked the Minister of Transport:

- (1) Whether a subsidy is paid into the Coloured Transport Account by the Department of Transport; if so, (a) on what basis, (b) what was the amount of the subsidy paid in (i) 1973 and (ii) 1974;
- (2) (a) on what basis is money paid from the Account, (b) to which bodies was payment made during (i) 1973 and (ii) 1974 and (c) what amount was paid to each of these bodies during each of these years.

The MINISTER OF TRANSPORT:

- (1) No. Only levies which are received from employers in a declared area are paid into the Coloured Transport Account.
 - (a) 20c per week for each adult Coloured employed by such an employer.
 - (b) (i) Contributions by employers which were collected for the period 1 January 1973 to 31 December 1973 amount to the following:
Cape area: R1 801 804-80.
Port Elizabeth area: R303 103-08.
Johannesburg area: R98 788-67.

① 265

② 84

(ii) Contributions by employers which were collected for the period 1 January 1974 to 31 December 1974 amount to the following:
Cape area: R2 342 739-08.
Port Elizabeth area: R375 195-72.
Johannesburg area: R116 419-75.

(2) (a) There is no fixed basis. Each application is considered on merit and approved by the Minister on the recommendation of the National Transport Commission.

(b) (i) Payment was made to the following instances during the period 1 January 1973 to 31 December 1973:

Cape area: Simonstown Passenger Transport Ltd. and

Port Elizabeth area: Port Elizabeth Passenger Transport Ltd.

(ii) Payment was made to the following instances during the period 1 January 1974 to 31 December 1974:

Cape area:

(a) Mamre Passenger Transport Ltd.

(b) Boland Passenger Transport Ltd.

(c) City Tramways Ltd.

(d) Simonstown Passenger Transport Ltd.

Port Elizabeth area:

(a) Port Elizabeth Passenger Transport Ltd.

(b) Uitenhage Passenger Transport Ltd.

Johannesburg area:

(a) Putco Ltd.

(b) Greyhound Bus Lines (Pty.) Ltd.

(c) The following amounts were paid to the undermentioned instances for the period 1 January 1973 to 31 December 1973:

Cape area:

Simonstown Passenger Transport Ltd: R1 781-00

Port Elizabeth area:

Port Elizabeth Passenger Transport Ltd: R64 972-00

The following amounts were paid to the undermentioned instances for the period 1 January 1974 to 31 December 1974:

Cape area:

(a) Mamre Passenger Transport Ltd: R10 813-43

(b) Boland Passenger Transport Ltd: R7 803-12

(c) City Tramways Ltd: R226 865-33

(d) Simonstown Passenger Transport: R15 791-65

Port Elizabeth area:

(a) Port Elizabeth Passenger Transport Ltd: R159 402-85

(b) Uitenhage Passenger Transport Ltd: R16 770-60

Johannesburg area:

(a) Putco Ltd.: R36 573-82

(b) Greyhound Bus Lines (Pty.) Ltd.: R859-80

27 February 1975.

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X Replacement of steam locomotives by heavy electric/diesel traction

125. Mr. T. ARONSON asked the Minister of Transport:

- (1) Whether steam locomotives are to be replaced by heavy electric or diesel

traction; if so, by what date is it anticipated that steam locomotives will be replaced;

- (2) (a) how many steam locomotives are still in service, (b) what will be the cost of replacing them and (c) to what use will the replaced steam locomotives be put;
- (3) (a) how many electric locomotives are to be bought and (b) what is the estimated expenditure involved;
- (4) what is (a) the estimated number of diesel locomotives that will be bought in the next five years and (b) the estimated expenditure involved.

The MINISTER OF TRANSPORT:

- (1) Yes. 1994.
- (2) (a) 1948 on 20 February 1975.
(b) Approximately R390 million.
(c) A certain number of the more modern locomotives will be kept in a good working condition for emergency use. The remainder will be withdrawn from service.
- (3) (a) Approximately 800.
(b) Approximately R310 million.
- (4) (a) 510.
(b) Approximately R125 million.

27 February 1975.

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Development of Port Elizabeth harbour

124. Mr. T. ARONSON asked the Minister of Transport:

Whether the development of the Port Elizabeth harbour from 1975 to 1980 is being planned in stages; if so, (a) what are the stages anticipated to be completed in each year and (b) what is the estimated expenditure for each of these years.

The MINISTER OF TRANSPORT:

Yes.

(a) Facilities for overseas container traffic—

Stage 1:

- (i) Extension of the breakwater by 335 metres.
- (ii) Construction of a concrete wall from the eastern tip of the Charl Malan Quay in a northerly direction for 400 metres and then landwards behind the present berths numbers 6 and 7.
- (iii) Reclamation of an area behind the aforementioned berths.
- (iv) Conversion of the present berths numbers 6 and 7 into a con-

tainer berth which is to be commissioned by June 1977.

Stage 2:

- (i) Continuation of the concrete wall and reclamation of an area behind the present berths numbers 4 and 5.
- (ii) Conversion of berths numbers 4 and 5 into a second container berth which is to be commissioned during March 1978.

Stage 3:

- (i) Deepening of the basin of the Charl Malan Quay to minus 12,2 metres,
- (ii) of the entrance channel to the harbour to minus 14,5 metres which should be completed by March 1978.

Work in connection with the provision of facilities for motor-car and coastwise container traffic at this harbour will also commence during April 1975 and is expected to be completed towards the end of 1976.

(b) Estimated expenditure—

Financial year

1975-'76	R4,9 million
1976-'77	R10,7 million
1977-'78	R12,4 million
1978-'79	R6,4 million

The estimated expenditure in respect of the provision of the facilities for motor-car and coastwise container traffic is R1,9 million and will be spread over the two financial years.

28 February 1975.

**Railway circuit linking certain suburbs
with Pretoria**

*29. Mr. W. M. SUTTON (for Mr. W. V. Raw) asked the Minister of Transport:

- (1) Whether there is a railway circuit linking the northern and north-eastern suburbs of Pretoria with Pretoria station; if so, what stations are so linked;
- (2) whether the circuit is served by a single or a double line;
- (3) whether suburban station platforms on the line are built to passenger height;

(4) whether any suburban passenger service is operated on the circuit; if not, why not;

(5) what is the estimated capital investment in the circuit.

The MINISTER OF DEFENCE (for the Minister of Transport):

- (1) Yes. Mears Street, Devenish Street, Walker Street, Loftus Versfeldpark, Rissik, Hartbeesspruit, Koedoespoort, Queenswood, Pierneefsrus, Villieria, Deerness, Gezina, Capital Park, Hercules, Bantule, Golf, Schuttestraat, Pretoria West, Barracks and Pretoria B.
- (2) Double line.
- (3) Yes.
- (4) Yes.
- (5) Approximately R35 million.

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HANSAARD 4

Q. column 327

28 February 1975.

265

Appeal to commerce and industry to alleviate position at harbours

*37. Mr. T. HICKMAN asked the Minister of Transport: †

Whether the Railways and Harbours Administration has made an appeal to commerce and industry with a view to alleviating the position at harbours; if not, why not; if so, what was (a) the purport of the appeal and (b) the reaction of commerce and industry.

†The MINISTER OF DEFENCE (for the Minister of Transport):

Yes.

(a) That—

- (i) cargo be timeously cleared;
- (ii) cargo be accepted on holidays, week-ends and after hours;

(iii) cargo be better marked and addressed;

(iv) better packaging be prescribed to prevent damage;

(v) imported timber be bundled;

(vi) the distribution of consignments of steel to numerous destinations be limited; and

(vii) imports through Table Bay Harbour during March and April 1975, when fruit exports reach a peak, be limited.

(b) Whilst the co-operation of the executive officers of organized commerce and industry has been obtained, they cannot compel their members to respond. In general the reaction has been favourable but the requests concerning uncleared cargo, after-hours acceptance and packaging have not been met in all instances. It is as yet too early to gauge the reaction to the request that imports through Table Bay Harbour be limited during the height of the fruit export season.

7

Regulating of working hours by Department of Planning

THE MINISTER OF PLANNING AND THE ENVIRONMENT replied to Question

by Mr. T. Hickman

Question

Whether his Department has given consideration to the staggering of work hours in order to relieve the burden on passenger services during peak hours, if not, why not, if so, what progress has been made in this connection.

Reply

Yes

(a) Following recommendations by a subsidiary Committee of the Planning Advisory Council on 30 August 1974,

a Committee on which both the private and public sector are represented, was instituted to investigate practical ways and means of imple-

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4. 202-1-1

menting a system of staggered working hours for Pictoria in order to assist in the alleviation of transportation problems. In this connection discussions with the Public Service Commission, South African Railways and the City Council have been held and an opinion poll amongst various employers' associations has been undertaken.

(b) On the basis of results and experience gained from the Pretoria case study and taking into consideration the findings and recommendations of the Committee of Inquiry into Urban Transport Facilities (the Presser Committee) work in this respect will be extended to other centres where problems are being experienced.

(c) A report on the subject will be released as soon as sufficient practical experience has been gained.

28 February 1975.

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Commuter/main-line passenger services

*28. Mr. T. HICKMAN asked the Minister of Transport:†

- (1) What (a) commuter and (b) main-line passenger services were (i) curtailed and (ii) cancelled during each of the past five years;
- (2) what amount was saved by the Railways and Harbours Administration in each of the years mentioned as a result of these curtailments and cancellations.

†The MINISTER OF DEFENCE (for the Minister of Transport) (Reply laid upon Table with leave of House):

- (1) (a) (i) Financial year—
- 1970-71: None
 - 1971-72: Cape Town—Retreat
Cape Town—Wynberg
Cape Town—Muizenberg
Cape Town—Fish Hoek
Cape Town—Simonstown
Cape Town—Heathfield
Cape Town—Kraaifontein
 - 1972-73: None
 - 1973-74: Port Elizabeth—New Brighton
Port Elizabeth—Uitenhage
Germiston—Alberton

- Germiston—Union Springs—Nigel
- Pretoria—on various suburban sections
- 1974-75: None

- (a) (ii) 1970-71: None
- 1971-72: None
 - 1972-73: Benoni—Welgedag
Bloemfontein—Mielorane
Bloemfontein—Lynchfield
Bloemfontein—Kloofeind
Bloemfontein—De Bloem
 - 1973-74: None
 - 1974-75: None

- (b) (i) 1970-71: None
- 1971-72: None
 - 1972-73: Johannesburg—Kroonstad
Johannesburg—Breyten
Bloemfontein—Kimberley
Kimberley—Hotazel
 - 1973-74: Kokstad—Franklin
Franklin—Matatiele
Pietermaritzburg—Franklin
Pretoria—Witbank
Johannesburg—East London
Bloemfontein—Port Elizabeth
Port Elizabeth—Johannesburg
 - 1974-75: None

- (b) (ii) None

- (2) Financial year—
- 1970-71: None
 - 1971-72: R 400 000
 - 1972-73: R1 150 000
 - 1973-74: R4 000 000
 - 1974-75: None

- Financial year—
- 1970-71: None.
 - 1971-72: R400 000.
 - 1972-73: R1 150 000.
 - 1973-74: R4 000 000.
 - 1974-75: None.

HANSARD. 5. Q. columns. 360-1

4 March 1975.

**Share of Railways and Harbours
Administration in transport market**

*28. Mr. T. HICKMAN asked the Minister of Transport: †

Whether the Railways and Harbours Administration has statistics that reflect the Administration's share in the total South African transport market; if so,

what was such share during each of the past ten years.

†The MINISTER OF TRANSPORT:

No.

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HANSAARD 5

Q. column 375

4 March 1975.

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X Customs clearance at Oribi aerodrome

The MINISTER OF TRANSPORT replied to Question *36, by Mr. G. W. Mills:

Question:

- (1) Whether any representations have been made to him to facilitate customs clearance of international flights from Oribi aerodrome, Pietermaritzburg; if so, (a) by whom and (b) when were the representations made;
- (2) whether any steps are contemplated in this connection; if so, what steps; if not, why not.

†Reply:

- (1) Yes.
 - (a) Pietermaritzburg Aero Club, Pietermaritzburg Municipality and Mr. W. M. Sutton, M.P.
 - (b) On 26 October 1973, 6 June 1974 and 1 December 1974, respectively.
- (2) No further steps are contemplated. The Department of Transport is not responsible for the provision of customs and passport control services, but merely acts as the co-ordinator between the Departments concerned when requests for the provision of these services at aerodromes are received.

On each occasion mentioned all the Departments involved with the provision of customs and passport control services were consulted.

HANSARD 5

Q. cobena 409-410
7 March 1975.

Distribution of coal/anthracite

*36. Mr. W. H. D. DEACON asked the Minister of Economic Affairs:

- (1) Whether the departmental investigation into alleged monopolistic tendencies in the distribution of coal and anthracite has submitted its report; if not,
- (2) when is the report expected to be submitted;
- (3) whether he will make a statement on the matter.

†The MINISTER OF ECONOMIC AFFAIRS:

- (1) No departmental investigation is presently being undertaken into alleged monopolistic tendencies in the distribution of coal and anthracite.
- (2) Falls away.
- (3) I am aware of the fact that the local marketing of coal and anthracite is carried out by a single organization with a limited number of agencies in the various regions of the country. The actions of this organization are under continuous scrutiny and should it render itself guilty of undesirable monopolistic practices, I shall not hesitate to take the necessary corrective measures.

- 1. 265
- 2. ~~28~~
- 3. 216

†The MINISTER: In addition, I should just like to refer the hon. member to a reply which I furnished on 4 March in reply to question 25 in respect of the general position in the distribution trade of coal and anthracite.

Mr. W. H. D. DEACON: Mr. Speaker, arising out of the hon. the Minister's reply, could he tell me whether allegations in regard to certain possible monopolistic tendencies in the distribution of anthracite are in fact being investigated by the Department of Commerce?

†The MINISTER: I have already indicated in general that if and when complaints of this nature in respect of this industry or any other industry are lodged with the department, they are investigated in any case, as a matter of principle.

HANSARD 5

Q. column 410

7 March 1975

265

Coal and Anthracite Producers' Association X

*37. Mr. W. H. D. DEACON asked the Minister of Transport:

Whether the South African Railways and Harbours Administration has encountered any difficulties as a result of arrangements made by the Coal and Anthracite Producers' Association in connection with rationalizing the distribution of coal and anthracite; if so, what difficulties.

The MINISTER OF TRANSPORT:

No.

7 March 1975.

265

Ships moved in Durban harbour

*26. Brig. C. C. VON KEYSERLINGK
asked the Minister of Transport:

- (1) How many ships were moved from one berth to another in Durban harbour during each week of January and February 1975;
- (2) (a) what (i) harbour craft, (ii) White personnel and (iii) non-White personnel were involved in each such movement of vessel, (b) what is the estimated cost of such movement per ship, (c) who is liable for the cost and (d) what are the reasons for changing berths.

The MINISTER OF TRANSPORT
(Reply laid upon Table with leave of House):

- (1) Week ended--

4 January	29
11 January	79
18 January	67
25 January	75
1 February	64
8 February	98
15 February	79
22 February	73
28 February	36
- (2) (a) (i) One tug and one launch were utilized in 540 movements, whilst two tugs and one launch were utilized in 60 movements.
 - (ii) An average of thirteen.
 - (iii) An average of twenty-three.
- (b) Approximately R257.
- (c) Ships' agents were liable for the cost of 509 movements whilst the others were carried out for departmental convenience.
- (d) Durban harbour is in many instances regarded as a terminal port and after having been discharged, certain ships of necessity must move to specialized berths such as the grain elevator and container berths, the dry dock, repair quay or to berths where shipment cargo has accumulated. In certain instances they are also required to move to other berths to discharge certain types of cargo or to make way for mail boats and passenger liners.

HANUARD 5

Q. column 410-411

7 March 1975

265

Conveyance of coal/anthracite X

*38. Mr. W. H. D. DEACON asked the Minister of Transport:

- (1) Whether there are any shortages of trucks for the conveyance of coal and anthracite from collieries to the various distribution points in the Republic; if so, what steps are being taken to overcome the shortage;
- (2) whether he will make a statement on the matter.

The MINISTER OF TRANSPORT:

(1) and (2) Yes, in some instances in Natal, partially caused by some suppliers giving preference to exports over and above their allocated monthly export quota. In an endeavour to overcome the situation, all general traffic from the Witwatersrand and neighbouring areas destined for the Natal System, is being conveyed in open bogies instead of covered goods wagons, whilst the maximum number of empty bogie trucks available in the Orange Free State are supplied to the Natal System for allocation to collieries.

HANSARD 5

7 March 1975.

Q. column 413-414

265

Delay in discharge of ships at main harbours X

*43. Mr. H. G. H. BELL asked the Minister of Transport:

What was the delay in actual hours in the discharge of ships at Cape Town, Port Elizabeth, East London and Durban, respectively, during each week in November and December 1974 and in January 1975.

†The MINISTER OF TRANSPORT (Reply laid upon Table with leave of House):

The average delay per ship was as follows:

Week ended—	Cape Town	Port Elizabeth	East London	Durban
8 November 1974	107	98	35	70
15 November 1974	53	140	159	39
22 November 1974	83	164	63	36
29 November 1974	29	155	67	77
6 December 1974	37	244	96	184
13 December 1974	24	198	152	110
20 December 1974	26	259	56	199
27 December 1974	None	94	62	243
3 January 1975	None	208	33	163
10 January 1975	None	189	56	164
17 January 1975	None	120	42	116
24 January 1975	28	82	16	175
31 January 1975	35	71	27	192

HANSARD 6

Q. column 434-5.

11 March 1975.

Cost of manufacture of passenger coaches X

*10. Mr. T. HICKMAN asked the Minister of Transport:†

What is the present cost of manufacture of a (a) first class, (b) second class and (c) third class passenger coach used for urban passenger transport.

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†The MINISTER OF TRANSPORT:

- (a) Electric motor-coach: R221 770-00.
Plain trailer and suburban coach:
R70 450-00.
- (b) Not being used on suburban train services.
- (c) Electric motor-coach: R218 250-00.
Plain trailer and suburban coach:
R66 950-00.

11 MARCH 1975

265

Cost of manufacture of passenger coaches X
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What is the present cost of manufacture of a (a) first class, (b) second class and (c) third class passenger coach used for urban passenger transport.

The MINISTER OF TRANSPORT:

(a) Electric motor-coach: R221 770-00,
Plain trailer and suburban coach:
R70 450-00

(b) Not being used on suburban train services,

(c) Electric motor-coach: R218 250-00,
Plain trailer and suburban coach:
R66 950-00.

11 MARCH 1975

11 MARCH 1975

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Restaurateur at Ben Schoeman Airport

*27. Mr. T. G. HUGHES asked the Minister of Transport:

What are the contract terms between the restaurateur at the Ben Schoeman Airport and the South African Airways with regard to serving refreshments to people of different races.

The MINISTER OF TRANSPORT:

The Department of Transport and not the South African Airways entered into a contract with the restaurateur. The contract contains no conditions in regard to the serving of refreshments to people of different races.

Mr. T. G. HUGHES: Mr. Speaker, arising out of the reply of the hon. the Minister, has his attention been drawn to a report that a Nigerian journalist was refused service at the East London Airport?

The MINISTER: Yes.

Mr. T. G. HUGHES: Further arising out of the reply, has the hon. the Minister taken steps to see that this sort of thing does not happen again?

The MINISTER: It does not fall within my province to take steps.

Mr. W. V. RAW: Mr. Speaker, further arising out of the reply, can the Minister in his capacity as Minister of Transport and not in his capacity as Minister charged with the South African Airways, indicate whether it is correct that the contract forbade the serving of non-Whites at the airport?

The MINISTER: There are no terms in the contract which forbid the serving of people of different race groups in those restaurants. The owner of the restaurant can decide whether he wants to serve any particular customer or not.

Mrs. H. SUZMAN: Mr. Speaker, further arising out of the hon. the Minister's reply, will he consider cancelling the licence which was issued to this person?

The MINISTER: No

Mrs. H. SUZMAN: You should

TR. 25.92

TR. 25.92

TR. 25.92

44
TRANSARD 6

Q column 435-6
11 March 1975

265

X Unitized cargo working in Durban harbour

*12. Mr. T. HICKMAN asked the Minister of Transport: †

- (1) Whether the unitized cargo working introduced at Durban harbour last year, is now used generally in that harbour;
- (2) whether this working has been extended to other harbours; if not, why not.

†The MINISTER OF TRANSPORT:

(1) and (2) No. Although the expansion of unitized cargo working is propagated by the Department, the cargo offered in accordance with this system is not sufficient to justify the allocation of further unitized cargo working berths in Durban harbour or the extension thereof to other harbours.

HANSARD 6

Q. column 456

11 March 1975.

265

X Suburban trains in Pretoria

*33. Mr. W. V. RAW asked the Minister of Transport:

How many suburban trains operate in each direction daily on the circuit linking the northern and north-eastern suburbs with Pretoria station.

The MINISTER OF TRANSPORT
(Reply laid upon Table with leave of House):

Four trains operate daily on the whole circuit from Mondays to Fridays. Details of trains which operate daily on a part of the circuit only, are as follows:

Koedoespoort-Hercules-Pretoria:
Mondays to Fridays—24.
Saturdays—14.
Sundays—10.

Pretoria-Hercules-Koedoespoort:
Mondays to Fridays—20.
Saturdays—12.
Sundays—9.

Pretoria-Rissik-Koedoespoort:
Mondays to Fridays—43.
Saturdays—24.
Sundays—13.

Koedoespoort-Rissik-Pretoria:
Mondays to Fridays—36.
Saturdays—21.
Sundays—14.

265

HANSARD 7. Q columns 528-29.
18 March 1975.

~~18 March 1975~~
2

Transportation of livestock

27. Mr. H. J. VAN ECK asked the Minister of Transport:

(1) How many (a) head of cattle, (b) head of sheep, (c) goats and (d) pigs were transported (i) to (aa) controlled markets and (bb) other destinations and (ii) died in transit during 1972, 1973 and 1974, respectively.

(2) How many trucks were required for this transportation during each of these years.

The MINISTER OF ECONOMIC AFFAIRS (for the Minister of Transport) (Reply laid upon Table with leave of House)

(1) Separate details of the type of animals transported to controlled markets and other destinations or which died in transit, are not readily available. Details of the number and type

of animals transported are, however, as follows:

Cattle—	
1972	2 685 229
1973	2 513 900
1974	1 969 572
Sheep and goats—	
1972	6 248 721
1973	4 896 219
1974	4 736 667
Pigs—	
1972	665 727
1973	760 744
1974	735 731

Details of the number and type of animals in respect of which claim-disbursements for deaths and delays were made, are as follows:

Cattle—	
1972	724
1973	828
1974	884
Sheep and goats—	
1972	2 007
1973	1 882
1974	1 101
(2)	
1972	405 889
1973	347 298
1974	298 613

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Q. 585-7

21 March 1975.

(1) 265
~~(2) 85~~

Restaurants at Ben Schoeman Airport

Question:

The MINISTER OF COMMUNITY DEVELOPMENT replied to Question *33, by Mr. T. G. Hughes:

Whether there are any restrictions on the access of the different race groups to, and their use of, restaurants at the Ben

Schoeman Airport at East London; if so, (a) what are the restrictions and (b) under what authority have they been imposed.

Reply:

No, not in terms of the Group Areas Act, No. 36 of 1966.

(a) and (b) fall away.

MR T. G. HUGHES: Arising out of the hon. Minister's reply, has no restriction been applied under any law. MINISTER OF PLANNING & ENVIRONMENT: Not under any law under the administration of my Department.

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Q. Colca 588

21/3/75

X Off-shore ore loader at St. Croix

176. Mr. T. ARONSON asked the Minister of Economic Affairs:

- (1) Whether any Government Departments or semi-public corporations have in the last six months inspected the proposed off-shore ore loader at St. Croix; if so, what was the purpose of each visit;
- (2) whether they have submitted any reports to him; if so;
- (3) whether the reports are to be made public.

The MINISTER OF ECONOMIC AFFAIRS:

- (1) None of the Departments or semi-public corporations under my jurisdiction has in the last six months inspected the site of the proposed off-shore ore loader at St. Croix.
- (2) and (3) fall away.

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Hansard 8

Q Columns 591-92
25 March 1975

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Freight carried by rail: Rolling stock

*6. Mr. G. W. MILLS asked the Minister of Transport:

(1) What was the tonnage of freight carried by rail between South Africa and (a) Rhodesia and (b) Mozambique during each year from 1964 to 1974;

(2) whether any rolling stock of the Railways and Harbours Administration has not been recovered from these countries; if so, (a) what stock and (b) from which countries.

†The MINISTER OF ECONOMIC AFFAIRS (for the Minister of Transport) (Reply laid upon Table with leave of House):

(1) Full details in respect of the tonnages conveyed are not readily available as statistics are only kept for a limited period of time. The following details are in respect of tonnages conveyed since 1969:

(a) Financial Year—

1969-'70	1 530 239
1970-'71	1 294 349
1971-'72	1 165 969
1972-'73	1 065 890
1973-'74	1 144 110

(b) Financial year—

1969-'70	5 913 333
1970-'71	6 467 860
1971-'72	5 686 154
1972-'73	5 867 953
1973-'74	6 239 454

(2) No.

~~1 78 A~~

2 265

F.M. 4/4/75 (265)
PORT CONGESTION - 1

Durban improves

It's beginning to look as if Durban may just be beating its port congestion crisis at long last.

At the time of going to press, the

number of ships waiting off-shore during the previous 12 days ranged from 17 (the lowest this year) to 21, with average waiting time of 5-7 days and maximum delays of 12,5-16 days.

Which is a decided improvement on the record 56 ships earlier this year and delays of up 21 days.

However, it needs to be pointed out that general cargo ships are still suffering most, waiting up to 16 days as coasters, passenger liners and ships taking on bunkers get priority entry.

Nonetheless, it does seem the recently-introduced two-shift system of harbour working is slowly taking effect. At present, it's only in force in half the harbour. At those berths working full double-shifts (New Pier and New Pier One) shipping circles claim "good tonnages" have been moved and that productivity is up 25%-30%.

Hopes are that overall productivity will improve further when double-shifts start at the Point on April 16, using four gangs at each berth to give an eight-gang working-day against today's five or six. That should mean at least a 25% productivity boost from that area.

To get things straight, shipping men reckon there needs to be a minimum 30% productivity increase throughout the harbour.

Said one: "Given good weather, remembering rain has compounded the problem of heavy imports up to now, it looks as if the situation can be licked. Loadings overseas have dropped though steel is still running high.

"Of course, if steel continues to run to maximum at about 100 000 tons a month, there could be a truck problem what with the coal industry's annual winter demands on the SAR."

So it's hold thumbs all round.

HANSARD 9 Q 687-688
11 APRIL 1975

265

~~X~~ Diversion of timber from Mozambique to Durban

~~*24. Mr. W. F. SUTTON asked the Minister of Transport:~~

- ~~(1) Whether any timber has arrived at Durban as a result of diversion from Mozambique; if so, what quantity;~~
- ~~(2) whether such timber is stored in bond; if so, where.~~

~~The MINISTER OF DEFENCE (for the Minister of Transport):~~

- ~~(1) Yes; 1 648 tons during the period February 1974 to March 1975.~~
- ~~(2) No.~~

~~Howick/Estcourt automatic telephone exchanges; Telephone applications: Estcourt/Howick/Mooi River/Richmond~~

~~*25. Mr. W. M. SUTTON asked the Minister of Posts and Telecommunications:~~

- ~~(1) What progress has been made with the provision of automatic telephone exchanges at Howick and Estcourt;~~

- ~~(2) what is the present number of outstanding applications for telephone services in Estcourt, Howick, Mooi River and Richmond, Natal, respectively.~~

~~The MINISTER OF POSTS AND TELECOMMUNICATIONS.~~

- ~~(1) Howick: It is expected that the building for the automatic exchange will be completed towards the middle of 1978. The installation of the equipment will then commence, but it is not possible at this stage to say when the exchange will be ready for service.~~

~~Estcourt: A commencement has been made with the installation of the exchange equipment and it is expected that the new exchange will be commissioned during the second half of 1976.~~

- ~~(2) Estcourt: 31.~~
- ~~Howick: 231.~~
- ~~Mooi River: 32.~~
- ~~Richmond, Natal: 3.~~

HANDSARD 12 Q. 856-7
2 May 1975.

X St. Croix ore berth: Proposals

*1. Mr. T. ARONSON asked the Minister of Economic Affairs:

(1) Whether he is now able to say whether he has received any proposals in respect of the St. Croix ore berth in Port Elizabeth; if so, (a) on what date were they received, (b) by whom were the proposals made and (c) when is it expected that a decision will be taken on the proposals;

(2) whether he will make a statement on the matter.

†The MINISTER OF ECONOMIC AFFAIRS:

(1) Various proposals have been received.

(a) The proposals are dated 24 December 1974 and have been supplemented on 3 March and 7 April 1975 by one of the parties as a result of discussions and correspondence.

(b) I am not prepared to disclose the names of the parties involved.

(c) It is not possible to give an indication as to when a decision will be taken.

(2) Not at this stage.

Mr. T. ARONSON: Mr. Speaker, arising out of the hon. the Minister's reply, can he give us an assurance that this matter will be treated as a matter of urgency?

†The MINISTER: Yes. I would, however, be glad if hon. members would stop publicizing people's private affairs.

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3. 788

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HANSARD. 13. Q. column. 895 - 87. 96.
6 May 1975

Transport of coal for industries in Natal

*13. Mr. W. G. KINGWILL asked the
Minister of Transport:

(1) Whether the South African Railway
Administration is able to transport
sufficient coal to satisfy the require-
ments of industries in Natal; if not,

① 716

② 265

(2) whether consideration has been given
to the transport of coal by road to
satisfy such requirements; if not,
why not;

(3) whether any other steps are con-
templated to relieve the shortage of
coal experienced in Natal; if so,
what steps.

The MINISTER OF TRANSPORT:

(1) Yes; the daily truck requirements of
Natal collieries are fully met.

(2) Falls away.

(3) Falls away.

Mr. W. V. RAW: Mr. Speaker, arising
out of the hon. the Minister's reply, am I
prepared to state that any allegation by
industrialists that they are not able to
obtain their coal requirements as a result
of truck shortages is untrue and incorrect?

The MINISTER: Mr. Speaker, I have
said specifically that the daily truck re-
quirements of Natal collieries are met in
full. The S.A. Railways are prepared and
able to supply the necessary trucks. If the
supply does not meet the demand he must
talk to the collieries.

New coaches take more on Soweto run

1 265
2 223

RDM 6/5/78

By
PATRICK LAURENCE
THE carrying capacity of Soweto - Johannesburg trains has been improved by increasing the number of coaches per train and using newer coaches, the Railways disclosed yesterday.

The Minister of Bantu Administration, Mr M. C. Botha said in Parliament last week that consultations between his department and the Railways had resulted in an improvement in the service.

The Railways public relations officer, Mr Willie Theron, listed the steps already taken to improve the service:

- Increasing the number of coaches per train from

10 to 12. The eventual target is 14.

- Introduction of modern coaches with sliding doors. The new coaches have more standing room and the capacity per train has risen from 1 930 people to 2 475.

Further plans were afoot to introduce a new 12-coach train, with the same carrying capacity as a current 14-coach train, in South Africa's four key cities and surrounding townships, Johannesburg, Durban, Cape Town and Pretoria.

The new 12-coach service would be introduced as soon as the necessary adjustments could be made to accommodate them. These included updated signalling and staging arrangements and larger platforms.

"Three prototype coaches are being built and they

will be commissioned as soon as possible," Mr Theron said.

Long term plans for the Johannesburg-Soweto line took account of the rapidly growing Coloured and Indian communities to the west of Johannesburg.

Railway planners put the projected population of these two communities at nearly 250 000 by the year 2 000 and planned to introduce a separate train service for them.

At present Coloureds and Indians from that area used the Soweto-Johannesburg service and a separate service for them would ease pressure on it.

Mr Theron gave details of the service between Soweto and Johannesburg during peak periods.

More than 280 000 Black commuters use Johannesburg-bound trains from Soweto from 4 am to 8 am in which time 98 trains pull in at Johannesburg's Park Station and its smaller satellites.

Within the peak period, there is a "high peak" between 5.30 am and 7.15 am—served by 60 trains.

Mr Theron said: "An unenlightened person might get the impression that the trains are overcrowded. But Whites have to stand on their trains as well. It is the general practice and a universal phenomenon."

Later he added: "Our experience is that Soweto people travel in groups. If their friends take the 6.05, they want to take it too — even though by waiting only two minutes they could take a less full train."

On thugs and tsotsis on the trains, he said: "We have our police on the trains."

"We have had reports that commuters have themselves handled the tsotsis. On one line we have had no reports of tsotsism for several years."

HANSARD. 13. Q. column. 914
4 May 1975.

Establishment of Division of Civil Aviation X

297. Mr. T. ARONSON asked the Minister of Transport:

(a) What is the number of posts on the establishment of the Division of Civil Aviation and (b) how many of these posts are (i) permanently filled and (ii) vacant.

The MINISTER OF TRANSPORT:

(a) 1 668.

(b) (i) 1 568.

(ii) 100.

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① 265
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Colour bar up to airport restaurants

By CAROL STEYN

ALTHOUGH there was nothing in law to stop mixed groups from being served in restaurants at South African domestic airports, a restaurant manager could refuse to serve a customer if he did not like his colour, the Minister of Transport, Mr Louwrens Muller, said yesterday.

It was entirely for the manager to decide who to serve, Mr Muller said. In his contract with the Government no restrictions were placed on him.

INCIDENT

The Minister was speaking in a parliamentary debate on Wednesday.

He was referring to an incident in March when the editor of the influential Nigerian Sunday Times, Mr Gbolabo Ogansanwo, was refused service at East London's Ben Schoeman Airport restaurant for Whites.

"It was a mixed group and the person concerned was

probably being wilful. This was probably only a little bit of mischief — just to see what would happen. We will have to leave it at that because it is not a case we should interpret here," he said.

"We live in a complicated country and I hope that where there are mixed groups we will get the co-operation of all those concerned," he said.

Mr Muller stressed yesterday that by "making allowances and prohibitions" the Government was trying to avoid friction. If anybody misused them and caused racial friction he and his department would take action, he said.

There were separate facilities for Black and Whites at the domestic airports. If problems arose in cases of mixed groups including prominent Blacks, special arrangements could be made beforehand, he said.

The fact that there was no legal restriction on mixed groups being served in the same restaurant did not mean that the separate facilities should be disregarded.

The restaurateur could refuse to serve anybody if

he did not like his behaviour or if he was improperly clothed or dirty, he said.

Asked if a restaurant manager could refuse to serve anybody merely because did not like his colour, he said that it was "up to him."

Mr Muller said that separate facilities were available at all railway stations. Asked if mixed groups could be served in station restaurants and if there was any legal provision against it, he said he could not comment off-hand.

"But we are stricter there" he said.

CERTAIN

The Minister of Planning and Environment, Mr Jannie Loots, said that the Group Areas Act did not apply to Airways buildings and railway stations.

No Government building fell within the provisions of the Group Areas Act, and anybody could enter these buildings without restriction.

In certain cases, however, the Act on Seperate Amenities of 1953 applied.

Both Mr Loots and Mr Muller said that the arrival and departure lounges and the concourses were open to people of all racial groups.

Last-ditch bid to win SAA favour

STAR 12/15/75

Air Correspondent

An American contender for South African Airways' R64-million new aircraft tender is making a last-minute effort to impress.

McDonnell Douglas, the California-based operation interested in selling their DC-10 to SAA, have followed the lead of three other main contenders by making their sales pitch from close range.

They feel the "adaptability" of the DC-10 gives it an edge over competitors, and with final offers only due towards the end of this month, they may yet be hurling Boeing, Lockheed and the Airbus Industry a curved ball.

OPINION

Popular opinion already has it that because of politics, SAA will be persuaded into opting for the A300 Airbus, which has considerable French, West German and Italian financial backing.

Yet good as the A300 undoubtedly is as a passenger aircraft, McDonnell Douglas in their "soft sell" routine are confident they can persuade SAA otherwise. "We're not here to tell SAA anything," said deputy director Mr John L Cooke.

RECORD

He points out that the flying record of the DC-10 speaks for itself, that the multirange adaptability would make it ideal for SAA air routes, and that its quietness, reliability and ability to carry up to 380 passengers make it even more attractive.

"We reckon the DC-10 is just what SAA is looking for, and we are going

to submit our proposition listing all these factors for their attention."

A DC-10 will ferry journalists to Cape Town tomorrow after which the aircraft will be in the hands of SAA pilots for testing.

"We don't care what they do with it — they can throw it about the sky — but afterwards we are convinced it's the airplane SAA will want," said Mr Cooke.

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Trains 'hit by race barrier'

STAR 15/5/75

Apartheid is hindering the smooth flow of passenger train operation in urban areas such as the Witwatersrand, the general manager of railways, Mr J G H Loubser, said today.

"Our problems are compounded by the need to provide separate services for different race groups," Mr Loubser told delegates when he opened the annual meeting of the Institution of Municipal Engineers in Johannesburg.

He said that in the field of passenger transport, problems had arisen in areas such as the Witwatersrand, Pretoria, Durban and Cape Town in ferrying passengers from home to their place of work.

"These problems stem mainly from lack of co-ordination in the large-scale overall nationwide planning and, in contrast with other countries, our problems are compounded by the need to provide separate services for different race groups," he added.

The progressive increase in tonnage conveyed by railways over the past year was "phenomenal."

Net ton-kilometres increased from 42 billion in 1963-64 to 60 billion in 1973-74. Estimate for 1974-75 is 65 billion ton-kilometres.

GROWTH

Mr Loubser said during the 1965-66 financial year about R225-million was spent, compared with expected expenditure of R866-million for the current period.

"Continued rapid growth in the economy is moving the transport industry more and more into the mass conveyance market."

Installations
and are able to
go to your nearest

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GOVERNMENT encouragement of the greater use of Eastern Cape province harbours, allied to congestion at Durban late last year and in the first four months of this year, have hit Port Elizabeth hard and it is now the most congested harbour.

At last count — on Friday — there were nine ships in the roadstead awaiting berths and none can expect to enter port before Tuesday since the average waiting time is four days.

The number of ships outside the port is an improvement on the position a fortnight back when 16 vessels were lying off Port Elizabeth, but the waiting time is a slight lengthening of the 3,8 days average that applied then.

According to shipping agents in Durban the rush to Port Elizabeth was sparked by two main factors:

- Importers' fears that congestion at Durban would cause long delays in the delivery of goods and push up transport costs.
- Preferential railrage

rates applied last year when facilities at Port Elizabeth and East London were under-utilised.

The railrage rate to the main market of the Witwatersrand from Port Elizabeth and East London is now lower than that which applies to goods landed at Durban although the distance is greater.

Businessmen were quick to take advantage of the lower rail charges and immediately ordered diversion of cargoes to Port Elizabeth.

With the introduction of the two-shift working system at Durban harbour, congestion delays have been cut to an average of 1,4 days and shipping agents are urging up-country importers to divert shipments to Durban from Port Elizabeth.

Some go so far as to claim that a case can be made out for the abolition of the preferential railrage rate from Port Elizabeth, but favour its retention on the East London line because that port is normally under-utilised, with no ships waiting in the roadstead and no time delay.

MEANWHILE...

The battle for St. Croix continues

Sunday Trib
18/5/75

THE backers of the R70 million St Croix ore berth scheme in Port Elizabeth have written to Iscor, developers of the giant R450 million Saldanha ore berth scheme, asking for a round table discussion on the whole ore export question. Until Iscor makes its ore exporting policy clear, St. Croix remains in danger of becoming a non-starter.

St Croix supporters, including African Consolidated Mines, Mr Peter Wilhelmi, Peninsular Shipping and Mr Edgar Crews, are worried.

They have two consortiums — one South African, German and French, and the other Italian and South African — with the manpower and materials to tackle the job for which the basic plans have already been drawn up by international experts.

However, until Iscor's Saldanha Bay intentions are made clear and the feasibility of St Croix confirmed, finance houses won't part with R70 million.

"We must know when Iscor can start exporting ore. There are already orders for 42 million tons

Financial Reporter

waiting for delivery. We must also know if Iscor will undercut the railways with their tariff for the Sishen-Saldanha line," said Mr Crews.

He said this week the backers had written to the chairman of Iscor, Dr T. S. Muller, asking for a meeting which will include Railway representatives.

"So far Iscor have not produced a timetable to show accurately when ore will be exported through Saldanha. They have said that initially the complex will handle 32 million tons. Orders are already way and above this figure."

Mr Crews dismissed as "ridiculous" Iscor claims that the ore berth could start operating as soon as 1976 or 1977. There was also a chance that if the cost of building Saldanha continued to spiral, the Government might not be able to keep its word on continuing to send a percentage of the ore for export to Port Elizabeth and St Croix. Iscor might be forced to take all the ore

in an effort to make their scheme pay.

"They have incurred a huge debt borrowing money at 10 percent. It appears now they will have a unique railway system and a questionable harbour. We do not wish Iscor ill with its Saldanha project, it is also in the national interest. However, we don't see why everybody else should have to stand still," Mr Crews said.

The importance of St. Croix to Port Elizabeth has been emphasised by commerce and industry representatives. The mayor, Mr James Kleynhans, believes that Port Elizabeth's whole future as an expanding industrial centre depends on St. Croix.

But, says Mr Ivan Krige, director of the Midland Chamber of Industries, it is becoming increasingly clear that Iscor "which appears to have an unhealthy and powerful influence on Government thinking" wants all the ore on offer to make its Saldanha Bay project viable.

HANSARD 14

Q. 974

16 May 1975.

Average waiting time for ships X

*19. Mr. W. V. RAW asked the Minister of Transport:

What is the present average waiting time for ships entering the harbours at Durban, Cape Town, East London and Port Elizabeth, respectively.

†The MINISTER OF ECONOMIC AFFAIRS (for the Minister of Transport):

Durban: None.
Cape Town:
Deepsea ships: 8,5 days.
Coasters: 1,2 days.
East London: None.
Port Elizabeth: 1,3 days.

The details furnished are in respect of 14 May 1975.

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HANDBOOK 15

Q. 987-8

20 May 1975.

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X Aircraft lost by South African Air Force
owing to accidents

*5. Mr. H. H. SCHWARZ asked the
Minister of Defence:

What is (a) the number of aircraft lost
by the South African Air Force since 1
April 1974 owing to accidents and (b) the
value of such aircraft.

The MINISTER OF DEFENCE:

It is not considered to be in the public
interest to disclose the information re-
quired by the hon. member in the form
in which he desires it.

Mr. H. H. SCHWARZ: Mr. Speaker,
arising out of the hon. the Minister's reply,
as the information requested is in respect
of the previous year available in the
Auditor's report in this form, is it his
intention not to make this information
available in the Auditor's report in future,
or is it simply a question of the manner in
which such information is made available?

The MINISTER: Mr. Speaker, the hon.
member wants this information in a speci-
fic form, and I am not prepared to give
him that information in that specific form.

HUNDRED 15 Q. 989.
20 May 1975.

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Meals and refreshments/number of
passengers on S.A.A. flights

*12. Mr. L. F. WOOD asked the Minister
of Transport:

What was (a) the cost of providing
meals and refreshments and (b) the
number of passengers conveyed on inter-
nal flights of the South African Airways
during 1964, 1969 and 1974, respectively.

**THE MINISTER OF PLANNING AND
THE ENVIRONMENT (for the Minister
of Transport):**

(a) The costs of meals and refreshments
are not allocated to any specific ser-
vice and are, therefore, not available
in respect of internal services.

(b)	1964	507 662
	1969	1 066 969
	1974	2 148 928

HARDARD 15

Q. 1023-4

23 May 1975.

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X Congestion surcharge in various harbours

*11. Mr. W. V. RAW asked the Minister of Economic Affairs:

Whether he will continue to approve the congestion surcharge levied by the South and South East African Conference Lines at the harbours of Durban, Cape Town, East London and Port Elizabeth in view of the waiting time, as at 14 May 1975, of ships entering these harbours.

†The MINISTER OF ECONOMIC AFFAIRS:

The freight rates charged by the South and South-East African Conference Lines for the conveyance of cargo between Europe and South Africa are controlled by the Government, and can be increased only with the Government's approval.

Since the beginning of 1974 the Conference has been applying varying surcharges on these rates in an attempt to compensate its members for the financial losses suffered by them as a result of delays to their ships at South African ports.

These freight rate surcharges have likewise had to be approved by the Government.

Financial statements submitted by the Conference to the Government clearly show that the surcharges have, at no time since their introduction, been adequate to compensate the members of the Conference for their financial losses as a result of the delays of their ships at South African ports.

While, therefore, the operation of our ports has improved considerably in recent months and delays to ships at the ports have been correspondingly reduced, the members of the Conference still have accumulated deficits resulting from earlier delays to their ships which must first be recovered by them before the existing port detention surcharge on their freight rates can be abolished.

However, the application of the surcharge is being continuously reviewed by the Government, and the surcharge will be reduced or abolished as soon as circumstances so permit.

Massive harbour growth forecast

Daily Dispatch 4/6/75

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PORT ELIZABETH — By 1980 East London would be a far bigger port than many could imagine at present, the assistant general manager of the Railways, Mr P. J. Conradie, said here yesterday.

The railways felt there was a need to raise the status of East London which was not being fully exploited, because of heavier than usual freight surcharges and boycotting by ships which had previously been delayed by congestion.

Mr Conradie said a committee of investigation into ways of expanding East London harbour would visit the port next week and report back by the end of the year.

"In East London we are going to first of all provide the increased facilities and then expect Border industrialists to provide the demand."

Expansion of the West Bank quay had already been approved at a cost of R1,02 million. Other probable expansion plans would include building new quays, demolishing the slipway and replacing it with a synchronised lift and providing additional stacking space.

Mr Conradie headed a committee of inquiry to assess how South African ports would cope with the expected upsurge in the economy predicted for next year. The committee completed its South African tour in Port Elizabeth yesterday.

He said the committee had found that ports would be able to cope by means of increased handling facilities.

"We will have to. It will be impracticable to provide new berths for conventional use when containerisation is to be started only months after the expected economic upsurge."

Mr Conradie said the Railways would carefully study the effects of the re-opening of the Suez Canal on South African ports.

"We expect a drop in the amount of cargo handling. Ships diverted from the Suez Canal have mainly called at South African ports for bunkers and water."

The bigger vessels which would not be able to use the canal would, however, still have to call at South African ports for bunkers and supplies. — DDC.

STAR 10/6/75

The railways today admitted it faced "an insurmountable problem" if Rhodesia routed freight through South Africa in the event of Mozambique closing its ports to Mr Ian Smith's

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regime.

"It all depends on what they are going to send us," said a senior spokesman at Railway Headquarters in Johannesburg today.

"We have improved the line between Pretoria and the Rhodesian border at Beit Bridge for our own use, and we have a little spare capacity as a result.

"But to say we would be able to take all the goods Rhodesia would like to send would be ludicrous. We would be faced with an insurmountable problem."

Claims

The official, Mr P H de Bruin, who is Chief Superintendent (parliamentary), was replying to claims by Rhodesian economists that the closure of Beira and Lourenco Marques would cause little disruption in the economy.

The president of the Association of Rhodesian Industries, Mr G Handover, told Rotarians in Bulawayo last night that exporters would merely pay a higher cost for rail-ing their goods through South Africa in the event of closures.

He forecast an improve-ment in the Rhodesian economy by the middle of next year.

Priority list

But today Mr de Bruin said that while he did not agree it was necessarily true Mozambique would close its ports to Rhodesia — "they need the capital for the time being at least" — if they did South Africa could assist.

He said if Rhodesia's load was more than the SAR could bear, "then I'm afraid the Rhodesians themselves will have to draw up a priority list of what they want moved."

Mr de Bruin was certain the Government would not take steps detrimental to South Africa's own economy, "but at the same time we would obviously not like to see them (Rhodesia) go under and we would help where we could."

Closure fears

It was unfair, however, to expect the SAR to provide the infrastructure to handle the entire Rhodesian load "when the situation did not even exist a few years ago."

"We certainly cannot be expected to provide an infrastructure just in case Rhodesia is hard pressed."

Mozambique gains its independence on June 25, and there are fears that the Frelimo Government will close the ports of Beira and Lourenco Marques to Rhodesian traffic.

Congestion threat to SA ports

PKGAS

11/6/75 The Argus Shipping Correspondent

SOUTH AFRICAN ports are threatened with a serious congestion problem unless importers change their 'lax attitude' towards the clearing of landed goods and speed up the clearance procedure.

This blunt warning was spelt out to commerce today by the general manager of the Railways and Harbours Administration, Mr J. G. H. Loubser, who said that the problem of uncleared cargo and an expected upsurge in imports would lead to a serious logjam at ports unless immediate action was taken.

In a letter to the Johannesburg Chamber of Commerce, Mr Loubser said the late clearance of landed cargo hampered effective preplaning for the working of ships and resulted in a general loss of productivity.

The Railways would not like to be faced again with the situation where cargo sheds become congested and trucks cannot be forwarded from the ports because the cargo is not cleared, he said.

One of the main problems causing the late clearance of cargo is the fact that the documents necessary for clearance are not obtained in time from banking and other institutions because of the system generally followed with financial arrangements in international trading transactions.

DISHEARTENING

Co-ordinated measures have been taken by the shipping lines, stevedores and the Railways in an effort to overcome delays in the berthing of vessels.

The Railways says it is 'most disheartening' that the high incidence of late clearances continues.

It suggests that as appeals to importers to speed up cargo clearances have had no significant effect, alternative methods of financing imports should be investigated.

Meanwhile the Railways is considering amending its regulations to make

harbour fees payable from the time a vessel arrives at the outer anchorage.

A picture of the situation in Cape Town was given by the Systems Manager of the Western Cape, Mr J. C. B. Irving, who said about 55 percent of the cargo in the harbour goods sheds was uncleared.

He said Cape Town harbour was not under ex-

treme pressure at present but he was afraid a congested situation would arise if there was an increase in incoming cargo.

The increase in volume of cargo handled through Cape Town docks is given in the latest statistics available which shows that 5.6 million tons were handled during the immediate past 12 months.

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Cargo build-up -SAR warns of jam at ports

Industrial Editor

The general manager of the SA Railways has warned that the "persistent" problem of uncleared cargo, coupled with an expected upsurge of imports at the end of the year, could lead to another jam at South African ports.

In a letter to the Johannesburg Chamber of Commerce the SAR says late clearances of cargo hamper the effective pre-planning for the working of vessels, resulting in a loss of productivity.

"The Railways would not like to be again faced with the situation where

cargo sheds become congested and trucks cannot be forwarded from the ports because the cargo is not cleared," says the letter.

One of the main problems causing the late clearance of cargo is the fact that the documents necessary for clearance are not obtained in time from banking and other institutions, owing to the system generally followed with financial arrangements in international trading transactions.

AGGRAVATED

Co-ordinated measures have been taken by the shipping lines, stevedores and the SAR in an effort to overcome delays in the berthing of vessels.

The SAR suggests that as appeals to importers to speed up cargo clearances have had no significant effect, alternative methods of financing imports should be investigated.

270 SAR
coaches ^{R21} _{24/75}
for Blacks

Staff Reporter

THE South African Railways took 275 new coaches into service in the six months ended April this year — all but five of them for Blacks.

Announcing the purchase of rolling stock costing nearly R72-million a Railways spokesman said yesterday that the new coaches will "update and improve existing services."

The passenger coaches are the equivalent of 18 new trains. Of the 270 coaches for Blacks, 150 are being used on mainline routes and 120 on suburban lines mainly in the high density areas.

Sixty-six diesel-electric and 25 electric locomotives (R25 500 000) and 386 goods trucks (R28 900 000) were bought during the period.

SA needs to curb monopolies

Cap Time

24/6/75

Capital
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Methylobol
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DAVID SHRAND welcomes the appointment of a commission of inquiry on the subject.

CAPITALISM has been described as the law of the jungle, principally because it involves economic warfare on a tooth and claw basis. Although the free enterprise system results in various irregularities and bottle-necks, it is a self-adjusting mechanism which ultimately operates in the interests of the consumer.

Under the capitalist system the profit motive dictates the economic trend. It is the incentive which influences entrepreneurs to take risks on the investment of their capital. This principle has been acknowledged in Russia recently, where the profit motive has been integrated into the economic system as a stimulus to increased production. Economists agree that competition which is prompted by the profit motive is the greatest incentive to production and that any check to competition lessens the aggregate product.

The economic law of demand and supply, if allowed free play, will ultimately iron out any irregularities that may result in the process of adjustment. One of the greatest threats to the smooth operation of the competitive system is the emergence of monopolists whose aim is to control the market by regu-

lating supply and in devious other ways holding the consumer up to ransom.

In most countries legislation has been introduced to prevent monopolists hijacking the economic system. In this connection South Africa has followed suit.

In 1955 the South African Government placed on the Statute Book the Regulation of Monopolistic Conditions Act which is designed to prevent or control monopolistic conditions in South Africa. In terms of its provisions, the Board of Trade and Industries is entrusted with the administration of the Act and since 1955 has undertaken various investigations, among which may be mentioned the biscuit industry, tyre manufacturers, motion pictures, electrical equipment, the liquor trade, tobacco manufacturers, the building industry and an investigation into the Central News Agency set up.

The principle entrenched in the Regulation of Monopolistic Conditions Act is that monopolies are not in the interests of the public and that appropriate measures must be taken to excise any monopolistic growth from the economic system. Monopolistic practices may take various forms such as arrangements among purchasers to restrict output or to maintain fixed selling prices or to prevent new entrants into the market.

Although the Government has with one hand sought to

destroy monopolies, it has with the other hand created them in violation of the principle enunciated in the Regulation of Monopolistic Conditions Act.

The Government has supported monopolistic conditions in the wine industry which is rigorously controlled. Similarly, various primary agricultural products which fall under the control of the marketing boards are in effect a monopolistic device to protect the farmers. The marketing boards are specifically excluded from the provisions of the Regulation of Monopolistic Conditions Act.

It has been estimated that primary agricultural products handled by the various marketing boards amount to at least R400m a year. This is an estimation made many years ago and today the figure will be substantially in excess of this figure. Most of the important agricultural products have been placed under control and the farmer has thus been relieved of the pressure exerted by the competitive system. The prices of these various agricultural commodities are maintained on an artificial level to enable producers to derive a greater measure of profit than would otherwise accrue to them in normal circumstances.

The Government has argued that this principle of control is essential in order to maintain orderly marketing.

Throughout the world governments have arrogated to themselves monopoly rights and South Africa is no exception. This trend is manifest in various fields of the economy. For instance, the Motor Carrier Transportation Act endows the Government with monopolistic powers over the conveyance of any person or goods on any public road by a motor vehicle. The South African Government has also created monopolies in various other fields, namely, liquor and similar organizations.

Apart from governmental interference in the competitive system in South Africa there are various organizations in the private sector which have achieved monopolistic status.

Take-over bids

Telltale signs that a monopolistic trend exists in South Africa are evidenced by the various mergers and take-over bids that have now become an everyday feature of South African economic

Railways wait

Like anyone in business, railway officials refuse to speculate about their future relationships with Frelimo now that Mozambique has its independence.

"We have always adopted the attitude that we won't show our hand," said one top official at railway Headquarters in Johannesburg.

"We would rather stand by and wait to see what happens. If a problem arises, then we'll take the action necessary to overcome it, but it's no use trying to foresee problems which might not arise."

Beneficial

Nevertheless, it is no secret that the South African Railways are hoping to continue the friendly negotiation with Mozambique built up since Paul Kruger authorised the first line to be built across the border.

"We will continue to operate the twice daily passenger service which we run in conjunction

and see

with Mozambique Railways," said the SAR man.

"Obviously the service is beneficial to both sides, while we also have spent a great amount of money in assisting them to set up an intricate signalling system and by testing their section of line for weak spots."

In other words, the SAR gives Mozambique invaluable technical and financial assistance.

Unless the new regime totally misreads the situation — or unless its political doctrine decrees it must have no contact with the White south at any expense — it is difficult to see Mozambique voluntarily giving the rail service up.

— Marshall
Wilson

● Today, Mozambique Independence Day, staff reporters of The Star continue their survey on the attitudes and outlook of the new Frelimo state. After the cheering dies down today, what then . . . ?

Focus on Mozambique

Tourists will

be back

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STAR 25/6/75

While South African tourism to Mozambique is expected to dry up in the early months after independence, travel officials don't believe this situation will last for long, writes Marshall Wilson.

The feeling is that once the new regime proves it is stable — and that the safety of travellers can be assured — holidaymakers will continue to holiday in resorts like Lourenco Mar-

ques, Inhaca island and Xai-Xai.

Mr Pat Sullivan, secretary of the Association of South African Travel Agents, believes Samora Machel's government will be forced to consider tourism as one of its major revenue sources.

"If they are going to regard tourism as one of the essential economic props, which they should, since the infrastructure is perfect for it, then tourism would certainly be apolitical and South Africans need not fear the future," says Mr Sullivan.

Need money

There has been speculation, though, that the new Mozambique Government may spurn South African tourists in a bid to show the world it rejects everything this country stands for.

But, said one observer: "They need the money, and since travel and tourism have always been regarded as apolitical I'm sure they will see it that way too."

"When it comes to good, hard currency, there's nothing to beat the Rand, and the new regime will see South African tourists as nothing but incoming capital after the independence celebrations."

To the man in the street who must decide

TOO FEW COACHES FOR NON-WHITES — THE SAR REPLIES

ARGUS
30/6/75

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A MOST disturbing factor is the dangerous practice of third class passengers hanging on the door rails of coaches leaving Bellville for The Strand, Paarl and Wellington areas.

From observation there are only two third class coaches, two to three first class for non-White passengers, but there are three to four coaches for Whites. It is virtually common knowledge that the non-White travelling public constitute 75 percent of the peak-hour travellers.

The number of Whites travelling, especially after 5 pm, could easily be accommodated in not more than two coaches. In many instances I have observed a handful of White passengers to four coaches, when the non-Whites are packed like sardines particularly in the third class and first class coaches.

Trusting that the Railway authorities do something to improve matters, particularly concerning third class passengers.

A. T. LAKEY

Bellville

[The System Manager, Mr J. C. B. Irving, replies: In the absence of particulars of times and

trains concerned it is difficult to comment on the matters raised by the correspondent.

Generally speaking, third-class accommodation on suburban and inter-urban trains has been increased considerably during recent months. It is opportune to emphasise once more that train sets are restricted to eight vehicles each, which comprise first-class coaches, first-class (non-Whites) and third-class coaches. The allocation for each group is made as equitably as possible according to the pattern of travel, which is determined by means of observation and a regular census of commuters.

Your correspondent seems to be under a misapprehension about the patronage of trains operating on the Cape Town-Wellington/Strand routes, when stating that a mere handful of passengers travelled in four coaches.

A true reflection of the load of a train can only be obtained when it is observed throughout the journey, instead of at one or two intermediate points, for example, a train may convey a maximum number of one group and minimum number of another group as far as Bellville or Kuils River, while the position may simply be reversed beyond that point.

Passengers tend to give preference to certain trains, as well as specific coaches, resulting in a certain amount of crowding, in spite of the fact that adequate provision has been made in regard to frequency of trains and accommodation.

Tariff increases have also had the effect of changing to some extent the pattern of travel, in that an increasing number of passengers now travel third class where previously they travelled first class.

The department is, nevertheless, fully aware of conditions and it continuously endeavours to bring about relief where and when it becomes necessary.]

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Rail jam: 50 trains idle

Cape Times Correspondent

EAST LONDON.—About fifty trains laden with goods for export and domestic use are lying idle in sidings in the Transvaal because a huge volume of traffic has clogged the South African rail network.

Rail traffic to Natal, which had been stopped completely on Tuesday was moving slowly again yesterday but on a restricted basis, in an effort to overcome the backlog which is seriously affecting deliveries of cement and maize throughout the Republic.

The public relations of-

ficer of the SAR, Mr T du Toit, said that 45 trainloads had been "staged" in the Western and Eastern Transvaal on Tuesday.

"We were forced to stop traffic to Natal completely. However, the situation has eased slightly and we are accepting traffic again. The traffic is still being restricted until the situation returns to normal."

EMPHASIS

Mr Du Toit said that the reason for the jamming of the network was the emphasis the Railways had placed on the delivery of coal for the winter months.

"We expect the situation to improve as the winter passes," Mr Du Toit said.

Meanwhile the executive director of the South African Cement Producers' Association, Mr V L Houreltdt, has denied that there is a shortage of cement as such, and placed the blame for shortages on the Railways.

"Shortages of cement are affecting Natal, es-

pecially the North and South Coast areas, the Eastern Cape, and parts of the Orange Free State.

"A similar but not so serious shortage is being experienced in the Transvaal."

AWARE

He emphasized that the Railways were aware of the situation and were doing everything possible to alleviate it.

Restrictions placed on traffic to Natal were likely to have a serious effect on the export of cement to Iran and other countries, Mr Houreltdt said.

"I must emphasize that I am not optimistic about the shortage and warn the cement users to expect sporadic shortages over the whole of South Africa except the Western Cape.

"I must also repeat there is no shortage of cement at the factories."

The maize shortage, which has lasted from the beginning of June, is likely to ease with the allocation of 12 000 maize trucks to the Maize Board.

THE GOVERNMENT should give urgent attention to establishing a Ministry of Airways, Harbours and Railways separate from the existing Ministry of Transport, according to representatives of the commercial transport industry.

They stress that such a separation is important because of the revolutionary changes the Driessen Committee recommendations will bring to the transportation system — if they are fully implemented.

The parliamentary recess appears to be an opportune time for the Government to take some action on this suggestion from the private sector, particularly because of the expected Cabinet reshuffle after the likely retirement of the President of the Senate, Senator De Klerk.

The authorities must be giving some attention to appointing another Deputy Minister of Transport. This post has been left unoccupied following the resignation of Mr. Hannes Rall.

The idea put forward by one senior member of the commercial transport industry is that if the Government is not in favour of splitting up the present Transport Ministry, there is still merit in appointing two deputy ministers.

UNREALISTIC

One of these deputies could be made responsible for administering the transport industry in general, while the other could be given responsibility for looking after the specific interests of Railways, Harbours and Airways.

The private sector's motivation for agitating for these ministerial changes apparently stems from a belief that it is unrealistic to expect total impartiality or proper representation

from a single Cabinet minister — or ministry for that matter — who is responsible for not only the industry as a whole, but the separate interests of the two competing bodies in the sector.

This attitude is partly due to the monopolistic role of the Railways and the little progress private road hauliers have made in seeking changes to the Motor Carrier Transportation Act, which has been hampering them from competing for a fair share of the transport market.

INSPECTIONS

As an example of the unsatisfactory arrangement, one road haulier says Railways inspectors carry out inspections on vehicles and loads belonging to private haulage firms. And it is up to them to decide whether to take the vehicle off the road.

This means, in effect, that the Railways is left almost entirely in control of the opposition. Hardly an arrangement guaranteed to look fairly after the interests of both parties.

It is expected that with the implementation of the Driessen Committee recommendations — which lays emphasis on the need to apply cost-benefit analysis in the provision of transport facilities — will provide for even greater competition between the Railways and private road hauliers.

This will mean an even greater need for a separate authority to mediate between the two sectors and a separate ministry looking after the interests of each.

① 265

② 313

265

Container ships

— a new era

ARGUS 18/7/75

In the dying moments of the recent parliamentary session a Bill passed swiftly through the legislative process. It amended the Customs and Excise Act 1964 and formally heralded the containerisation era in South Africa.

What are the implications of this new concept, commercially and legally? The Railways Administration, which has a monopoly on our ports, is already far advanced in the building of special berths and depots, and the provision of new lifting apparatus. Durban, Cape Town and Lourenco Marques, and ultimately Port Elizabeth, will be full container ports; Walvis Bay, East London, Beira and Macaula will be served by conventional ships capable of carrying containers. Hence the recent amendment.

Other legal consequences have been somewhat unexpected. The standard container unit is 6.094m by 2.438m by 2.590m high, and its size and weight require amendments to the various provincial traffic ordinances to permit lawful road transportation. Of crucial importance, containerisation invariably entails carriage by more than one mode, so that sea-

As far as the law is concerned, the first requirement was a new customs procedure. Until now, goods have had to be cleared before forwarding. The essence of the container idea is that units are removed from the harbour area immediately after off-loading from the ship; they will be taken to container depots (to be operated, incidentally, by private enterprise), where the contents will be unpacked and kept until customs requirements have been fulfilled. Hence the recent amendment.

There are even wider ramifications. The traditional ocean bill of lading is negotiable — not so the other consignment notes involved. Moreover, international uniformity in the law of sea and air carriage has been achieved

under the Hague Rules and Warsaw Convention respectively, but they differ inter se — and road and rail provisions still vary from country to country.

All this led to a UN Container Conference in 1972. Tragically, it was torpedoed by politics — certain communist and underdeveloped countries saw containerisation as a mark of capitalism! There is still no formula for a combined transport document which is negotiable (or at least bankable) and uniformly acceptable to ship operators and commerce (and forwarding agents).

Containerisation has brought a specific legal problem. A ship operator's rights and duties depend, for various important purposes such as limitation of liability, on the concept of a 'package'. Is a container unit one 'package'? Anglo-American courts have consistently given an affirmative answer, and the

same may be expected in South Africa.

What is the likely claims situation? On the one hand, because the container unit is sealed, pilfering and pollution will obviously diminish. On the other hand, damage — for example from movement — cannot as readily be detected. In the UK, cargo claims have dropped to 10% since containerisation, and again this will probably occur in the Republic.

Finally, what is the likely effect on the number of shipping casualties — that is, loss of or damage to commercial vessels? (In the past 12 months, incidentally, there have been over 40 casualties off our coast, with total loss in 13 cases, including the

See Also TRANSPORT, PRIVATE

26
2853

Bellville trains dangerously

Crowded

W/E ARGUS
 26/7/75
 BY DON LILFORD 268
THIRD-CLASS COACHES on many trains leaving Bellville station in the evening rush hour are dangerously overcrowded, a Weekend Argus survey has shown. But the South African Railways say nothing can be done to alleviate the situation until December 1 — the day on which the annually revised train services become effective.

The survey was made after a reader, Mr A. T. Lakey of Bellville, complained about the facilities provided for third class commuters on trains leaving Bellville for destinations such as Kraaifontein, The Strand and Wellington.

Mr Lakey claimed that the number of Whites travelling, especially after 5 pm, could easily be accommodated in not more than two coaches, whereas they were normally allocated four or at least three coaches.

By contrast, the third class commuters — more numerous by far — were allocated only two coaches, which at times were so crowded that the doors could not close.

In reply to this complaint, the System Manager of the SAR, Mr J. C. B. Irving, said, among other things, that:

- Train sets were limited to eight vehicles each and the allocation was made as

equitably as possible from a regular census that was taken of commuters.

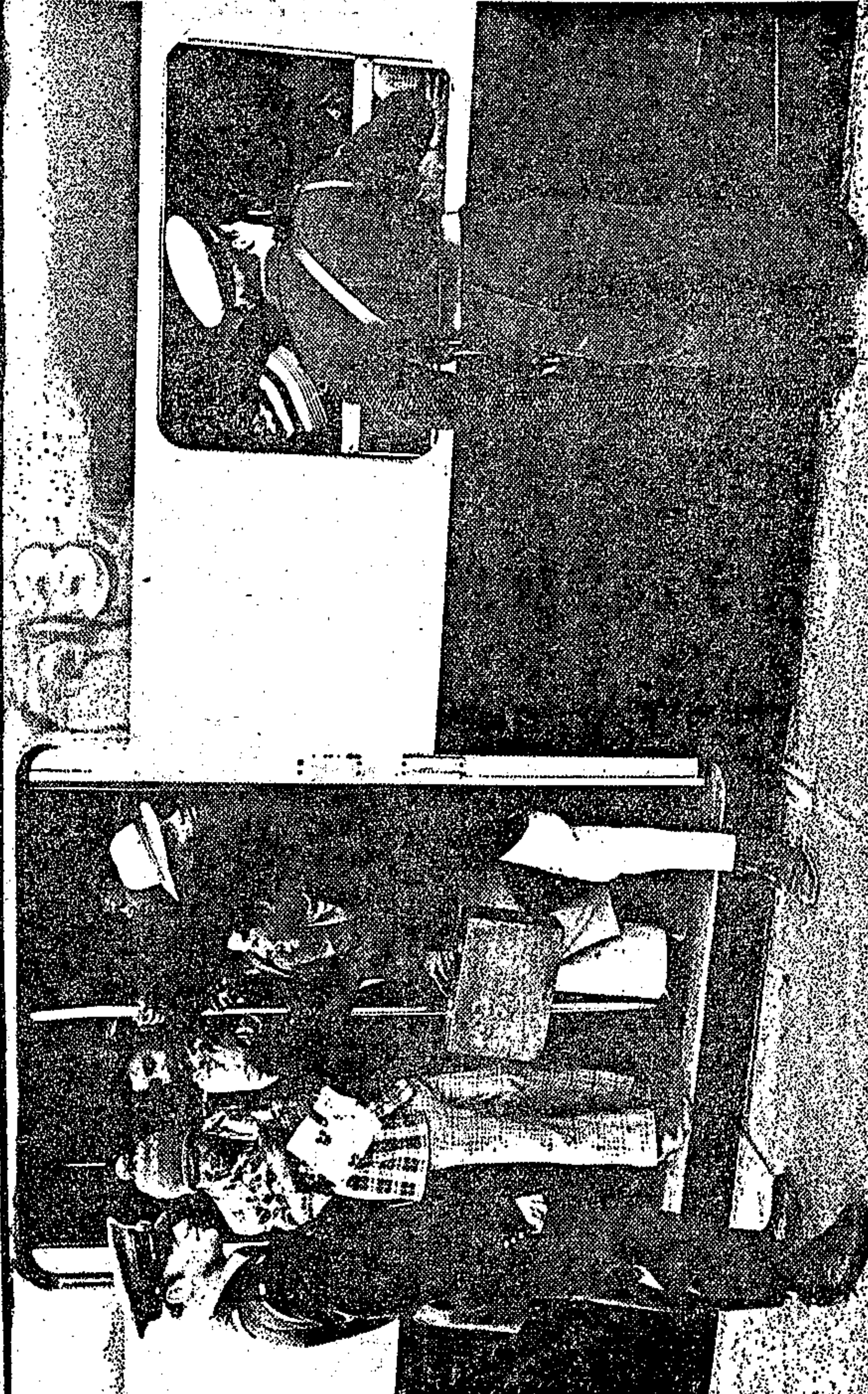
- An increasing number of commuters were travelling third class because of the tariff increases.

DOORS OPEN

Our investigation occupied several evenings over a period of two weeks; at Bellville station recently.

We found:

- There was serious over-crowding in almost all the third class coaches in the 12 trains that leave Bellville between 5 pm and 7 pm on weekdays for destinations such as Kraaifontein, Wellington and The Strand.
- On some trains — notably the 5.10 pm for Kraaifontein — the congestion was so bad that commuters were still trying to close the doors of the third class coaches as the train left the station.
- In the scramble to get aboard this train and a



number of others, third class commuters jostled and trampled each other and on each occasion a number were forced to wait for a later train.

● Meanwhile, on the same trains, there was ample accommodation in the first class coaches for Whites and non-Whites — and, almost invariably, there were unoccupied seats in these coaches

when the train pulled out of Bellville.

In reply to additional questions submitted by Weekend Argus, the Acting System Manager of

the SAR, Mr C. P. van Collier, said that the train which leaves Bellville for Kraaifontein at 5.10 pm comprises five coaches for Whites, one for non-Whites (first class) and

two for non-Whites (third class).

He said the patronage of the train at the various departure points was:

	Non-White	White
Cape Town ..	284	51
Salt River ..	455	159
Mutual ..	505	259
Parow ..	315	216
Bellville ..	301	356

Mr van Collier added that the composition of

trains leaving platform 4 at Bellville station between 5 pm and 7 pm on weekdays had not been changed since the tariff increases in November 1974.

● A new service comes into operation on December 1 when certain adjustments will again be made, mainly for the benefit of non-White passengers, he said.

SAKE-RAPPORT 27/7/75

Die nangesig van padvervoer in Suid-Afrika, 'n saak wat al baie jare somer gou 'n sakeman se bloed kan laat kook uit pure frustrasie, gaan heel waarskynlik drasties verander oor die volgende jaar of twee. Die land word gedruk deur 'n hoë inflasietoera, en as namme van die gehalte van oud-minister Jan Haak stellings maak wat daarop neerkom dat op die gebied 'n ongesonde toestand heers, dan kan aangeneem word dat die regte mense sal luister.

Mnr. Haak het in sy hoedanigheid as president van die Afrikaanse Handelsinstituut 'n toespraak op Beaufort West afgelees waar toe behoortlik 'n miarres van probleme oor die toepassing van die Padvervoerwet in Suid-Afrika aangekrop is. Saalemanne wat al jare dikwoud is oor die wyses waarop hulle deur die burokrasie geïrriteer word wanneer hulle winnig op doeltreffend van padvervoer wil gebruik maak, het as 't ware soos een man gesê: "Enorel".

Die sakemane het 'n besonder sterk maak want as die huidige permitstelsel vir die vervoer van goedere deur private kontrakteuse dan kaste opjaag, dan is dit die publiek wat op die eend die spang betaal. Dit is die publiek wat in die laaste instansie daarvoor betaal as deur volkome mnr. Haak en

ander woordvoerders, jaarliks miljoene kilometers deur 'n voertuig afgelo moet word omdat permitte gewoos word vir die vervoer van vrug op terugritte.

Behalwe vrug is daar natuurlik ook die vervoer van passasiers. Busteermatkepinge se kaste is in die verlede sterk opgestoot deurdat hulle net in een rigting kan vervoer. Die kaste van 'n terugrit moet dus verhaal word van die een groep passasiers.

Die saak van private vervoer is vandeesveels moeil saamgevoel deur mnr. David Bagela, direkteur van die SA Vereniging van Vervoerkontrakteuse, wat aanvuer dat die produktiviteit van sy organisasie se lede matlik met 35 persent opgestoot kan word mits die Padvervoerwet so gewysig word dat hulle meer swykhoid geniet om op heen- en terugritte te

vervoer.

Soos sake tans staan, is hulle jaarliks sowat 60,5 miljoen kilometer af waar van sowat 45 miljoen kilometer met 'n voertuig is. Ingewysig die huidige stelsel kan spesiale permitte om die 45 miljoen kilometer te vul, net verstry word as die Spoorweg nie die vrug kan vervoer nie.

Daar is natuurlik goeie redes waarom die Spoorweg die voortour geniet. Een van die hoofredes is dat pri-

MNR. ALEC VAN BREDÁ
LV vir Tygervallei en voorsittier van die kommissie wat die padvervoerwet ondersoek.

vate vervoer baie keer net die room probeer afsteep deur vrugte te aanvuar waarvoor die tariewe hoog is.

Die punt wat egter deur mnr. Haak en andere gemaak word, is of die huidige stelsel die doeltreffendste vir die land is. En dit is hier waaroor die nuwe kommissie van ondersoek onder voorsitterskap van mnr. Alex van Breda, LV vir Tygervallei, nog kwaat gaan kopkrap.

'n Beleid so se die keners moet nou in nasionale belang opgestel word ten padvervoer moet daarom gebou word pleks van dat 'n beleid om 'n wet gebou word, soos dit soms lyk met die huidige Padvervoerwet.

Dit se hulle, kos die land tans miljoene rand en verdraag selfs sulke dinge soos grensgebied en tuislandontwikkeling.

1/13
265

2 265

Maize Board explains those export delays

STAR 28/7/75

Ivan Philip

The latest episode in the carefully subdued but somewhat tense differences between South African Railways and the Maize Board over export shipments has unfolded with a "clarification" issued by the Board.

In essence, it says that silos were jammed in April-May because ships did not take full cargoes or did not arrive at all. Then, when the ships did arrive, Railways were unable to provide the agreed number of rail trucks — so the ships had to wait in port.

REALISTIC

The upshot is that the Board will not be able to move 50 percent of the exports by the mid-point of the 1975-76 season. Forty-two percent is put forward as a realistic estimate.

But Railways have said that it will be possible to catch up and export the entire projected 3 985 000 tons by the end of the season.

On July 17, a special meeting was called between the Board and Railways management and, according to the Board, they were informed that Railways would be unable to increase the allocation of grain trucks until the summer months.

Commenting recently on the earlier period of confusion when there was not enough shipping space to clear maize from the docks — particularly East London — a Railways spokesman said that loaded trucks stranded at various points along the line to the port.

They could not be

moved because the silos were full and there were no ships to clear them.

Presumably, it was on the strength of this disinformation that railways were unwilling or unable to supply additional trucks when the log-jam at the port did clear during the second half of May.

LOW-KEY

Meanwhile, both railways and the Maize Board appear to be gritting their teeth and playing it out low-key.

Hopefully the full export programme will eventually be completed. But there will be inevitable costs resulting from the delays to shipping (of as much as a month) that have already occurred.

Cut SAR pipeline

Rand Daily Mail 31/7/75

profits, Govt urged

Staff Reporter

THE GOVERNMENT is under mounting pressure to surrender part of the massive fuel pipeline profits earned by the railways to lower or at least stabilise the price of petrol.

The Oil Producing Export Countries (Opec) have given notice that when the present price freeze ends at the end of September the prices of crude oil will be raised.

The Prime Minister and the Minister of Economic Affairs have both warned recently of the possibility of another fuel price rise.

Earlier this week the Automobile Association said a further increase in petrol prices could be avoided by using the "exor-

bitant" profits being made by the railways on piped fuel.

During the 1974/75 financial year the excess of revenue over expenditure on the pipeline is expected to be more than R70-million.

The first few months of the present financial year the profits amounted to R21,7-million—R8,5-million in April, R7-million in May and in June R6,2-million.

The Motor Industries Federation (MIF) has also come out strongly against the huge pipeline earnings.

The MIF claimed some time ago that the motorist was subsidising railway freight charges because of the artificially high price of petrol.

The pipeline charge, according to authorities, is about two cents a litre

against an assessed cost of less than a quarter of a cent a litre.

A reduction in the pipeline charges also has the support of big trade unions.

They claim if the Government is sincere in its joint commitment with the private sector to fight inflation then it should not hesitate to lower pipeline charges and avoid another inflationary increase in the price of fuel.

① 265

② 257

③ 260 B

SA to buy

four

^{RDM}
^{8/8/75}
Airbuses

for R64-m

By BOB HITCHCOCK
Air Correspondent

SOUTH AFRICA is to buy four European-made Airbus 300 aircraft for R64-million, it was disclosed last night by the general manager of South African Airways, Mr J. E. H. Loubser.

The Airbus was selected to boost SAA's internal and regional services in preference to three American-made jetliners, thus indicating that international politics has taken to the skies with French-South African arms trade relations playing a major part in this country's decision for a French-inspired airliner.

LAUGHED

Mr Anthony Lawler, Airbus Industries' regional executive for Africa and South America, said in Johannesburg last night: "For me, this is the end of a 31-year battle. When I first arrived here they just laughed at me."

The Minister of Transport, Mr S. L. Muller, gave his official approval to the deal yesterday.

At the same time, he approved the purchase of two additional Boeing 747SPs — the so-called special performance Junior Jumbo. They will cost a total of R46-million.

The twin-engined Airbus aircraft, produced by a consortium of European manufacturers, are expected to be delivered at the end of next year and the beginning of 1977.

This jetliner seats 270 passengers, close to 300 in a pinch.

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SUN. TRIB. (Fin) 17/8/75

By CHRISTOPHER MORRIS

Borrow abroad: Horwood gives signal for industrial spending spree

SOUTH AFRICA is poised to enter the 1980s on the back of a R10 000 million capital spending spree that will entrench the country as the industrial powerhouse of Africa.

And to underline the urgency of this mass capital generation, Minister of Finance Horwood this week encouraged big business to borrow abroad.

For it is obvious the vast amounts required to finance the ambitious projects either under way or on the drawing board cannot be raised locally.

However, a prerequisite for large cash inflows from overseas is investor-confidence in the future of South Africa.

For this reason, detente moves are as important economically as they are politically.

The fruits of an improving image on foreign capital markets are already being reaped. Escom, which will need R915 million before the end of 1977, found no difficulty in raising R27 million from German investors last month.

At home, Senator Horwood made it easier for the private sector to borrow on foreign markets by relaxing previous restrictions on borrowing abroad and also improving facilities for forward cover.

Such moves will help finance the huge developments planned here. They include:

SASOL 2: This is expected to come on stream in 1980-1981 at a cost estimated at R1 050 million.

ISCOR: Long-term plans for expansion and modernisation of its three steelworks and seven mining centres have been estimated at R3 240 million. This does not include capital requirements for the ore export scheme or the proposed sémis works at Saldanha.

IMPROVEMENTS to the Durban refinery: Shell and BP are planning to spend R50 million in the next three years.

ETHYLENE cracker at Durban: This will cost Sapréf R60 million between 1976 and 1979.

POLYPROPYLENE plant at Durban: Shell is to spend R30 million on this by 1980.

PHOSPHORIC acid plant at Richards Bay: Triomf is to build this for R70 million.

COAL-BASED chemical plant at Sasolburg: AE & CI has received Government go-ahead to spend R220 million on this plant which is planned to come into operation in 1977.

TUGELA-VAAL water scheme: Estimated cost R178 million.

The list goes on: Sentrachem's polyvinyl chloride plant (R75 million), Satripol's coal-based acetylene plant (R100 million), Foskor's Phalaborwa plant (R40 million), oil exploration (R20 million).

Then there are the development programmes planned by the railways and harbours; tentative capital expenditure needs have been put at R870 million for this year alone, including the new oil pipeline from Durban to Johannesburg (R82 million).

Containerisation will involve huge sums. It entails buying 10 large and four small ships and upwards of 500 000 containers plus handling equipment. Saldanha Bay's dock complex is estimated at another R100 million.



Senator Horwood: He's made it easier to borrow on foreign money markets

Handwritten notes and scribbles in the right margin, including several horizontal lines and illegible markings.

SAR blamed for exports hold up

SUN TRIB (FIN) 17/8/75

Financial Reporter

RELUCTANCE by the railways to give private enterprise the go-ahead to establish a bulk handling installation in Durban harbour — it would have overhead conveyor systems running over railway property — is holding back foreign exchange earnings.

So argues Mr N. W. Murray, a sales manager of Rennie's Consolidated.

Nor is this his only criticism of the railways. Recently he said the feeling was general that unless drastic action was taken by the railways to supplement rail lines, increase the supply of rolling stock and multiply the hu-

man resources to handle this rail traffic, "the lack of carrying capacity is likely to become a national embarrassment."

"There is good and sufficient reason why private enterprise should be encouraged to use its capital, know-how and human resources to supplement harbour facilities, particularly in the field of bulk exports," he said.

Moreover the lack of detail which the railways have given out about its plans for bulk exports — which cannot be handled adequately at Durban or Lourenco Marques — is delaying the opening of new mines and is agitating chrome exporters.

① 78A
② 265
③ 313

SAR acts to cut Soweto overcrowding

RBM 26/8/75

Staff Reporter

THE SOUTH AFRICAN Railways has embarked on a multi-million rand project to alleviate overcrowding on Soweto and city-bound passenger trains.

The announcement was made by two Railways' senior planning engineers, Mr J. D. Lloyd and Mr J. van der Voort, at Railways headquarters in Johannesburg yesterday.

They dismissed suggestions that Soweto residents were being neglected by the Railways.

Mr Lloyd said Railways planners were trying to establish carefully and accurately the needs of Soweto commuters through careful planning for the future.

The problem of over-

crowding in Johannesburg trains was compounded by the fact that people living in Soweto were no longer limited to working in the city. The Railways now had to transport them all over the Reef.

He said this affected the travelling facilities to a large extent. People should not think the problem could be solved overnight.

Railways officials met Soweto leaders last week to share views on what could be done to alleviate the existing state of affairs. One of the leaders was Mr Lennox Mlonzi, the chairman of the Urban Bantu Council.

Investigations by a team of Railways officials was not confined to Johannesburg alone, but other areas such as Pretoria and Port Elizabeth, Mr Lloyd said. He added that the

responsibility for transport was not only that of his department. The municipality was also involved.

Mr Lloyd and Mr Van der Voort would not reveal details of the multi-million rand project because it would involve the expropriation of property. Premature disclosure would lead to unnecessary speculation, they said.

The Railways' problems were compounded by Soweto passengers who did not make use of the Faraday and Westgate stations. People working near these stations preferred to walk to Johannesburg to catch trains to Soweto, contributing to the overcrowding of trains. Mr Van der Voort said.

Trains from Faraday and Westgate would get them home quicker, he said.

your neck—or die

RDM 17/9/75

(1) 323
(2) 265
(3) 213
265

MIKEND AZI

SOWETO's Black men and women who turn the wheels of Johannesburg's commerce and industry get to offices and factories with their necks and limbs twisted. But at least they have survived the congested, whizzing trains.

Some unfortunates never reach their places of employment. They go to the Government mortuary as corpses. Ask the Johannesburg inquest court magistrate how many such cases he deals with in a year. Scores, he will tell you.

Travelling in a first-class coach gives a bit of comfort, but often the third-class passengers move in at the risk of a fine, because the coach happened to be nearest or he would be left behind and late for work.

Then there are the thugs who buy tickets pretending to be going to work in the city, yet purposefully boarding the trains to work on the pockets of the passengers. Especially on pay days many workers reach their homes minus pay packets and parcels.

Passengers who resist get beaten up or thrown out. Some end up dead on the tracks, others with gaping wounds in Baragwanath Hospital.

To stop this hooliganism, the Railways have planted the "ghost squad" — police in civilian clothes, overalls and dust-coats. They search the suspicious characters for dangerous weapons and make arrests. But thug-gery goes on because the police cannot be in all the coaches.

The hoodlums take advantage of the congestion when they pull their dirty jobs on passengers. They congregate in the toilets to share gruesome jokes while puffing dagga.

There are 411 of these trains running in and out between Soweto and Johannesburg daily, carrying 201 000 passengers in one direction a day. But it is still not enough, and some senior Railway officials have admitted that, at the moment the Railways cannot cope.

The Railways have tried their utmost, but it seems the numbers of the workers who get up every day to



boost the country's economy is forever growing.

One wonders what would have been the situation if the country's public transport was not segregated. But those who suffer are the less privileged.

Often when the trains run behind schedule through a fault in the lines, hundreds get to work late. To some, this will mean a rand or two less on pay day. Commuters also have to pay extra money to use taxis or other transport or they hitch a lift to their various places of employment.

And as soon as the

wheels of commerce and industry stop their grinding, Johannesburg's Commissioner Street, goes Black. The broken queues for transport stretch along the pavements from End Street to West Street. Others wait patiently for PUTCO buses in Diagonal Street and at West Gate railway station.

* Ready to help out are two organisations, the Witwatersrand Taxi Association and what is known as the "Soweto Lift Club". But the local transportation board has delayed giving them certificates. Their wheels are bound.

Top SAR priority aimed at Blacks

265

① 323
② 265

Star 25/9/75

The comprehensive schemes to improve train services in the Pretoria - Witwatersrand-Vaal Triangle are primarily aimed at the needs of thousands of Black workers, the general manager of the Railways, Mr J G H Loubser, said today.

Addressing the central Transvaal regional conference of the Afrikaanse Handelsinstituut in Kempton Park, Mr Loubser outlined plans, some already being implemented, to improve the transport of Blacks between Johannesburg and Soweto, and Pretoria and Mabopane.

GRADUALLY

Among measures being introduced to provide for 200 000 daily commuters on the Soweto line were the introduction of longer trains and the replacement of swing-door with sliding-door carriages to increase capacity.

Of the 48 trains on the Soweto line 18 had been converted to 12-carriage trains. The rest would be converted by next year.

When the trains com-

prised 12 carriages they would be able to carry 17,4 percent more passengers.

The addition of carriages had to be carried out gradually because platforms had to be lengthened and turn-around facilities improved.

Other improvements were the quadrupling of the line between Dube and Naledi and the provision of a new signal house at New Canada at a cost of R15-million.

New sidings for carriages, and facilities for turning trains around at Ikwezi, Phomolong and Residensia would cost R10-million.

MABOPANE LINE

In the long term it was planned to have 14-carriage trains on the Soweto line.

Provision was being made for rail travel for Indians and Coloured people from the Lenz, Lawley and Grasmere area.

R35-million had been approved for a double line between the Tswana homeland area of Mabopane and Pretoria, to be served by a station at Belle Ombre.

By 1980, when the line would come into use, 45 000 passengers daily would be carried.

PRETORIA. — Final audited figures for the 1974/75 financial year show that South African Railways would be totally bankrupt without profits from harbours administration, the petrol pipelines and, to a lesser extent, South African Airways.

The figures show that the Railways suffered an astronomical R34.2 million loss in the financial year between April last year and March this year.

In spite of this the Railways administration as a whole showed an overall "real" profit of nearly R102 million — and a reflected surplus, after transfers to the statutory betterment Fund and Redemption account, of R53 million.

This real surplus is nearly double the R29 million originally estimated by the minister for the budget for the year before the tariff increases during the financial year.

A study of the official figures shows that the railways themselves earned R1 216.6 million in the financial year — but spent R1 250.8 million to earn it.

A senior official, asked to comment, said: "We have to admit, were it not for the petrol pipeline and the harbours we would be down the drain completely."

Harbours earned a clear profit of R60.8 million during the year on earnings of R110.7 million and expenditure of R49.9 million.

More startling is the profit earnings of the pipeline — a clear profit of R66.4 million on revenue of R79.2 million and expenditure of R12.8 million.

Even the airways showed a profit — of R8.7 million on running costs of R227.4 million and earnings of R236.1 million.

Backbone of the railways by far was income from goods services — R791 million compared with R128 million from passenger services.

THE JOURNAL OF THE SOUTH AFRICAN RAILWAYS

THE JOURNAL OF THE SOUTH AFRICAN RAILWAYS

NOTED ELSEWHERE A SOCIETY THAT WOULD NOT BUY THE MATERIALS OF THE
MUCH WORKERS SHOULD BE ABLE TO COMPETE ON A FAIR BASIS. WE MUST RECU

WORKERS.....

Clash over transport permits flares

265

1 313
2 265
3 257

STAR
3/9/75

The Bantu Administration department and the Department of Transport are at loggerheads over road transportation.

"It is one department against another," the Deputy Minister of Bantu Administration told delegates to the congress.

The Cabinet was now considering legislative amendments to make road transportation permits easier to obtain.

Mr Raubenheimer said

the situation had reached such a pitch that his department was simply being refused permits.

When the Department of Transport employed advocates to represent it at the road transportation sittings, then he ordered his department to get advocates also.

One industrial firm manufacturing motor parts at Brits was refused a permit for road transportation to Jan Smuts Airport to get its products to Port Elizabeth.

But by train, the firm claimed, it took a week,



Mr Raubenheimer . . . parties are at loggerheads.

while the factory in Port Elizabeth had to wait. The system was working badly in practice and the Cabinet was looking at the position.



Newcastle: Act now on Driessen

Due to apartheid, bus and train fares have become focal points for expressing resentment and frustration. Only increased subsidies can prevent future riots

"We don't care where the money comes from, but it's not going to come from us." That was the cry in 1957 of 50 000 residents of Johannesburg's Alexandra township, who daily walked 28 km to and from the city for almost three months rather than pay increased fares. It was the cry heard in 1971 at strife-torn Gelvendale, outside Port Elizabeth, and echoed once more in East London's environs during an eight-week bus boycott late last year.

Now, at Newcastle, production — and lives — have again been lost as a boycott, taking 180 buses off the road, dominates a riotous and tension-ridden fortnight.

Must these tragic events occur and recur in order to get attention focussed on the social and financial crisis, latterly given frightening impetus by inflation, which has overwhelmed public passenger transport?

With each explosion there have been similar elements in the fuse. Each time the damage has been patched over to the temporary, but only temporary, satisfaction of those who ignited it. Few enduring lessons, it seems, have yet been learned.

Newcastle offers a startling illustra-

tion. Along comes the Bantu Investment Corporation, the bus operator, and dumps onto its passengers (most of whom are considered to be living on an income about or below the PDL) fare increases of up to 75c a week. After the rioting and with the boycott in full swing, bus company chairman Dana Viljoen flies into Newcastle from Pretoria to tell the residents of Madadeni and Osixweni that there should be dialogue and to explain why the service would be forced to close without the fare increases.

Viljoen has nothing if not nerve. A less ham-handed operator would have certainly ensured, prior to implementing the increase, that commuters were thoroughly primed for the move. Putco, for example, will as a rule "bend over backwards" to use formal and informal channels for expressing its views to Blacks and listening in for township feedback. There is of course no assurance that resentment of government policy will not be taken out on the operator.

Not even Putco, which the Newcastle Blacks are demanding should take over the service from the BIC, can be sure that so sensitive a political issue cannot suddenly flare up. Previous

confrontations have been noteworthy for the apparent spontaneity with which boycotts erupted, and the remarkable resilience of the Black boycotters to the coaxings of the bus operators.

The most progressive companies will continue to risk being caught unawares if they have no proper channels for dealing with representative Black organisations in the townships, and trade unions in the factories. The communications chasm is awesome, and the latest case again highlights the impracticability of implementing an economic package without first negotiating Black co-operation.

Yet some operators are sceptic that all the talking in the world can convince commuters of the justification for fare increases. "They strike because their pockets are hit, and only subsidies can prevent them", argues one.

It is pointless to underrate the force with which Blacks can make their attitudes felt.

After the East London unrest, the Xhosa Development Corporation took

WHO PAYS?

Devaluation will further kick up the costs of bus operators. Even without it, inflation has wreaked havoc. Here are some of the price increases faced by one of the largest operators in the country between 1972 and the week prior to devaluation:

- Single deck buses 53%;
- Fuel 153%;
- Tyres 36%;
- MVA Insurance 30%;
- Minimum artisan wages under AEU agreement 65%; and
- Materials increases: Crankshaft 95%; Wormshaft 88%.



Boycott at Newcastle . . . the pattern can spread

over the bus company and cushioned fare increases with the help of government subsidies. After Gelvandale, a fund was established under the aegis of the Department of Transport in terms of which employers had to pay a 20c weekly levy per Coloured male employee to subsidise the transport of Coloured workers. After Alexandra, the Native Transport Services Act was promulgated to provide for a compulsory contribution as a transport subsidy from employers of Africans (now amounting to R1 monthly).

As inflation accelerates at a rate certain to be kicked up by devaluation (see box), and it becomes increasingly hard for wages to keep pace, there would seem no alternative but for still heftier subsidies on urban transportation. This is inevitable. Indeed Johannes Driessen, Secretary for Transport, intends asking next year for increased levies.

But there will doubtless be pressures for central government, not employers, to bear the additional burden. It is convincingly argued that provision of a relatively cheap and efficient public transport system is in the national interest and that, in any case, a major factor militating against it is of government's own making.

This relates directly to the implementation of apartheid. At a lower level, there is senseless expense in running segregated (and therefore emptier and uneconomic) buses. Far more important, the application of Group Areas policy has moved the homes of people to considerable distances from their places of work.

The upshot is that operators run packed buses over long and uneconomic routes during short peaks in the morning

and evening, and are then forced to leave them idle or operating to nowhere near full capacity for the rest of the day.

Looking to the SAR is no answer. It faces the same problem as any other major mass transporter in that all passenger services run at a loss. At present, rail services to the resettlement townships are within 45 minutes travelling time. Provision has to be made for a considerable number of passengers to stand for this period. Says a SAR planner: "Our job now is to keep travelling time from the townships to within 45 minutes, which is the most that can be considered comfortable".

In any case, SAR can provide only feeder lines for taking passengers to a central point. From there, it remains the task of the bus operators to distribute them along their various routes.

Another point of contention relates to who should run the bus companies. Putco calculates its return on capital at under 6% and City Tramways, part of the Tollgate group, at under 4%. There can be little dispute that the private operators run a more efficient and cheaper service than the local and quasi-government bodies in the field — Johannesburg is this year budgeting for a loss of around R6,5m on its bus operation, Pretoria R2,9m, and Durban R4,5m.

Not only is the superior efficiency due to the experience of specialised managements who can buy in bulk through the sheer size of their operations, control costs and the like, but also because the unprofitable running of buses can be compensated by such sidelines as the profitable selling of advertising space

(Tramways) or the lucrative hiring out of buses for "special services" like Soweto funerals at week-ends (Putco).

Commuters, noticeably those in the Cape, are in a Catch 22 situation. Many resent fare increases to keep City Tramways in profit, but fear that fares will increase still further if the Municipality were to take over its buses.

Nevertheless, however alarming the cost spiral of bus transport might look, there are economies which can go a long way to containing it.

The most obvious is a staggering of working hours, which would bring fuller utilisation of operators' rolling stock. Another is the introduction of bus lanes, which would slash costly running times and make bus transport more competitive with the private car. A third would be to price private cars out of city centres and allow buses to transport commuters along the short, busy routes.

Clearly, an improved public transport system has immense potential for alleviating central city traffic congestion. There are distinct economies in fuel saving. And running buses along lucrative routes will go a long way to cross-sub-



Have suitcase . . . but damned if we'll travel!

sidising the long, unprofitable services they are forced to operate from the townships.

The Driessen Report has pointed a way out of the morass. It is vital that the R52m it envisaged being spent in the first year of implementing its recommendations, for improving systems of mass passenger transport, be omitted from government's cost-pruning programme. Already it has been chopped from the R92m, based on 1974 prices, considered necessary in the Report.

Otherwise there is a very real risk that the pattern of Newcastle will both spread and escalate.

Bid to smash boycott denied

Mercury Reporter 14/10/75

NEWCASTLE — Employers here, who are ferrying their labour to and from work, are not acting in the public interest, the Secretary for Transport, Mr. J. Driessen, said last night.

Speaking from Pretoria, Mr. Driessen denied that his department was trying to break the Newcastle bus boycott, which has entered its third week.

The boycott is costing the Bantu Investment Corporation — controlled Trans Tugela Transport (TTT) bus company a massive R6 666 per day.

"It is not that we are trying to break the boycott. But we don't want employers to get into the habit of transporting their staff.

"In the long run that would not be in the public interest. Employers can't be public transport operators," Mr. Driessen said.

He hinted that applications for passenger-carrying licences by the commercial and industrial sectors in Newcastle would not meet with Government approval.

"Each application would be treated on its merits. Although the bus boycott is affecting the labour situation, it will not benefit the public for employers to provide transport," Mr. Driessen said.

Meanwhile, many employers, faced with serious labour shortages, are clashing with Department of Transport inspectors who have been active in the town since last week.

In many cases employees are being forced to offload their labour by inspectors lining the main Madadeni — Newcastle road.

Two Catholic mission priests, in defiance of the

Department of Transport, are ferrying truck-loads of passengers between Newcastle and the Madadeni and Osizweni townships daily.

"I am quite prepared to go to Court over this. These people are getting angry. They have to get to and from work somehow," an evangelical priest, Father John said.

So far he has not been stopped.

A Mercury reporter, who had given three Blacks a lift, was stopped by Department of Transport inspectors.

The inspector said that while the reporter was not breaking the law, "we will take your number and if you do this every day you will be charged."

Meanwhile, the long walk from the townships, which lie 12 and 23km from Newcastle continued yesterday.

In Osizweni, the township which is furthest from Newcastle, some residents were riding the buses which were on average half full.

Many others are still walking or using bicycles and taxis.

The boycott from Madadeni is still complete. Many Blacks told of delays of up to two hours for transport, by taxi or privately owned buses, back to the townships.

The chairman of the Madadeni Township Council, Dr. Frank Mdladlose, said yesterday he did not want to comment

on the situation.

"I think I have said everything there is to say. You must ask the KwaZulu Government for further comment," Dr. Mdladlose said.

Although police were on duty at vantage points along the road it is obvious that many have been withdrawn after a weekend which brought no violence.

A tent town which on Friday surrounded the Madadeni police station has been removed. A large convoy of police vehicles were seen leaving Newcastle yesterday.

On the subject of bus fares, Mr. Driessen said yesterday that he anticipated bus companies throughout the country would apply to local road transportation boards for fare increases. However, he did not know of any such applications.

He was explaining a statement he made on Sunday concerning the Newcastle bus fare dispute that transport costs would increase again in the near future if the present trend continued.

Only if there were objections, would applications be referred to the National Transport Commission, he said.

"What I meant was that in view of increasing costs, brought about through devaluation, there must inevitably be increases.

"Everything goes up. Only dust and rain comes down," he added.

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Threat of *Mr. Driessen* transport chaos in SA cities

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- ③ 313
- ④ 265

Pretoria Bureau

The seriousness of South Africa's growing urban transport problems, and the extreme urgency with which they must be solved, were detailed at the start of a two-day conference on the Driessen Committee's report in Pretoria today.

Top speakers at the conference, including the Minister of Transport, Mr. Laurens Mulier, and the Secretary for Transport and chairman of the Driessen Committee, Mr. John Driessen, pulled no punches and used the word "chaos" to describe the situation now building up in South African cities.

They warned that this situation was almost upon us. "In fact, we are already into our injury time," Mr. Driessen said.

Approaching traffic conditions were so serious in their implications for all city dwellers, and for the country's economy as a whole, that only revolutionary measures would suffice to solve them.

The cost, in money, changes to our way of life, and sacrifice would be tremendous -- but the alternative was urban strangulation and the personal inconvenience and economic deterioration accompanying it.

Directly affected will be commuters and shoppers, under pressure to keep their cars out of city centres, bus authorities coping with the task of transporting all the new pedestrians, city centre businesses facing additional property rating, offices facing staggered working hours, and every motorist, facing levies.

It is to discuss these wide and varied changes to South African life that the conference in Pretoria has been called by the

BUS BOYCOTTS Do's and don'ts

F.M.
17/10/75
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If an employer's workers are boycotting the buses which take them to his factory, so leading to absence or late arrivals, what permission must be sought if he decides to transport the workers himself?

To their cost, employers at Newcastle have found a plethora of regulations with which they must comply. During bus boycotts, the police are inclined to enforce them with vigour.

As a simple guide, here are the basic rules:

An employer can transport workers from their homes to work only if he has a motor carrier transportation certificate, for which application must be made to the Local Road Transportation Board, in terms of the Motor Carrier Transportation Act. The Board would then have to consider the application under Section 13, which relates to the "general public interest" and public transportation requirements in the area concerned.

Exemption from taking out the certificate may be granted under Section 9(2)(f). This is specifically for an employer to transport his employees "in the course of their employment by means of a motor vehicle belonging solely to such employer", provided no charge is

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Newcastle bus . . . wot, no passengers?

made for it and "no reasonable facilities are available for their conveyance . . . by means of a motor vehicle in respect whereof such a certificate as aforesaid has been issued".

It would seem that employers, trying to cut down on production losses during bus boycotts, have little alternative other than to break the law. In these special circumstances, it would be no major calamity for the authorities to turn a blind eye.

Huge rail expansion in Durban

SUN TIMES (BUS TIMES) 26/10/75

By DAVID PINCUS

THE SOUTH AFRICAN Railways and Harbours administration is in the process of spending a massive R450-million on improving port and rail facilities in Durban.

More than 80 per cent of this money (R366-million) is being spent on improving rail facilities outside the harbour area.

None of this money is earmarked for development in Richards Bay, where a harbour and its infrastructure is being developed at a cost of about R140-million.

The new facilities in the Durban harbour, where work has been in progress now for about five years, will be completed and operational by 1977 and the rail facilities outside the harbour area should be completed and operational by 1980.

There appears to be little or no chance of this expenditure being pruned in any way as part of the present cutback campaign by the Government and private sector to deflate inflation.

Towards the end of last year there were up to 50 ships waiting to enter Durban harbour and it is estimated that by 1978 five trains loaded with containers will be leaving Durban every day for the Reef alone.

As it is, Durban is handling more than twice the port traffic of all the other South African harbours put together. In fiscal 1946 the Durban harbour handled 5-million tons of cargo. This

grew to 16.6-million tons in 1966 and to 34.7-million in fiscal 1974.

Of the R84-million being spent on improving the harbour, R60-million is being spent on a facility to handle five container ships at once. This is the equivalent of 20 conventional cargo ships, said Ben Lombard, the port director, who added:

"It should put us in a position where we can handle nearly everything on offer, but there could be congestions. They should not be as bad as the ones we had last year."

John Irving, SAR system manager in charge of the Durban area, pointed out that when the present improvements have been completed there will be room for only one other additional ship handling facility of any size.

After that Richards Bay will have to take cargo Durban cannot handle. Richards Bay harbour is twice as large as Durban's.

Explaining the need for the costly improvements to the Durban rail system outside the harbour, Mr Irving and

Denis Yeats, resident engineer (construction) said research has shown that by 1990 the Railways will have to transport 280 000 workers to and from Durban every day.

This will involve the operation of 140 trains in two two-hour peak periods daily.

"We have already spent R100-million in Durban and still have R266-million to go," said Mr Yeats.

"This includes R68-million being spent on the new Durban station in the Greyville area which will have the world's biggest signalling building, a building that will be the equivalent of a 17-storey building.

"We are also building a mechanical workshop complex that will cost about R54-million."

Mr Yeats said that some of this money is being spent on facilities outside of Durban itself so that they will be able to cope with the traffic to and from Durban.

He mentioned the marshalling yard at Maritzburg and improvements to the Natal-Cape railway line as examples, but by comparison, those sums are trivial compared with the R146-million in total being spent on improving commuters' facilities only.

Rail versus road

F.M. 31/10/75

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Believe it or not, there's a government body keen to compete more freely with private enterprise. But the SAR has some crucial conditions it wants met before throwing open the transport market to road hauliers

"The discipline of competition has largely been removed so far as the South African Railways are concerned and (its) efficiency depends almost exclusively upon Parliamentary control and on such measures as the SAR Administration itself deems necessary". — Marais Commission of Inquiry into the Co-ordination of Transport, 1969.

"We believe the market mechanism is the most sensitive device for users to decide on different transport modes. No regulatory system can ensure a completely efficient distribution of traffic between transport systems". — Dr Anton Moolman, SAR Chief Superintendent (Commercial), 1975.

The times they are a-changing. Railways, judging by recent remarks by some of its officials, has at last agreed to loosen at

least some of the knots that for 45 years have tied SA's transport resources into an inefficient, wasteful and unfair system.

The most unambiguous remark came from Dr Anton Moolman, when he told delegates at a conference on the Driessen Report that "Railways is willing to move towards a freer competitive situation in the transport market in the future."

The change of heart is as much the result of necessity as of any deep-felt attachment to free markets. For years Railways has been losing its most lucrative high rated traffic to road operators. It has also seen a sharp drop in its share of total goods traffic. In 1958, its share (measured in ton/km) was 61%; by 1972 it had slumped to around 51%. Average income per ton/km (deflated for tariff

increases) fell from 0,9c in 1963 to 0,85c 10 years later.

A striking example of the trend is that while 20 years ago almost all fruit and vegetables travelled by rail, today four-fifths goes by road.

Despite a maze of restrictions on private road hauliers (see box), Railways has simply been unable to cope with the surge in demand for goods transport. The result: a steady increase in the number of motor carrier certificates granted to private hauliers.

Many of the certificates are only temporary — in Johannesburg alone up to 500 are granted each day. And there are still several important products for which hauliers are virtually never given certificates, despite their ability to carry the goods. Examples are tobacco and bottled



Road or rail — the choice will be yours

PS 23.9.1975

spirits.

Road haulage men concede they could never compete with rail for the transport of bulk goods over medium and long distances. But they claim that almost all manufactured articles at present conveyed by Railways could be moved more economically by road. Road tariffs would in many cases be higher than rail tariffs but customers, they say, would agree to pay up because of the speed and convenience of road transport.

In addition, the more goods which could be moved off the tracks and on to the roads, the more efficiently would Railways be able to handle what was left. Fewer restrictions on road transport could, hopefully, mean the end of coal crises each winter and rail snarl-ups whenever there is a big maize crop.

Railways' objections

Railways goes along with this line of thinking, and has already told Transport Secretary Johan Driessen that even at this stage it would be prepared to accept a slight relaxation of restrictions on road operators. The Treasury has been asked to give R25 000/year to the CSIR for studies on the roles of rail and road in the national transport system.

But Railways has three major objections to an immediate free-for-all:

- The SAR is saddled with certain "social" obligations — the provision of services below cost — which it has to finance by charging excessive tariffs for other services. This "cross-subsidisation" means many tariffs are higher than Railways would wish, and also than road hauliers would charge. Hence the restrictions on road operators.

For instance, the estimated R142m loss on passenger services this year will have to be largely recouped from profits on lucrative goods and pipeline traffic. Losses are also likely on livestock (R20m), coal and coke (R13,4m) and sugar cane (R1m). Obviously, some other means would have to be found to subsidise these services if Railways' profits were to be eroded by road hauliers.

Says Moolman: "The Railways should, by means of one or another subsidy from the central government, be compensated for the difference between the scale of fares and the total costs of conveyance for non-economic services regarded as essential by government." And Railways should "have the right to curtail and eventually do away with the other services".

How central government should calculate subsidies is of course one of the most controversial issues in transport economics. Should these cover total costs, or only marginal costs — which exclude, for instance, the costs of servicing capital already outlayed? The issue will have to be resolved before any significant move

towards freer competition can be made.

Meanwhile, road hauliers would be only too happy to see Railways divest itself of its non-economic services. Opines Dr Jan Burger, MD of Unity Longhails: "Except for urban passengers and bulk goods, road transport can convey economically everything Railways carries uneconomically. A slow, half-empty train to Breyten or Bethlehem could be replaced by a fast full bus."

- Railways pricing structure is still not as competitive as it should be. Following the proposals of the Newton Committee in 1950 and the Schumann Committee 14 years later, Railways started to change its tariff structure from one based on "what the traffic will bear", to one where the cost of conveying each product is the dominant factor. The process of adjustment has been speeded up in recent years but is far from complete. Railways claims another decade of adjustments are needed.

The process involves narrowing the gap between the highest and lowest tariffs, at the same time ensuring that every tariff just covers the cost of conveying each product. Every item would thus pay for itself, except those which government feels should be carried far below cost. For these government would have to provide a subsidy out of the Consolidated Revenue Fund.

- Road hauliers allegedly contribute less

HOW RAILWAYS GETS PROTECTION

Two statutes in particular protect the SAR&H from competition from road transport.

The Constitution lays down that, while Railways should be run on business principles, "due regard" must be given "to agricultural and industrial development within the Republic and the promotion, by means of cheap transport, of the settlement of an agricultural and industrial population in the inland portions of all provinces". This is the origin of many of Railways' uneconomic services.

Specific restrictions are placed on road hauliers by the Motor Carrier Transportation Act of 1930 and regulations issued under it. The Act distinguishes between the road haulier, who conveys goods and passengers for reward, and the ancillary user of motor transport, who moves goods for delivery or other purposes as a secondary function to his business.

Local road transportation boards issue motor carrier certificates to road hauliers or exempt ancillary users from the obligation to take out a certificate.

Whenever transport facilities in any area or over any route are "satisfactory and sufficient to meet at

than their fair share towards the construction and maintenance of transport infrastructure — in their case, roads, bridges, traffic control, etc.

Nor do they meet the full costs of the pollution they cause. Railways' GM Kobus Loubser has pointed out that a loaded 10 t truck does as much damage to a road as 60 000 cars.

Railways on the other hand, has to bear its full infrastructure costs.

To eliminate this anomaly, SAR suggests government either pay it an infrastructure grant (as in France), or levy a tax on heavy road vehicles. The CSIR will examine who should pay for what.

No problem, say the road men, even though a well-utilised heavy vehicle already contributes between R3 000 and R5 000 a year to the National Road Fund through the fuel levy. This levy represents only 5% of total road transport costs and it is claimed this amount could be doubled without harming the viability of road transport.

Obviously, then, there are no insurmountable problems in the way of freer competition. Railways' objections to losing its protection should be fairly easy to overcome.

In the meantime, as Loubser says, "it is not necessary at this stage to determine precisely how far to progress on the road to more free competition, as long as there is certainty as to the direction to be taken".

a reasonable charge the transportation requirements of the public" a certificate will not be granted to a prospective carrier wishing to compete with existing services. Moreover, if the service for which a certificate is required can be co-ordinated with an existing service operated by Railways, the application for a certificate will not be granted until the SAR has had an opportunity to apply to provide the co-ordinated service.

In practice, this means that private road passenger transport is generally confined to specific routes not served by rail. The goods haulier is normally restricted to local areas for general articles but he can be authorised to convey specific classes of goods within wider areas if the authorities consider road transport more suitable than rail. Small operators in particular often find that they can only carry a load in one direction and that their trucks must make the return journey empty.

Ancillary users of motor transport are generally limited to a 48 km radius from their places of business or to the metropolitan areas. With a few exceptions, they are forced to use public transport for long-distance hauls.

Rail facilities

for 250 000

Cape Times
7/11/75

BY THE year 1995 an estimated 250 000 passengers would have to be conveyed daily from areas east and south-east of Langa to their jobs near the city. Mr H J L du Toit, Assistant General Manager of Railways, said in Cape Town yesterday.

He was discussing long-term planning by the Railways at the conference on the Driessen report.

Mr Du Toit said that to move these passengers the rail service would have to be expanded.

On the Nyanga-Mitchell's Plain route four lines would have to be

provided while six lines would be required on the Nyanga - Bonteheuwel stretch and eight lines between Bonteheuwel and Langa.

Six lines would be needed between Paneldans and Maitland and eight lines from Maitland to Salt River. Ten lines would have to be provided between Salt River and Woodstock.

The line to Simonstown would have to be quadrupled as far as Plumstead and the Kensington-Bellville line would consist of a double passenger line and a double "goods avoiding line".

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② 320

③ 85

Janson acts to prevent Black bus boycotts

W/EARLUS 8/11/75

PRETORIA. — A tariffs committee had been appointed to consider transport charges affecting Blacks, the Deputy Minister of Bantu Administration, Mr T. N. H. Janson, said here.

It would be the task of the committee to find effective ways of eliminating repeated bus boycotts and the unpleasantness which usually accompanied transport tariff increases, he said.

The committee, which would start functioning immediately, consisted of three members. They were Mr P. A. Gray, Deputy Secretary of Bantu Administration and Development, chairman, Mr D. J. Poolman, Deputy Secretary of Finance, and Mr H. C. van Zyl, Deputy Secretary of Transport.

RESULT

The Deputy Minister said the appointment of the committee was the result of discussions between himself and representatives of the Departments of Bantu Administration and Development, Finance and Transport.



Mr T. N. H. Janson

Where local road transportation boards had already approved tariff increases but had not yet put them into operation, the implementation of the tariff increases would be postponed pending an inspection in loco by the tariffs committee, the Deputy Minister said.

This, he said, would enable the tariffs committee

to have consultations with the local authorities concerned, such as the Bantu Administration Board of the area, members of the local African community and representatives of the employers about the merits of the increase so as to determine to what extent the increase should be borne by the Government by way of subsidies, by employers by way of adjustment of wages and salaries and by the workers themselves.

LIMITS

In the long term the committee would, in consultation with organised employers' organisations, representatives of transport services and representatives of workers, determine ways and means of keeping future unavoidable tariff increases within limits.

It would also consider ways in which such unavoidable tariff increases could be applied so as not to affect the lower-paid Africans excessively, particularly in his daily needs. — Sapa.

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Railways heads towards a huge deficit

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RAM 2/12/75

By KEITH ABENDROTH

THE Railways is heading for an "astronomic" deficit this year, and the Transport Ministry is clearly considering further tariff increases despite the Cabinet's efforts to clamp down on rises and expenditure.

Sources at Railway headquarters say further tariff increases are on the cards as the administration enters the second half of the year with a working deficit of nearly half the surplus the Minister predicted in his budget speech earlier this year.

By the end of September the administration as a whole was R2,7-million in the red despite the fact that harbours, airways and pipelines were showing healthy profits.

Estimated surplus for

the present financial year, which ends in March, was put at R6,4-million.

The biggest culprit is the rail service, with earnings in the six-month period of R694,8-million and a running expenditure of R733,1-million, giving a loss of R38,3-million.

This more than swallows the profits being returned by the other three sections of the administration.

A Railways spokesman said: "We daily give thanks to the oil pipeline. If it were not for the clear profit we get from this service, the service as a whole would be down the drain."

In the first six months of the present financial year the pipeline showed a profit of R43-million on income of R50-million and

expenditure of only R7-million.

Harbours brought in R58-million on expenditure of R29-million, while South African Airways, after being virtually bankrupt two years ago because of fuel price increases and restrictions, is showing a profit, on earnings of R127,2-million and expenditure of R124,7-million.

Overall budget figures for the six-month period, including contributions to the Betterment Fund, on level crossings and other accounts, show that the administration earned R930,3-million in the final six months of the financial year, and paid out R933-million.

At the comparative stage in last year's budget the administration was showing a R13-million profit.

SAR faces land wrangle

By CHRIS FREIMOND

A LEGAL wrangle is brewing over the Railways' expropriation of land near Benoni to build a marshalling yard.

The 95,7 ha is situated northeast of Daveyton and is owned by the East Rand Bantu Administration Board.

The Board is claiming R122 000 and has rejected outright offers of R55 000 and R65 000.

Up to now, the Town Clerk of Benoni, Mr Fred Peters, has been acting as go-between for the board and SAR.

At a recent meeting the Board decided to negotiate directly with the Railways. It is also considering buying a piece of land adjoining Daveyton equal in size to the land needed and then to exchange the two tracts.

If the Railways was not

prepared to do that, the Board would claim R122 000 compensation.

Meanwhile another phase in the giant Richards Bay development scheme was realised yesterday when the Railways took delivery of the first of 1 400 specially designed coal carrying wagons for use on the line between Broodsnyersplaas and Richards Bay.

The Assistant General Manager (Technical) of

the SAR, Mr E. A. Fenske, accepted the wagon at the Germiston works of Dorbyl.

Mr Fenske said that in planning the coal line it had soon become clear that a special type of wagon was needed.

The wagons, equipped with air brakes, weigh 20 800 kg and can carry a load of 52 800 kg.

Trains of over one kilometre will carry loads of up to 5 593 tonnes, enabling the SAR to convey nine million tonnes of coal each year.

Initial delivery of the new wagon, called the CCR-1, will be 24 a week. Five hundred will be delivered by March.

Rail rates

Star
9/12/75

to rise next year

Some rail tariffs will be increased next year — in spite of a denial earlier this month that any increase was imminent.

In an SABC interview Dr. E. L. Grove, assistant financial manager of the S. A. R. said increases in prices of steel and diesel oil were costing the railways R5 million more than budget estimates.

Thus some tariffs would have to be raised after March although it was unlikely that all goods would be affected.

The higher tariffs would be matched if possible to an upswing in the economy.

Only a week ago Dr. Grove strongly denied reports of an immediate increase in tariffs, saying the R88 million tariff reserve fund would tide the railways over.

Yesterday he said the railways could not go on

dipping into this fund indefinitely. It would, however, cover losses for the rest of this year.

The present tariff structure was adopted when the national transport system had a certain amount of spare capacity, Dr. Grove said.

Now circumstances had changed and rail services were under heavy pressure.

Long-distance passenger transport was no longer profitable and efforts would be made to divert more of this traffic to airways.

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Railway deliveries

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will cost more

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DD.

CAPE TOWN — South African Railways are considering a change in delivery charges which will generally result in higher costs to industry.

The South African Federated Chamber of Industries reports that the Railways administration is studying the possibility of giving a rebate on delivery charges to firms accepting deliveries outside normal working hours.

Charges for deliveries in normal business hours would be increased correspondingly.

This has emerged from recent discussions between commerce, industry, agriculture and the Railways administration. No indication of the size of the possible rebate or of the increased charges has been given.

A Railways spokesman said the proposal would give some teeth to long-standing efforts aimed at achieving after-hours deliveries of goods. It is no secret that these efforts have met with very little success.

Organised commerce and industry have supported the Railways' attempts but individual firms have found implementation to be costly. Increased hours or additional staff would be required to accept deliveries after hours, and

this cost has to be borne by the firms.

Harbour congestion was once the motivation factor behind the call for longer delivery acceptance hours, and although this is no longer a problem, several others remain. They include the difficulty of manoeuvring huge railways' lorries in heavy traffic and a lack of available parking areas.

The Federated Chamber of Industries has requested its constituent chambers to appeal to their members to accept Railways deliveries outside normal hours.

Meanwhile, it is reported from Johannesburg that South African Railways showed a net deficit of R14 267 539 in November, according to the working results.

Main reason was a massive R17 165 486 deficit in the Railways operations. Revenue was R110 669 982 against expenditure of R127 824 468.

The Airways also showed a deficit. Expenditure was R23 548 639, with revenue R21 799 367, leaving a deficit of R1 749 278.

Harbours showed a surplus of R4 849 028, with revenue at R9 768 041 and expenditure R4 919 013.

Pipelines operations showed a surplus of R6 362 811, with revenue of R7 568 540 and expenditure R1 205 729.

The gross deficit on all services was R7 691 925, with total revenue at R149 805 924 and expenditure R157 497 899 — net revenue appropriations were R6 575 614. — SAPA-DDC.

Airport 13/176.00 opens in ²⁶⁵ February

CAPE TOWN — The new airport at Upington is expected to be in commission by February 20 — after about 600m have been added to the already massive runway at the request of the Department of Civil Aviation.

I learned this last week during a tour of the new airport complex from officials in charge of construction and fuelling projects. They said the airport would have been in commission earlier had it not been for the request to extend the runway, which it is believed will be one of the longest in the world at 5 620 m.

Yesterday a Defence spokesman denied the new airport was designed for military purposes. He said that as far as he knew the airport was a South African Airways project.

An angry Mr L. C. du Toit, Director of Civil Aviation, refused to say why his department had requested additions to the length of the runway and demanded instead to know the names of the officials who had given me the information. — DDC.

Star 2/2/76

Tough year forecast for railways

John Patten, Political Correspondent

THE ASSEMBLY — The Minister of Transport, Mr Muller, is expected to present the gloomiest picture of the railways' affairs in some years when he stands up here tomorrow to introduce his railway budget.

The Minister's R3 073-million railways budget this year is 23 percent higher than for the present financial year, and all the signs are that he will have to delve deeply into reserves if he is to avoid tariff increases.

On the present financial year, the Minister's estimated surplus of R6,4-million on last year's R2 500-million budget has gone sour because of the economic slowdown that has taken place.

Mr Muller is now expected to report a deficit for the current financial year of anything up to R40-million.

This deficit can be met from the R88-million strong reserves, leaving possibly R50-million in the fund at the start of the 1976-77 financial year.

With losses multiplying, and the likelihood that railwaymen will have to be granted salary and wage relief later in the year, Mr Muller will

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either have to put up tariffs or virtually deplete the railways' reserves by presenting a deficit budget.

POSTPONE

A deficit budget would be in line with the Government's anti-inflation campaign, because it would avoid the serious inflationary effect throughout the economy of increased transport tariffs.

But such a budget would merely be postponing the day of reckoning for the railways and would virtually commit the railways to hefty rate increases next year or during the coming financial year.

Tariff increases at this stage would relieve the growing crisis in railways finances, but would create problems for the Government either by forcing it to over-penalise the high-rated traffic, or to put up passenger fares (on which greatest losses are suffered).

DD 5/2/76

Bus men on

EAST LONDON - Police armed with rifles and submachine-guns, and accompanied by dogs, yesterday ordered strikers outside the premises of the Ciskei Transport Corporation to disperse - or force would be used.

Drivers and maintenance staff struck after a liaison committee member, Mr Michael Ngesman, was dismissed.

Representatives of the 300 drivers and 150 maintenance staff asked the police officer in charge, Col G. J. Odendaal, to arrange a meeting with the CTC general manager, Mr H. J. Smal.

They said Mr Ngesman had been elected by them to the liaison committee, and they therefore wished to discuss his dismissal. Mr Ngesman had alleged he had been dismissed because of his refusal to sign a new wage agreement between the CTC and maintenance staff.

Col Odendaal told a former liaison committee member, Mr I. Mxo: "We want you all to disperse. If you do not listen to the police it will be necessary for me to take further action and send my men in to disperse you."

"We have to do something about the strike as it is forbidden. If you have not dispersed in 15 minutes my men will deal with you."

Col Odendaal then told

the strikers the CTC service was vital to thousands of workers in East London. He appealed to them to return to work.

Mr Mxo asked Col Odendaal to fetch the general manager, Mr Smal, so that the strikers could talk publicly and in the presence of Mr Ngesman.

The strikers then called on Mr Ngesman to give Mr Smal his version of what had happened.

Mr Ngesman said: "The management of CTC called all the liaison committee members together and told us there would be no wage increase for all maintenance staff until 1977."

Mr Ngesman said he reported back to the staff. The wage agreement was rejected.

"The general manager told all the liaison committee members they had to sign the agreement."

"Four of us refused to sign," Mr Ngesman said.

"The general manager told us those who refused to sign would be dismissed, one by one."

Mr Ngesman again refused to sign. Another meeting was held in the presence of a Labour Department official; again the agreement was rejected.

The official, a Mr Brand, "told us we would not get any privileges at all. Instead of three weeks' leave we would now only get two weeks."

"Mr Smal then summoned me on Monday morning and told me I had been dismissed because I had refused to sign the agreement," Mr Ngesman told the strikers.

The Labour Department was again called in after the strike - initially only of maintenance staff - had started.

Mr Ngesman said Smal offered to re-employ him, but only as a "employee" and at Reeston depot, instead of Braelyn. He would lose his position of liaison committee.

"That is the reason the strike started against the maintenance staff," Ngesman said.

After Mr Ngesman finished addressing the strikers, Mr Smal said: "There is no agreement, or document that has been signed by the members."

Asked about Mr Ngesman's dismissal, Mr Smal said there was a reason.

"He has however been re-employed, but as dismissed he would get the same as a new employee would get the same he had been paid."

"We have even to pay him for yet although he was work," Mr Smal said.

Mr Ngesman later said "We will continue strike." - DDR

Extra trains, page 2
Pictures page 11.

DD 5/2/76

Trains provide extra services

EAST LONDON - The total lack of buses to bring black workers to East London has only caused delays of "a few minutes."

This was said by the Railways Operating Superintendent, Mr D. J. Burger, yesterday. An extra three trains, to carry 2 400 more passengers, were run last night to replace the strike-hit bus service. Two or three extra trains would be run this morning, Mr Burger said.

Extra railways staff had been provided, and Mr Burger said that even if black workers were delayed by having to use trains instead of buses, they would only be held up for "a few minutes."

He did not expect staff problems on the railways or at the East London harbour, as most workers used the trains normally.

However, many industries felt the effects of the strike when workers - especially those on af-

ternoon shifts - were late or did not arrive.

The chairman of the East London Chamber of Industries, Mr R. Recsei, said the strike would cause hardship to workers having to pay more for taxi and train fares.

"It is a bad advertisement for the Border area as far as attracting industry is concerned," Mr Recsei said.

The chairman of the Chamber of Commerce, Mr T. S. Peters, was concerned the strike could affect the harbour, which he said was vital to all.

Many employers are transporting their own staff. Most are using methods introduced during the 1974-75 bus boycott.

Mr. A. Wilson, the production manager of Chloride, a West Bank firm employing about 700 Mdantsane workers, said his firm had arranged with the Railways for transport. Nevertheless there had been disruptions which he expected would continue today.

"Last time the bus service was disrupted we lost about R225 000 in lost production, late deliveries, penalty clauses and loss of sales, and we will have to continue to provide transport and to assist our workers."

Mr Botha confirmed in various points in Angolia South Africa was holding Cape Town yesterday that Mr Botha confirmed in various points in Angolia

(1) 320
(2) 110
(3) 265
(4) 250
(5) 100

Railways loss of R40m forecast

Cape Times 7/2/76

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Own Correspondent

PRETORIA. — The South African Railways and Harbours is heading for a massive loss of R40m. on its 1975/76 operations.

Hit by shrinking traffic because of the economic downswing of the past nine months the Railways alone lost more than R20m. in December.

The net loss, taking into account relatively small surpluses from harbours, airways and the fuel pipeline, exceeded R16m. during December.

The accumulated deficit for the first nine months of the current financial year is R27,7m.

December, January and February are traditionally poor revenue earning months, and the prospect of further severe losses in January and this month has to be faced.

This, according to the president of the Artisan Staff Association, Mr Jimmy Zurich, together with the provision which will have to be made for

increased wages and salaries during the new financial year, makes increased tariffs and fares virtually certain.

Mr Zurich said in Pretoria yesterday that in spite of the anti-inflation campaign, and the fact that higher tariffs would raise costs throughout commerce and industry and, therefore, aggravate inflation, Railway workers were determined to get reasonable compensation for the steep decline in the purchasing power of the rand during the past 18 months.

“We wholeheartedly support the anti-inflation campaign, and have already made substantial sacrifices in its name, but there is a limit and it has been reached.”

Mr Zurich said that the ASA had lodged wage claims with the Minister of Transport, Mr S L Muller, last September. The Minister had asked the ASA to delay the demand for six months.

“This we agreed to do. We have now written to the Minister asking for an interview so that we can finalize our claims in the light of developments since September.”

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Airports: Cost

380. Mr. T. HICKMAN asked the Minister of Transport:†

- (1) What was the total amount that was spent on the (a) Jan Smuts, (b) J. B. M. Hertzog, (c) D. F. Malan, (d) B. J. Schoeman, (e) Louis Botha and (f) B. J. Vorster airports during each of the past five financial years;
- (2) what was the maintenance cost to the Department in respect of each of these airports in each of the years concerned;
- (3) what amounts were received by the Department of Transport from (a) the South African Airways, (b) foreign air services and (c) other aircraft for the use of each of these airports in each of the financial years concerned.

The MINISTER OF TRANSPORT:

(1)

Financial year	Jan Smuts	J. B. M. Hertzog	D. F. Malan	B. J. Schoeman	Louis Botha	B. J. Vorster
1970-'71	11 718 564	745 118	1 436 523	229 204	820 438	255 732
1971-'72	19 173 416	631 379	2 946 467	213 746	1 171 751	408 217
1972-'73	6 872 767	1 174 806	2 866 084	393 246	2 144 534	327 564
1973-'74	5 054 585	582 296	1 446 810	436 461	1 124 043	230 564
1974-'75	6 951 074	635 121	1 595 374	1 407 265	1 976 214	246 173

(2)

Financial year	Jan Smuts	J. B. M. Hertzog	D. F. Malan	B. J. Schoeman	Louis Botha	B. J. Vorster
1970-'71	1 350 249	350 748	67 619	65 882	67 517	121 564
1971-'72	1 254 165	94 323	315 145	38 430	62 318	272 062
1972-'73	388 147	125 779	607 291	38 590	54 454	26 003
1973-'74	458 311	125 615	172 875	540 454	76 475	34 906
1974-'75	599 799	76 226	138 513	31 776	90 615	22 612

(3) (a)

Financial year	Jan Smuts	J. B. M. Hertzog	D. F. Malan	B. J. Schoeman	Louis Botha	B. J. Vorster
1970-'71	895 961	168 066	358 955	203 513	325 361	150 889
1971-'72	1 144 366	170 832	396 767	219 533	377 637	158 685
1972-'73	1 443 664	166 890	457 996	268 363	432 970	129 150
1973-'74	1 689 761	154 501	529 150	270 285	486 217	139 484
1974-'75	1 924 590	145 985	586 245	285 028	585 798	138 445

(3) (b) and (c) Separate figures in respect of foreign air services and other aircraft are unfortunately not available.

Financial year	Jan Smuts	J. B. M. Hertzog	D. F. Malan	B. J. Schoeman	Louis Botha	B. J. Vorster
1970-'71	658 637	4 458	27 147	6 191	26 090	7 234
1971-'72	757 542	6 380	29 002	8 906	26 453	7 520
1972-'73	990 816	4 390	33 538	6 922	39 379	8 547
1973-'74	1 317 175	5 549	41 258	7 530	61 626	13 329
1974-'75	1 551 625	8 606	44 470	8 491	87 242	14 494

TYPE OF FARM EMPLOYEE - DOMESTIC (1)

EC REGION EMPLOYMENT	1	2	3
EC REGION EMPLOYMENT	1 253	300	635
EC REGION EMPLOYMENT	13	14	15
EC REGION EMPLOYMENT	3 317	634	758
EC REGION EMPLOYMENT	25	26	27
EC REGION EMPLOYMENT	771	950	2 586
EC REGION EMPLOYMENT	37	38	39
EC REGION EMPLOYMENT	532	166	971
EC REGION EMPLOYMENT	49	50	51
EC REGION EMPLOYMENT	4 179	2 871	4 94

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27/2/76

2240	9331	2060	4738	1719	748	4880	2417
52	53	54	55	56	57	58	59
52	53	54	55	56	57	58	59
2240	9331	2060	4738	1719	748	4880	2417

AUGUST 1973

AUGUST 1973

11	11	11	11	11	11	11	11
1834	1834	1834	1834	1834	1834	1834	1834
12	12	12	12	12	12	12	12
546	546	546	546	546	546	546	546
23	23	23	23	23	23	23	23
3	3	3	3	3	3	3	3
24	24	24	24	24	24	24	24
1	1	1	1	1	1	1	1
36	36	36	36	36	36	36	36
2	2	2	2	2	2	2	2
48	48	48	48	48	48	48	48
32	32	32	32	32	32	32	32
27	27	27	27	27	27	27	27
47	47	47	47	47	47	47	47
27	27	27	27	27	27	27	27
59	59	59	59	59	59	59	59
237	237	237	237	237	237	237	237
60	60	60	60	60	60	60	60
0	0	0	0	0	0	0	0

Give us some recognition, hauliers plead

S. Times
29/2/76.

SOUTH AFRICA'S road transport resources are not being fully used because of the Government's protective attitude towards the Railways and its lack of encouragement to the private sector.

The largest representative body — the Motor Transport Owners' Association — has made repeated requests to the Government for recognition, all to no avail.

The association claims that its aims are to reduce red tape, use resources to the full and to operate in the most economical way, not against the SAR but in conjunction with it.

Anthony Serrano, president, said: "There has been a complete misunderstanding about our intentions. We are not against SAR. We would like to work closer with SAR or any entity that is prepared to be a party to a rationalisation of the transport industry, which is not being fully used considering the resources available."

Rail-oriented

"Some freight is so railway-oriented that it will always be for the SAR, but there are other loads more suited to road transport because of the speed by which they can be carried, and the economic factor," he said.

The association wants to be the mouthpiece of the road transport industry in discussions with the Ministry of Transport.

"It is, indeed, a very great pity and a major source of concern that in spite of this industry being the largest single one of its kind outside

mining, it has not yet received recognition by the appropriate authorities.

"The official view is that formally it cannot be recognised until the industry is completely united.

"However, considering the complexity, the widespread and diversified structure of the make-up, it is my view that our endeavour to bring the organisation under one roof could have succeeded had the Government given some positive encouragement," he said.

But, as Mr Serrano pointed out, such encouragement could not be easily forthcoming from a ministerial department that is also responsible for railways.

"The end result and the main target and objective is for all of us to harness the transportation resources of the country and have them adequately co-ordinated in the national interest."

"We want direct encouragement from the Government to use our resources to the full," he said.

The association is both active and persistent in making known those aspects of the industry it feels are devious, ineffective, unnecessary or bad.

Comprehensive evidence has recently been given to the Government commission reviewing the Road Traffic Act. "Judging from cross-examination of the points made, we are hopeful that the existing red tape, which is detrimental to productivity and economical operation, will be eliminated.

"Apart from this, there is the urgent necessity for the investor in this industry to be assured that his capital is safeguarded," said Mr Serrano.

Mr Serrano was referring to the various conditions contained in a permit, which has to be renewed annually.

A member who receives

authority and invests capital in that sector could face bankruptcy if that authority is withdrawn the following year.

"This slows down the long-term investment in the industry. We would like to see, other than for serious offences, that for so long as the authority is being used in the public interest and in the most efficient way, it should not be withdrawn.

"A bona fide operator who has proved to be effective and efficient and has kept up to standard should not have to have his permit reviewed for five years," he said.

Another problem facing the industry is the way in which permits are granted

"Interpretation by the various boards varies to the detriment of the State and the industry. Permits should be considered in the national scheme. A central board should look at these applications in a national way," he said.

① 265

② 313

Rail, air

3/3/76

tariffs

STAR

shoot up

**John Patten,
Political Correspondent**

Sweeping increases — in rail, road and air passenger fares as well as rail, road and air freight rates — have been announced by the Minister of Transport, Mr Louwrens Muller.

Pay claims by railway workers are to be discussed with the various staff associations next month.

If agreement was reached on adjustments, that would necessitate a simultaneous adjustment in rates and fares, Mr Muller said.

Introducing the second reading of the Railways and Harbours Appropriation Bill in the Assembly to the rapt attention of a full house, Mr Muller announced:

- First and second-class main-line passenger fares will be rationalised so that all return fares will be double the single fare. The effect will be an average increase of 7,4 percent, but will be appreciably higher for longer distances. Third class fares will rise on average by only 0,6 percent.

- Suburban fares on first class season tickets will rise by a maximum of 20 percent for all journeys of more than 28 km.

- Third class normal suburban fares will remain unchanged, but the special resettlement concessions will be abolished, causing increases ranging up to 49,2 percent (though averaging 10 percent).

- Parcels rates will go up by 15 percent.

- Low-rated goods tariffs will rise by up to 17,2 percent on average.

- Low-rated goods tariffs will go up by an average of 19,8 percent.

- Passenger fares on road transport services will be increased by an average of 20 percent, with special passenger fares going up by 30 percent.

- Goods traffic by road will be charged an average of 20 percent more.

AIR FARES

- Domestic air fares and air freight rates will go up by 10 percent on average, but Mr Muller announced that excursion fares for individuals would be allowed with a discount of 20 percent. He made no mention of any change in overseas air fares.

- Pipelining rates are to

To Page 3, Col 7

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265

Rail, air tariffs are up

(From Page 1)

rise by an average of 13,7 percent.

- Harbour dues will go up by up to 37,5 percent.

Besides these sweeping rates adjustments, the Minister announced similar changes for particular goods.

The special rates for iron and manganese ore exported through Port Elizabeth from Postmasburg will go up by 20 percent. Coal and anthracite changes are being raised 17,5 percent, and the rates for conveying livestock will rise by 05 percent. Mr Muller said present livestock rates covered only just over half the costs.

The increases he has announced in 18 different categories of transport services will take an extra R201,3-million from the pockets of the public to balance his record R3 000-million railway budget for the 1976-77 financial year.

The new rates take effect from April 1.

The Minister said instead of the surplus of R6,4-million he budgeted for last year, the present financial year was expected to end with a deficit of R67,8-million.

evaluation of wage scales for groups other than Whites.

Among the major capital items in the 1976-77 estimates are:

- The purchase of aircraft worth R169,5-million for SAA.

- The Richards Bay harbour scheme and rail connections to it — on which R72-million is to be spent.

- R443,1-million on new works and railway lines.

- Money for buildings, fixtures and grounds running to R99-million.

- The purchase of rolling stock totalling R112,8-million.

- R30,4-million of pipelines.

Priority has been given to the railway line for migrant Tswana workers at Mabopane to get to Pretoria. During the year more than R5-million is to be spent on the scheme, which is eventually estimated to cost R36-million.

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R3 000-M Sought 3/8/76 STAR to Run Railways

John Patten,

Political Correspondent

CAPE TOWN — The Minister of Transport, Mr S L Muller, has presented record estimates for railways, harbours, airways and pipeline expenditure to Parliament — topping R3 000-million for the first time.

The Minister's Budget

for the coming year is up 23 percent on last year, and provides for Railways spending R2 211,4-million on operating the service and R862,3-million on further capital outlay.

Mr Muller delivered his Budget speech in the Second Reading of the Railways and Har-

bours Appropriation Bill this afternoon, in which he set out the Government's plans to meet the Bill.

Major items in the Railways' estimates include R1 706,2-million on railways, R77,6-million on harbours, R323,3-million on

airways and R15,2-million on pipelines.

Variations (mostly upwards) in expected operating expenses have been attributed in the estimates to increased fuel prices, higher tariffs for electric current, escalating costs, rationalisation of the salary structure and service conditions and re-

Cont

Air and rail

fares go up

NM 4/3/76

CAPE TOWN — Increases in rail and air passenger fares and freight rates were announced by the Minister of Transport, Mr. Louwrens Muller, when he introduced the Railways budget in the Assembly.

The increases come into effect on April 1 and are expected to yield additional revenue of R201,3 million during the next financial year.

Domestic air fares and air freight rates are to be increased by an average of 10 percent, railway bus fares by 20 percent, first and second class main line rail fares by 7,4 percent and long-distance suburban season tickets by up to 20 percent.

Third class main line fares are to rise by only 0,6 percent and third class suburban fares remain unchanged, but special resettlement fares are to be abolished.

Mr. Muller said the increases in main line rail fares would be effected by making all return fares double the single fare. While this would average a 7,4 percent increase for first and second class tickets, the increases would be appreciably higher for longer distances.

First class suburban season tickets are to go up by an average of 2,2 percent. Season tickets are to be increased only for journeys of more than 28km, with percentage rises varying from 4,2 percent to a maximum of 20 percent on average.

Parcel rates are to be increased by 15 percent, while high-rated goods traffic will be increased by an average of 11,7 percent and low-rated traffic by between 16,4 percent and 19,8 percent on average.

Domestic air freight rates are to be increased by 10 percent and goods traffic carried by railways buses by an average of 20 percent.

Rates for carrying coal and anthracite are to go up by an average of 17,5 percent, and rates for livestock conveyance by 50 percent.

Mr. Muller said present livestock rates only covered 51,2 percent of the transport cost and, even at the new rates, livestock charges would be substantially below



LOUWRENS MULLER

① 265

NM 4/3/76

Excursions

Mr. Muller announced that, while domestic air fares would rise, a return excursion fare for individuals would give a discount of 20 percent on ordinary standard class fares, but would be restricted to specific flights normally not well patronised.

The excursion discount will not apply to first class air fares.

Third class special resettlement rail fares would be abolished, Mr. Muller said. These fares, varying over distances of 18km for single and return journeys and 23km for season tickets, are to be aligned with existing normal suburban third class fares.

Varying freight rate increases for rail, air and bus services were announced.

cost.

Certain commodities being railed at uneconomic rates are to be reclassified, and a new basis of charging goods with an unfavourable weight to volume ratio will be introduced.

Harbour dues

Handling charges on low rated traffic is to be increased by 5c per 100kg, and demurrage charges on rail trucks will be raised by 30 percent.

Cartage charges will be increased by 15 percent.

Harbour dues and charges will be increased by between 3,8 percent and 37,5 percent. The latter figure will apply where labour intensive functions are involved.

Rates for products carried by both pipelines will on average be increased by 13,7 percent.

Shortfall

Mr. Muller said he was reluctantly compelled to introduce the tariff adjustments, as steps had to be taken to rectify a shortfall of approximately R199-million between estimated expenditure of R2 211 482 000 and estimated revenue of R2 012 426 000 for the coming financial year.

The proposed adjustment in rates and tariffs were expected to yield additional revenue of R201,2 million. Total revenue for the 1976/77 financial year was therefore estimated at R2 213 726 000, leaving a surplus of R2 294 000 on the year's working. — (Sapa.)

② 268

estimat
25 000

Subsidise Black rail fares

Star 4/3/76

THE sharp increase in railways, harbours and airways tariffs is as unfortunate as it was unavoidable. And there is absolutely no point in slamming the SAR for doing the unavoidable. However, two points need to be made:

- The SAR has done well to retain third-class suburban fares at their current levels and to hold the third-class mainline increase to a negligible 0,6 percent. But it has been forced by the Government's withdrawal of its subsidy on rail fares to the so-called "resettlement areas" to

increase these fares considerably (varying from 0,8 percent to 49,2 percent, average 10 percent). This Government decision is a scandalous one and it should be reviewed immediately—after all, it is the Government which forced the Blacks to the "resettlement areas."

- The Price Controller will have to be much tougher than he has been in the past to prevent unscrupulous businessmen and manufacturers from using the SAR increases for unjustified price hikes.

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~~276~~

~~317~~

Rail toll 500 in year

Political Staff
THE ASSEMBLY — More than 500 people were killed in accidents involving trains during the 1974/75 financial year, and more than 400 were injured.

Trespassing by members of the public resulted in 369 deaths and 169 people

injured, compared to 324 and 125 the previous year.

The Railways annual report published yesterday said there were 309 level crossing accidents involving road vehicles in which 56 people were killed and 84 injured.

Level crossing accidents accounted for a total of

51276 STAR
78 deaths and 92 people being injured compared to 66 deaths and 66 people injured the previous year.

Accidents at level crossings in which pedestrians were involved caused 22 deaths and injury for 8 people.

Accidents resulting

from people trying to get on or off moving trains, cost 24 lives, while 74 were injured.

Suicide or attempted suicides resulted in 40 deaths and 5 people being injured.

And 31 people died in "miscellaneous accidents," while 64 were injured.

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Blunder bosses will cost SAR millions

S. Tab 7/3/76.

By DEREK TAYLOR

BLUNDERING bosses will waste R1 229 million of this year's "Great Train Robbery" Railways budget, according to a consulting engineer.

"Failure to contain inflation is due to continuing poor management and not to lazy workers," Mr G. M. A. Kustner, the man who unchoked South Africa's main harbours, told the Sunday Tribune this week.

"S.A.R. is no exception to this low productivity. My observations indicate that in general the Railways achieve no more than 60 percent of reasonable efficiency," said Mr Kustner. Forty percent of SAR's budget equals R1 229 m.

"If SAR had been reasonably efficient in last year's budget, for instance, savings of up to R509 m could have been made — nearly twice the extra R201,3 m demanded in extra revenue during this coming year."

'Robbery'

Transport Minister Mr Louwrens Muller this week introduced a vastly increased Railways budget, dubbed "The Great Train Robbery" by Opposition critics.

• The budget of R3 073 732 000 is 20 percent up on last year

• Passenger and freight rates have shot-up to squeeze an extra R203,3 m.

eight days, 120 000 trucks could have done the job," said Mr Kustner.

"Inefficiency demanded another 46 327 trucks. The value of these is about R198m, without including maintenance costs or the extra 550 km of rail track they occupy.

"These and other costs add up to about another R40m for the public to pay — R238m in all."

Mr Kustner cites the years prior to 1974 when harbour congestion cost the country R150m a year in shipping delays.

Answer

A new system was applied after Mr Kustner was engaged as a private consultant to tackle the problem.

"If this answer had been sought and found ten years before, the country would have saved R1 500m," said Mr Kustner.

"I do not doubt the sincerity of Mr Vorster's urgings to the country to contain inflation.

"But I suggest he applies real pressure to government and quasi-government departments.

"Their heavy burden on our economy is the greatest single cause of inflation — and a serious brake on exports," said Mr Kustner.

Inefficiency and profiteering also demanded official intervention.

"Take the motor trade and its discovery, last year, that motor mechanics averaged 45 percent of productive time — even less in large companies — for each day's wages.

"One would expect an industry with such a low efficiency to show a loss.

"But not in South Africa. On October 15, the trade announced record profits.

"Clearly the 55 percent on wasted labour is being charged to the public. It is difficult to believe management is unaware of this and is reconciling it with ethical business conduct," said Mr Kustner.

Tradition

South Africa had an unfortunate tradition of high profit margins and managers whose prime qualification was "power of command".

The days of abundant natural resources and cheap labour left Whites with a high opinion of their own expertise which, without relation to the facts, still prevailed.

"Most of our managers genuinely believe they are the top experts in their fields and ignore advice to

the contrary," said Mr Kustner.

"This is aggravated because the 'born leader' principle of selection results in managers who do not readily listen to others because they fear a lessening of reputation and authority."

High profit margins protected and perpetuated inefficient trading and management.

"An outstanding example is petrol filling stations.

Profits

"The Government should resist most strongly any application for an increase in profit margin for these people," said Mr Kustner.

"It is only when some superfluous filling stations are forced to close that those remaining will have greater turnovers and, consequently, earn greater profitability."

The same principle should be applied to traders in general. Mr Kustner would like to see each main category of marketing investigated.

"A fair margin of profit should be worked out and made standard.

"This should reduce the number of traders. Those remaining will earn their increased profitability by the greater turnover," he said.

• The budget is only the first bite. Another is expected next month when, economists fear, about another R250 000 000 will be added to the Railways wage bill.

According to Mr Kustner, one example of the Railways' inefficiency is poor use of goods trucks.

"In the latter 1960s, the average turn-round time for a truck to complete its average round trip was eight days," he said.

"That was bad enough, but by 1974 the turn-round time was 11,3 days — 38 percent worse despite increased mainline electrification, improved signalling and control methods.

"It is easy to calculate that this particular inefficiency alone costs the taxpayer R238 m a year.

"The number of trucks in March, 1974, was 166 327, valued at R713m. If the turn-round had been kept at 1960s figure of

SUNDAY TRIBUNE, MARCH 7, 1976

DURBAN DOCKS RE FOR THE RHODESIA

By CHRISTOPHER MORRIS

A SUBSTANTIAL increase in harbour activity is expected in Durban in the next few weeks because of Mozambique closing her border to Rhodesian traffic.

At the moment Durban is in a position to handle extra traffic. Port director Ben Lombard says that although the level of activity fluctuates from week to week, there is spare capacity at the port. And with Durban being the nearest port to Rhodesia, it will obviously be the first choice for taking the strain of additional Rhodesian goods.

But one question that arises is what will happen when the domestic economy picks up, as expected towards the end of this year. This resurgence will inevitably result in greater local demand for port facilities. But with the additional traffic from Rhodesia, harbour authorities could be hard-pressed to cope with this higher local demand.

One answer is that greater use

will be made of other South African ports, such as Cape Town, East London and Port Elizabeth. Railways general manager Kobus Loubser told the Federal Consultative Council meeting of the Railway Staff Association earlier this week that there was spare line and harbour capacity due to the cooling down of the economy and also to the expansion and updating of rail facilities and services.

But it will obviously need careful planning. For instance, although it is not the main maize export port, it will be difficult to transport Rhodesian maize through Durban, whose maize handling facilities are being fully utilised now.

So one outcome of Mozambique's decision may well be that Durban, and other South African ports, will feel the burden once again.

Another more beneficial effect from extra Rhodesian traffic passing through South Africa will be added revenue for the railways and an increase in foreign exchange to help the balance of payments.



Port director Lombard: Durban can
more

8
265

Only tiny effect from railways increases

S. Trib 7/3/76

By CHRISTOPHER MORRIS

THE railways budget announced in Parliament by the Minister of Transport this week will have an inflationary effect, but this must not be overestimated

So believes Dr Lawrence McCrystal, chairman of the Action Committee against Inflation. He points out that "rail rates of the order we are talking about are not a substantial element in the final consumer price — they can be measured in fractions of a percent".

He expects the effect of the higher rail rates —

which on average are up 11 percent — on food, for instance, will be less than one percent.

And the measures will have some benefits. The higher charge on standing trucks, he says, will mean a faster turnround, which is needed for a higher level of productivity.

Nor will the higher rail passenger fares place a great burden on the wage earner travelling to work. "Third class tariffs have

barely been affected, so there will be little extra pressure on the African worker, while first and second class tariff increases have been kept comparatively low and should not affect the White worker too hard."

Increases in the general goods tariffs will in many cases be passed on to the consumer, Dr McCrystal conceded. "But we have got to watch out that people do not use this as an

excuse for enlarging their margins.

"And remember, businessmen will have to absorb 30 percent of the increased tariffs in terms of the manifesto — they are an unavoidable cost increase. Only 70 percent of the increase can be passed on to consumer."

Dr McCrystal believed that in spite of the budget, the inflation rate could be brought down to an annual rate of six to eight percent by the end of this year if everybody plays their role.

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SAR ready to help Rhodesians

8/3/76

Mercury Correspondent

CAPE TOWN — The South African Railways will definitely, if called upon to do so, help Rhodesia to counter the effects of her border closure with Mozambique, the Railways general manager, Mr. J. G. H. Loubser, said yesterday.

He strongly denied a front page report in a leading Sunday newspaper in which he is quoted as saying the SAR couldn't help the landlocked Rhodesians to offset the loss of the ports of Beira and Maputo (formerly Lourenco Marques).

He said the South African Railways had extra rail capacity following the drop in post-devaluation imports.

Could and would accept an increase of traffic from Rhodesia;

Would not determine priorities for the type of goods to be transported; and

Would accept increased traffic from other African States.

"The South African Railways will transport whatever it is offered," he said.

"The drop in imports since devaluation has given us some extra capacity and it is available to whoever wants it, Rhodesia included."

He said that the Sunday report had misquoted him or had taken his remarks out of context.

He had refused Rhodesia help on one point only and that was with respect to confiscated goods trapped inside Mozambique.

The SAR was not prepared to "rescue" trapped goods and railway rolling stock from Mozambique for Rhodesia.

"The report had taken the answer to this one aspect and applied it to the whole Rhodesian situation," he said. It created an untruth.

"The current tribulations between Rhodesia and Mozambique do not in any way affect the agreements between the SAR and the railway administrations of neighbouring States.

"We have undertaken to handle all traffic up to the capacities laid down for the lines concerned and that is what we will do," Mr. Loubser said.

There was room for more traffic with Rhodesia and the SAR would not refuse to step up

(1) 265

(2) Rhodesia Geny

PACKED TRAINS 'A DANGER TO PEACE, ORDER'

MM.

ORMANDE POLLOK
Political Correspondent

11/3/76

CAPE TOWN—Overcrowded trains were potentially dangerous for peace and order, said Mr. Rene de Villiers (PRP, Park Town) yesterday in the committee stage of the Railways debate.

"It needs little imagination to realise the explosiveness of a situation in which a tiny and insignificant incident could spark off trouble and begin a chain reaction.

"I believe the Railways' top administration is aware of this, but the public, and Government needs constant reminding of how delicate the situation is and what care must be exercised in ensuring that nothing goes wrong and that irritations are reduced to a minimum.

"I need only refer in passing to the Kwa Thema bus boycott on the East Rand at this moment and the tensions it is creating in that community to underline what I mean," he said.

"One is grateful for the steps being taken to provide a better service to the black peoples . . . but much more needs to be done."

965

Jan Smuts to get massive extensions

Sunday Express

21/3/76

JOHANNESBURG's recently-completed international Jan Smuts Airport is to undergo a multi-million rand extension.

The Government has approved plans for the extension to cater for an expected 280 per cent increase in domestic air traffic over the next 10 years.

This was disclosed to the Express in an exclusive interview with the Secretary for Transport, Mr Johan Driessen.

Mr Driessen told me: "We propose to expand domestic flight facilities at Jan Smuts. In spite of the prevailing economic climate

there is a substantial positive growth in domestic passengers which cannot be ignored."

According to Mr Driessen, South African Airways expects domestic passengers to grow from 1,9-million this year to seven million for the 1985-86 financial year.

"The present building will therefore become inadequate," he said.

Mr Driessen added that the complex was still in its planning stage.

"At this stage we have

design consultants working on it, and it is still too early to give you a firm indication of the costs but it will be a multi-million-rand project. We'll soon be asking the Treasury for money."

The international hall, which was planned to accommodate future increases in air traffic, cost "about R50-million."

He explained that the international terminal was

By HUGH MURRAY Political Correspondent

currently handling 1,5-million passengers annually, and that this figure was expected to increase to 5,6-million in 10 years.

Though he did not expect the domestic terminal to cost as much as the international hall — with its shops, restaurants and other special facilities — experts believed that there would not be much difference in the ultimate bill to the taxpayer.

Moreover, Mr Driessen said he expected further developments at Jan Smuts in the way of a new runway to cater for the increased traffic.

The developments at Jan Smuts will take priority over the controversial and long-delayed La Mercy Airport, north of Durban.

The Minister of Transport, Mr Lourens Muller, was not available for comment. He flew to the United States at the end of last week where SAA is taking delivery of its new fleet of Boeings at Seattle.

(1) 265
(2) 246

Workers get 'wake up' call

21/3/76 NM
Mercury Correspondent

PRETORIA — The Artisan Staff Association president, Mr. Jimmy Zurich, yesterday called on workers to wake up and protest against price rises while their earnings remained static.

He told the ASA's annual congress in Johannesburg that trade unions were being called on to exercise restraint in wage claims to 70 percent of the cost of living rise for six months.

Manufacturers and retailers made a similar commitment.

"But as he sees prices rising daily, the worker is asking is this, in fact, being done? Are we, the workers, not being taken for a ride? Are we the only ones to be making a sacrifice?"

He forecast that company balance sheets would show no abatement in excessive profits while workers were fighting inflation.

"Lower-paid workers are particularly making sacrifices. The authorities must protect them from exploitation," he said.

Mr. Zurich warned that if the worker found he had been cheated, the authorities could not expect more sacrifices.

"The worker did not cause inflation. He did not share in excessive company profits."

Mr. Zurich criticised the apparent ease with which manufacturers were granted increases by the Price Controller.

The State should set an example in the inflation fight, but this could not be done by changing Cadillacs for Mercedes.

On labour, Mr. Zurich said for the White worker in the trades to survive he had to accept job evaluation, and be trained for highly skilled work.

Mr. Zurich said the shortage of White workers had suddenly opened many doors for Blacks, but before the Black workers could exploit this he had to be trained.

The focus had fallen on Black workers, and big tax concessions had been offered to industrialists to send their workers to training schools.

Expectations of higher productivity from Black workers, many of whom were illiterate and who left their homes at 4 a.m. and returned at 10 p.m. could not be high.

"These things must be put right before the productivity whip can be cracked," Mr. Zurich said.

① 265
② 320
③ 85

CAPE TIMES

Longer

2/4/76

trains

in plan

to cut

violence

IN AN EFFORT to prevent violence and relieve congestion on trains to and from the Cape Flats, the South African Railways is to introduce eleven-coach trains in place of the present eight-coach trains and lengthen the platforms of some stations.

Priority is to be given to the Cape Town-Heathfield line, a spokesman for the SAR said at a press conference in Cape Town yesterday. The scheme for lengthening of trains and platforms does not include the Cape Town-Simonstown line.

The scheme is expected to be completed by June next year.

The congestion on trains has been criticized re-

the following violence

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13 HURT IN TRIPLE TRAIN SMASH

NM
7/4/76

Mercury Correspondent

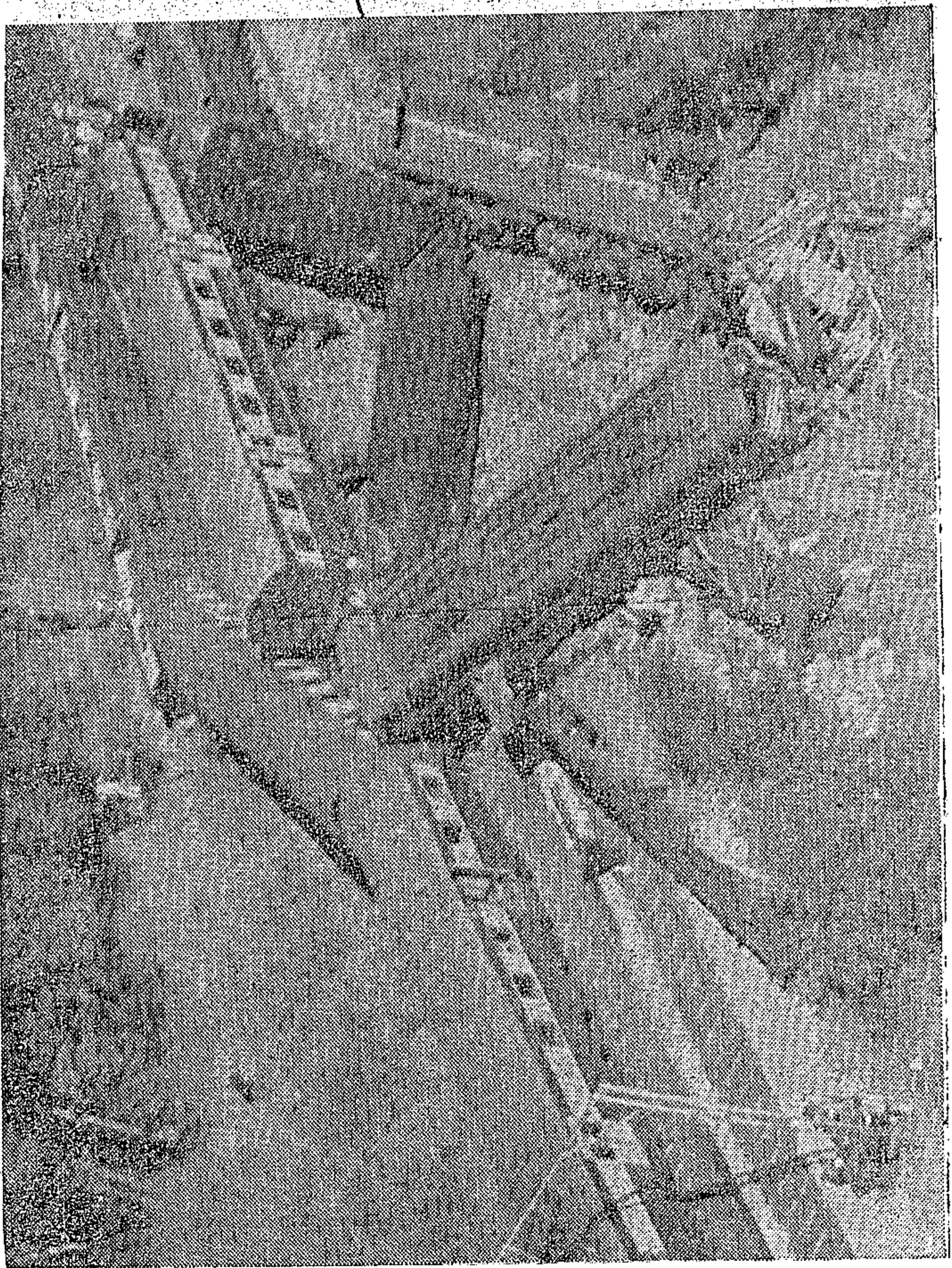
JOHANNESBURG — Thirteen people — 10 Africans and three Whites — were injured yesterday in a freak triple train crash on the main Johannesburg-Pretoria line, near Olifantsfontein.

A brief power failure is believed to have caused a Pretoria-bound goods train to come to a sudden halt about one kilometre from Olifantsfontein Station. Seconds later it was hit from behind by another goods train.

At that moment a suburban train heading for Johannesburg on the adjoining line came past, and five of its passenger coaches were derailed by wreckage from the

goods train collision. "There was nothing I could do about it. I just had to sit and watch it coming," 38-year-old Mr. Cornelius Hattingh, driver of the second goods train, said before being taken to hospital in a state of shock.

"The power cut left my train without brakes, and though we were only doing about 35km/h, we just couldn't stop. I wasn't frightened. I knew what was going to



THIS freak triple train crash injured 13 people, one seriously, on the Johannesburg-Pretoria line near Olifantsfontein yesterday. Pictured right is one of the passengers who escaped harm, salvaging some belongings from the wreckage.

7/4/76

DM

(269)



happen," he said.

Neither Mr. Hattingh, his assistant, Mr. Stephanus Terblanche (21), nor Mr. James Theron (25), driver of the other goods locomotive, were injured.

One of the people aboard the passenger train, Mr. Johannes Rens, said the accident was terrifying.

"We felt a jerk as the driver slammed on his brakes, then another jerk, and we realised something was terribly wrong.

"People started screaming, and the train shook crazily. We clung to the handrails as it thumped to a halt. Outside I saw the three coaches in front of ours had toppled over, and people were climbing out through the windows."

Three Whites, a woman and two men, were admitted to the H. F. Verwoerd Hospital. Only the woman was said to be seriously injured. None were identified. Ten Africans were treated and discharged at Tembisa Hospital, while several more were treated on the spot by railway officials for minor injuries.

① 265

② 31/3

City congestion—the

Transport projects 'delayed'

Own Correspondent

CAPE TOWN — It will be another year at least before urgent transportation projects can be implemented in some of South Africa's metropolitan areas, says Mr R A F Smith, provisionally appointed as the Government's Director of Urban Transport.

The steps urgently required to provide transport systems of the future can not be put into effect before the 1977/78 financial year.

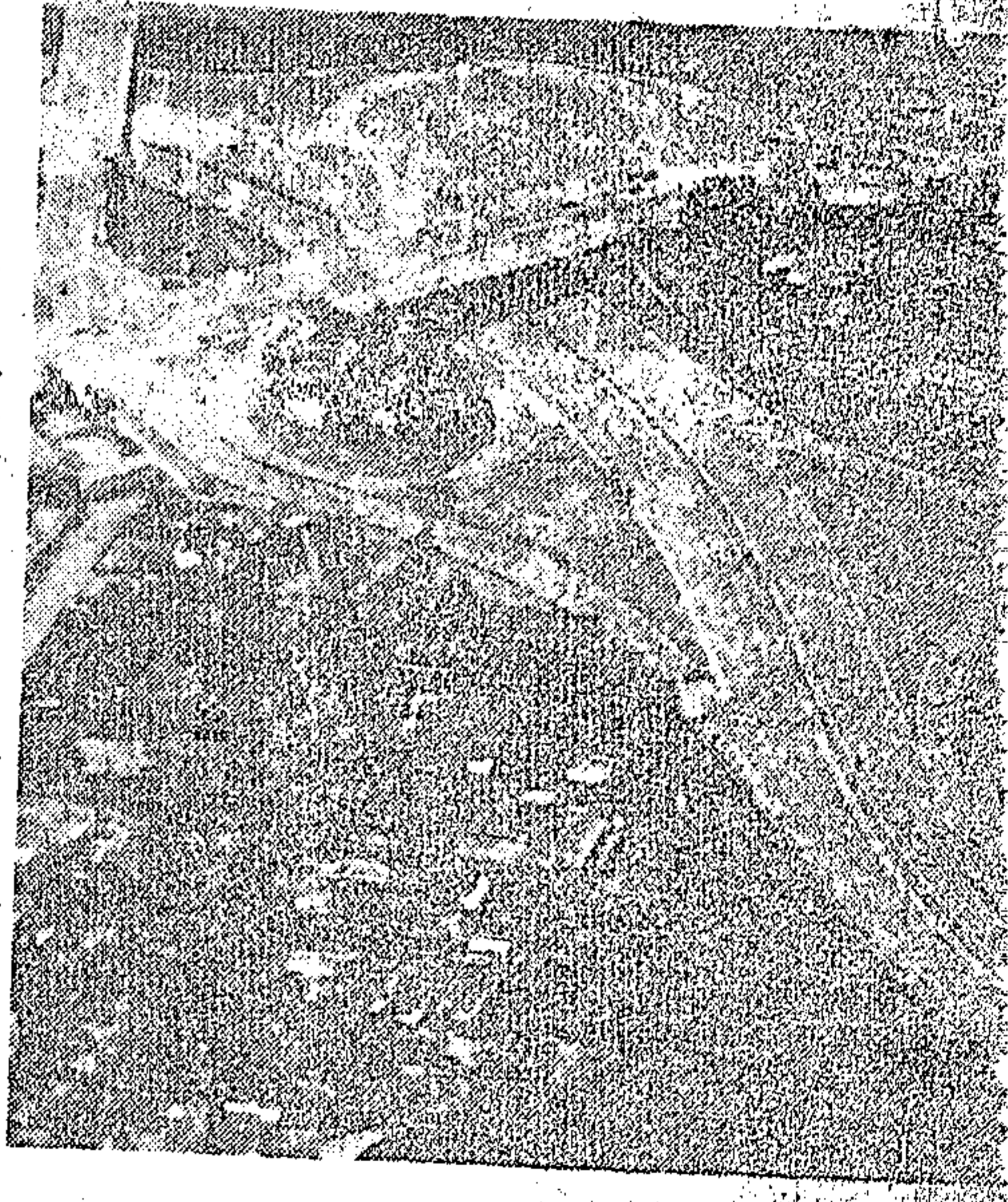
Mr Smith told a conference discussing the Urban Transport Bill: "This

indication may sound somewhat pessimistic but we must bear in mind that the efforts of all parties concerned will be of the greatest importance to plan the projects comprehensively during the next year."

LEVY SYSTEM

He said experimental permit and levy systems for cars could be established in one or two South African cities after very careful consideration of the practical problems.

The National Transport Commission would have to consider carefully financial and manpower resources when it decided on which metropolitan areas it would concentrate. Metropolitan areas would have to be given priority.

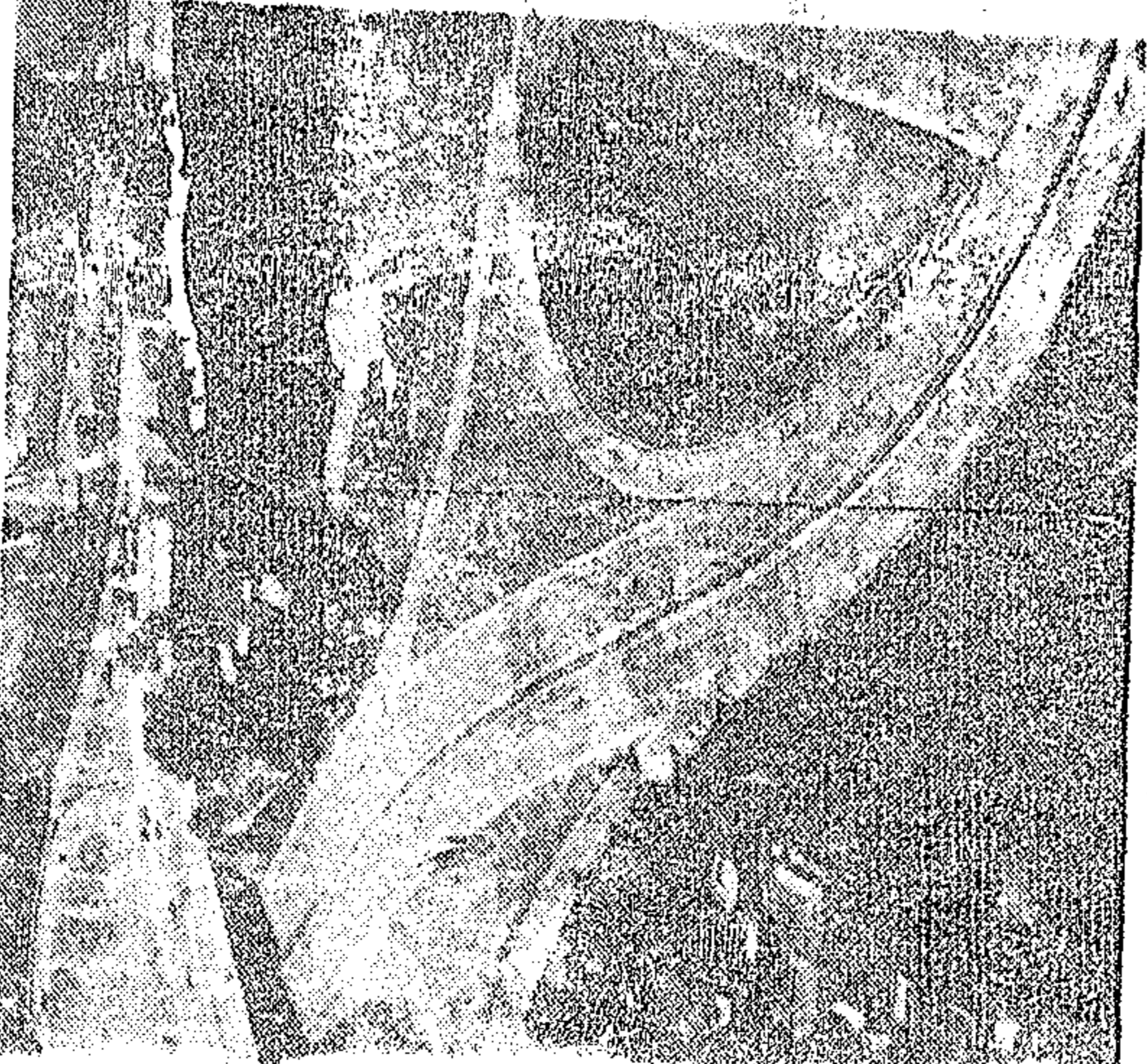


Road traffic a growing problem

The ever growing problem of city transport is finding a temporary answer in road complexes such as this—the motorway system in the Parktown, Jan Smuts Avenue, Empire Road area of Johannesburg — but it is a temporary solution as the volume of road traffic increases at an alarming rate.

① 265
② 313

On-the sands of time are running out



Roads action

Own Correspondent

CAPE TOWN — Immediate action on urban transportation problems was of the utmost importance to prevent huge financial losses which could have a significant effect on the inflationary spiral, Mr E U Hall, Johannesburg City Engineer, said in Cape Town yesterday.

Mr Hall told a conference on the implementation of the Urban Transportation Bill that Johannesburg's problems were the most severe but other major centres were similarly affected.

The costs involved in

moving people and goods are rising at a rate which must very soon have an adverse effect on growth and on the economy. This must be a significant factor in the present inflationary spiral," he said.

"We have no time to waste, no time to stand and think and hope that things will come right. The time for action is here," Mr Hall said.

Durban's city treasurer, Mr O Gorvin said planning envisaged in the Bill

was so important to metropolitan areas that the project could not be allowed to fail.

He said it was time to consider whether urban transportation was perhaps more important than some government projects.

He said local authorities could not carry the burden of R65.5-million, recommended by the Government as local government's share of the projected cost of the infrastructure which the law would affect.

Hitch that can help

Own Correspondent

CAPE TOWN — Delegates to the conference on urban transport in Cape Town were told yesterday of an enterprising money-making scheme encouraged by one overseas attempt to limit city centre traffic: professional hitch-hiking.

The new profession plies its trade in Singapore where restrictions apply between 7.30 am and 9 am.

Costly monthly tickets permit parking inside a city centre zone, with entry points manned by police.

The only exception is vehicles carrying four or more people.

This fends off criticism that it is for the rich only and encourages car pooling.

The hitch-hike profession operates during the hours of restriction by helping to make up the number of passengers in cars for a small fee naturally.

Once through the barriers the hikers are dropped and they walk back for their next client anxious to beat the system.

traffic a problem

of city transport is finding complexes such as this—the Parktown, Jan Smuts of Johannesburg — but it the volume of road traffic

28/4/76.

Blacks may get the first tube —SAR official

Johannesburg's first underground railway is likely to be built by the South African Railways for Blacks from Westgate to Braamfontein.

This has emerged from an announcement in Cape Town by the SAR's senior planning engineer, Mr J.D. Lloyd. He was addressing a conference on the Urban Transport Bill.

Mr Lloyd said the only solution to growing congestion on the lines from Soweto to Johannesburg would be a double underground line from West Street to Braamfontein.

The city council has its own tube plans. This involves building lines to the north-east, north-west and south of the city centre.

This scheme now expected to cost R300-million needs the approval and finance of the Government.

OBERHOLZER

Mr Lloyd's announcement indicates the SAR tube is likely to be built before the city council's plans are developed.

Mr J.F. Oberholzer, MPC, chairman of the council's management committee, said in Cape Town today that the council was aware of an old SAR plan to build a circular line linking Westgate, Braamfontein, Dornfontein and Faraday.

Mr Lloyd's announcement could refer to one side of this plan.

It is understood the SAR tube could link Westgate with a new station planned for the Braamfontein marshalling yards area behind the old Newtown market.

Mr Oberholzer said the Urban Transport Bill made provision for the financing of tube systems.

He said the Bill made mention of the financing of "public transport" and was not confined to buses.

Minister envisages involvement of other ports

Breakthrough for private enterprise at harbour

8/5/76 NM

Mercury Reporter

IT WAS "quite possible" that private enterprise would be allowed to build more facilities like Rennie's R9-million bulk-handling terminal in Durban at other key ports, the Minister of Transport, Mr. S. L. Muller, said yesterday.

He was expanding on his address at the official opening of the terminal at Maydon Wharf — the first of its kind in South Africa — saying the facility was "unique in the history of our harbours" and that it was a "monument to the initiative of private enterprise in this country."

Asked later if Government would allow continued harbour participation by private enterprise at Richards Bay, Saldhana Bay and Cape Town, he said: "It is quite possible."

Mr. Gordon Rennie,

president of the group, said his organisation was "very interested" and had made firm approaches to Government. "The Railways are understandably guarding their rights but we are proceeding gently."

He believed private enterprise was more flexible than the administration because "it tends to have more interest in the special needs of individual clients."

In his address the Minister said the bulk terminal — conceived in Rennie's Durban office

— gave an outstanding example of what could be achieved through co-operation between State and private undertakings.

Railway vehicles in special stations within Rennie's terminal could be loaded and offloaded at a tempo of 100 to 300 tons an hour while Rennie's specially-designed shiptender could load cargo at the rate of 180 to 1 000 tons an hour and unship at between 180 and 300 tons an hour.

The "wineglass" design of the silos was unique in the world and dramatically reduced the cost of piling without affecting structural strength. The shiptender's hydraulically-powered mobile cab was another innovation admired by overseas experts.

The Minister revealed that capital expenditure on railway, harbour and airways works currently in progress on the Natal system was about R700 million, excluding the new pipeline, rolling stock and other equipment on order.

The financing for the new terminal came from three sources. The working capital — currently running just below R500 000 — was being handled by Rennie, Mr. Buddy Hawton, managing director of Shipping and Transport, said at a Press conference.

PLANT LEASED

The plant and machinery was being leased through Stannie over 10 years with no residual value. "In fact we borrowed R2,5 million at 2

bank lending rate and another R800 000 at 4 percent above prime bank lending rate," Mr. Hawton said.

For the civil work a deal was made with the Southern Life Association. They are to be paid a basic 14 percent rental with a compounded growth rate of 3 percent.

"But instead of a portion of the capital or equity, we will give them 24 percent of the turnover if that figure is in excess of the 14 percent plus three percent... whatever it amounts to at that stage," said Mr. Hawton.

Commenting on Southern Life's involvement in the scheme, Mr. C. W. Fiddian Green, executive chairman of Rennie's Consolidated Holdings, said at the opening: "For an assurance company to participate in the manner in which they have done, in a scheme of this nature, is revolutionary."

① 262-General
② 3/3
③ 265

Traffic plan for cities

25/5/76

RAM

Political Correspondent

CAPE TOWN
THE new version
of the Public
Transport Bill —
which holds the key
to Johannesburg's
hopes for an under-
ground railway and
the future of urban
transport on the
Witwatersrand —
was published yes-
terday.

The Bill, which was first published earlier in the session, stems from the report of the Driessen Commission of Inquiry into the growing problems of urban transport.

As a result of representations by private enterprise and local authorities the Bill was withdrawn and amended and re-published yesterday incorporating a number of new provisions, mainly concerning the membership of the metropolitan transport advisory board.

The import of the Bill is that for the first time the central Government is to accept a measure of responsibility for urban transport, brought about by the tremendous rise in costs.

Far-reaching measures will be introduced. Public passenger transport will be given preference over other traffic, and the Administrators will have powers over local authorities to impose levies on cars entering city centres.

The levy system was re-

commended by the Driessen Commission to promote a park-and-ride system and encourage commuters to park on the perimeters of cities and to take buses into town.

The Bill also provides for the regulation or prohibition of certain vehicles and the loading or off-loading of goods at specified times. This aims at encouraging the transport of goods in off-peak hours.

The Bill gives the National Transport Commission overall responsibility for the planning and control of urban transport planning. However it also makes provision for Metropolitan Transport Advisory Boards and Metropolitan Directors to co-ordinate planning in areas which the Minister of Transport has declared Metropolitan.

The Bill is clearly aimed at the control of private transport in city centres and promotion of efficient public passenger services.

Reacting to the publication of the Bill the chairman of Johannesburg's management committee, Mr Francois Oberholzer, said last night he was encouraged by the Government's commitment to accept responsibility for urban transport.

However the finance provided by the Government so far was inadequate.

Only R1-million has been provided this year and R10-million next year.

"It should be R52-million a year from next year. It should go into a fund to build up reserves before the expenditure gets under way," he said.

① 265

② 150 A

Inflation NM. 26/5/76 SAVINGS of R50m

Mercury Correspondent

PRETORIA — The Minister of Transport, Mr. S. L. Muller, yesterday said the National Road Fund and his department had saved R50,6 million in their fight against inflation.

He was replying to the Collective Action Movement against inflation which has asked the signatories of the joint manifesto against inflation what progress they have made carrying out the undertakings given in the manifesto.

Mr. Muller said the National Road Fund effected a saving of R34 million for the 1975/76 book-year, while the Department had saved R1 380 000 for the 1975/76 book-year and R15,2 million for the 1976/77 book-year.

SAR TAKES ON THE SOUTH AFRICAN RAILWAYS HAS BECOME A MAJOR ARM OF SOUTH AFRICA'S FOREIGN POLICY IN AFRICA.

MAPUTO RESCUE BID

This became clear this week as the general manager of the Railways, Mr Kobus Loubser, announced his plan to fly in technicians to keep the port of Maputo going.

Mozambique's floundering economy is dependent on the agreement — a relic of Portuguese control — whereby 40 per cent of the export traffic from the Reef is channelled through Maputo.

But the port has been running down since the Frelimo takeover. It could face collapse with the imminent departure of the last skilled personnel.

South African traffic has declined sharply as Reef industrialists have become unwilling and unable to face the risk that their goods could be trapped in the harbour. The number of Western ships

By FLEUR DE VILLIERS

putting into Maputo has also fallen drastically.

This week Mr John Marsh, head of Safmarine, confirmed that the volume of shipping had dropped. Nevertheless, his company regarded it as important both politically and economically to keep the port of Maputo going, he said.

The offer of an "air bridge" between Johannesburg and Maputo to fly in technicians is Mr Loubser's latest move to

help the Mozambique economy and keep a channel of communication open between the Frelimo authorities and South Africa.

He now, however, has the more difficult task of persuading Reef industrialists to step up their exports through Maputo and face a possible loss of profits in the interests of what is essentially a foreign policy exercise.

Some marine insurance companies have stepped up the cost of insuring certain commodities imported and exported through Maputo, writes Martin Creamer.

Certain exporters have been unable to obtain any insurance at all.

One exporter has sought permission to divert his exports through Durban, but the Railways will not allow this. All goods which traditionally have gone through Maputo must continue to do so, the Railways insist.

Traditional export traffic from Komatipoort to Maputo includes chrome, ferrochrome, coal, steel and citrus.

One chrome exporter told me: "The Railways have told us we will have to use Maputo as an export port, but we are going to fight for the right to use a South African port."

His company has not been able to find an insurer for the R250 000 worth of chrome it plans to export each month.

"We have signed up a three-year multi-million-pound deal which could greatly benefit South Africa. But the whole thing could fall through because of the insistence by the Railways that we use Maputo," the company official said.

A South African Trade Organisation spokesman said: "Exports are delayed for a long time at Maputo. Some exporters have tried to move the goods through Durban but the Railways are resisting."

STimes

30/5/76

① 272

② 265

SAAR Corruption: 40 men are suspended

FORTY railwaymen have been suspended after a nation-wide investigation into about 470 counts of corruption involving the buying and supplying of parts to various transport sections of the Railway Administration.

The investigation, conducted by the railway police, has been under way for about two months, and is being handled by a squad of hand-picked railway detectives. According to a source it could involve as much as R400 000.

The probe also covers hundreds of private firms who have contracts to supply goods to the railways.

The railways official told the Sunday Express that so far no railway employees had been arrested although at least 40 had been suspended pending further

investigations.

He said at this stage it was impossible to say how many would be finally brought to court to face allegations of theft and corruption — but that the figure would be considerable.

He confirmed that detectives had already interviewed the heads of several major concerns supplying the railways, and who in turn had fired employees and salesmen alleged to be involved in the racket.

The source disclosed that railway police had already seized thousands of documents involving the transactions between the private firms and the Administration. Some of these dated back five years.

The probe, initiated on the

By **TIM CLARKE**

East Rand at Boksburg after a snap internal audit, mostly concerns the supplying of spare parts to railway vehicles. Most of the ordering of parts is done by serial number so that senior officials in the transport departments are not aware of what is actually finally delivered.

The source said: "For instance, a vehicle may require a new carburettor. The part is ordered on a serial number but this does not mean that the carburettor arrives at the depot. A radio could arrive which is then taken home or sold.

"It was only after the discrepancies were discovered on the East Rand that senior police officers, after further investigations, discovered that these fraudulent practices were also going on at other centres such as Bloemfontein and Port Elizabeth."

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Four depots 'guilty' in big rail probe

STAR

1/6/26

A countrywide probe by South African Railways into bribery and corruption has revealed irregularities at four of the 310 railway depots investigated.

But a spokesman for the Railways Police said today that specific cases would be referred to the attorney generals of provinces only when the investigation was completed.

At present the probe, by a special commission of auditors set up by Mr Kobus Loubser, general manager of South African Railways, has reached an advanced stage.

In February The Star reported that the year-long probe had exposed a R100 000 motor spares racket on the Rand.

This involved motor spares dealers and railway employees.

Today the Railways Police spokesman declined to name depots where irregularities had been discovered, or to name the depots investigated.

But it is believed that the probe has extended to all major depots and centres of operation in the country.

The commission, which systematically examines South African Railways procedures and records, was appointed by Mr Loubser in the light of the Faros coal contract scandal.

BIG SAR PROBE

Mercury Reporter

A MASSIVE Railways Police probe into allegations of bribery and corruption involving about R450 000 is to move to Natal soon, a senior Railways Police officer said at the weekend.

The officer confirmed that Railways personnel of the transport sections of the Railways in Durban and Pietermaritzburg were to be questioned over transactions with private concerns supplying the administration with goods.

He confirmed that detectives would also interview the heads of several companies in Natal involved in railway supply contracts.

SPREAD

So far the police probe which started on the East Rand about six months ago has spread to Port Elizabeth, Cape Town, Johannesburg, Bloemfontein and now Natal.

About 35 Railways employees, mainly clerks in various dispatch sections of the administration have already been suspended in other centres.

The officer said that a number of salesmen employed by private firms on the Reef had been fired after their directors had been interviewed by the police.

Senior police officers had seized hundreds of documents involving purchases by the Railways going back more than five years.

The officer said that at

TO MOVE TO NATAL

1/6/78

this stage it was impossible to say how many Railways employees would eventually appear in court to face allegations of bribery and corruption or when the investigation would be completed.

From investigations so far, he said, it would appear that few senior personnel were involved in the fraudulent practices.

He explained that an internal audit ordered by the General Manager of the Railways, Mr. G. H. Loubser, had shown that the Railways were paying for goods which they had never received.

SUBSTITUTED

"Most of the goods were ordered by serial number. Some of them were substituted for other items wanted by Railways employees. Both the employees and the salesmen are also to be charged with theft because they allegedly pocketed the difference in cash on the actual price of the goods and the price of delivery," he said.

And a retired former senior Railways executive is to appear in the Rand Supreme Court on July 26 on 28 counts of bribery and corruption

involving about R67 000.

The executive, who retired from the System Manager's Office, in Johannesburg, in July, last year, is alleged to have been induced through gifts and bribes to have favoured certain private contractors over others.

EQUIPMENT

The firms were involved in supplying equipment to the Railways and the contract procedures have been under investigation for about four years.

The managing and other directors of two Johannesburg and a Germiston firm have already been convicted of bribery, corruption and theft relating to the same contracts.

Blacks have to pay platform fee

EAST LONDON — It's cheaper to use the whites-only entrance than the entrance for blacks at the East London station.

This was the experience of the Border hockey girls yesterday when they went to see off the Transvaal players and some of their teammates who live in Queenstown.

Border hosted the South African Women's Hockey Board's senior inter-provincial tournament which ended on Thursday.

An official of the Border Hockey Union, Mrs T. Botha, said she and five

Border players had gone to see off the Transvaal players at the station, but to their amazement had to pay five cents each before they were allowed on to the platform.

A member of the Coloured Management Committee, Mr J. Marais, said when the women complained to him he discovered there was no charge for whites who went to see off their relatives or friends.

"Why must whites be allowed free entry to the station and blacks are forced to pay?" Mr Marais asked.

Confirming that blacks had to pay for station platform tickets, the Railways System Manager, Mr C. E. Lubbe, said a barrier system had been introduced some time ago and people had to buy tickets before they could go on the platform, because whites are in the minority of train travellers and because it is costly to put up these barriers, it was felt it was not worth putting them at the white entrances. Mr Lubbe said. — DDR

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R57m plan

to stop

Cape Times
7/7/76

Flats train

violence

THE South African Railways will spend R57 million in the next four years to improve the railway service to the Cape Flats in an attempt to end the situation which gave rise to a series of violent crimes on trains in February this year.

Plans to increase the number of coaches on trains, lengthen platforms, build double lines, train African and Coloured clerks and increase the number of exits and entries on stations, had been given Government approval, Mr J C J Joubert, systems manager of the SAR in Cape Town, announced yesterday.

Mr Joubert was speaking as the chairman of the ad hoc committee formed by the SAR to investigate the causes of the violent incidents on suburban trains in the Peninsula earlier this year and possible solutions.

The eight-man committee includes two African and two Coloured representatives and senior members of the SAR.

Statistics

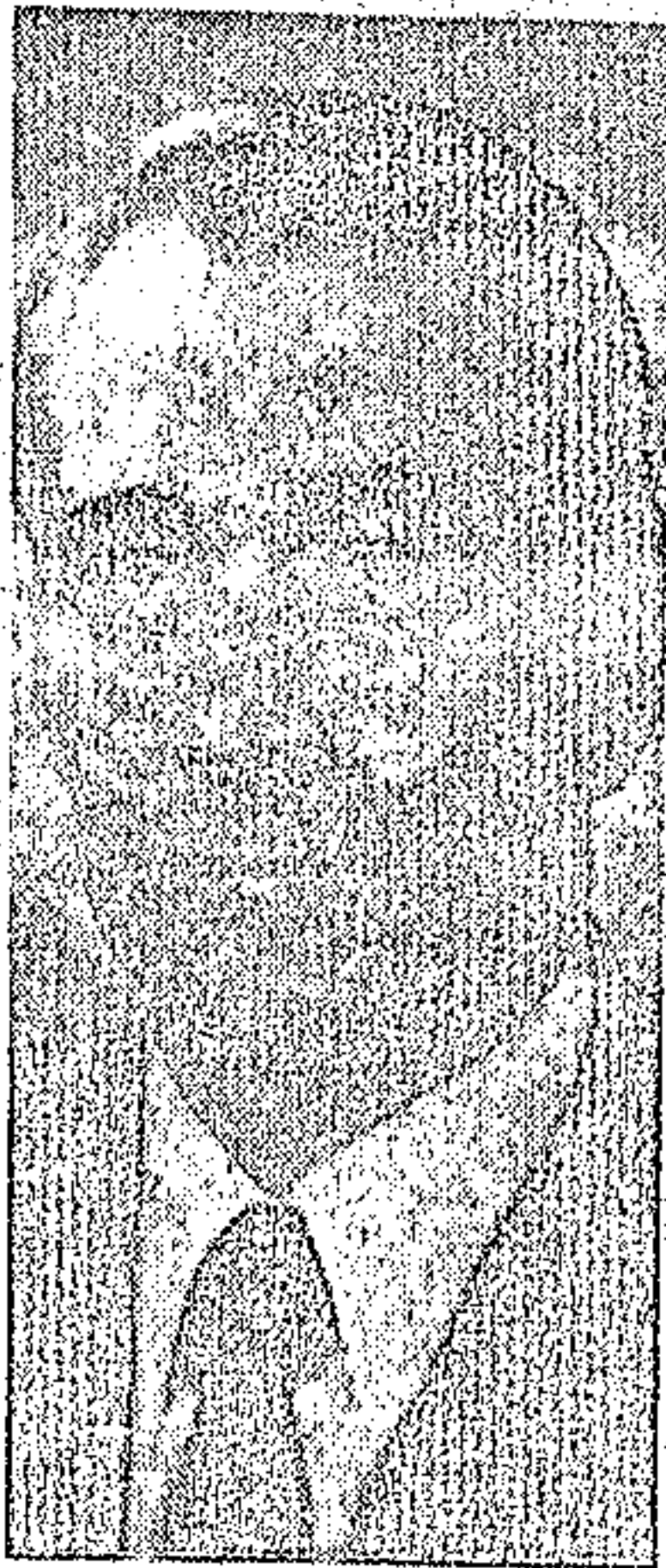
At a press conference given by the committee yesterday, Mr Joubert said the estimated cost of improving the railway service was R44 700 000, plus R13 000 000 for the Mitchell's Plain line.

Before the formation of the committee, meetings between SAR officials and leaders of the African and Coloured communities

found that most of the crimes on trains occurred in off-peak hours, such as late on Saturday and Sunday nights.

Railways Police statistics showed that trains were carrying close to their capacity, and although crowded, were not overcrowded, Mr Joubert said.

"Organized gangs of Coloured people and Africans were responsible for the crimes and victims



Mr Joubert

seldom report incidents because of fear of retribution," the report stated.

Improvements

Mr Joubert said the SAR's plans to improve the service included:

• Building a double line between Langa and Pinelands.

• Linking Athlone to the Cape Flats line.

• Building additional yard and repair facilities at Nyanga.

• Building a double line between Lavistown and Sarepta.

• Linking Netreg and Lavistown.

• Building a double line between Sarepta and Kuilt's River.

• Lengthening platforms to take 11-coach trains (present trains have eight coaches).

• Adaptation of coaches to four doors, with more standing room.

• Building a new double line between Bellville and Kensington.

• Modernizing the line between Salt River and Wynberg.

Training

Mr Joubert said African and Coloured clerks were being trained to alleviate the communication problems faced by commuters. The committee had pointed out that many Black commuters did not understand the train timetables and caught the first train without making certain it was the correct one.

Mr Joubert said that in the long term, it was hoped to increase the number of exit and entry points on stations and to establish groups of reservists under Railways Police to help fight crime. Approval would be sought for this in Parliament next year.

The committee would conduct a campaign to educate Coloured and African people about the proper use of the train service and hoped to involve churches, schools, youth organizations, and Chambers of Commerce in advertising a pamphlet the SAR was preparing.

The ad hoc committee would continue to meet every two months to discuss developments, Mr Joubert said.

7/7/76

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Railway tariff rise expected after losses

10/7/76

STAR

John Patten,

Political Correspondent

South Africa can brace itself for yet another shock increase in rail tariffs in the immediate future — only four months after sweeping rises in rail rates took effect in April.

Several factors now strongly suggest further tariff increases are imminent:

● The railways have made a disastrous start to the present financial year, losing more than R10-million in the first two months while budgeting for an annual surplus of more than R2-million.

● Major banks this week predicted a further slowdown in the economy, with the recession hitting all sectors. Such a development would hit railway finances particularly hard, and

● The 10 percent increase in railwaymen's pay takes effect from this month, adding a further

burden to the railways already strained financial predicament.

With the railways in this state so early in the financial year, and gloomy prospects ahead, higher tariffs are a near-certain priority subject for the Cabinet's first-session meeting in Pretoria in the first week of August.

Tariff increases could be announced shortly afterwards.

At the time of his Budget, the Minister warned that a further adjustment to tariffs would

be necessary if pay increases were granted. The pay increases were announced, but so far the Government has made no move to compensate the railways for the additional expenditure.

The effect of still higher rail fares and tariffs increased air fares, harbour dues and pipeline rates would be sure to have a further depressing effect on the country's economy.

Figures published yesterday in the Government Gazette show the railways (proper) has already gone

into the red this financial year by more than R15-million with the airways also running up a loss in two months of almost R1,5-million.

Profits from harbours and pipelines reduced the deficit to R10,1-million at the end of May, the latest figures available.

While overall income for the first two months of the financial year was up by eight percent, expenditure increased in the same time by a whopping 17 percent to just under R350-million.

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Cape Times 27/9/76

Temporary relief for labourers

RECENT comments about absence of toilets for Africans at the mailship terminal, A Berth, has had the desired effect of activating officialdom to provide at least temporary structures. The work is in progress, with a pipe going over the edge of the wharf into the bay as suggested.

It is surprising that no up for more than four toilet could be provided months before. Tardiness in providing the essential facility contrasts with the enthusiasm apparent for the ejecting of office staff from the top floor of the port office and turning it into a Ministerial dining room which has now been locked

Because there is no room for them in the office block, members of the Port Director's staff are using a new structure designed as a rest room for shunters.

A pressing need in Duncan Dock is still a post office. More than a year ago I was told officially that the new structure "is in the pipeline". Perhaps they waited for the new Customs complex to be erected first.

Not impressed

The Railways and the Post Office have been writing minutes one to the other, and apparently the post office was not impressed with the structure proposed for their use at E Berth.

The continued operation of a post office in Alfred Basin is a waste of money; absence of one where it is most needed in Duncan Dock is a classic of ineptitude.

Minister used SAR truck for hunt

Cape Times 14/7/76

JOHANNESBURG. — The Minister of Transport, Mr S L Muller, went on a hunting trip last week in South West Africa in a South African Railways vehicle especially converted for the trip. His private secretary, Mr F Potgieter, who also went on

the excursion, yesterday at first refused to confirm or deny this. He said the Minister could not be contacted till today.

Later yesterday Mr Potgieter phoned and said he had contacted Mr Muller who had said he had arranged with the Railways that he would personally pay the costs of using the four-wheel drive truck.

The conversion of the truck, providing a metal grille to safeguard the radiator, an upholstered bench with armrests for shooting, and an upholstered bench in the back, would also be paid by the Minister personally, Mr Potgieter said.

The African Bureau reports from Windhoek that the truck bore the registration number SW 33754. Mr Potgieter said it made no difference whether the numberplates had been changed or not.

A spokesman for the Railways in Johannesburg said he could not get information about the truck because the Minister was involved. It would be wrong to do that, he said.

Rail rates up

9,4 percent

Cape Times
7/8/76

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SWEEPING transport tariff increases were announced by the Minister of Transport, Mr Lourens Muller, yesterday. Rail and air fares, harbour dues, cartage, catering and parcel services will cost an average of 9,4 percent more from September — the second increase this year.

Third class suburban train fares, international air fares and rates for transporting livestock — which were increased by 50 percent in April — remain unchanged.

Mr Muller estimated the effect of the increases on the cost structure of the national economy to be 0,8 percent. Agriculture, forestry, fisheries and mining and quarries would be most affected — by an estimated 1,8 percent.

The Systems Manager for the SAR in Cape Town, Mr J C J Joubert, said at a press conference that the increases were over and above those which became effective earlier this year.

The April increases boosted the SAR's revenue by R201 million and those announced yesterday are expected to bring in an additional R102m.

Detailed tariff schedules would only be available in a week to 10 day's time, Mr Joubert said.

The increases are:

● First, second and third class mainline train fares up by 10 percent.

● First class commuter (suburban) fares up by 10 percent. Third class commuter fares are not being increased.

● Domestic air fares up by 8 percent for passengers and 10 percent for freight.

● Parcel rates increased by 15 percent. It will cost 40c more now to send a 4 kg parcel from Johannesburg to Cape Town.

● Goods, of all tariff classes, increased by between 9,5 and 15,8 percent.

● Harbour services — tug and dry dock fees by 14,4 percent; wharf and floating crane charges by 14,1 percent; port dues by 18,9 per-

cent; berthing services by 11,6 percent and handling of bulk appliances by 7,7 percent.

● Cartage fees up by 10 percent. The 20 percent rebate on after-hours deliveries remains in force.

● Road transport up by 15 percent.

● Catering and bedding up by 20 percent.

● Demurrage charges up by 15 percent.

● Pipeline rates by 10,7 percent.

Mr Muller said the special rating arrangement for conveying maize to Cape Town was being abolished. Mr Joubert said people sending maize through Cape Town would now pay more than if it was sent through Port Elizabeth and East London.

Although the rates for livestock were not being increased, Mr Muller said this should not be interpreted as an indication that the Railways were abandoning their policy of improving the economy of conveying livestock and aligning rates to costs.

Pay rises

He said the major reasons for the increases were the new salary scales negotiated with SAR employees in July, the increase in the cost of production factors and an unexpected deficit. In the first two months of the current financial year the Railways had a loss of R10,1m, R8,1m more than budgeted for.

Mr Joubert said people wanting more details could get the information in two to three weeks time by phoning the following numbers: Goods inquiries, 438-2114; passenger fare inquiries, 438-2847; and parcel inquiries, 438-3018.

● The new tariff increases would have a "ripple effect" throughout the economy and their timing could not have been worse, the president of the Cape Town Chamber of Commerce, Mr S L Reilly, said yesterday.

Mrs Peggy Borckenhagen, chairman of the Cape Town branch of the South African Housewives' League, commented: "It is unfortunate that in our fight against inflation our worst obstacles seem to come from Government or semi-Government sources."

The president of the Johannesburg Chamber of Commerce, Mr Ernest Sand, said the increases come at a particularly inopportune

FRUSTRATE SAR FRANCO MOVE

17/8/76 STAR

Railway Police have sent 23 dockets containing allegations of fraud to attorneys general nation-wide after a three-year investigation into a far-reaching motor spares racket.

More than R130 000 is involved and firms based in South Africa and overseas will have an estimated 6 000 counts brought against them.

An SAR spokesman said today the directors of one Cape firm would appear soon in Port Elizabeth Regional Court in connection with the probe.

Nine different branches of the Railway Police were continuing their investigations, which could have far-reaching repercussions in commerce and industry, the spokesman said.

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17/8/76 Star

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Special group

The investigation started three years ago when S.A.R. officials cracked down on marketing irregularities, and a special group of policemen and auditors was formed to conduct the probe.

The spokesman said some of the companies being investigated, including large overseas organisations, are listed on the Johannesburg Stock Exchange.

He said one allegation was that inferior parts were being passed off as the genuine article and then sold at prices "considerably higher" than their real value.

Four companies in Johannesburg had a total of 2,500 counts pending against them, involving an estimated R85,000.

The spokesman said the Railway police had recently started investigating the business affairs of a fifth Johannesburg company.

Assimilated

Information from the different branches in South Africa was still being assimilated at headquarters in Pretoria and Johannesburg.

If the companies were found guilty of the charges, the firms would be blacklisted by the Railways, he said. The list would then be circulated to other Government departments.

"Names of blacklisted companies appear in the State Tender Bulletin, and the likelihood of the Tender Council also blacklisting such firms cannot be ruled out."

① 211
② 273

Railways blamed for coal shortage

STAR 19/8/76

Labour Reporter

The Railways — and no longer the mines — are responsible for the continuing national coal shortage, the Transvaal Coal Owners' Association said today.

Railage has become the major bottleneck now that the milder weather in the

interior has eased the shortage on the Rand despite the continued ban on overtime by the Mine Workers' Union.

Mr Alan Tew, general manager of the TCOA, said today that coal supplies were still "extremely tight," although the industry could cope with the total demand of the country.

"Production is being

throttled back in line with the limited rail transport available," he said.

"This matter is receiving constant attention at the highest level from the industry and the Railways," he added.

He was asked to comment on the news that the Cape Town City Council has had to ask Escom for emergency weekend help because of the coal short-

age at the Athlone power station in the Cape.

"Everything possible is being done to ensure the supplies to essential utilities," Mr Tew said.

The city electrical engineer of Johannesburg, Mr W Barnard, said Johannesburg's coal supplies for power generation were normal but the quality was inferior.

"It is creating problems, but the situation is not critical because of the milder weather, which has lowered the demand for electricity," he said.

THREAT

A road haulage contractor on the Rand reported today that supplies at the collieries had improved, although it still left much to be desired.

The general secretary of the Mine Workers' Union, Mr P J "Arrie" Paulus, said: "If I catch one of my members working overtime on the coal mines he will be suspended from the union."

The overtime ban arose in June from union demands that bonuses should be in line with increased production through overtime work.

(1) 273

(2) 336

31 killed, 70 hurt in Reef train smash

Cape Times 7/9/76

Own Correspondent

JOHANNESBURG. — Thirty-one people were killed and at least 70 injured when a packed commuter train smashed into the rear of a Witbank-bound express in Benoni late yesterday afternoon.

The force of the high speed impact telescoped almost the entire guards into the first coach of commuter train.

Screaming women and children poured from wreckage and fled hysterically at the sight of several bodies alongside the tracks.

All the dead and most of the injured were in the carriage of the commuter train which was bound for Benoni's Black township Daveyton.

Both tracks of the main railway line to the East Transvaal were blocked by the wreckage.

Eye-witnesses said the Witbank express had halted at a red signal light without warning sirens, and the Daveyton train hurtled down the rails into its rear.

The White driver, who has been identified as a Mr. Stoop, and the ticket collector of the commuter train were both killed instantly.

The White guard of the Maputo-bound express was separated by two baggage cars from hundreds of returning Mozambican mineworkers — jumped clear of his van moments before it practically melted into the explosion, shearing metal.

More than two hours after the smash firemen using oxy-acetylene equipment were still cutting trapped victims from the wreckage.

A spokesman for the railways late last night ruled out sabotage as the cause of the crash. He said team of investigators were still at the scene and added it was not possible to predict when the line would be cleared.

Scores of motorists from the nearby East Rand freeway helped carry the injured to the queues of ambulances.

Railways plan drastic cuts

2/10/76
PD

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PRETORIA — Drastic new economies are planned throughout the railways administration aimed at saving millions of rands and the administration from a financial crisis, I learnt yesterday.

It is understood the general manager of railways, Mr Kobus Loubser, spelt out the difficulties confronting the administration at a special meeting with the Federal Consultative Council of Railway Staff Associations in Johannesburg yesterday.

The chairman of the federal council, Mr Neels Botha, said after the meeting that economies introduced some months ago were being reviewed and new measures formulated. When drawn up these would be submitted to the federal council.

The current measures include the postponement or slowing down of development contracts, a cutback in new truck orders and a clamp on all but the most essential overtime.

During yesterday's meeting the federal council emphasised the vital importance of job retention.

This stemmed from a fear that if the present financial difficulties continue, unemployment among railway workers would become a real threat.

It is understood the federal council put the view that if the increased railway rates introduced at the beginning of September had been implemented earlier, the railways would not now find themselves in this plight. And the more drastic measures now contemplated would not have been necessary.

During the first four months of the current financial year the administration ran up an accumulated loss of more than R5 million.

With some of the poorest revenue-earning months ahead — including December and January — this loss is expected to increase in spite of the higher tariffs levied in September.

And although traffic increased by about five per cent recently, it is mostly low rated and has contributed little or nothing to relieving the financial position of the administration. — DDC.

FOOD TYCOONS SUE RAILWAYS FOR R5M

Legal tussle ahead over contracts dispute

MR L. P. "Lampies" van den Berg, the Durban catering tycoon, is suing South African Railways for R5 million. The action will be contested.

Mr van den Berg, who has held the restaurant franchises for the airports of Durban, Cape Town, Bloemfontein, Port Elizabeth and Windhoek, instituted the action after the cancellation by the Railways of a catering contract held by him for the supply of meals on aircraft.

Summons was served on the Railways on September 22 and the department has one month in which to defend the case.

One of the lawyers acting for Mr van den

By CAROLINE CLARK

3/10/76

SUN TRIB

Berg this week confirmed that a summons involving approximately R5 million on account of "loss of profits" has been served on the railways.

"But I understand that at present negotiations are under way," he added.

Mr Theo du Toit, the Railways chief public relations officer confirmed that summons had been received and that the demand involved about R5 million.

The dispute is understood to centre on the interpretation of the contract which was on

an "as and when" basis to supply meals to passengers on aircraft.

Mr du Toit said the contract with Mr van den Berg had been terminated earlier this year when a new flight kitchen was set up at Jan Smuts Airport.

Almost a year ago to the day that summons was issued, Mr van den Berg played dinner host to Prime Minister John Vorster and delegates to the Natal National Party congress at his Durban home.

Mr van den Berg flatly refused later to confirm or deny that the dinner had taken place, claiming that a newspaper reporter had upset him by asking if the dinner had been held at the restaurant at Louis Botha Airport.

PERSVERKLARING VIR VRYSTELLING DEUR DIE MINISTER VAN
VERVOER OM 08H00 OP 6 AUGUSTUS 1976

In my Begrotingsrede vroeër vanjaar het ek dit duidelik gestel dat indien 'n salaris- en loonaanpassing later in die boekjaar gemaak sou word, tariewe en reisgelde gelyktydig aangepas sal moet word.

Geen algemene salaris- en loonverhoging is sedert 1 Julie 1974 aan spoorwegpersoneel toegestaan nie. Pryse het egter sedertdien oor 'n wye front skerp gestyg en dit het dus nodig geword om salarisse en lone aan te pas. Om ekonomiese oorwegings en gedagtig aan die huidige inflasieprobleem is die verhoging met ingang die betaalmaand Julie 1976 egter tot net 10 persent beperk vergeleke met 'n ooreenstemmende styging in die verbruikersprysindeks van ongeveer 25 persent. Indien die algemene ekonomiese en finansiële posisie van die land nie weselik verswak nie en in daardie stadium dit toelaat, sal salarisse en lone met ingang die betaalmaand Januarie 1977 met 'n verdere 5 persent verhoog word.

Voorts word spoorwegpensioene, soos in die geval van siviele pensioene, met ingang Oktober 1976 verhoog. Die verhoging van salarisse en lone en van pensioene sal vir die Spoorweë bykomende uitgawe van ongeveer R180-miljoen vir 'n volle boekjaar en ongeveer R102-miljoen gedurende die huidige boekjaar meebring.

Gepaardgaande met hierdie verhogings, toon die jongste tendense dat die afplating in ekonomiese bedrywigheede oor die algemeen sterker is as wat aanvanklik verwag is. Hierdie afplating, en die daling in invoere, het 'n nadelige uitwerking op die verhouding tussen hoë- en laetariefverkeer

en gevolglik op die netto inkomste van die Spoorweë. Dit het meegebring dat die bedryfsresultate vir die eerste twee maande van die huidige boekjaar 'n verlies van R10,1-miljoen toon wat R8,1-miljoen swakker is as waarvoor begroot is.

Hierbenewens word die Spoorweë as groot verbruiker swaar getref deur voortdurende en skerp stygings in die pryse van sy produksiefaktore. So byvoorbeeld het die pryse van sekere kommoditeite wat 'n regstreekse en belangrike invloed op die bedryfsresultate van die Spoorweë het, sedert Januarie 1973 soos volg gestyg:

Elektrisiteit	:	52 persent	(Hierdie syfer word 76 persent indien Septemberverhoging ingesluit word)
Steenkool	:	242 persent	
Petroleumprodukte	:	173 persent	
Staal	:	113 persent	

Daarbenewens het die pryse van kapitaalgoedere ook drasties gestyg.

Die verbruikersprysindeks het sedert Januarie 1973 tot Mei 1976 met 45 persent toegeneem. Hierdie styging dien as aanduiding van die toename van die arbeidskomponent van die binnelandse tenderpryse terwyl die styging van 113 persent in die Seifsastaalprysindeks in verband met materiaalprysstygings aangehaal kan word. Gedurende hierdie tydperk was die geweegde gemiddelde prysstygings in lande wat die Republiek se vernaamste handelsvennote is selfs hoër as dié van Suid-Afrika sodat pryse van ingevoerde kapitaalgoedere ook grootliks vermeerder het.

Deur voortdurend klem te lê op verhoogde produktiwiteit het die Spoorweë daarin geslaag om tariefverhogings sedert Januarie 1973 tot 27 persent te beperk wat aansienlik laer is as die voorgenoemde stygings. Nieteenstaande al hierdie pogings en die belangrike bydrae wat die personeel lewer in die bekamping van uitgawe, is die Spoorweë se finansiële verpligtinge egter sodanig dat ek, soos in my Begrotingsrede in die vooruitsig gestel, nou verplig is om tariewe te verhoog. Gedagtig egter aan die noodsaaklikheid daarvan om inflasie te bekamp, het ek besluit om dit nie gelyktydig met die salaris- en loonverhoging te doen nie maar om die inwerkingtreding daarvan so lank moontlik uit te stel. Daarom sal die tariefverhoging nou met ingang 1 September 1976 in werking tree. Om aan die addisionele finansiële eise te voldoen en om ook voorsiening te maak vir die moontlike verdere salaris- en loonverhoging in Januarie 1977 moet dus voorsiening gemaak word vir 'n gemiddelde tariefverhoging van 9,4 persent.

Wat die tariefverhoging betref, is daar voorrang gegee aan die vereistes wat die land se ekonomie in die huidige inflasionistiese omstandighede stel en neem die Spoorweë se belange die sekondêre plek in.

Op die passasiersdienste word eerste-, tweede- en derde- klashooflynreisgeld deurgaans met 10 persent verhoog. Hooflynpassasiersdienste bly steeds onekonomies maar weens die koste-element vir die gebruiker en die noodsaaklikheid van energiebesparing, is die reisgeldverhoging tot die absolute minimum beperk.

Op die pendeldienste word eersteklasreisgeld met 10 persent verhoog. Geen verdere rasionalisasie van reisgelde word deurgevoer nie. Derdeklasreisgeld op die pendeldienste word nie verhoog nie.

Pakket-tariewe word met 15 persent verhoog. Om 'n pakkie van 4 kg van Johannesburg na Kaapstad te stuur, sal dus voortaan 40 sent meer kos.

Wat goedere betref, is daar besluit om die tariewe op hoë-waarde goedere, naamlik dié goedere wat in tariefklasse een tot tien geklassifiseer is, met laer persentasies te verhoog as dié vir lae-waarde goedere. Vir hoëtariefverkeer wissel die tariefverhoging van 9,5 persent tot 11,2 persent. Tariewe vir laetariefverkeer verhoog met persentasies wat wissel van 14,4 tot 15,8.

Die departementele besteldiensttarief word in die algemeen met 10 persent verhoog. Op sekere depots, soos Johannesburg en Klerksdorp waar hierdie dienste uiters onlonend is, word die tarief nagenoeg met 'n verdere 10 persent verhoog. Die 20-persentkorting op na-uurse aflewering wat in my Begrotingsrede aangekondig is, bly van krag.

Hanteringskoste op laetariefgoedere verhoog met 5 sent per 100 kg en dokumentasiekoste met 25 sent per besending.

Die spesiale tariefreëling vir die vervoer van mielies na Kaapstad word opgehef. Spoorhawetariewe wat geld tussen die Randse gebied en die hawens van Port Elizabeth en Oos-Londen, word verhoog met persentasies wat vir verskillende tariefklasse wissel. Ofskoon dié stap die relatiewe posisie in die verskillende tariefklasse beïnvloed, behou die betrokke twee hawestede steeds 'n aansienlike voordeel.

Die tariewe vir lewende hawe word nie verhoog nie. Hierdie stap moet egter nie vertolk word as sou die Spoorweë afsien van sy aangekondigde beleid om die vervoer van lewende hawe ekonomieser te maak en tariewe uiteindelik aan koste gelyk te stel nie, maar toegeskryf word aan die feit dat die tarief vir die vervoer van lewende hawe in die jongste verlede aansienlik verhoog is.

Staangeld op trokke word met ongeveer 15 persent verhoog. Die Spoorweë ondervind gedurende spitsstye steeds 'n sterk vraag na trokke en gevolglik moet die onproduktiewe retensie van trokke in private sylyne ontmoedig word.

Verversingstariewe word met nagenoeg 20 persent verhoog om stygende voedselpryse en arbeidskoste te dek.

Padvervoerreisgelde vir Blanke en Nie-Blanke passasiers word in die algemeen met 15 persent verhoog. Die padvervoerpakkettarief en -goederetariewe word met 15 persent verhoog. Die tarief op lewende hawe wat met die padvervoerdienste vervoer word, word nie verhoog nie.

Betreffende hawedienste word sleepboot- en droogdokgelde gemiddeld met 14,4 persent, heffings op die gebruik van kaai- en dryfkrane met 14,1 persent en haweregte met 18,9 persent verhoog. Diverse tariewe bv. dié vir meerdiens word gemiddeld met 11,6 persent verhoog terwyl die tariewe vir massahanteerinstallasies gemiddeld met 7,7 persent verhoog word. Kaaigelde word oor die algemeen nie verhoog nie, maar die kaaigeld op oorskepingstonnemaat word aangepas.

Op die Lugdiens word die binnelandse reisgeld met 8 persent verhoog en vraggeld met 10 persent. Op die buitelandse dienste bly die huidige posisie onveranderd aangesien dit onderhewig is aan aanpassings wat van tyd tot tyd deur I.A.T.A. gemaak word.

Die tarief op pyplynverkeer word in lyn met spoortariewe verhoog, nl. gemiddeld met 10,7 persent.

Globaal is die effek van die tariefverhoging op die Administrasie se inkomste nogtans net 9,4 persent. In die lig van die gemelde kostestygings asook die verhoging in die salarisse en lone en pensioene, word hierdie persentasie as redelik beskou.

Na raming sal die primêre invloed van die tariefverhoging (bereken op die Bruto Binnelandse Produk) op die kostestruktuur van die landse ekonomie nagenoeg 0,8 persent wees. Ten opsigte van Landbou, Bosbou en Visserye asook Mynbou en Steengroewe, word die primêre invloed op 1,8 persent gestel. Dié op Fabriekswese word op 1,1 persent; dié op Konstruksie 0,7 persent; dié op Vervoer, Opberging en Kommunikasie op 0,1 persent en dié op Ander Sektore van die ekonomie op 0,3 persent geraam.

Uitgereik deur die Departement van Inligting op versoek van die Ministerie van Vervoer, Pretoria.

It's still SAR in Transkei

29/10/76 DD

EAST LONDON — The Transkei Railways is still something of the future, and for some time the South African Railways will continue to operate in the new State.

In a statement released by Railway Headquarters, it was announced the SAR would continue to operate in Transkei "on the same basis on which it administers, controls,

manages and operates its own rail services within the Republic of South Africa, until such time as these services are taken over in their entirety by the Government of Transkei."

The internal road transport services within Transkei, as well as the feeder services from Cala, Kokstad, Port Shepstone and Matatiele — railheads within South Africa — will be taken over progressively and operated by the Transkei Development Corporation on behalf of the Transkei Government.

The SAR will continue to operate specific passenger road transport services from South Africa to and through Transkei.

Fares, freight rates and other charges in Transkei will be the same as those in South Africa. "The Government of Transkei, however, may at its discretion revise and adjust the fares and rate structures and conditions of transport for the internal road transport and feeder services referred to earlier."

The SAR will continue to operate lighthouses on the Transkei coast at its own expense. — DDR.

Row over pay for Boeings

CT
6/11/76

Own Correspondent

JOHANNESBURG. — A trans-Atlantic row is brewing over who should pay for major modifications to three South African Airways Boeing 747 SP jetliners which are due to be returned to the Seattle factory early next year.

SAA officials say Boeing should foot the bill, but the Americans are adamant that the South Africans will have to pay.

The modifications would increase the performance and profitability of the aircraft, a spokesman for SAA said, although only three of the SP jetliners purchased by the South Africans would be involved in the programme.

Both SAA and Boeing have confirmed that the aircraft will be returned to the plant.

A spokesman for SAA said the work was being done at no extra cost to SAA, but a message from New York said Boeing had decided that "the airline pays".

Neither side would say how much it would cost to modify the aircraft, although it is believed that the final cost could be as high as R6-m.

Mr J A Joubert, public relations manager for SAA, said this figure was absurdly high.

At the same time he reiterated that SAA would definitely not foot the bill.

Package

"This is not going to cost us anything. It is part of a package deal. As far as we are concerned that deal still stands", he said.

Boeing officials said the entire interior of each SP had to be removed to make safety adjustments called for in all wide-bodied jets in the wake of the DC-10 tragedy near Paris.

Wing alternation and extra fuel capacity will also give the aircraft substantially increased range and load.

Argus 10/11/16

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MRS SMITTY would like that. MISS Marine Weber no hassle. MRS Irene Mentoor I must say yes. MR M. AVERBUCH against apartheid. MR MICHAEL MOJOZI a good idea. MR W. F. Geldenhuys I do not mind. MRS E. M. BOTES makes no difference

SCRAP BUSES APARTHEID THEY SAY

COMMUTERS spoken to this week backed the proposal to scrap racial segregation on buses in Cape Town. Mr M. Averbuch, a Cape Town businessman, said: 'I feel if someone is respectable, it does not matter what their colour is and they should be allowed to sit anywhere. I do not agree with apartheid.' Mr Michael Mojozi, Guguletu said of the suggestion: 'I think it is a very good idea. He said it would create better communication between Black and White which would be a good thing.' Mrs Shilly Zanzile of Guguletu and about to have her first child, said she would like it very much if buses were no longer segregated. Miss Maxine Weber, a domestic worker, said: 'I wouldn't hassle me at all if a Black man sat next to me.' Mr W. F. Geldenhuys, of Cape Town, said: 'As long as I get home I do not mind.' Mrs E. M. Botes of Cape Town, said: 'If buses were not segregated, I would make no difference to me. All the complaints were in the past, but now they are all gone.'

273

20/11/76

200 km/h fillip for slowcoach SAR

JOHANNESBURG. — South African Railways, long known as the snail of public transport, is poised to shed its image thanks to the invention of a stabilizer device which will give trains a speed of almost 200 km/h.

Results of tests of the new device were announced last night by Mr Kobus Loubser, General Manager of the SAR.

The device — the cross bogie — made its debut last week in

a series of high-speed prototype tests between the Pretoria North and De Wildt line.

● On a standard electric locomotive with upgraded gearing, speeds of 200 km/h were reached," Mr Loubser said.

Currently South African trains peak at 90 km/h.

The cross bogie will mean that trains will be able to travel 100 percent faster on the same gauge.

273/248

Non-White fares hike stirs anger

Mercury Reporter

BUS FARES on some north-bound non-White bus services increased more than 50 percent (between 5c and 7c) yesterday.

An inspector of the Local Road Transport Board in Durban said he had received a number of angry complaints from commuters on the Mount Edgecombe - Umhlanga bus route, on which fares had increased from 10c to 15c.

"It is illegal to put up fares without first applying to Pretoria through the local board," he said.

He said the board was dealing with the matter.

Mr. S. Ramnarain, owner of Ashwan Motor Transport Contractors, who provide the service from Mount Edgecombe to Umhlanga, said the increase was approved a few months ago but was only put into effect yesterday.

"The cost of running transport has gone up so much," he said. "If the increase wasn't approved we'd close down."

Mr. R. B. Bangtoo, chairman of the Bus Owners' Association, said: "Every operator north of Durban has put up fares."

He did not know whether Mr. Ramnarain had applied for permission to increase his fares as all the bus owners had to apply individually.

"I'm doubtful whether he obtained permission, as his application did not appear in the Government Gazette," Mr. Bangtoo said.

Maputo doubling rail link with SA

16/11/74
Star

222 (273)

Teigue Payne

A spokesman for Mozambique Railways confirmed in Johannesburg today that work has begun on doubling the railway between Maputo and Komatipoort.

The spokesman would not give details, but CFM — Mozambique Railways — is understood to be receiving South African help on the project. The news has both political and economic repercussions.

The line is being doubled presumably to increase its capacity to handle South African exports, mainly base minerals.

Tonnage passing through Komatipoort dropped drastically to a daily average of 16 500 tons during March and April this year, but has been steadily increasing since then, says the South African Railways. By September, the figure had risen to 17 600 tons, and in October to over 21 000 tons.

Against this Maputo's port capacity is 28 000 tons to 30 000 tons.

During the past few years, the SAR has been increasing the capacity of the line to Komatipoort by electrifying it, centralising traffic control and improving the track.

Mozambique's decision to double the line was taken against a background of pressure from South African businessmen on their Government to build enough clean-ore facilities at Richards Bay to handle all exports now going through Maputo, including chrome.

If Maputo ever blocked South African exports for political reasons, this traffic would probably never return to the port, thus depriving Mozambique of its second largest source of income.

Mozambique's largest

source of income comes from sending workers to South Africa. The Republic also has a stranglehold on Maputo because its power is supplied from the Eastern Transvaal power grid.

In the event of a conflict between South Africa and Mozambique, South Africa would have all the economic weapons.

More train tickets sold, says Railways

11/11/76

FIGURES released by the Railways in Cape Town yesterday indicate that the long-awaited shift from car commuting to public transport has begun.

On Monday the Traffic Manager of Cape Town, Mr John O'Connor, said a sample study indicated that traffic volumes in the City had dropped slightly after they had increased steadily by six percent a year for the past 10 years.

Now the Railways have confirmed that the sale of both season tickets and daily tickets on the suburban train lines has increased.

Mr B C Floor, director of the Transport Research Centre at the University of Stellenbosch, said this reflected a trend he had been expecting.

It was probably due to a number of reasons, including the rising costs of motoring, a drop in effective incomes, propaganda in favour of public transport and the recent riots.

A railway official analysed ticket sales at a few selected stations for the three months from July to September and in most cases the figures were up on the corresponding figures for last year.

This increase came in spite of two increases in fares — one in April which affected only return journeys of longer than 28 km — and an increase of nearly 10 percent in September.

The sale of weekly and monthly season tickets at Cape Town Station alone was up by 4 000 for the period and selected suburban stations on

different routes showed several increases of about 1 500.

But there was a big jump in the number of daily tickets sold, and at Cape Town Station alone there was an increase of between 16 000 and 17 000.

He said the reason for this was that wives were using the train on their shopping trips to and from town. This is a particularly pleasing development for the railways as their trains run half empty between the peak hours.

Mr Neil Hurford of City Tramways said it was impossible to say whether City buses were carrying more passengers as passenger loads varied from day to day and could be influenced by factors like the weather or even a sale at a big store.

A big factor that could be drawing commuters to the trains is that the cost of a return ticket from most stations works out at about half the cost of the petrol for a trip into town by car for one person.

Mr Floor said he hoped the authorities would monitor the situation carefully. If the trend continued it could mean that some of the drastic measures suggested in the Driessen Report might not be necessary.

Many people appear to be sharing cars in lift club arrangements which Mr Floor said studies had shown to be the cheapest form of transport.

The Railways were not able to give percentages for the increased sale of tickets yesterday.

Driessen: Drop race on buses

The Argus Bureau

PRETORIA. — The racial desegregation of buses on routes where this was feasible was suggested today by the retired Secretary for Transport, Mr Johan Driessen, who is now the Government's adviser on urban transport.

This, and staggered working hours, were the two most important non-capital intensive steps which could be taken now to ease the morning and evening traffic peaks in South African cities, he told the annual congress of the SA Road Federation in Johannesburg.

Assuming that the Urban Transport Bill became law next year, it would be totally unrealistic in the present tight economic situation to embark on high-cost metropolitan transport ventures, Mr Driessen said.

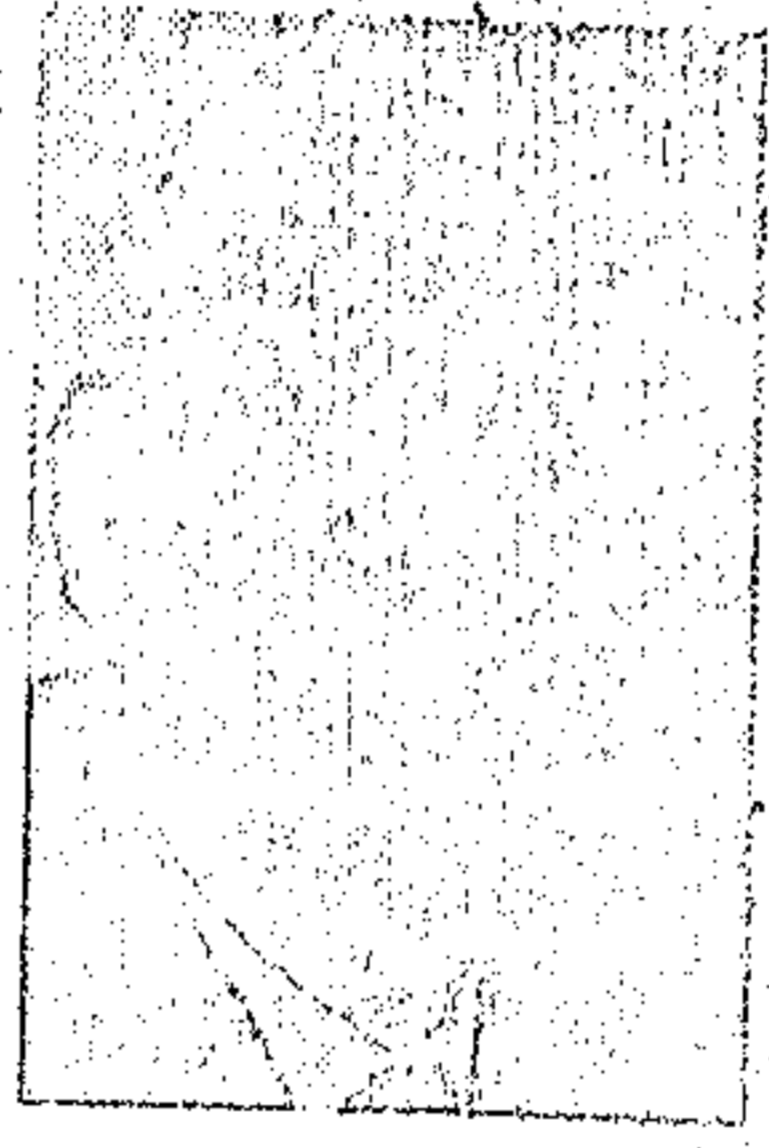
The indicated course was thus to resort to low-cost improvements for the present, coupled with getting the machinery ready for an all-out push when the economic climate improved.

Mr Driessen said South Africa had come to the point where there should be a re-think in its priorities. One need was for a greater share of State funds to help the major cities to overcome their urban transport problems.

Immediate attention by local authorities to proper road sign-posting to assist motorists to find their way easily, was indicated, but the two most important measures which could be taken were the organised staggering of working hours and the desegregation of public transport where at all possible.

© The Argus Durban Correspondent reports that the Durban City Council is to call for immediate desegregation of buses along all routes in the Durban area, with a strong possibility they will succeed in such an application.

Mr Ron Williams, chairman of the council's new management committee, said this today when told of Mr Driessen's call.



Mr Johan Driessen

54
27B

Putco
11/11/68
coupon
system
'unfair'

A Johannesburg housewife has called on Putco to introduce a new system of bus coupons to replace the present clip-card system which she says is "unfair and causing a lot of discontent."

"At the moment Putco is selling weekly tickets which get clipped on every journey. But if the commuter falls ill or is forced to stay at home because of a strike-call or intimidation, the money — varying from R1 to R2,50 depending on the distance — is forfeited, something which these people just can't afford," said Mrs H F Constable of Chrisville, in the southern suburbs.

She told "the man who CARES" about it. A reporter went to see her.

"This means many black workers may end up paying cash for their bus trips because they don't want to risk losing their money in case something happens. And what about casual domestic workers?"

"Why can't Putco have the same system the whites have where you have a coupon for each trip? Putco can't lose anything by doing this and it would make commuters much happier."

A spokesman for Putco said it could not sell coupons for single trips because the company has a government subsidy.

SUBSIDISES

The Department of Transport subsidises black workers commuting to and from work, as it recognises that they cannot pay an economic fare, that is, what it costs Putco or the railways to run its services to and from the townships," said the spokesman.

"But it is a subsidy for workers only, so we cannot sell subsidised coupons to commuters on a casual basis."

The spokesman said Putco would refund commuters who did not use their weekly ticket for every day of the week "for any valid reason as long as they present the coupon with a doctor's certificate, or a letter from his or her employer to the depot superintendent or divisional manager in their area."

SAR train flashes to new record

18/11/26
Jar

The railway's experimental "flash" train whizzed to a new record 208 km/h today when it was put through its paces for newsmen.

It was described as "a historic occasion" by the general manager of the railways, Mr Kobus Loubser, who accompanied the journalists on the test run between Midway station near Soweto and Bank.

BREAKTHROUGH

Also on board was mechanical engineer, Mr Hebert Scheffel, whose invention of the high-stability bogie made the record run possible.

"As far as the stability is concerned it is a breakthrough for the 1 065 mm narrow-gauge track," said Mr Loubser.

"Of the published results this is a record. But if we are going to use it to its utmost advantage a whole new set of requirements will have to be met."

He said that possibly a

tailormade line with special signalling units and special track maintenance would have to be built before the new system could be exploited fully.

Mr Loubser added that within five years all new purchases of mainline and passenger coaches would be fitted with the Scheffel bogie.

In the words of the man in charge of today's record run, Mr Cornelis Engelbrecht, a locomotive inspector, who drove the locomotive: "It was very nice. It was the fastest I've been and I don't think it is dangerous."

"The locomotive starts running quieter above 180 km/h. I feel that if we make some modifications to the overhead high tension system we could reach 250 km/h."

Colour on buses— action

20/11/76
STAR

Action will be taken against a Johannesburg municipal bus driver who yesterday refused to allow five coloured people and a Star reporter to board his single-decker bus.

This was stated today by Mr J F Oberholzer, chairman of the city council's management committee.

The driver barred the six from his bus because he had already allowed a quota of five.

Later, two other drivers said they were allowed to take only five coloured and Indian people on their buses, and the passengers could sit in the back only.

The Star's probe was prompted by a statement from Mr Oberholzer that coloured and Indian people were not barred from the city's buses.

Mr Oberholzer said today the matter would be investigated.

"There is no quota, that is something of the past. I am surprised at this as we have never had complaints before.

"But if the newspapers are trying to create incidents, that is to be deprecated. We are trying to improve race relations here," Mr Oberholzer said.

At a bus stop on La Rochelle Road a driver waved impatiently at the reporter who tried to board the bus and then drove off. But less than a minute later, the reporter and the coloured people boarded a double-decker bus.

OVERLOOKED

At the bus-depot in Main Street, 10 coloured people and the reporter alighted.

The drivers, who said they were restricted by a quota, added that some drivers overlooked the quota if there was space in the bus. Others kept

strictly to the limit.

At the stop in La Rochelle Road, a white man was allowed entry, while the reporter saw ample space to accommodate the coloured commuters and himself.

Earlier in the day an Indian and white reporter from The Star boarded buses for Waverley and Newlands. Their presence did not arouse any curiosity or raise any objections.

Enroute to Waverley an inspector glanced twice at the two reporters sitting together in the middle of the double-decker bus. He said nothing, grinned and handed the reporters their tickets with a polite: "thank you."

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PUBLIC-SECTOR

TRANSPORT-GENERAL

JAN. 1977 - NOV. '77

Passengers 'put in cattle truck'

ROM 10/1/77

By MATEU NONYANE
A MIDDELBURG school-teacher has claimed that Africans with third-class rail tickets had to travel in cattle trucks over the holidays.

The teacher said she was travelling with her children from Nigel via Springs station on the way to Swaziland on the night of December 21.

From Springs she and 40 other passengers had to sit on the floor of a truck normally used for carrying cattle to the abattoir, she said.

South African Railways

has denied the allegation and, in a statement released in Johannesburg, said the Railways did not carry passengers in cattle trucks.

"It is not our policy to do that. In fact, on the day in question, several trains were cancelled because of insufficient patronage."

But the schoolteacher, who may not be named because she is a Government employee, said she stood by her story in spite of the Railways' denial.

"I am prepared to testify on this. Most passengers in

the cattle trucks were from Springs and I have no doubt they can support my claim," she said.

The cattle truck was not lit and the floor on which they sat was very dirty, she said.

"It looked like a stable. I will not forget the ordeal for a long time. It was so dark inside I could not see the faces of other passengers. There was no room to keep your balance and as the train swayed and stopped, women held on to their children so they would not fall.

"Earlier passengers in

the cattle trucks had protested but it served no purpose. An African Railways constable laughed when passengers moved into the wagon.

"We had paid full third-class fare and it is grossly unfair that Africans should be treated so shabbily."

A White ticket examiner, she said, had complained about the cattle truck at the station.

"He was angry and said he did not understand why this was done when there were many normal carriages for third-class passengers in Braamfontein"

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SAR to try to absorb fuel rise

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The Railways said today they would try to absorb the extra R15-million a year it faces because of costlier fuel.

Labour and Capital to

We shall examine this

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Southern Africa then

"If we find we cannot manage all of it we will have to pass the burden on to the man in the street by putting up passenger and freight tariffs," said a spokesman.

He was commenting on fears that the increase of 4c a litre for petrol and diesel would raise rail, air and road transport costs significantly.

The Railways uses 555 476 458 litres of diesel a year, and the increases (of which SAR pay 1,3c a litre) mean that their diesel bill goes up by R6,5-million, aviation fuel by R7,5-million and petrol by R1-million.

NOT AS HIGH

"Our increased costs are not as high as we first calculated and we should be able to absorb the extra R15-million — as is our policy," said the spokesman.

"But rather than increase petrol pipeline tariffs to absorb any extra we cannot face, we would rather review passenger, freight, coke and coal tariffs."

WHITE FARMERS

III. COMPARING THE INP

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their revision; to suggest

estimates; to discuss some

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investigation in the field.

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It is hoped that these results will give rise to serious

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These must await empirical

of Tomlinson (and similar official estimates). However, they

doubts about the widely-held assumptions and much used statistics

It is hoped that these results will give rise to serious

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19/1/77

Transport linked with riots

Mercury Reporter

IMPROVE public transport and so possibly remove one of the root causes of the riots, the Black Sash told the Cillie Commission in Durban yesterday.

Mrs. Carol Virginia Lamb, of the Natal Coastal Region of the Black Sash, said transport was one of many

things needing improvement.

Several things were wrong with the non-White public transport system, she said. These included a "shockingly high" accident rate, appalling road conditions, unpunctual and unreliable bus services, overcrowding on buses and trains, mechanical faults through in-

adequate workshop supervision and no shelters or pavements at most bus stops.

Mrs. Lamb said a "very inadequate survey" carried out by their branch had shown that the main complaints about the transport system listed by Africans were too few buses and trains, high travel costs, assaults and thefts,

charges for parcels (20c each on trains), and broken-down buses.

Bus-drivers were considered courteous, the survey showed.

The Black Sash felt that if the commission were to give some attention to the Black public transport system it could help to determine the cause of the riots, she said.

Commuter link probe in capital

Mercury Reporter

PIETERMARITZBURG — Investigations are to be made into the possibility of providing a rail commuter service for non-Whites between the outlying townships and the capital.

This follows a suggestion by the System Manager of Railways in Durban that a committee be set up to investigate the transport problem.

The Department of Bantu Administration and Development and Planning and Environment, representatives of the capital and the South African Railways would be represented.

Following the completion of investigations a report will be placed before an inter-departmental committee for the transport of non-Whites.

Its job will be to determine where and when new railway lines for commuter traffic should be built.

The project was supported at yesterday's meeting of the Transportation and Traffic Committee.

It was recommended that the City Engineer, or his nominee, and the Director of Transport, or his nominee, represent the municipality on the committee.

A senior Railways spokesman said certain requirements had to be met before a commuter service could be introduced. One was that the commuter density should be around 20 000.

Bu 273

MM 20/1/77

rs bitter as SAR 'takes the cream' NM 20/1/77

FORM BREAKS VER HARBOUR

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The loss of revenue would be R4,6 million a year, a development economist's report had revealed.

This represented 86,9 percent of the carriers' total transport business. Mr. Mezher said that in some cases this represented a total loss.

Redundancy

Mr. G. B. Law said his company, Law and Miller (Pty) Ltd., would be losing 75 percent of its business, which would lead to wide redundancy.

Mr. Mezher said the SAR planned to spend R10,2 million on building up its own fleet.

"But this is incredible duplication. They are buying all new equipment while we have the tractive units and our trailers can be adapted," he said.

But Mr. Lombard said negotiations had been going on with the association for two years, and members had been told that if they formed a consortium to operate under SAR control they could cart from the terminal.

"They decided to do so only at the 11th hour, by which time it was too late," he said.

Carolyn Howie

THE RAILWAYS would provide a cheaper and as efficient a service as Durban Harbour carriers when it opened the port's new container terminal in July, Port Director Mr. Ben Lombard said yesterday.

"I cannot say what the tariff is going to be, but it is certainly going to be cheaper, and I hope commerce and industry will pass on the benefit to the consumer," he said.

There would also be rebates for night deliveries.

Mr. Lombard was commenting on a claim by the Harbour Carriers' Association that there would be massive redundancy, idle fleets, and business closures when the terminal opened.

The Railways would, in the main, be conveying FCLs (full container loads)

and the carriers would be permitted to convey all other containers from the S.A. Cargo Depot adjacent to the terminal.

But although the carriers are still going to be able to move LCLs (less than container loads for multiple consignees) and general cargo, they feel that after 50 years in the harbour business, they are being left with the dregs.

"The Railways are taking the cream. They will have the monopoly of the FCLs and our share of the business will diminish as customers learn to gear themselves to full loads," said association chairman Mr. Tom Mezher yesterday.

"There have been negotiations, but they won't budge. We have appealed to the Ministers of Transport and Economic Affairs, and finally just before Christmas we learned that our appeal to the Prime Minister had been turned down," he said.

Full control

They had been excluded because, for top efficiency, it was essential that the SAR had full control within the terminal, including the transport, said Mr. Lombard.

There were 38 of his members employing almost 3000 people engaged solely in harbour cartage, said Mr. Mezher.

Man loses arm, foot

^{26/11/77}
_{MS}
EAST LONDON — A railway train marshaller, Mr Wilton Mgamba, has lost his left foot and left arm after falling under a moving train.

Mr Mgamba was working at the Cambridge station at the time of the incident.

A senior railway spokesman said it appeared Mr Mgamba had been holding onto the side of a truck when he jumped off, slipped, and his left arm and foot went under the wheels.

Mr Mgamba was taken to Frere Hospital. His left leg was amputated below the knee on Monday. Yesterday, his left arm was amputated at the shoulder.

His condition yesterday was described as "satisfactory" — DDR

PUPILS' FARES CHANGE

Mercury Reporter

27/1/73

FARES for all school children in Durban will be standardised at 11c from February 14.

MM

This was decided at yesterday's meeting of the Durban Transport Management Board.

This means fares for pupils under 12 will go up from 9c to 11c for a single unbroken journey on a corporation bus regardless of distance. Fares for those over 12 will remain unchanged.

The new fares were to have been introduced on January 18 and pupils with 9c coupons were to be allowed to use them until January 31 providing 2c in cash was also tendered.

The old coupon deadline has now been extended to February 28.

Randburg will not stop black buses

Randburg Town Council has rejected a move by its United Party-controlled management committee to restrict bus transport taking blacks to the town at night.

The committee last night proposed asking the Local Transportation Board to amend the relevant motor transport permit so that buses would not be allowed

to offload blacks in Randburg after 5 pm or pick them up there before 7 am.

The management committee chairman, Mr Cyril Ford, said an "invasion" of blacks arrived in Randburg after dark and slept there illegally.

Randburg might find itself servantless if it restricted blacks' freedom of movement, warned Mr Charles du Toit (PRP).

Mr Sander van Balderen

(UP) supported the three PRP councillors at the meeting in voting for the recommendation to be scrapped.

He felt the control of "illegal" blacks was a matter for the police.

★ ★ ★

The council conditionally approved an application from the Randpark Club to allow its black staff to play football on grounds belonging to the Willow Ster Drive-in on Sunday afternoons.

The PRP councillors voted against giving this permission.

Mr du Toit said that although he "fully supported" providing recreation facilities for blacks in Randburg, the games had disturbed neighbouring residents.

He suggested that the town's central sports grounds could be made available to blacks at certain times.

273, 154

BID TO SET UP MULTI-RACIAL TAXI SERVICE

Mercury Reporter

A DURBAN firm has applied for permission to operate the city's first completely multi-racial taxi service.

The A. H. Elms taxi company has asked the Local Road Transportation Board to allow its white drivers to carry both white and non-white passengers.

At present non-white drivers may carry white passengers but the vice versa exception is white drivers cannot carry non-white passengers.

Mrs. E. Levy, director of A. H. Elms, said the application was based on the fact that there were far too many white taxis in Durban and not enough non-white ones. This gave private taxis a lot of work.

"Also, if non-Whites may drive for White companies, Whites ought to be able to drive non-White passengers."

The application will be heard by the board about the end of February.

Hansard | col 34 28/1/77

(50%)

National Road Fund X

What

y costs involved in each.

*29. Mr. T. ARONSON asked the Minister of Transport:

Draw

ider which of the two

What is the estimated amount that will be contributed to the National Road Fund from the sale of petrol in 1976-'77.

alternativ

The M

The MINISTER OF TRANSPORT:

Both

R125 million.

3000 units

be used for the Bellville job. In addition it will be necessary to buy Type B, has no alternative uses and zero scrap value, but 200 units can

Type A would not be used for the Bellville job, but could be sold

500 units of Type B at 50c each

1 000 units of Type A at R1 per unit

Parow job:

Materials. The Company has already bought all the materials for the

travel an extra 1 000 miles each.

It is estimated that the Bellville job will require the lorries to

mile.

Transport. The Company has a fleet of 4 lorries bought for R5 000 each 2 years ago. Depreciation is reckoned to be R400 p.a. plus 10c per

will be adequate for both jobs.

The Company's existing workforce of 10 workers, each earning R2 000,

an extra foreman for R4 000 p.a.

of an extra secretary to handle administration at R3 000 p.a., and Staff. The Bellville job, being larger, will require the services

penalty of R15 000.

for R40 000. The Parow job can be given up on payment of an agreed

in November the firm is invited to do a job in Bellville instead

accepted, and plans are made to start the following January. But

In August 1974 the firm's tender of R20 000 for a job in Parow is Plausible Ventures Ltd. is a construction firm based in Cape Town.

201-202

Hansard 1 col 22 28/1/77

**Saldanha-Sishen railway line:
Management/ownership X**

*6. Mr. G. H. WADDELL asked the
Minister of Economic Affairs:

Whether (a) the management and (b) the ownership of the Saldanha-Sishen railway line has been transferred from Iscor to the South African Railways and Harbours; if so, (a) when did it take place and (b) on what terms.

†The MINISTER OF ECONOMIC AFFAIRS:

(a) and (b) The negotiations have not as yet been finalized and the Minister of Transport and I will issue a statement on the matter on the conclusion thereof.

273

Fuel swoop threat to companies

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Mercury Reporter

EMPANGENI — Several Zululand transport companies could be forced to close after an investigation by the Department of Customs and Excise into the illegal use of untaxed low-grade diesel.

This was confirmed by Mr. B. J. van der Bergh, the deputy secretary of the department in Pretoria, who said numerous firms throughout the country had been fined after being caught using the low-grade diesel for commercial purposes to

avoid paying duty. The low-grade diesel is only available for agricultural purposes.

A spokesman for an Empangeni transport company admitted paying a fine of R9 200 for using the fuel and said he believed some smaller firms in Zululand would not be able to pay the fines and would be forced to close.

A Customs official said they expected to claim more than R1 000 000 in fines once their investigations in Zululand were complete.

The penalty for using the untaxed fuel involves payment of outstanding excise duty over the past two years and an additional 50 percent fine on the gross amount.

ted. N.B. Your major
of advice - column
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are underlined on pages 6

in detail on pages 2 and
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II. HOW TO W

There are various rules to be
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curriculum which interests you
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FIRST: READ THROUGH THE

At school, English, Mathemati
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A MAJOR course is generally

Courses other than first courses are generally known as SENIOR courses.

A FIRST COURSE, such as English I, Psychology I, Sociology I, etc., need not be taken exclusively in the first year. Many students take one or more FIRST courses in their second and even third years.

An INTENSIVE language course is offered in African Languages (Shona, Sotho or Xhosa), French, German, Hebrew and Italian. Although INTENSIVE courses are for beginners, they do count towards the B.A.degree.

French Intensive	may be followed by	French I
German "	" " " "	German I
Hebrew "	" " " "	Hebrew I
African Languages Intensive	" " " "	African Lang.II
Italian Intensive	" " " "	Italian II

If you qualify for admission to French I, German I or Hebrew I, by having passed that subject at Matriculation (or equivalent) examination, you will NOT be allowed to take the Intensive course.

A CURRICULUM is a set of at least NINE COURSES fulfilling all the requirements for a B.A.degree.

Indian drivers told to wait for new code

Mercury Reporter

DURBAN Indian bus drivers have been asked to wait for a new disciplinary code to be hammered out before pressing their claim about discrimination.

Yesterday the Durban Indian Municipal Employees' Society met the Durban Transport Management Board's general manager, Mr. Marshal Cuthbert, and the Town Clerk, Mr. Gordon Haygarth, about their grievances.

They claimed that White drivers were suspended without pay but non-Whites were fined and made to work without pay.

They also said their drivers were not given a chance to challenge complaints brought against them.

After the meeting, Mr. Haygarth said the society's representatives had been told that the Municipal Service Commission was re-negotiating the disciplinary code with all branches of employees.

"Presently there is nothing between a seven-day suspension and dismissal," he said.

The society's secretary, Mr. P. Henry, said he had accepted an invitation to inspect the tachograph room and drivers' records.

Some drivers complained they had been sent out with broken speedometers and were then fined for speeding on the evidence of their tachographs.

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L'analyse bachelardien in Southern Africa, No. 3, AFSSA, No. 3, L'enseignement des Côtes, rivières

Textes de la poésie française des Côtes, rivières

DIVERS:

collaboration, French Studies (page des jeunes 17-24) Australie mises en scène Français de l'Université de George comédie de George 1975 en Afrique rôle dans la comédie de (Cape Town, 1976)

en projet: création d'un Centre française en coopération

ADRESSE:

Dr. Pierre PETIT, French Department University of Cape Town, Rondebosch, 7700, South Africa.

André Gide - L'Immoraliste (pendant 976 décembre 1976) M. Pierre PETIT, 97 rue Mazarin, 33000 Bordeaux, France.

ADDRESS:

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MISCELLANEOUS:

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RESEARCH AND PUBLICATIONS

FACULTY OF COMMERCE

DEGREE OF BACHELOR OF BUSINESS SCIENCE

EXAMINATION RESULTS 1976

A. Graduates

The following
degree and grad

rements for the

Name

Class

AIR LINK TO S.A. CUT BY MALAGASY

Mercury Reporter

NEXT week's Air Mauritius flights between the island and Durban have again been cancelled in what is thought to be a political move against South Africa by Malagasy.

Malagasy has refused the airline permission to stop at the capital, Tananarive, for refuelling.

A spokesman for Air Mauritius in Port Louis said yesterday all flights had been cancelled for the moment.

"I can't say why or when our flights will be operating again. I hope to get some clarification over the weekend," he said.

Although no official confirmation has been given, it is thought Malagasy's action stems from the country's seizure of a private South African plane last week.

The two South Africans and an American on board are being held in Tananarive, and are expected to be charged with entering the country illegally.

As the Air Mauritius flights carry a large number of South Africans, the banning of refuelling stops on Malagasy is seen as a reprisal move.

Passengers booked on Air Mauritius flights to and from the island next Monday and Tuesday will be allocated seats on SAA or Quantas flights.

Malagasy, a former French colony, is a military regime. Air links are the islands only contact with South Africa.

- Personnel Management
- Economics
- (B.Bus.Sc./Ll.B.)
- (B.Bus.Sc./Ll.B.)
- Personnel Management
- Actuarial Science
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- Business Finance
- Marketing
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- Marketing
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- (B.Bus.Sc./Ll.B.)
- Business Finance

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B. Students requiring

plete degree:

Drummond, J.R.

- Actuarial Science I (R)
- Actuarial Science II (R)

Dunn, M.P.W.

- Accounting B
- Finance
- Actuarial Science

Elkin, B.

- Costing (Management Acctg) I
- Taxation & Estate Duty II
- Sake Afrikaans
- Communication
- Introduction to Computing (R)

COUPON BONUS FOR BUS PUPILS

Mercury Reporter 1/21/41

PIETERMARITZBURG — The city council here will allow schoolchildren in uniform to use scholar coupons at all times on their buses. It will investigate whether pensioners and soldiers will get concessions.

This was decided at yesterday's council meeting following recommendations from the transportation and traffic committee.

The headmaster of Cordwales School had requested that pupils from the school be per-

mitted to use their scholar bus coupons on Saturdays on the grounds that the school was a private one and Saturdays and public holidays were normal schooldays.

The Town Clerk is to investigate and report upon other centres regarding the conveyance of soldiers in uniform.

This follows a query by Major-General N. W. Webster, who visited the city recently.

It is customary for the Armed Forces to be conveyed on council buses free of charge in Johannesburg, Cape Town, Durban and Pretoria, he said.

The council was also considering a recommendation by the transportation and traffic committee that old-age pensioners be permitted to use council buses during off-peak periods at cheaper rates, or even free.

Hansard 2 col 55 1/2/77

X
National Road Fund

*13. Mr. R. J. LORIMER asked the Minister of Transport:

What amount was contributed to the National Road Fund from the sale of petrol during the financial year 1975-'76.

†The MINISTER OF TRANSPORT:

R115 993 345,11.

273

nosedive into red for SAR

273

nym 3/2/77

JOHANNESBURG — The Railways are running ever deeper into the red, and with three traditionally poor months for revenue ahead, the SAR is expected to complete its March-end financial year with a deficit of at least R20 million, a spokesman said yesterday.

Higher costs of products such as fuel, steel and electricity, coupled with revenue losses through reduced traffic because of the drop in imports, have made a mockery of the R2 290 000 surplus budgeted for at the start of the financial year.

The working results of the Railways, Harbours, Airways and pipelines for December, released yesterday, reflect a net deficit of R7 700 000 — R5 400 000 more than the R2 300 000 deficit budgeted for in what is generally a poor month.

The net deficit for the first nine months of the financial year is now R16 million.

The administration had budgeted for a surplus of R22,1 million at this stage to carry it over the first three months of 1977 and leave it with a R2 290 000 surplus at the end of March.

A Railways spokesman said yesterday that a major cost-cutting exercise was now under way and it was hoped to keep the total deficit for the 12 months to around R20 million.

Drastic

"Sunday working and overtime has been cut drastically without much difficulty, for instance," he said. "After all, there isn't so much maintenance work if you aren't running so many trains."

Previously announced measures include a slowing of deliveries under existing contracts and a cut-back in non-essential contracts.

The December figures show the biggest losses were on the railways operations where expenditure of R146 800 786 against revenue of R133 942 069 meant a deficit of R12 858 717.

The airways were also in the red, although only by R32 572. Expenditure was R30 119 078 and revenue R30 086 506.

The main money-earner was pipelines with a surplus of R9 358 636. Revenue was R10 646 487 and expenditure R1 287 851.

Expenditure on all services was R185 527 754 against revenue of R185 253 907 for a gross deficit of R273 847.

Appropriations of R7 443 942 meant a net deficit of R7 717 789. — (Sapa.)

Municipalities plan transport costs survey

OID 11/27/77

QUEENSTOWN — The extent to which increased charges for road motor services is depopulating the platteland was one matter discussed by the executive committee of the Cape Province Municipal Association at its meeting here.

In a statement yesterday, the association said it had resolved that a special in-depth survey be made into the matter, possibly by a university group.

The survey would determine the whole effect of the present high transport costs on smaller towns. It would also seek to establish precisely to what effect the Railways' present charges were eroding the populations of the more isolated and smaller municipalities.

Another matter to receive attention was that of providing rebates on municipal rates to certain classes of persons in various communities, such as pensioners.

"While the executive committee supports the amendment to the municipal ordinance which provides for such a

Concern was also expressed by delegates that many officials in local government were inadequately trained for the work they had to perform.

rebate, a detailed study of the application of this provision is needed if relief is to be given to that sector which needs it most," the statement said.

It was decided to recommend to the congress of the municipal association that a workable training programme be established to train officials.

This programme could, it was thought, be done in co-operation with the Provisional Administration and members of the larger municipalities. Trained employees would be able to provide the best possible service, not only to their municipalities, but also to ratepayers.

The committee envisaged that smaller municipalities would have their training conducted by experts in the larger municipalities who would be available to their staffs.

A new Health Bill will shortly come into force, and delegates said the

main concern of municipalities was that where they were compelled to provide health services on behalf of the central government, they should be in a position to recover the costs of such services from the State.

"Failing this, "it was said, "the burden of providing this health service, which is really a State responsibility, will fall on local ratepayers. The provincial authorities' support is sought in this regard." — DDR.

213
~~332~~

Non-White fares to increase

Mercury Reporter

AN increase in the fares for non-White passengers of the Durban Transport Management Board has been granted.

This was confirmed yesterday by the chairman of the Local Road Transportation Board, Mr. H. Louw.

All clip-card fares will be increased by 1c.

However, cash fares will, in some cases, rise substantially. Stages one and two will go up by 1c, stage three by 3c, stages four and five by 4c, stage six 5c and stage seven 6c.

Stage eight will go up from 20c to 27c and stage nine from 22c to 30c.

The new tariff is to encourage people to change to clip-cards and by doing so save money. For instance, the new stage eight and nine clip-card fare is 3c less than the old cash fare.

DTMB general manager Mr. Marshall Cuthbert said yesterday that as consultation was required with so many authorities, the increase would not come into effect for "two to three months."

Mixed buses
 Own Correspondent
 CAPE TOWN — The Cape Town City Council has agreed to ask the Government to scrap bus apartheid in the city.

$$\frac{\sum_{i=1}^n (x_i - \bar{x})^2}{n-1} + \frac{\sum_{j=1}^m (y_j - \bar{y})^2}{m-1}$$

and \bar{x} and \bar{y} are the means of X and Y respectively. The variance of Z is given by

$$\frac{\sum_{i=1}^n (x_i - \bar{x})^2}{n-1} + \frac{\sum_{j=1}^m (y_j - \bar{y})^2}{m-1}$$

where the appropriate degrees of freedom in this case

$$s^2 = \frac{\sum_{i=1}^n (x_i - \bar{x})^2}{n-1} + \frac{\sum_{j=1}^m (y_j - \bar{y})^2}{m-1}$$

the significance of t is determined by the value of t which gives the probability of α of exceeding the null hypothesis. In comparing the critical value of t with the calculated value of t and the area under the null hypothesis curve is α . If the calculated value of t is greater than the critical value of t , the null hypothesis is rejected.

It is assumed that the two samples are drawn from the same population. The null hypothesis is that the two populations have the same mean. The alternative hypothesis is that the two populations have different means. The test is a two-tailed test. The critical value of t is determined by the level of significance α and the degrees of freedom. The calculated value of t is compared with the critical value of t . If the calculated value of t is greater than the critical value of t , the null hypothesis is rejected.

hier, soos die Nederlandse taalkundige J. L. Pauwels aantoon, met 'n oorgeërde verskynsel te make.

J. A. VERHAGE, „Deftige en gemeensame vorme in die sinsverband van ou Kaapse taal”, *Tydskrif vir geesteswetenskappe*, jg. 5, nr. 3, 1965, pp. 307-323.

J. A. VERHAGE, „Die herkoms van die verbinding *as war na 'n kompara-tief en sy verbreding in Afrikaans*”, *Tydskrif vir geesteswetenskappe*, jg. 7, nr. 1, 1967, pp. 200-210.

Fares: call to bosses

Employers of black labour should try to compensate workers who faced increased bus fares in March, Witwatersrand Chief Bantu Affairs Commissioner, Mr F du Randt, said today.

He was commenting on tariff increases granted to Vaal Transport Corporation because of rises in the cost of fuel, tyres, oil and spares.

Commuters' fares would rise by 1c per trip for weekly tickets; 1c a trip for internal journeys within Sebokeng or Sharpville; and casual passengers 2c a trip.

Mr du Randt said it was difficult these days to appeal for compensation, but where an employer gave it, it should be reflected in the worker's pay slip.

EXPLAIN

“All employers should explain why fares were increased, that these increases were unavoidable and that the full impact of the increases could be lessened by buying season tickets,” he said.

Vaal Transport, which serves Vereeniging area, will put up fares on March 14.

Fares for commuters in the Randfontein, Westonia and Carletonville areas also face increases in March.

GRANTED

General Manager of Greyhound Buslines, Mr John Armstrong, said today fare increases of between 1c and 2c had been granted.

His firm intended raising fares on March 7. Another application to raise fares in Krugersdorp had not yet been heard by the motor transport board.

The fare rise was unavoidable because of the extent of operating costs.

was nodig om die Afrikaanse ontwikkelingsproses het baie gebied van die woordeskaf, die in die sinsbou bygedra. Wanneer en ons dat nie die een of ander faktor vir die wording van Afrikaanse taal die produk . Besonder belangrik was die lederlands; soos uit die oorsig rikaans voortsittings van die n dialek wat in Nederland self deur beskawingsfaktore teëgewerk is of verdwyn het. Daarnaas het die invloed van die talie vreemdelinge aan die Kaap 'n rol gespeel. Ook hier kan ons net by uitsondering een groep sprekers isoleer en vir die wording van 'n bepaalde taalvorm verantwoordelik hou. Ons kan by nie aantoon in hoever die Franse of Duitse immigrante die Afrikaanse sinsbou direk beïnvloed het nie, of in hoever hulle die vereenvoudiging van die vormstelsel veroorsaak het nie.

1. Teorieë oor die ontstaan van Afrikaans

Vroeër is daar wel aan die een of ander beslissende taalinvloed gedink. Dit was die geval voordat 'n taamlik groot hoeveelheid direkte ge-

wens van die Kaapse taal in die Argief in Kaapstad gevind is. Kort na die stigting van die GRA het die belangstelling in die herkoms en ontstaan van Afrikaans by taalgeleerdes begin posvat en aanleiding gegee tot die ponering van verskillende teorieë oor die ontstaan van Afrikaans. Th. Hahn se *Hottentots-teorie* van 1882 was die eerste posging tot 'n verklaring van die karakter van Afrikaans. Hoewel hy vasstel dat Afrikaans „phonetically teutonic” is, d.w.s. sy Germaanse struktuur behou het, is dit volgens hom „psychologically an essential Hottentot idiom”. Maar hierdie vae stelling kan hy nie bewys nie. Kort ná hom kry ons die belangstelling van Nederlandse geleerdes soos

die eerste wat werklik wetenskaplik verantwoord was. Volgens Hesse-

ling moes daar binne die eerste dertig jaar van die volksplanting 'n skielike botsing van tale aan die Kaap plaasgevind het, nl. 'n botsing tussen die 17de-eeuse Nederlands van die vryburgers, soldate en amptenare en die taal van die Oosterse slawe wat Maleis en 'n vorm van gebroke Portugees gepraat het, of 'n vermenging van albei („Maleis-Portugees”). In 1658 en daarna het 'n groot aantal slawe wat gebroke Portugees gepraat het, Kaap toe gekom; dit sou volgens Hesseling 'n skielike kommunikasieprobleem veroorsaak het wat tot 'n vinnige verandering van Nederlands gelei het. Die resultaat was 'n sterk vereenvoudigde taal met 'n reduksie in sy grammatika. Wanneer 'n kultuurtaal in 'n bepaalde kontaksituasie deur 'n botsing met 'n sosiaal laerstaande taal binne 'n kort tydperk 'n drastiese reduksie, struktuurverandering en vereenvoudiging ondergaan, praat 'n mens van kreolisering. Hesseling moet egter self erken dat die tipiese kenmerke van kreolisering in Afrikaans ontbreek, daarom kom hy tot die konklusie dat Afrikaans beskou moet word as Nederlands wat halfpad bly staan het om 'n Kreoolse taal te word.

Ongelukkig het Hesseling destyds nie oor die nodige direkte taalgegewens beskik nie; hy kon sy teorie feitlik net op sosio-historiese gegewens baseer wat bowendien nie volledig en korrek was nie. Daarom was ook sy teorie ontoereikend en eensydig; dit het 'n hipotese gebly wat hy nie kon bewys nie.

Bus fares go up on Sunday

EAST LONDON — Bus fares in East London go up on Sunday.

A municipal spokesman said the increases, approved by the Road Transportation Board, were necessary because of the increase in general running costs.

The fares for adults for the various stages, with the present prices in parentheses, will be: Stage 1 - 7c (6c), 2 - 12c (10c), 3 - 14c (12c), 4 - 16c (14c), 5 and 6 - 20c (17c).

For children under 14: Stage 1 7c (6c), 2 - 8c (6c), 3 - 10c (8c), 4 - 11c (9c), 5 and 6 - 13c (10c).

Coupons, for adults only, will be: Stage 1 - 63c (54c), 2 - R1,08 (90c), 3 - R1,26 (R1,08), 4 - R1,44 (R1,26), 5 and 6 - R1,80 (R1,53).

The 10-clip scholars' tickets will be: Stage 1 - 60c (40c), 2 and 3 - 70c (50c), four and more 80c (60c).

People using the bus to and from Beacon Bay will pay an extra 5c a trip as from Sunday. — DDR

DTMB IN TOP GEAR

Mercury Reporter

THE Durban Transport Management Board has developed what is thought to be the world's first machine for running-in bus gearboxes.

Designed by its consulting engineer, Mr. George Tompkins, the machine has been built in the board's workshops and will drastically cut down the in-service time required for bedding down gearboxes.

In recent years the DTMB has suffered huge losses and one of the biggest problems has been the high cost of gearbox maltenances.

The boxes had to be overhauled, put into buses for bedding down while in service and had to be taken out

again to be reset.

In addition mechanics and their assistants had to go to all parts of Durban to do resetting in situ.

Now all the adjustment will be done in the workshop and the final checking done at the buses' first service.

The machine can put a box through 12 gear changes a minute and all four gears can be bedded down in an hour and a half.

This would normally take a day's service in conventionally heavy traffic in a bus.

The machine will have other advantages in that we shall be able to spot problems before the boxes go into service," said Mr. Tompkins.

BURG WILL HIT BUS PILFERERS

Mercury Reporter

5/7/77 NM

PIETERMARITZBURG—Recent bus blitzes in the capital have indicated that the city's public transport system could be losing almost R250 000 annually, and a special committee has been elected to try and stamp out the large-scale pilfering.

The investigating committee was appointed following random checks on buses which revealed that most of the money was being lost in fares that were not registered.

Councillor Mike Woollam, chairman of the Transportation and Traffic Committee, said it was possible that the city was losing an additional R100 000 in Government subsidies as a result of the pilfering.

The annual report of the city's transport manager shows that the Transport Department ran at a R569 085 loss last financial year.

It is also noted there had been a drop of 1 700 000 in the number of passengers carried.

It is now realised that actual passengers and takings figures have not been reported to the transport manager.

During the recent sur-

prise checks, senior officials of the department boarded buses at random and checked tickets and cash takings.

On these days, however, overall revenue jumped dramatically on the non-White and general service.

Councillor Woollam said it soon became obvious that bus drivers in the city had known of the blitz shortly after it began, having been warned by others. This accounted for the overall revenue increase on these days.

Members of the special committee are councillors Mike Woollam and Robin Ferrins, the Town Clerk Mr. Des White, the City Treasurer Mr. Peter Cox and the Director of Transport Mr. D. Schumann.

The committee will have special powers to act immediately to stamp out abuses and will meet for the first time on Wednesday.

SAA sued for missing chrome

BD
5/21/71

LONDON — Two South African companies and one from the United States have started a High Court legal battle against South African Airways and Pan American World Airways over the disappearance of platinum worth R73 000 at London Airport six years ago.

The three companies are Rustenberg Platinum Mines of Johannesburg; Johnson Matthey of Wadeville, Transvaal; and Matthey Bishop Inc of

Philadelphia, US.

They claim they became "permanently deprived of the platinum at London Airport where it was due to be carried to Philadelphia in September 1970."

They are asking for recovery from South African Airways, or alternatively Pan American World Airways, the value of the goods and freight and other expenses. The defendants are contesting the case. — DDC.

Natal pupils lose free buses

Min
18/2/77

Mercury Reporter

PIETERMARITZBURG.
THE FREE daily bus service for 14 000 Natal pupils which costs tax payers R1 900 000 a year will end on July 1, Mr. Roger Whiteley, MEC in charge of education, said here yesterday.

Every pupil using a school bus will be charged R10 a term.

Parents who cannot afford to pay can apply for help in the same way as with hostel fees, Mr. Whiteley said.

Free school buses have been provided for pupils in outlying areas for a number of years.

"Parents whose children do not qualify for free transport either have to take them to school themselves, or place them in school hostels which cost between R50 and R75 a term," Mr. Whiteley said.

While hostel fees increased from time to time, parents whose children made use of the bus service still got it free in spite of increased costs.

If the 14 000 pupils affected by the move continued to use the service, there would be an annual income of about R560 000.

"This is still well below the R1 900 000 the buses cost," Mr. Whiteley said.

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hier, soos die Nederlandse taalkundige J. L. Pauwels aantoon, met 'n oorgeërfde verskynsel te make.

J. A. VERHAGE, „Deftige en gemeensame vorme in die sinsverband van ou Kaapse taal”, *Tydskrif vir geesteswetenskappe*, jg. 5, nr. 3, 1965, pp. 307-323.

J. A. VERHAGE, „Die herkoms van die verbinding *as wat na 'n kompara-* tief en sy verbreding in Afrikaans”, *Tydskrif vir geesteswetenskappe*, jg. 7, nr. 1, 1967, pp. 328-342.

J. DU P. SCHOLTZ, *Taalhist. opstelle*, pp. 162-168.

J. L. PAUWELS, „De volgorde van verbogen verbale vormen in het Nederlands”, in *Diets studies*, pp. 105-110.

9.5 Slotopmerkings

In hierdie beknopte oorsig van die wording van die Afrikaanse taal kon getoon word dat die meeste van die

Railway reply on toilets

Science Editor
The South African Railways has defended its train toilets in reply to a doctor who said the toilets were “disgusting” and a source of pollution if not an urgent public health hazard.

The doctor said in the South African Medical Journal that a train's slipstream atomises material released from the toilets like an aerosol. This would envelop downwind coaches and even blow into open windows.

Mr J C de Waal, chief mechanical engineer of the SAR, begged to differ.

He said the downpipe from the toilets opens up as close to the railbed as possible. It was impossible for spray to enter the windows. For this to happen it must first move up, then right, up again and then left — and this did not happen.

If spray did occur the windows of air-conditioned coaches would then be permanently soiled — and this was not the case.

Mr de Waal suggested that spray which blew in at the window of the compartment which the doctor was occupying most likely came from a fellow passenger upwind who emptied a glass of water out of the window.

Sometimes, too, the water tanks of dining saloons are located in the roof and a slight degree of spill may take place.

wens van die Kaapse taal in die Argief in Kaapstad gevind is. Kort na die stigting van die GRA het die belangstelling in die herkoms en ontstaan van Afrikaans by taalgeleerdes begin posvat en aanleiding gegee tot die ponering van verskillende teorieë oor die ontstaan van Afrikaans. Th. Hahn se *Hottentots-teorie* van 1882 was die eerste poging tot 'n verklaring van die karakter van Afrikaans. Hoewel hy vastel dat Afrikaans „phonetically teutonic” is, d.w.s. sy Germaanse struktuur behou het, is dit volgens hom „psychologically an essential Hottentot idiom”. Maar hierdie vae stelling kan hy nie bewys nie. Kort ná hom kry ons die belangstelling van Nederlandse geleerdes soos M. de Vries en J. te Winkel, wat die *Frans-teorie* voorstaan. Volgens dié teorie sou Afrikaans onder die invloed van die Franse Hugenothe ontstaan het, maar D. C. Hesseling het die teorie in 1897 al weerlê. In 1885 wys Hugo Schuchardt, die beroemde Duitse geleerde en kenner van Kreoolse tale, op twee belangrike faktore wat by die wording van Afrikaans 'n rol kon gespeel het; hy dink aan die een kant aan Duitse im-

is van baie eksterne en interne faktore. Besonder belangrik was die dialektiese skakerings van 17de-eeuse Nederlands; soos uit die oorsig blyk, is die meeste „kenmerke” van Afrikaans voortsettings van die een of ander dialekvorm of tendensie in 'n dialekt wat in Nederland self deur beskrywingsfaktore teëgewerk is of verdwyn het. Daarnaas het die invloed van die talre vreedelinge aan die Kaap 'n rol gespeel. Ook hier kan ons net by uitsondering een groep sprekers isoleer en vir die wording van 'n bepaalde taalvorm verantwoordelik hou. Ons kan by nie aantoon in hoever die Franse of Duitse immigrante die Afrikaanse sinsbou direk beïnvloed het nie, of in hoever hulle die vereenvoudiging van die vormstelsel veroorsaak het nie.

1. Teorieë oor die ontstaan van Afrikaans

Vroeër is daar wel aan die een of ander beslissende taalinvloed gedink. Dit was die geval voordat 'n taamlik groot hoeveelheid direkte ge-

nderkant was hy die eerste wat in 1891, op grond van aleis-Portugees, op moontlike kreool-ndaggevoering het. D. C. Hesseling order gevoer, veral in sy beroemde arin hy sy *Maleis-Portugees-teorie* die vorige teorieë was Hesseling s'n k verantwoord was. Volgens Hesse-ertig jaar van die volksplanting 'n kaap plaasgevind het, nl. 'n botsing van die vryburgers, soldate en amp-e slave wat Maleis en 'n vorm van 'n vermenging van albei („Maleis-Portugees”). In 1882 was 'n groot aantal slawe wat gebroke Portugees gepraat het, Kaap toe gekom; dit sou volgens Hesseling 'n skielike kommunikasieprobleem veroorsaak het wat tot 'n vinnige verandering van Nederlands gelei het. Die resultaat was 'n sterk vereenvoudigde taal met 'n reduksie in sy grammatika. Wanneer 'n kultureel taal in 'n bepaalde kontaksituasie deur 'n botsing met 'n sosiaal laerstaande taal binne 'n kort tydperk 'n drastiese reduksie, struktuurverandering en vereenvoudiging ondergaan, praat 'n mens van kreoolisering. Hesseling moet egter self erken dat die tipiese kenmerke van kreoolisering in Afrikaans ontbreek, daarom kom hy tot die konklusie dat Afrikaans beskou moet word as Nederlands wat halfpad bly staan het om 'n Kreoolse taal te word.

Ongelukkig het Hesseling destyds nie oor die nodige direkte taalgegewens beskik nie; hy kon sy teorie feitlik net op sosio-historiese gegewens baseer wat bowendien nie volledig en korrek was nie. Daarom was ook sy teorie ontoereikend en eensydig; dit het 'n hipotese gebly wat hy nie kon bewys nie.

New plan for extensions

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B/2/77 Y/6

R135-m for Jan Smuts

Air Correspondent

Johannesburg's Jan Smuts Airport is to receive a R135.5-million development boost to cope with a forecast 500 percent increase in domestic passenger traffic by 1990.

A master plan for the extensions to the airport, which includes a new runway, domestic departure and arrival terminals, road-link system and tunnel access way, has been completed and tender documents are expected to be formulated soon.

It culminates a two-year study by civil aviation experts in Britain and America and includes the most up-to-date information on international airports.

The Department of Transport's share in the extensions is estimated to run to R65-million. The Department of Public Works' share in the construction is expected to be R65.5-million.

The detailed design and contract documents will be drawn up after March. It is not known when actual construction will begin, but it will be "a long time after March."

The Secretary for Transport, Mr E. B. Eksteen, said much will depend on the availability of necessary funds in view of the curbing of State expenditure.

Phases

But he said the need for the new developments "could not be ignored."

Domestic passenger movement — which was 1 900 000 in 1975—is calculated to escalate to 11 251 400 by 1990-91. This will mean over 200 000 aircraft movements yearly.

The construction, which follows on the heels of the new international hall at Jan Smuts, which cost about R50-million, will be tackled in phases.

The first phase will include the new runway and taxi aprons.

This will be followed by the domestic terminals to the south of the existing airport buildings — three of which have been included in the master plan.

"It will depend on the curbing of Government spending whether all three terminals will be proceeded with as scheduled. The plans were drawn up in such a way to enable construction to be done in phases," said Mr Eksteen.

The expected dates of completion for the various

To Page 3, Col 7

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By PAT FARLEY

THE largest passenger liner service in the world, Chandris Lines, could take over the mailship run between South Africa and Britain.

The managing director of Chandris's sales agency, Mr Peter O'Donoghue, confirmed this week that the company had undertaken a feasibility study of the route, including an extension link to Australia.

LINE

CAMPAIGNERS HOPEFUL AS CHANDRIS EYES UK PASSENGER SERVICE

FOR THE MAILSHIPS

20/9/77 ST

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Downswings

"I'm certain if it had not been for the economic downswing the company would have already decided to move in," said Mr O'Donoghue.

"We were looking at the normal route from Southampton to Cape Town and Durban, with every second vessel continuing to Australia. The return voyage would be from Australia back to Durban, then up the East Coast through the Suez

Britain service as highly Mr O'Donoghue said Chandris wanted the contract to carry surface mail.

Improvement

"If we see an improvement in the economic situation I'm sure we'll start the service immediately. I'm responsible for keeping an eye on the situation in southern Africa and I'm watching it very closely."

He said Chandris regarded the southern Africa to

UK service as highly lucrative and was looking for such an opportunity to fully exploit its vessels.

"We're the world's largest passenger liner service with 14 cruise ships and carrying passengers is our business. The old mailship service was taken over by a company more interested in freight carrying, which is why the service is being phased out."

Chandris was aware of the campaign in South Africa to keep a passenger

line service but that had not influenced it.

"This sort of service involves millions of rands and decisions are not taken lightly. We were interested in the market before the campaign started."

New hope

Nevertheless the Save Our Ships campaigners, who collected thousands of signatures to back their plea, have been given new

hope.

The president of the Durban branch of the SOS, Mr Lionel Hooper, this week organised a demonstration at the Ocean Terminal berth of the Windsor Castle, which left Durban on Wednesday for Cape Town and the UK.

And Mr David Hughes, an active campaigner who recently withdrew because of business commitments, said he was pleased with the campaign.

"I don't know that we have really persuaded anyone to save the passenger ships, but I am sure we have drawn attention to the fact that suddenly South Africa is no longer going to have this service."

Full lists

Meanwhile the passenger lists for the last voyages of the Windsor Castle and the S.A. Vaal are full, as

marine and Castle Martin spokesmen.

The last voyage of the Windsor Castle on the South Africa-UK mail service leaves Durban on August 31, departs Cape Town on September 6 and arrives in Southampton on September 19.

The S.A. Vaal will leave Durban for the last time on September 21, sail from Cape Town on September 27 and arrive in Southampton on October 10.

MATHS THE TEST

By TONY SPENCER-SMITH

sense. No doubt they have realised this for themselves."

Professor D. B. Sears of Wits had found some few students unable to do simple problems involving a bit of thought and elementary maths.

"I have had a lot of contact with university mathematicians in countries like Australia and America as well as here and I do not know one who is not highly critical of New Maths."

"The fault is not the new approach to mathematics, but lies with the pupils. Most shouldn't be doing maths at all. It is a subject for the select few, not the millions."

"The trouble is all the parents want their little chickens to do maths whether they are capable of it or not."

"I've been teaching maths for over 50 years and when I started it was possible to teach it as a memory subject. Now it requires thought and intelligence and so a lot of people fail."

"Anyway the syllabus is mainly framed by the universities. It is their body. It is not for them to criticise."

Waning

Professor Sears denied this: "It's just not true. The syllabus for matric comes under the JMB, and the influence of the universities in this body has been waning for years."

It was also denied by another Wits mathematics professor, Professor N. C. H. Ferrandi, a former headmaster of St Andrew's School in Bloemfontein.

"I was a member of the JMB mathematics

syllabus committee which about five years ago drew up the matric courses, now used with little modification at schools throughout the country, both black and white."

"I was representing the private schools. There were only three university representatives on that committee out of a total membership of 13. And the JMB itself has become a virtually ineffective body which is just a rubber stamp for the education departments."

Professor Ferrandi said he and others were "quite shattered" at the inability of new students to do simple problems.

"My complaint is not the idea behind New Maths — to get away from mere rote learning — but the way it has been approached and dealt with in South African schools."

Wrong

"It went wrong in all the textbooks," he said.

Mr Ellis said he thought many people who had come through New Maths would have a real problem in running their everyday lives.

"I see the results all the time. But anyway the curriculum is going

Runaway soldier on Rand

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RAM #3/77

By EMILIA JAROSCHEK
Crime Reporter

SOUTH African Police have arrested one of three runaway Rhodesian soldiers.

Detectives revealed yesterday that two of the men had secretly crossed into South Africa at Beit Bridge on February 13 while the third man — Mr Dennis Pearce — was reported to have flown to Zambia in a light aircraft. The aircraft has been impounded.

This weekend while a massive police search was under way in Pretoria and on the Witwatersrand, one of the men, 22-year-old Mr Mike Becks, slipped through a tight security cordon at Jan Smuts Airport and flew to Brazil.

The other man who had crossed into South Africa, Mr Douglas Sherck, was arrested in a Hillbrow cafe last week and is being held in custody pending possible deportation to Rhodesia to face charges in connection with a R15 000 jewel robbery from a Salisbury store.

Last week the Rand Daily Mail learnt the secret search was in progress but withheld publication at the request of Lieutenant-General P. W. Kruger, the country's CID Chief.

It is understood Rhodesian detectives flew to South Africa to assist in the hunt.

All three men are American subjects and are believed to be veterans of the Vietnam war.

They vanished from Salisbury earlier this month.

Police believe they went separate ways after a meeting north of Beit Bridge on February 13.

Mr Sherck crossed the border into South Africa and was later followed by Mr Becks.

Mr Pearce subsequently took off from Salisbury Airport in a light aircraft and landed at Luanshya in Zambia where he was arrested.

The two Americans who crossed into South Africa had visited the country before. They stayed secretly with friends at hotels in Pretoria and Johannesburg say detectives.

Both men allegedly smuggled army weapons, including a sub-machinegun and two pistols, into South Africa.

Men of the Hillbrow police field unit recovered two pistols during the arrest of Mr Sherck but were yesterday still searching for a machine-



MR DOUGLAS SHERCK
... held in SA



MR MIKE BECKS
... flew to Brazil



MR DENNIS PEARCE
... held in Zambia

They are also still searching for a stolen diamond bracelet and watches.

A Johannesburg journalist, Mr Barry Levy, who was a friend of Mr Becks after meeting him at an Israeli kibbutz last year, was visited by detectives and questioned about the missing soldiers whereabouts.

Mr Levy told police he had been phoned by Mr Becks on Tuesday last week but that he had not been aware he was "on the run".

"Becks told me when he telephoned that he had lost his passport but had been given an American travel document valid for 90 days.

"I did not see him after the phone call and then the police came to see me and said they were looking for him."

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Run
held

SAR buys Saldanha ore link

Parliamentary Correspondent

CAPE TOWN — South African Railways will buy the Sishen-Saldanha railway line from Iscor for R640-million, the Minister of Economic Affairs, Mr. Chris Heunis, revealed yesterday.

This means that the retired Minister of Transport, Mr. Ben Schoeman, has finally been proved right. He lost the battle in the Cabinet to have the line laid and run by the Railways.

The battle was against the present Minister of Transport, Mr. Louwrens Muller, who was Minister of Economic Affairs at the time.

Afterwards Mr. Schoeman warned on a number of occasions that the Railways would ultimately have to run the line.

Answering a question by Mr. Theo Aronson (IUP, Walmer), Mr. Heunis said the Railways would take over the whole project at cost and be subject to volume guarantees.

Tariff

The railway would be used as a public line, basically for bulk traffic.

Tariffs would depend on costs with the same rate for all users, the minister said.

Asked to comment, Mr. Aronson said it was "obviously ridiculous" for the Government to have thought that one could have Iscor operating its own railways, which would have meant a railway within a railway administration.

"This is typical of the confusion that prevails in Government thinking, and it is obviously only after severe pressure from the railway men of South Africa that the Government caved in on the issue," Mr. Aronson said.

anse taalstruktuur kon uit die aard van nie; maar uit die verskynsels wat wel lat Afrikaans nie eensklaps ontstaan het 200 jaar was nodig om die Afrikaanse el. In dié ontwikkelingsproses het baie op die gebied van die woordeskat, die ruktuur, en die sinsbou bygedra. Wanneer hudeer, sien ons dat nie die een of ander pesifieke faktor vir die wording van Afrikaans, maar dat die Afrikaanse taal die produk rne faktore. Besonder belangrik was die de-euse Nederlands; soos uit die oorsig ke" van Afrikaans voortsettings van die endensie in 'n dialek wat in Nederland self ewerk is of verdwyn het. Daarnaas het die elinge aan die Kaap 'n rol gespeel. Ook hier ng een groep sprekers isoleer en vir die alvorm verantwoordelik hou. Ons kan by. ransie of Duise immigrante die Afrikaanse nie, of in hoever hulle die vereenvoudiging ik het nie.

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Vroeër is daar wel aan die een of ander beslissende taalinvloed gedink. Dit was die geval voordat 'n taamlik groot hoeveelheid direkte ge-

wens van die Kaapse taal in die Argief in Kaapstad gevind is. Kort na die stigting van die GRA het die belangstelling in die herkoms en ontstaan van Afrikaans by taalgeleerdes begin posvat en aanleiding gegee tot die ponering van verskillende teorieë oor die ontstaan van Afrikaans. Th. Hahn se *Hottentots-teorie* van 1882 was die eerste poging tot 'n verklaring van die karakter van Afrikaans. Hoewel hy vasstel dat Afrikaans "histories-linguisties" is, het hy 'n "Garnamansse

het om 'n Kreoolse taal te word. Ongelukkig het Hesseling destyds nie oor die nodige direkte taalgegewens beskik nie; hy kon sy teorie feitlik net op sosio-historiese gegewens baseer wat bowendien nie volledig en korrek was nie. Daarom was ook sy teorie ontoereikend en eensydig; dit het 'n hipotese gebly wat hy nie kon bewys nie.

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23/2/77

Hansard 5 Q nos 502-504

25/2/77.

Train accidents

537 Mr. R. J. LORIMER asked the Minister of Transport:

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- (1) How many train accidents causing (a) death and (b) serious injury to passengers or staff occurred during 1976;
- (2) (a) (i) where and (ii) when did each accident occur and (b) how many persons were (i) killed and (ii) seriously injured in each accident;

- (3) (a) in respect of which accidents have the causes been determined and (b) what were the causes in each case.

The MINISTER OF TRANSPORT:

(1) (a) Six.

(b) Six.

(2)	(a)	(i) (section/station)	(ii) (date)	(b)	
				(i)	(ii)
		Ulundi	24 January 1976	—	2
		Breyten	6 March 1976	1	1
		Power—George	31 March 1976	1	1
		Willem	4 April 1976	—	1
		Mannamead	22 April 1976	—	1
		Ermelo	16 May 1976	—	1
		Shallcross—Cavendish	4 June 1976	1	4
		Barendskraal—Rooihogte	5 July 1976	2	—
		Mtubatuba	19 July 1976	—	4
		Northmead—Van Ryn	6 September 1976	35	39
		Effingham—Umgeni	15 September 1976	2	2
		Bergendal	25 October 1976	—	1

- (3) (a) and (b).

Ulundi: Maximum permissible speed exceeded.

Breyten: Failed to observe stop board.

Power—George: Maximum permissible speed exceeded.

Willem: Wrong hand signal displayed.

Mannamead: Failed to observe warning board.

Ermelo: Points incorrectly set.

Shallcross—Cavendish: Wheel of a passenger coach became loose.

Barendskraal—Rooihogte: Wrong crossing place indicated on train token.

Mtubatuba: Failed to observe warning board.

Northmead—Van Ryn: Passed automatic signal at danger.

Effingham—Umgeni: Combination of circumstances.

Bergendal: Passed signals at danger.

The gradual introduction of compulsory education for coloured children is unlikely to have a beneficial effect on many of those living in rural areas, because at present regulations only cover the inhabitants of dwellings which are either within five kilometres of a school or five kilometres from public transport to a school.

(273)

RAILWAYS ACCOUNT

No joy FIN MAIL 25/2/77

Transport Minister, Louwrens Muller, will get little joy from the accounts of the Railways and associated services for the 1976/77 financial year when he delivers the Railway budget to Parliament on March 9.

In last year's budget, he expected a surplus for the current financial year of R2,294m. Instead, indications are that he will have to face a deficit of about R60m. It would not be fair to the Railways to blame the massive expected deficit on poor estimating, since the downturn of the economy was not expected to be as severe.

Interesting facts bearing on Railways' accounts include a surplus of R52,9m for the 1974/75 financial year, while in the last three months of the 1975/76 financial year, the deficits were R20,6m and at the end of March the accumulated deficit turned out to be a thumping R51,4m.

Increases in railway charges could not arrest the trend. At the end of December the accumulated deficit was R16,4m. The months to come, with the exception of January, are usually poor revenue months, while expenditure, in spite of a vigorous economy campaign, could not salvage the position.

Taking a line through these accounts, the loss at the end of December can possibly be increased by at least R40m, giving a total for the year of well over R50m.

The Railways as a unit has proved to be the worst performer with a loss of R55m during the nine months ending December 1976. Substantial profits from the oil pipelines (R71m up to December) and the harbour have helped to ameliorate the position, but the end result promises to be gloomy, suggesting that salaries and wages won't rise.

Rumour is that no further increases in tariffs are being contemplated for the moment since traffic is bearing as much as it can. Higher tariffs could have a non-productive effect and the way in which the Minister proposes to deal with his problems gives the coming budget a special, if unappealing, flavour.

The general position: African farm schools: higher standard of education is some pupils in rural areas Africans in either

STANDARDS

Housing for teachers: farm school management one teacher be how

Generally, these staffing purposes areas, is considered posts in rural areas ratio of 1:30, the wives of farmers a

TEACHERS

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MANAGEMENT

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20 firms linked to rail scandal

Crime Reporter

More than 20 firms and several railway staff members are involved in an investigation concerning the supply of expensive cars to railway staff instead of spare parts to trucks, a spokesman for the railway police said today.

General J J J van Vuuren, Commissioner of Railway Police, said today investigations into certain irregularities concerning deals made by spareparts dealers and railway officials were expanding.

It is alleged Mercedes

Benz cars were supplied to staff members to the value of spare part orders for railway trucks.

General van Vuuren could not say how many firms were involved, but he believed there were more than 20. He added that a particular Krugersdorp firm mentioned in earlier reports had definitely not been involved in any part of the investigation.

General van Vuuren said 11 railways staff were connected with the incidents but none were senior staff.

'Straight-talk' Loubser deals many shocks

Labour Reporter

Shocks for hard-pressed railway workers, industrialists and South Africa at large were contained in a "straight talk" economic assessment made yesterday by the general manager of the Railways, Mr Kobus Loubser.

Mr Loubser said:

● The Railways received only half the overseas loans it wanted last year.

● Industries working on railway equipment would have only two-thirds the work previously done as projects are being cut by R350-million.

● Rail tariff increases were inevitable and further increases in the steel price and electricity tariffs were likely.

● Pay increases for railway workers were unlikely until the middle of the year and then would have to be negotiated on productivity increases.

● Railway staff was cut back by 4 000 men in the last two months by means of leaving vacancies unfilled.

But Mr Loubser also had good news.

There would be no layoffs, the rail tariff increases would be "as low as possible" and the Railways was going all out to boost exports through the Richards Bay and Saldanha Bay projects and through the other "relatively empty" harbours.

IRRESPONSIBLE

He told the Federal Consultative Council of Railway Staff Associations in Johannesburg a 10 percent pay increase for railway workers meant an additional R100-million to the Railways budget.

It would be "absolutely

big pay adjustments. If productivity and efficiency improved by July, he could look at the situation with the railway unions.

"Until July it looks poor for salaries. It looks like nothing," Mr Loubser said.

Mr Attie Nieuwoudt, president of the confederation of Labour, described Mr Loubser's speech as the "most factual and enlightening" one he had listened to in his career.

Big rise in rail rates likely

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7/8/77
SJE

Political Correspondent

CAPE TOWN — The Minister of Transport, Mr Louwrens Muller, is expected to announce sharp increases in railway rates and fares when he introduces his Railway Budget in the Assembly on Wednesday.

Though the Government is known to be concerned to keep all increases to the minimum, the R30-million deficit the railways has incurred in the recessionary conditions of the present financial year has left it with no choice but to adjust tariffs.

Because of the great importance of transport to the whole economy of the country, the effects of tariff and fare increases is likely to have an adverse effect on all other sectors — possibly causing a wave of further price hikes in other spheres of industry in the coming months.

The rail tariff increases are expected to take effect at the start of the new financial year in April.

The Government is known to be under growing pressure to grant further public sector pay increases during the coming year, following its decision to defer the increases expected last January.

PRESSURE

If these pay increases are granted in July, as anticipated, this would put further pressure on the already strained Railway Administration's finances.

In his Budget last year, Mr Muller did not allow or pay increases still to be negotiated, but warned all tariffs would have to be adjusted if increases were allowed.

This happened, and the railway increased tariffs in both April and September last year. A similar pattern may be on the cards for the coming financial year.

The Railway Budget is again likely to show the government's reluctance to increase rail fares for black workers to any extent. Further subsidies to meet losses on third-class routes may be needed.

Rail budget st nation's busin

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10/3/77 m

JOHANNESBURG — Shock waves reverberated throughout the country after increased tariffs were announced in yesterday's Railways budget.

The sweeping increases of between 15 and 20 percent were announced by the Minister of Transport, Mr. Lourens Muller.

These tougher-than-expected increases, expected to net the Railways an additional R344,4-million in revenue, come into force on April 1, reports our correspondent.

But still reeling from Monday's pre-Budget budget, organised commerce, industry, agricultural and consumer bodies gave these dire warnings over the latest increases:

- Living standards would plunge.
- Jobless would rise.
- And the country's economic recovery would be delayed.

Mr. Raymond Parsons, executive director of the Association of Chambers of Commerce, warned: "Many employers will be unable to retain workers in the face of these rapid rises."

Mr. J. P. Cronje, president of the Federated Chamber of Industries, said the increases could well delay the country's economic recovery.

In Parliament, the Transport Minister said the higher tariffs were planned in such a way that they would have a minimum influence on the economy in general. He estimated the primary influence at only 1,2 percent.

The increases would touch all passengers' fares, including the thousands of suburban commuters, domestic air fares, parcel rates, livestock transport, road transport services, harbours and pipelines.

The minister's announcement came two days after the Minister of Finance, Senator Owen Horwood, socked the taxpayer with an additional 25 percent sales tax expected to net the Treasury an additional R144 million.

Both the United Party and the Progressive Reform Party transport spokesmen, Mr. Vause Raw and Mr. Rupert Lorimer, said the minister was "talking nonsense" that it would only have a minimum influence on the economy.

Both predicted that it would have a disastrous effect on the economy, making an already spiralling inflation rate soar even higher.

Last year, Mr. Muller adjusted rates and fares by an average of 9,4 percent to finance the 10 percent salary and wage increase granted to all staff from October 1.

Mr. Muller said the current financial year of the Railways was expected to close with a deficit of R33,2 million instead of the estimated surplus of R2,3 million budgeted for.

This would be defrayed from the Rates Equalisation Fund.

He added that total expenditure for all services for 1977-78 was

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estimated at R2 814,4 million, while income from revenue was expected to be R2 470,1 million, leaving a shortfall of R344,3 million.

Provided that the traffic volume was forthcoming, the increases would bring in additional revenue of R344,4 million. Total revenue for the 1977-78 financial year was estimated at R2 814,5 million.

Mr. Muller, in his two-hour speech, predicted only a moderate economic revival towards the end of the financial year, but he did not expect the Department's real earnings to increase materially.

● See also Page 9

Prices will have to go higher fares

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The likelihood of black workers in industry being given relief from the higher rail tariffs was "highly unlikely" and they would have to carry the cost burden themselves.

This gloomy message from the Federated Chamber of Industries follows on the heels of an appeal to employers to help meet the increased transport costs of their black workers.

The appeal was made today by Mr Rupert Lorimer, MP, the Progressive Reform Party's spokesman on transport matters, today.

The message also comes amid fears that the increases could possibly spark unrest among black workers.

"Inevitably it must fall on employers to help their black staffs to meet this burden, which cannot possibly be carried by the average black worker himself," said Mr Lorimer.

An economist of the South African Federated Chamber of Industries, Mr A Hammond-Tooke, said however that industry was not in a position to further subsidise transport costs on a long-term basis.

"The increases come at a bad time for industry — when it is laying off staff—to increase salaries to help its workers meet higher costs.

Mr Hammond-Tooke said it was surprising that the big increase in rail tariffs was announced while a committee of inquiry into subsidised transport was still sitting.

Mr Raymond Parsons, executive director of the Association of Chambers of Commerce, said the increases would lead to a lowering in the standard of living and increased unemployment.

Transvaal Coal Owners' Association manager Mr Alan Tew said coal prices in Cape Town would go up by about R3 a ton, and from 30c to 40c a ton in the Transvaal.

New car prices are expected to rocket because of a combination of price increases and the 10 per cent increase in the price of steel.

Rail fare rises

How suburban commuters will feel the bite of the new rail tariff increases (old prices in parentheses):

	Single	Return	Weekly	Monthly
Naledi-Johannesburg—				
R0,28 (R0,24)	R0 35 (R0,30)	R1,37 (R1,20)	R5,00 (R4,35)	
Orlando-Johannesburg—				
R0,18 (R0,15)	R0 23 (R0,19)	R1,03 (R0,89)	R3,73 (R3,24)	
Thembisa-Germiston—				
R0,28 (R0,23)	R0,34 (R0,29)	R1,39 (R1,17)	R4,91 (R4,27)	
Daveyton-Dunswart—				
R0,20 (R0,17)	R0,25 (R0,21)	R1,09 (R0,95)	R3,98 (R3,46)	
FIRST CLASS:				
Springs-Johannesburg—				
R1,00 (R0,86)	R1 50 (R1,28)	R6,20 (R5,20)	R22,60 (R19,00)	
Florida-Johannesburg—				
R0,39 (R0,33)	R0,58 (R0,49)	R2,55 (R2,10)	R9,30 (R7,70)	
Randfontein-Johannesburg—				
R0,93 (R0,80)	R1,39 (R1,20)	R5,95 (R5 00)	R21,70 (R18,25)	
Kempton Park-Johannesburg—				
R0,63 (R0,54)	R0,94 (R0,80)	R4,15 (R3,50)	R15,05 (R12,80)	

Rail rises to cut losses

Stew 10/2/77

THE ASSEMBLY — The Minister of Transport, Mr Louwrens Muller, has announced across the board rail and tariff increases to recoup a Railways and Harbours loss of R33,2-million in the past financial year.

THE INCREASES:

● An average of 16 percent increases in rail fares and 21,8 percent on rail goods tariffs.

● An average of 5 percent increases in harbour charges, but with some increases going as high as 29,5 percent.

● A 15 percent increase in domestic air fares.

● A 20,7 percent increase in pipeline tariffs. This tariff increase can be expected to add 0,2c a litre to oil companies' costs on the highveld and may mean a similar increase in petrol costs for motorists.

● Goods handling charges will go up 25 percent, coal tariffs by 23,7 percent and livestock by an average of 20 percent. Road transport services will rise 15 percent.

While wharfage charges in the harbours are unaffected, the railways can expect to gain increased income from an automatic ad valorem adjusting to inflation.

● Tug charges by 29,5 percent, cranes by 25,3 percent and port dues by 20 percent.

Introducing the Railways Budget Mr Muller said revenue for the financial year was expected to be R32,2-million above that estimated last year, while expenditure was expected to be R67,7-million higher than estimated.

The deficit would be defrayed from the Rates Equalisation Fund.

Increased costs were partly due to salary and pension increases granted last year, which he emphasised were the sole reason for the 9,4 percent

tariff increases introduced last September.

Operating expenditure was being reduced in many ways, including reduction in staff travelling and other expenses and Sunday time and overtime.

Initial capital requirements for the 1977-78 financial year had been reduced from R956-million to R630-million and loan funds from the Treasury had been restricted to R530-million, apart from R104-million to meet initial requirements in taking over the Sishen-Saldanha project.

Completion of the majority of previously approved projects would now be delayed, including the two additional railway lines between Langlaagte and a point to the east of Braamfontein Station, and a new terminal station sanctioned last year to increase commuter-carrying capacity on the Soweto run, he said.

● Other points from Mr Muller's speech: The proposed new hangar for jumbo jets at Jan Smuts Airport had had to be temporarily shelved.

● A new name such as the South African Transport Administration was being considered for the Railways and Harbours.

● Domestic air travel should be stimulated by the expected improvements in the economy and the attraction of the new Airbus.

● The Railways was considering allowing credit cards to be used to buy mainline train tickets, luxury coach tours and meals in main station restaurants at Johannesburg and Cape Town.

● The traditional dining cars on some passenger trains are to be scrapped — to be replaced by a light refreshment and take-away catering service. — Political Staff and Sapa.

Businessmen

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rocked by the SAR increases

Star 10/3/77

Johannesburg businessmen felt shock, anger and frustration at the increases announced in the Railway Budget by the Minister of Transport, Mr S L Muller.

The increased rail tariffs, fares, pipeline and harbour costs will add to the already rising cost of living.

Most consumer items will be hit.

Travel by rail, air and car is up. The 20,7 percent pipeline tariff is expected to add about 0,2c a litre to highveld motorists' petrol on top of an expected petrol price increase in the Budget on March 30.

The Consumer Council's director, Mr Johann Verheem, said that the increase in transport rates will raise the consumer index and the extra cost of railing livestock will "result in a drastic rise in the price of meat."

"It is becoming more necessary to apply practical principles of good consumer behaviour."

He added that the increases should challenge the Railways to increase productivity.

Mr Raymond Parsons, executive director of the Association of Chambers of Commerce, said the rise in transport, electricity and fuel costs and indirect taxation would cause standards of living to fall and increase unemployment.

Exports

"Many employers will not be able to retain workers in the face of these rapid rises in overall costs and present consumer resistance to higher prices."

Mr Parsons added that non-essential Government spending "must be ruthlessly cut back in the main budget" and efforts must be made to attract more foreign capital "since a higher degree of self-financing by State corporations like Escom and the railways not only places a heavy burden on the taxpayer and consumer but also creates a serious risk of pricing exports out of world markets."

The Federated Chamber of Industries said the increases would delay economic recovery.

"The effect on energy, exports and black transport would have to be carefully watched and relief applied where necessary."

Agriculture

Mr J E Holloway, president of the transvaal Chamber of Industries, said that industry was being continually asked to absorb part of cost increases and that this had been going on for nearly two years.

"Most manufacturers have reached the limit and cannot be expected to continue cost absorption any longer," he warned.

The Agricultural Union said that producers were already suffering heavily through rising costs, and the increase in transport costs would lead to a further waekening of the farmers' economic position.

Unions press for big rise in salaries

Labour Reporter

Railway unions will soon submit claims for "urgent and substantial" pay rises.

The Railway Budget made no provision for rises to railway workers.

The president of the 85 000-strong Federal Consultative Council of Railway Staff Associations, Mr Brian Currie, said: "The subeconomic tariffs announced in the budget have been achieved at the expense of railway workers who are currently lagging 24 percent behind the cost of living."

He said the budget was "reasonably mild" and did not meet legislative requirements that the railways be run on business lines.

Railway workers had made big sacrifices despite tremendous productivity increases achieved over a number of years.

Mr Currie said: "We shall redouble our efforts to increase efficiency in the knowledge that this will provide a basis for non-inflationary pay adjustments."

He said staff remuneration had reached the lowest ratio to revenue for the past generation.

Mr Johann Benade, secretary of the council, said the fare increases were "unavoidable and should not be condemned." They were due to factors beyond the control of the railways.

He was "very disappointed" that no provision was made for salary adjustments although railway workers were way behind the cost of living.

"We are confident that productivity plans and formulae are being devised by management to facilitate pay relief," Mr Benade said.

Air and rail fares alarm agents

The domestic air and rail tariff rises announced yesterday were received with shock in the travel indus-

try because of their severity.

Although an increase was expected, travel oper-

ators sampled by The Star did not expect it to be as high as the 15 percent for domestic air fares and 20 percent on rail fares.

One travel man described the increases as "unfortunate." "Nevertheless they will have to be accommodated," said Mr Noel de Villiers, of Rennie's.

He said the rail tariff increase was not so significant other than for the Blue Train, as far as domestic tourism was concerned.

"The only relative effect the increases could have is to inhibit the growth of the aircraft as a form of transport," he said.

Whatever form of transport available, be it personal or otherwise, will go up by the same amount, if it hasn't done so already," he added.

Mr John Condie, managing director of Thomas Cook, said the experience was that such an increase collared initial shock," but people get used to it."

"People will still travel, regardless," he said.

The increase of 18,3 percent in the transport tariff for livestock meant a total increase of 354 percent over the past four years.

Black Sash: 'Stop bleeding them'

The Government must "stop bleeding the unfranchised," said Mrs Sheena Duncan, president of the Black Sash, referring to the increased rail tariffs and fares announced yesterday.

"This kind of action does nothing to ease the tension which exists in urban townships," she said.

"It will push many people below the bread line."

The Government must radically re-think the sources of its income and the way it is spent, "otherwise this vicious spiral of inflation will continue."

Soweto's former "mayor," Mr T J Makhaya, said the increased rail fares were shocking unemployed could not consult.

This added to the black man's load "as everything has gone up."

Mrs Contance Koza, a church community projects director, said the increases were "disgusting" and predicted a rise in suicides because many unemployed would not afford to come to town to seek work.

Mr Thabo Morake, a Johannesburg clerk, felt the railways should first improve the system before raising fares.

AA hits pipeline tariffs

The Transvaal motorist was subsidising South African Railways and Harbours by paying increased costs for the pipeline originally built to provide him with cheap petrol.

The director of public relations for the Automobile Association, Mr Henrie Kleynhans said this last night and pointed out that the pipeline made an

annual net profit of about R100-million — a profit of 600 percent.

Half the vehicles registered in South Africa were in the Transvaal, which meant that the inland motorist — who was supposed to benefit from the pipeline — was subsidising the railways.

Mr Kleynhans said the AA had originally suppor-

ted the idea of the pipeline to the Transvaal but the pipeline tariff had been increased in every Budget for more than a decade.

He said the increased tariffs were used as an excuse when retailers and manufacturers put up their prices and were one of the main inflation stimulants.

'Worse by the day'

The president of the Confederation of Labour, Mr Attie Nieuwoudt, said: "Organised labour is dumb-founded. It's getting worse by the day.

"We simply cannot go on like this forever without being compensated."

He said the confederation would have to review the question of pay demands throughout all industries and particularly in the Government sector with a view to seeking relief.

Escalating

Turning to the rest of the budget, he said the railway tariff increases came as no surprise, as escalating costs hit State transportation as hard as they affected commerce and industry.

The budget would be "another hefty boost to

Mr. Brian Currie, said railway workers were bitterly disappointed that the minister avoided referring to wage and salary increases.

Mr. Currie, who speaks for 116 000 White railway workers, warned, however, that the seven railway unions would all submit claims for higher earnings before June.

RAW HITS OUT

Parliamentary Correspondent

CAPE TOWN — Opposition transport spokesmen warned yesterday that the Government's tough Railways budget would feed the inflation monster and make the spectre of unemployment and hunger more real.

The United Party's Mr. Vause Raw, MP, said the budget revealed the country's desperate economic situation.

The effect, with the 25 percent sales tax, to the public would be to double the original amount.

The Progressive Reform Party's Mr. Rupert Lorimer, MP, referred to the budget as the "big blunder budget" that staggered him by its "outrageous and excessive" increases.

'Another hefty boost to inflation'

Mercury Reporter

SHIPPEERS and ship-owners were given a heavy knock by the Railways budget yesterday and the harbour increases will have to be paid by the man in the street.

Railways revenue from harbours is to go up 5 percent, but the cost to shippers will be more like 15 percent.

"This is an inflationary move and must put up prices to the consumer," said Mr. D. J. H. Matterson, managing director of Reunies Shipping in Durban.

"Life in the shipping and forwarding industry is going to be more difficult and more expensive — more working capital will be needed," he added.
Mr. N. D. Sempill,

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PRISSE IN PORT DUES TO FURTHER

chairman of the Association of Shipping Lines, described the harbour charge increase as "stiff" and estimated it would increase the cost of a ship calling at port by 15 percent.

"It is interesting to note some increases over the past six years: crane hire from R3 an hour in 1971 to about R10,65 in 1977 — a 355 percent increase, and tug charges from R36 a service in 1971 to about R170 an hour in 1977 — a 611 percent increase in six years."

General manager of the Durban Chamber of Commerce Mr. Ken Hobson said it was disappointing to see harbour and pipeline charges increased, as these had been the most lucrative of the Railways undertakings.

Inflation in an economy so heavily dependent upon a monopolistic State transport system.

Every sector of the economy would be hit by the increases, he said.

A spokesman for South African Airways in Durban said they had not yet been officially informed of the tariff increases. "This usually takes a few days, after which I will be able to tell you what is happening."

THE Railways Administration has given the following the cost of transporting certain commodities. These

Commodity	Distance	Tariff per 100kg Present	
		R	100kg Present
Breakfast Cereals	383	3,61	
Vegetables, Canned	418	2,26	
Cheese	431	1,99	
Fruit, Fresh	383	1,22	
Vegetables, Fresh	383	0,81	
Maize Meal	278	0,50	
Maize, Local	1 085	1,28	
Meat, Fresh	376	1,78	
Suits (Men's)	471	5,52	
Agricultural Equipment (Disc-plough)	405	2,53	
Barbed Wire	489	0,95	
Fertiliser	189	0,34	
Petrol	716	3,38	
Diesel Oil	716	1,93	
Motor Spares	75	0,89	
Furniture	481	5,60	
Cement	211	0,58	
Iron Ore (Port Elizabeth)	1 033	0,56	
Manganese Ore (Port Elizabeth)	1 033	0,56	
Coal	440	0,52	
Livestock (per head)	2 853	28,13	

In Pretoria, the chairman of the Federal Consultative Council of Railway Staff Associations,

List indicating how the tariff increases will influence tariffs take effect on April 1 this year.

Revised Tariff per 100kg	Increase in railage per article (cent)	Kilogram	Package
R 4,32	0,249	0,350	carton
2,72	0,202	0,439	can
2,41	0,420	1,000	slice
1,48	130,000	500,000	crate
0,99	180,000	1 000,000	crates
0,61	8,80	80,000	bag
1,56	280,00	1 000,000	bags
2,15	0,370	1,000	parcel
7,22	2,700	1,588	carton
3,04	510,000	1 000,000	—
1,17	11,000	50,000	roll
0,40	60,000	1 000,000	pockets
4,06	0,495	0,728	litre
2,35	0,350	0,834	litre
1,07	1,260	7,000	carton
6,67	74,900	70,000	crate
0,69	5,50	50,000	pocket
0,67	110,000	1 000,000	loose
0,67	110,000	1 000,000	loose
0,62	110,00	1 000,000	loose
30,49	236,00	—	per head

Basic costs set to soar

Mercury Correspondent

JOHANNESBURG — Yesterday's massive all-round railway tariff increases seem certain to cause price jumps in several basic commodities.

Railage and road tariffs will put a heavy burden on the Post Office. Both have increased by 20 percent.

This means an additional R4 000 000 on the Post Office's budget. About R2 500 000 extra will be spent on transport of mail and parcels and R1 500 000 on capital works.

The Post Office spokesman could not say how increased rates would affect users of the postal service as they were still working out their own budget to be announced on March 21.

Increased tariffs will also hit coal, coke and anthracite consumers — especially with the winter months looming.

Rates for coal, coke and anthracite are to go up by 23,7 percent on average.

Chairman of the Coal Merchants' Association of the Transvaal Mr. Wilfred Stoloff yesterday said anthracite — already an expensive commodity widely used in smokeless zones — would probably increase in price by 20 percent. It will go up from R5 a ton to at least R6 a ton.

The increase in livestock tariffs could also mean a drop in meat consumption and higher prices. The costs of rail-ing cattle and sheep have risen by 18,3 percent and 26,5 percent respectively. Road transportation costs have gone up a further 15 percent.

Details of tariff hike

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Parliamentary Correspondent

CAPE TOWN—The Minister of Transport, Mr. Louwrens Muller, said the tough railway tariff increases would boost revenue by 14,6 percent or R344,4 million.

Details of the sweeping increases, affecting every department of the country's rail, air and shipping transport, were:

All rail passenger fares up 16 percent; first and second class main line fares up 20 percent; third class main line fares up 15 percent; rail suburban service, first and third class up 15 percent; season tickets, first and second class on main lines as well as suburban service being rationalised by extending principle of calculating suburban season tickets on 16 return journeys to a distance up to 42km and by increasing the level on main line season tickets to at least that of suburban season fares.

Parcels

Other increases include: Parcel rates up 20 percent; high rated traffic (mainly manufactured goods) up 20 percent; low rated traffic (mainly raw materials and agricultural products) up 23,3 percent; ores from Sishen to Port Elizabeth up 20 percent; ores and minerals in general up 23,5 percent; coal, coke and anthracite up 23,7 percent; coal up 22,7 percent; livestock up an average of 20 percent (large animals 18,3 percent and small animals 26,5 percent); hire and storage charges up 25 percent at stations and up 19,5 percent in harbours; demurrage on trucks delayed by consignees at stations will be aligned to those of private sidings, increased revenue expected to be 20 percent; catering up 15 percent, low rated

traffic handling charges up 25 percent; and cartage charges up 15 percent.

Mail

The increases announced by the minister for road transport services were: Passenger fares up 15 percent; rates for mail, parcels and goods up 20 percent; and rates for livestock up 15 percent.

The main harbour increases announced by the minister were: Tug charges up 29,5 percent; wharf and floating cranes up 25,3 percent; port dues up 25 percent; dry docks up 18,2 percent; wharfage remains unchanged, but increases in other charges and dues will enhance harbour revenue by 5 percent; and handling charges at Durban Bluff coaling appliance up 16,7 percent.

Discount

The minister announced increases in all air fares. They were: All domestic air fares up 15 percent, which will enhance the airways revenue by 7,3 percent; the special fare for night flights between Johannesburg and Cape Town is being withdrawn but the 20 percent discount will continue to apply.

Oil pipeline charges will be increased by 20,7 percent.

Rail hikes: warning of unrest, unemployment

JOHANNESBURG — Commerce, industry, agriculture and consumer bodies, reeling from Monday's drastic "mini-budget," were given another jolt yesterday with the announcement of increased rail tariffs.

Higher travel fares

CAPE TOWN — The Department of Transport yesterday gave examples of how the proposed new tariffs would affect the cost of air and train travel.

Return air fares between Johannesburg and certain main centres would be: (present fares in brackets): Cape Town: R142 (R124); East London: R110 (R92); Windhoek: R132 (R114); Durban: R80 (R70); Port Elizabeth: R118 (R102).

Proposed return rail fares: Johannesburg-Cape Town: first class R119,30 (R99,40), second class R79,50 (R66,30); Cape Town-East London: first class R112,10 (R95,40), second class R74,70 (R62,30).

Proposed first class single rail fares: Johannesburg - Cape Town: R59,65 (R49,70); Durban Johannesburg: R30,80 (R25,65); Cape Town-East London: R56,05 (R46,70). Second class single fares: Johannesburg - Cape Town: R39,75 (R33,15); Durban - Johannesburg: R20,55 (R17,10); Cape Town-East London: R37,35 (R31,15). — SAPA.

Business leaders and opposition party spokesmen warned that the Railway Budget would lower standard of living, increase unemployment, delay the economy's recovery, and "feed the inflation monster."

The opposition transport spokesmen warned that the budget would feed the inflation monster and make the spectre of unemployment and hunger more real.

The United Party's Mr Vause Raw said the budget revealed the country's desperate economic situation "far worse than we, in our most pessimistic forecast, had anticipated."

The Progressive Reform Party's Mr Rupert Lorimer referred to it as the "big blunder budget" that staggered him by its "outrageous and excessive" tariff increases that would undoubtedly rock a deeply troubled economy.

Mr Raymond Parsons, executive director of the Association of Chambers of Commerce, said: "If the new rise is taken together with the other steep cost increases — in electricity, fuel and indirect taxation — standards of living in South Africa will fall further and unemployment will increase in 1977."

He said the vicious circle of "stagflation" — high inflation and low growth — currently besetting the economy could only be broken in two ways.

Non-essential Government spending must be ruthlessly cut back in the main budget and every effort must be made to attract more foreign capital since a higher degree of self-financing by State corporations like Escom and the Railways not only placed a heavy burden on the taxpayer and consumer, but also created a serious risk of South African exports being priced out of world markets.

The South African Agricultural Union said producers were already suffering heavily through rising costs, and the increase in transport costs would lead to a further weakening of the farmers' economic position.

The increase of 18,3 per cent in the transport tariff for livestock meant a total increase of 354 per cent over the past four years.

In addition, the prices of practically all agricultural requirements would increase as a result of the higher tariffs, the union said.

Mr J. P. Cronje, president of the Federated Chamber of Industries, said the increases could well delay the country's economic recovery.

The Afrikaanse Handelsinstituut's vice-chairman, Mr A. van Wyk, said the inflation rate would rise and care would have to be taken that the international competitive position of exporters did not weaken.

The Consumer Council director, Mr J. Verheem,

said: "The increases will probably lead to a rise in the consumer price index and the substantial increase in the cost of raising livestock will result in a drastic rise in the price of meat."

He hoped the higher passenger fares would not lead to the increased use of private cars and the consequent additional use of petrol.

The SA Council of Churches' Ombudsman, Mr Eugene Roelofse, said that for the poorer classes, including pensioners, and blacks, the budget was an economic death blow.

The general secretary of Tucsas, Mr Arthur Grobbelaar, warned of the unrest which could follow the raising of third class commuter rail fares.

"What is this minister trying to do, Mr Grobbelaar asked." He must have an economic death wish."

The Automobile Association said: "There seems to be no end to the demands being made on the motorist who is already contributing in the region of R500 million a year in direct and indirect forms of taxation."

The South African Institute of Race Relations said the increases would affect virtually every product manufactured or sold in South Africa, and could deepen the poverty of the vast majority of urban blacks.

Railway tariff

jolt

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CAPE TOWN — Shock across the board railway tariff increases of between 15 and 20 per cent were announced yesterday by the Minister of Transport, Mr Louwrens Muller, in his Railway Budget.

The increases, which will net the Railways an additional R344,4 million in revenue, are to take effect from April 1.

Mr Muller claimed that the higher tariffs were planned in such a manner that they would have a minimum influence on the economy in general. He estimated the primary influence at only 1,2 per cent.

The increases will affect all passenger fares, including the thousands of black and white suburban commuters, domestic air fares, parcel rates, livestock transport, road transport services, harbours and pipelines.

The Minister's announcement came only two days after the Minister of Finance, Sen Horwood, had socked the taxpayer with an additional 25 per cent sales tax which is expected to net the Treasury an additional R144 million.

Last year Mr Muller adjusted rates and fares by an average of 9,4 per cent to finance the ten per cent salary and wage increase granted to all staff from October 1.

Mr Muller said the current financial year of the Railways was expected to close with a deficit of R33,2 million instead of the estimated surplus of R2,3 million budgeted for last year. This would be defrayed from the rates equalisation fund.

He added that total expenditure for all services for the 1977-78 year was estimated at R2 814,4 million while income from revenue was expected to

be R2 470,1 million, leaving a shortfall of R344,3 million.

He had, therefore, no choice but to introduce tariff adjustments as from April 1 to rectify the expected imbalance.

Provided the traffic volume was forthcoming, the increases would bring in additional revenue of R344,4 million. Total revenue for the 1977-78 financial year was estimated at R2 814,5 million, leaving a surplus of R100 000.

Details of the sweeping increases include:

All rail passenger fares up 16 per cent; first and second class main line fares up 20 per cent; third class main line fares up 15 per cent; suburban rail service, first and third class up 15 per cent.

Parcel rates up 20 per cent; high-rated traffic (mainly manufactured goods) up 20 per cent; low-rated traffic (mainly raw materials and agricultural products) up 23,3 per cent.

Livestock up an average of 20 per cent; hire and storage charges up 25 per cent at stations and up 19,5 per cent in harbours.

The increases announced for road transport services include: Passenger fares up 15 per cent; rates for mail, parcels and goods up 20 per cent; rates for livestock up 15 per cent.

The main harbour increases include: Tug charges up 29,5 per cent; port dues up 25 per cent; dry docks up 18,2 per cent.

All domestic air fares are up 15 per cent. — PC.

Inland petrol to go up

By GORDON KLING

THE INLAND price of petrol will be increased from April 1 in one of the first shock waves from the Railway budget which is the harshest in more than a decade and has been greeted with a deluge of outrage.

Stunned officials of organized commerce and

industry believe the budget will aggravate worsening unemployment, cause more businesses to collapse, boost inflation, and create a serious risk of pricing South African exports out of world markets.

SAR employees, refused pay rises, are to press for new wage claims which could cause a further jump in tariffs.

The public affairs manager of BP Southern Africa, Mr Graham Barr, yesterday told the Cape Times that the railrage component in the price of petrol, which rises on average by 21 percent, would be passed on directly to the consumer from April 1.

"In terms of the price formula we have with the

Government, the oil companies are automatically entitled to recover the increased railrage charge and we will do this," he said.

Initial estimates put the petrol price up by about 0,5c a litre inland. Coastal areas are not affected by the railrage charge.

The Director of the Cape

Chamber of Industries, Mr J F Roos, said the cost burden on industry in the Western Cape had now increased by more than 50 percent in 12 months and this was a serious blow, particularly when all other costs were rising and demand was shrinking.

"Once again Cape industry

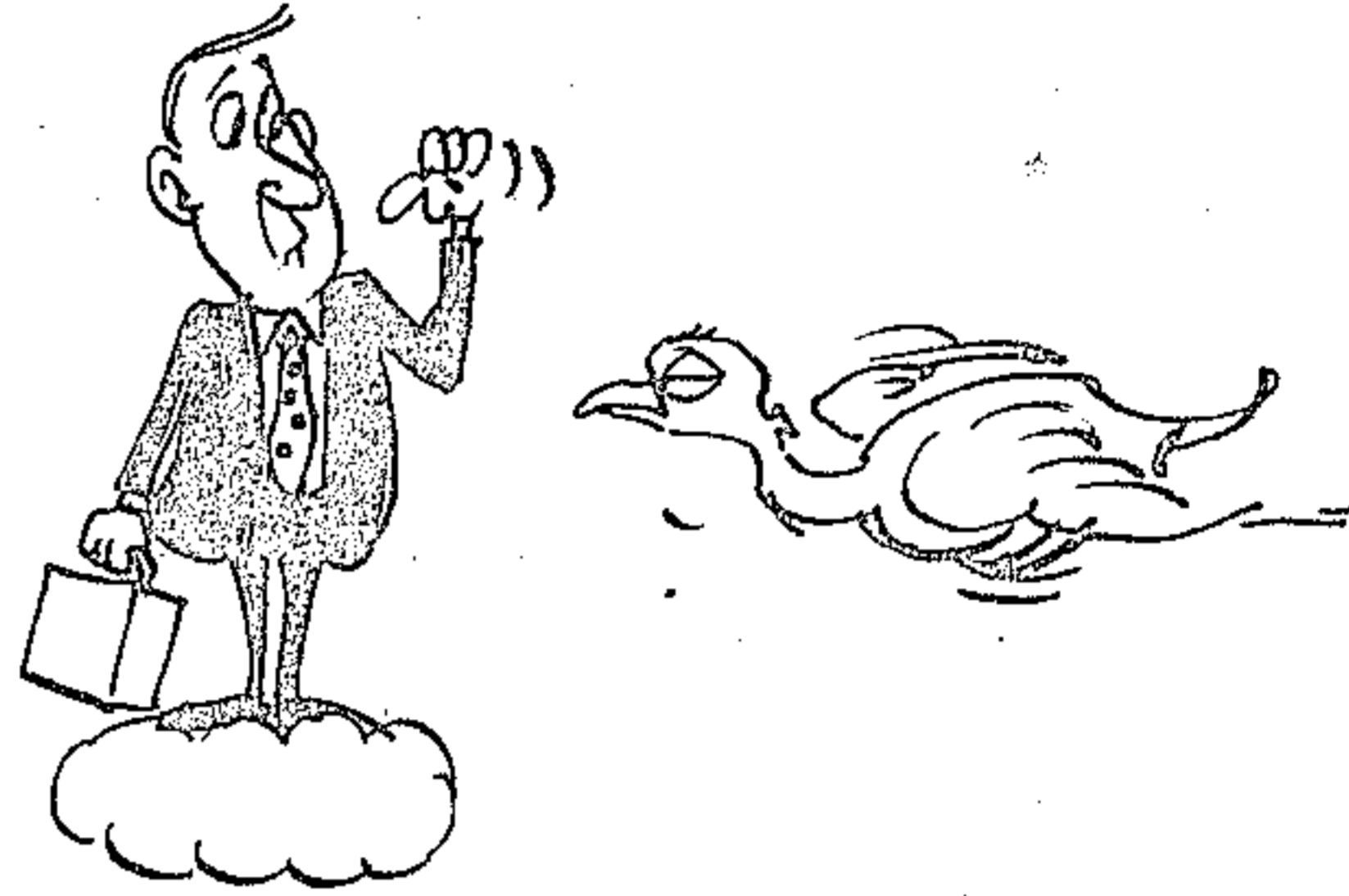
Continued on page 2



Rail fares up



Harbour charges up



Air fares up

Cape Times 10/3/77

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Shock increase in rail charges

Details of rail increases - page 2

RETURN AIR FARES

Cape Town to Johannesburg: was R124, now R142;
Durban to Johannesburg: was R70, now R80;

RETURN TRAIN FARES

Cape Town to Johannesburg: First class was R99,40, now R119,30, second class was R66,30 now R79,50.
Cape Town to East London: First class was R95,40 now R112,10, second class was R62,30 now R74,70.

UP, PRP slam Railway Budget

Political Correspondent
OPPOSITION transport spokesmen warned yesterday that the Government's tough Railway Budget would feed the inflation monster and

Political Staff

SHOCK across-the-board railway tariff increases of between 15 and 20 percent were announced yesterday by the Minister of Transport, Mr Lourens Muller, in his annual Railways Budget.

The tougher-than-expected increases, which will give the Railways an additional R344,4 million in revenue, are to take effect from April 1.

Mr Muller claimed that the higher tariffs were planned in such a manner that they will have a minimum influence on the economy in general. He estimated the primary influence at only 1,2 percent.

The increases will affect all passenger fares, including the thousands of Black and White suburban commuters, domestic air fares, parcel rates, livestock transport, road transport services, harbours and pipelines.

The Minister's announcement came only two days after his colleague, the Minister of Finance, Senator Owen Horwood, had hit the taxpayer with an additional 25 percent sales tax which is expected to gain the Treasury an additional

make the spectre of unemployment and hunger more real.

The United Party MP, Mr Vause Raw, said the budget revealed the country's desperate economic situation "far worse than we, in our most pessimistic forecast, had anticipated".

Mr Rupert Lorimer, Progressive Reform Party MP, referred to it as the "big blunder budget" that staggered him by its "outrageous and excessive" tariff increases that would undoubtedly rock a deeply troubled economy.

Mr Raw said it placed an extra load of R344 million on on every South African, from the poorest to the richest.

"Coming on top of the 25 percent sales tax this week, it means that by the time these primary increases imposed at source hit the public, they will have increased to nearly double the original amount," he said.

"It will not only feed the monster of inflation, but make the spectre of unemployment, hunger and the resultant danger to security, even more real," Mr Raw said.

R144 million.

Both the United Party and the Progressive Reform Party transport spokesmen, Mr Vause Raw and Mr Rupert Lorimer, agreed yesterday that the Minister was "talking nonsense" in saying that it would have only a minimum influence on the economy.

"Disastrous"

Both predicted that it would have a disastrous effect on the economy, making an already spiralling inflation rate soar even more.

Last year Mr Muller adjusted rates and fares by an average 9,4 percent to finance the 10 percent salary and wage increase granted to all staff from October 1.

Mr Muller said that the current financial year of the Railways was expected to close with a deficit of R33,2 million instead of the estimated surplus of R2,3 million budgetted for last year. This would be defrayed from the Rates Equalization Fund.

He added that total expenditure for all services for the 1977/8 year was estimated at R2 814,4 million, while income from revenue was expected to be R2 470,1 million, leaving a shortfall of R344,3 million.

He had therefore no choice

Continued on page 2

Hansard 7 Q no 619 11/3/77

Table Bay harbour: Wharves

*19 Mr. H. A. VAN HOOGSTRA滕 asked the Minister of Transport:

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- (1) What percentage of wharves in Table Bay harbour are fully occupied;
- (2) whether it is intended to take any of these wharves out of commission; if so, why;
- (3) whether he will make a statement on the matter.

The MINISTER OF TRANSPORT:

- (1) Seventy-two per cent during the last six months for which statistics are available.
- (2) Yes; temporarily as a result of a decrease in harbour traffic.
- (3) The utilization of the quays by other instances is at present receiving attention.

Escom, Iscor, Opec and — not least — Pretoria's deflationary policies, have rendered SAR&H's budget-balancing attempts futile.

Railways' cost bogey

FIN. MAIL

11/3/77

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The Railways Budget presented to Parliament this week by Transport Minister Louwrens Muller shows that, in spite of a fairly generous allowance of 10% for inflation and an 11,2% average rates increase calculated to yield an additional R201,3m, SAR&H will chug to an end-year deficit of about R33,2m instead of the R2,2m surplus planned.

A number of factors contributed. The Railways' oil bill rose 33,2%, adding R17m to operating costs; at the same

time, the coal bill, at R7m, was 48,8% up on the administration's expectations.

The clincher, however, came in the form of higher electricity charges, up 62,4% adding R36m to operating expenses, and steel, up 25,1% — an additional R40m on the year.

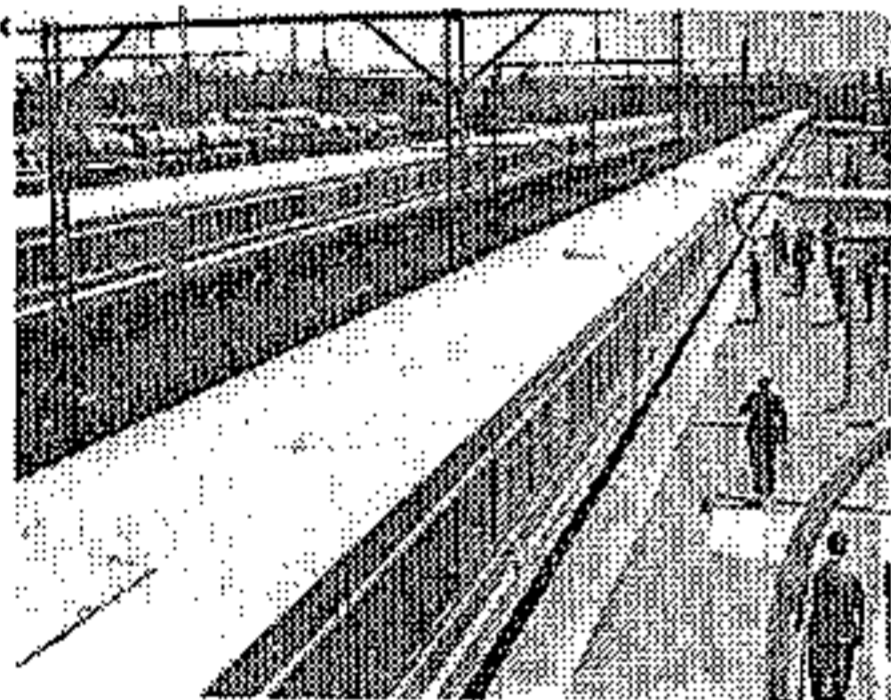
As the country's largest single customer for power and steel, the Railways was bound to be worst hit by the utilities' self-financing drive.

In addition to this R100m setback,

Railway finances were hit for R60m by a sharp deterioration of the quality of goods carried. The accounts show that although traffic for all services increased 9,2%, high-rated goods business declined 3% while low-rated goods (80% of which is conveyed below cost), rose 12%. According to GM Kobus Loubser, Railway finances would have been far worse off had they not been moving towards a closer alignment between costs and charges over the past eight years.

Main-line services: First and second class fares go up by 20% (7,4%); third class fares are up 15% (0,6%).

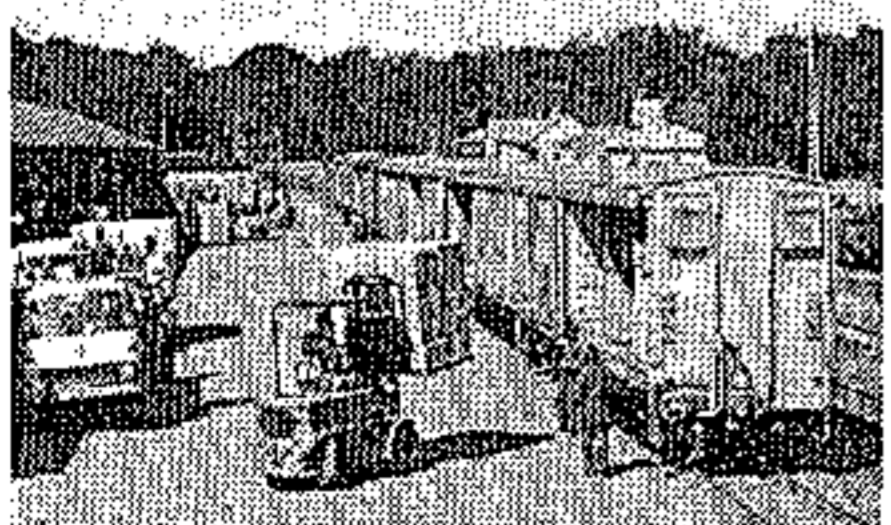
Suburban services: First class fares up by 15% (not



exceeding 20% on average) as are third class fares (unchanged).

Parcel rates: Increased by 20% (15%).

Goods rates: All tariff classes are increased while the gap between them nar-



rows still further. It can be seen as an attempt to align

the lower tariff rates closer to actual costs. The average increase per tariff class is:

Class 1: 19,2% (8,9%); 2: 19,4% (8,9%); 3: 19,5% (9,1%); 4: 19,7% (10,1%); 5: 19,9% (10,4%); 6: 20,2% (10,9%); 7: 20,3% (10,3%); 8: 21,1% (15,1%); 9: 21,5% (16,5%); 10: 21,7% (17,2%); 11: 23,8% (16,4%); 12: 22,8% (16,8%); 13: 23% (16,6%); 14: 24,4% (17,8%); 15: 20,5% (19,8%).

The 15 tariff classes are broadly divided into high-rated traffic (those charged at Class 6 and above) and low-rated traffic.

High-rated items are mostly low-bulk, high-value goods, and include most manufacturing sectors. Farm products and minerals are generally conveyed at a rate below Class 10.

Special rates for ores and minerals are being increased by 23,5% while rates for ores to Port Elizabeth for export are to go up by 20% (20%).

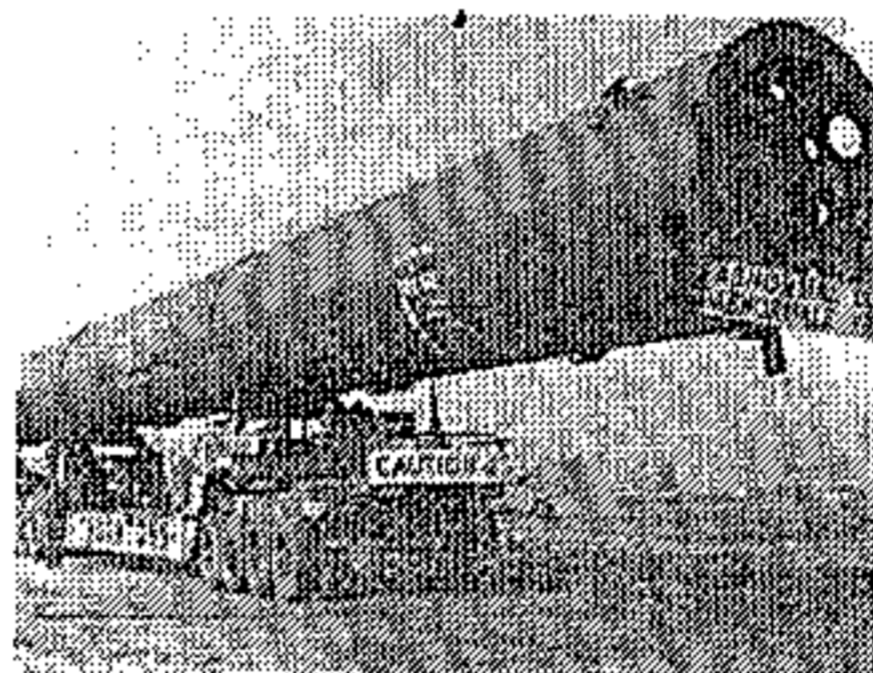
Cartage rates are increased by 15% (15%) while handling charges are to go up by 25% (13%). Livestock rates for small animals are to go up by 26,5% while the rate for large animals is increased by

18,3% (50% on average).

Demurrage charges: Increased by 20% (30%).

Catering charges: Increased by 15% (20%-25%).

Road transport: All normal passenger fares are increased by 15% (20%-



30%) while rates for parcels and mail go up by 20% (20%).

Goods rates are being increased by 20% (20%), while livestock rates go up by 15% (20%-30%).

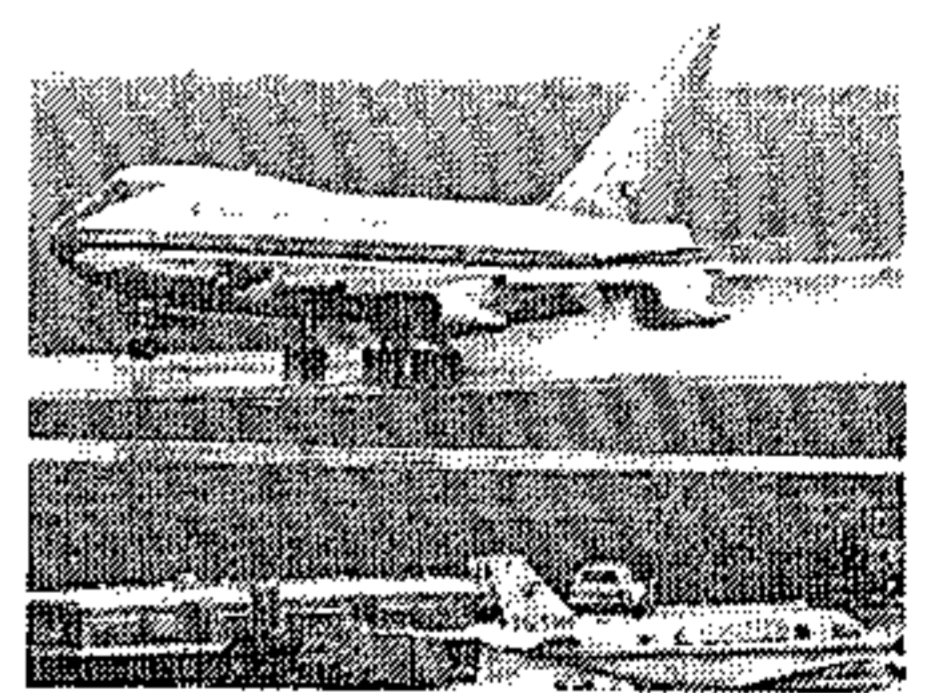
Harbours: Tug charges are increased by 29,5% (20,5%)



while tariffs for wharf and floating cranes are to go up by 25,3% (25,6%). Harbour dues are increased by 25% (15,2%).

The rate at the bulk coal-loading appliance at Durban is being increased by 16,7% (15%).

Airways: Domestic passenger, freight and miscellaneous rates are increased by



15% (10%). International air fares remain unchanged.

Pipelines: Tariffs on both white and crude pipeline products are increased by 21% (13,7%). The effect on the retail price of petrol (if passed on) would be a minimum of 0,2c/l.

Comparable hikes last year are given in parentheses.



Railways GM Kobus Loubser . . . spelling it out

But the worst may be yet to come. Tight or reluctant lenders in foreign capital markets, the Treasury's inability to maintain advances of previous years and infrastructural commitments are increasingly going to force the Railways to finance capital spending from revenue. About R52m of the 1977/78 capital spending programme will be self-financed.

In an interview with the *FM* this week Transport Minister Muller expressed concern over Railways' high rate of gearing which he said not only placed it under an excessive interest burden, but could also undermine its status as borrower on international markets. To improve the ratio between own funds and loan capital provision R52m will be transferred out of revenue to the reserve account of the sinking fund for the financing of capital works.

Another major policy departure announced by Muller is that the administration is to introduce inflation accounting from April 1 next year. As a start — to soften the impact on Railway finances — it is intended to increase current depreciation rates by 20% from April 1 this year.

The acquisition of the Sishen-Saldanha railway line and the harbour will add a huge interest burden to Railway finances. It is estimated that the load will be about R400m/year.

At the same time, the acquisition of the Sishen-Saldanha railway line and the harbour will add a huge interest burden to Railway finances. It is estimated that the load will be about R400m/year.

The line and the harbour will be taken over at the end of the month at cost for R650m. By that time Iscor will have

done about R545m of work, R104m from its own funds and the rest by way of loans. Railways will spend another R105m to complete the project, R70m of which falls in the 1977/78 financial year.

The R104m spent by Iscor will be converted to a loan over an extended period, while Iscor's foreign borrowing commitments will be taken over by SAR&H. Over the next three years SAR&H will absorb R15m of losses incurred in years one and two and R5m in year three. Losses in excess of these limits are for Iscor's account.

By linking tariffs to cost per ton of goods conveyed (it is a guaranteed line) SAR hope to recover the "investment" in the line in 25 years and the harbour in 30 years (*Inside Industry*, February 25).

The staggering 14,6% all-round rates increase for 1977/78, calculated to make up the expected shortfall of R344,3m on revenue account spending of R2 814,4m and estimated revenue of R2 470,1m is unlikely to be repeated to the same extent next year, but it will not be far short of the mark. According to Loubser, the increase represents the absolute minimum Railways needed and it does not even provide for a mid-year wage increase.

With the administration's annual wage bill currently around R1 000m, even a modest CPI-related hike would require an additional R100m. With Loubser and Muller due to meet Railways trade unions in July for wage talks it will be interesting to see whether workers' "fine grasp of the relationship between national and self-interest" will have withstood the ravages of higher taxes and price inflation.

The implications for industry of the Railway Budget, apart from the effect of yet higher transportation costs in a falling market, are most serious for firms which do business with the administration. Capital spending for 1977/78 has been heavily pared to R970,8m (R1 236,4m).

Discussions have been held with contractors/suppliers who have been persuaded in most cases to reduce their working rate and extend contract delivery times by half. In the 1976/77 year a long list of projects, including much-needed socio-economic passenger lines (Cape Flats), costing R150m were postponed.

The new electrified line between Elliaras and Thabazimbi, to be built for Iscor traffic and scheduled for completion at the end of next year, will now be completed two years later. Another casualty is the double line between Nyanga and Mitchell's Plain, planned for completion in 1978. So, too, is the new hangar for macro jets at Jan Smuts Airport.

The effect of the slow-down in deliveries and the cutback in new orders will

be that industrial clients of the SAR&H will be reduced to 66% of capacity on railway work. Increased unemployment is unavoidable. Railways' own casual labour complement is to be cut 5%.

Revenue account spending has been held in check for 1977/78 by tighter employment policy. Loubser says 4 100 staff vacancies which have occurred in the last two months will not be filled. Thus famed SAR&H productivity, which has been rising at 2%-3% for the past five years (staff establishment has increased only 0,6% compared with the Post Office's 2,6%) will need to rise even more — perhaps not, if the recession deepens. Meanwhile overtime payments are dropping sharply.

As a result of higher electricity charges (60% of the country's railway system is electrified) Loubser has indicated that the rate of electrification will be slowed and a serious look will be taken at the relative cost benefits of coal and gas oil in the light of changed circumstances. The replacement of steam locos will definitely be slowed.

In preparing Railways' revenue estimates for 1977/78 (and the new tariffs that would boost them) little reliance was placed on an upsurge in imports, while on the export side rates on bulk ores and agricultural products had to be treated with care lest they were priced out of world markets. Loubser says he would have liked to hit this sector a good deal harder (by about R100m on an annual basis), but that would have been fatal for export traders.

TAKEOVERS

Chickening in!

Tiger Oats' weekend snatching of giant egg producer Stein Bros from Premier Milling reveals only a glimpse of present turmoil in the R285m-a-year wholesale chicken industry.

Behind the spectacular bids and counter bids (see page 741) lies a key food sector sickened by too much of its own rich protein. Last year 16,6% of egg producers succumbed to minimal or no profit margins and got out of the business. The failure rate continues just as high — among the remaining 760 registered (more than 500 laying birds) eggmen.

Marginally healthier is the 140m broilers-a-year sector about 75% controlled by seven companies (Rainbow Chickens and Premier dominate) sharing a R125m annual wholesale market. Eggmen grossing the other R160m are justly proud of, but find no comfort in, supplying the SA housewife with probably the cheapest eggs in the "civilised" world.

Good luck to her. She doesn't have to understand the multi-level breeding, feed-

SAR tells riot probe of more Black services

By MELANIE YAP

NEARLY R500-million will be spent on expanding and improving South Africa's railway system—largely for the benefit of Blacks, the Cillie Commission of Inquiry heard yesterday.

Giving evidence in Pretoria's Old Synagogue a deputation from the SAR with their chief legal adviser, Mr A. L. Malherbe, gave details on proposed extensions to the railway system within the next 10 to 15 years.

Projects in the Johannesburg area include doubling lines for the Johannesburg-Langlaagte run and quadrupling lines between Dube and Naledi. Other improvements include extensions at Ikwezi, Phomolong, New Canada, Orlando, Nancefield and Midway.

Answering questions from Dr Percy Yutar and Mr Justice Cillie on complaints about rail services and tariffs, the deputation invited the commission to choose any date on which to ride on trains during peak periods to assess the situation.

Mr H. A. Loots, assistant general manager operating, said if fares were too expensive he could not see how the railways could have lost

R26.3 million last year on their services.

On complaints that trains were always late, he said 92 per cent of scheduled trains ran on time.

Mr Malherbe said long queues of people who waited to buy tickets at peak periods in the morning, at the beginning of the week or at the beginning of the month, were not making use of facilities offered by the railways.

Weekly tickets could be bought from the preceding Thursday and monthly tickets three days before the end of the month. Complaints of insufficient ticket offices were not considering this.

Mr Malherbe said the railway supported full subsidisation of suburban services by the Government. The needs of the people of Soweto were being met by the intensive train service which is being steadily improved and by Putco bus services.

Many existing and potential friction points had been removed by consultation with Blacks through the Soweto and Kagiso Urban Bantu Councils.

Of 480-million passengers who travelled third class on the railways last year, they had only received 106 written com-

plaints.

The administration was aware that the criminal element on trains and at stations created problems and positive steps were being taken to counteract this. Plain clothes and uniformed railway police were on the trains but victims often refused to lay charges for fear of revenge, Mr Malherbe said.

The commission was also told yesterday that more pirate taxis operate between Johannesburg and Soweto than all cars licensed by the Road Transportation Board.

Giving evidence, Mr H. C. van Zyl, deputy secretary for the Department of Transport and road transport commissioner, yesterday said there were 2 000 pirate taxis. The Board had licensed 1 114 taxis to operate within Soweto itself and 376 to operate between Soweto and Johannesburg.

Mr Van Zyl said representation would be made for taxi operators not to be restricted to zones and for the issuing of transport certificates for kombies and station wagons.

The Government would be requested to subsidise all transport services. Subsidies for African services over the past five years amounted to R153-million, he said.

275 RDM 17/3/77

Plea for new freight rates

HOUSE OF ASSEMBLY — Two Border MPs have pleaded with the Government to allocate more favourable freight rates to the East London harbour in order to stimulate growth in the area.

Both the MP for East London City, Mr Harland Bell, and the MP for Albany, Mr Bill Deacon, asked the Minister of Transport, Mr Muller, and the Minister of Economic Affairs, Mr Heunis, to investigate the matter before the new ocean freight agreement is signed.

They were speaking during the Railways Budget debate which ended yesterday.

Mr Muller did not respond during the debate to their pleas.

Mr Bell said he did not believe the agreement operated to the advantage of South Africa and he asked Mr Muller to ensure that Mr Heunis remembered the disadvantages suffered by East London, particularly when the agreement was renegotiated.

Mr Deacon said he knew the East London line was heavily subsidised and it would be naive of him to plea for more subsidies, but the rates in East London harbour could be changed.

"I plead with the Minister to discuss some way of getting a more balanced form of ocean freight charge," Mr Deacon said.

At present the freight charges were identical for East London and Durban, but because the railway

line between Durban and Johannesburg was shorter, the Natal port had an advantage over East London.

In spite of the subsidy on the line, little development was taking place in the Berlin-King William's Town-East London area.

"There should be a way of balancing out one's freight charges and one's rail tariffs to equalise the situation between the Border and the town.

"I think this is an important factor because all of us want to see rapid development in this area.

"In that area, as we all know, there is the independent Transkei on the one side and the Ciskei, a self-governing homeland, on the other side with vast numbers of black people seeking employment.

"Without industrial growth in the area where they live we are going to be more compelled to rely on migratory labour, because these people will have to migrate somewhere in order to find employment," Mr Deacon said. — PC.

Race Act to go?

UMTATA — The possible repeal of the Immorality Act is to be debated in Transkei's National Assembly.

The MP for Butterworth, Mr H. M. Kentane, yesterday tabled a motion advising the Government to consider repealing the Act which was inherited from South Africa. — DDR.

Rail fares up 20^{24/2} per cent in April¹¹

EAST LONDON — Rail fares go up in South Africa from April 1 — some by as much as 20 per cent.

Hardest hit will be the masses of black workers who have to commute by train every working day.

A return, third-class ticket between East London and Mdantsane which now costs 24c will be 28c from April 1.

A return ticket between East London and Mount Ruth, now costing 26c, will be 30c next month.

The cheapest way for Mdantsane residents to travel by train is by buying the season ticket which is for 14 trips.

The present price for such a ticket for the East London-Mdantsane run is 86c. This will rise to 99c. A season ticket for the East London-Mount Ruth trip which is now 91c will sell for R1,04.

For the white family who is heading north for the school holidays, they can be lucky they bought their tickets early. Anyone wanting to go to Johannesburg after April 1 will have to pay nearly R10 extra for each person if going second class.

First class riders will pay more than R14 extra for each person — the new return fare is R85,60. —
DDR

Black transport warning

25/3/70

PRETORIA — Black public transport services must be streamlined or an explosive situation could develop, the president of the Pretoria Chamber of Commerce, Mr D. W. Rolt, warned last night.

Addressing the chamber's annual meeting, he said the main problem in Pretoria was

the friction point of black transport from the homelands to the Pretoria employment areas.

"There is a real danger of a boycott of black public transport with all its implications, not because of the distance to be travelled or the fare structure, but because of

transport inconveniences which could easily be eliminated.

"It is, therefore, essential that public transport services be streamlined to such a standard that even the professional agitator will be reluctant to use transport as a weapon." — SAPA

Top Swazis discuss SA rail link

25/3/77

A top-level Swazi delegation is meeting the Minister of Transport, Mr Muller, today to discuss the long-awaited rail link with South Africa.

The Swazi Government has approved in principle a proposal for a line estimated to cost R35-million to give the land-locked state an export route to Richards Bay.

The delegation meeting, Mr Muller in Cape Town includes the Swazi Minister of Works, Dr Nxumalo, and the Minister of Finance, Mr Stephens, as well as other top officials.

A spokesman for South African Railways today confirmed the meeting was taking place to discuss proposals Swaziland has drawn up for the link.

GOLELA

The line is likely to run from the existing rail system at Phuzumoya, in eastern Swaziland, to Golela on the Natal border.

Possible routes are still being considered.

The line would provide an alternative, and probably more reliable, route to the present line to Maputo in Mozambique which now carries two-thirds of Swaziland's exports.

The line connecting the iron mines of Swaziland and Mozambique is likely to fall into disuse in several years' time when the mines reach the end of their economic lifespan.

FINANCE

It is understood that a large South African construction group has been approached to build and raise the finance for the project.

A feasibility study on the project by the University of Natal indicated that in the first year of operation — likely to be 1978 or 1979 — the line could carry between 650 000 tons and 1.1-million tons, depending on the route chosen.

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Two inquiries are held into ^{Cape Times} smash

29/3/77

TWO separate investigations by the Railway Police and by a special board of inquiry — are being held into Friday's railway smash at Keetmanshoop in which five soldiers were killed.

A Railway Police investigating team led by Major M J van Taak, Systems Investigating Officer for South West Africa, began its inquiries on the day of the smash.

The team's findings will be handed to the Attorney-General, who will decide upon any further action.

A three-man Railways board of inquiry, headed by Mr Hennie Loots, Assistant General Manager, operating, flew into Keetmanshoop on Sunday and started their investigations yesterday.

The other board members, both senior Railways officials, are Mr D E S Arndt, a mechanical engineer who specializes in braking systems, and Mr R H Belcher, an expert on safety systems.

But their reports will not be made public, according to Mr Johan Havenga, Chief Railways Superintendent, parliamentary.

"It is a departmental inquiry," he said.

350 at funeral of WP cricketer

Staff Reporter

ABOUT 350 people, including several prominent cricketers, attended the funeral yesterday of Gary Arthur Bricknell, the 22-year-old Western Province cricketer who was one of five Citizen Force soldiers killed in Friday's train crash at Keetmanshoop.

Among those who attended were Mr Selwyn Myers, acting president of the Western Province Cricket Union, Mr Steve Vlok, chairman of Cape Town Cricket Club, Eddie Barlow, WP captain, several other members of the committee of the WP Cricket Union, several Western Province selectors and members of the Western Province A and B sides for which Gary had played.

Commandant M Kruger and Major P Grobbelaar, of 71 Motorized Brigade, represented the Army.

The funeral service held in All Saints Church, Plumstead, was conducted by the Rev R Perks.

Gary, who leaves his parents, Mr and Mrs E A Bricknell, and two sisters, worked as a teller at a Long Street bank. He was a member of Cape Town Cricket Club.

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Inspector fined for kicking

8/3/77
AD

EMPANGENI — A SAR ticket inspector who kicked a woman off a moving train was fined R250 or 50 days, and sentenced to a further 50 days imprisonment suspended for three years in the Regional Court here yesterday.

Mr Andre Aucamp, 22, appeared before Mr J. Goosen on a charge of attempted murder, but was found guilty on the alternative charge under the Railway Regulations Act of committing an offence which would endanger a passenger's life.

Evidence was that Mr Aucamp kicked Mrs Bettina Gumede, 20, off the train after he claimed she did not have a valid ticket. Mrs Gumede was found lying on the track at Mtunzini by Sgt A. Oosterhuizen of the Empangeni Railway Police, and taken to hospital. She was kept there for nearly three months and underwent two skin graft operations.

Mr Aucamp did not give evidence in his defence. — DDC.

IC

Applications to convey Whites and non-Whites in same buses

644. Mr. R. J. LORIMER asked the Minister of Transport:

- (1) Whether any applications for authority to convey Whites and non-Whites together in the same buses were submitted to local road transportation boards during 1976; if so, to which boards;
- (2) whether any of the applications were refused; if so, (a) which applications and (b) for what reason in each case;
- (3) whether any of the applications refused were taken on appeal to the National Transport Commission; if so, (a) which applications and (b) with what result in each case.

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The MINISTER OF TRANSPORT:

- (1) Yes. To the Local Road Transportation Boards of Johannesburg and Durban.
- (2) Yes.
 - (a) An application by the City Engineer in the name and on behalf of the Durban City Council.
 - (b) Local road transportation boards are statutory autonomous bodies and are not required to provide reasons for their decisions.
- (3) Yes.
 - (a) The application by the City Engineer in the name and on behalf of the Durban City Council.
 - (b) The notice of appeal did not

conform to the requirements of the Motor Carrier Transportation Act, 1930 (Act 39 of 1930), as amended, and the National Transport Commission refused condonation of the failure to comply with the appeal provisions.

* * * * *

(10 marks)

3. Write briefly on the causes of urbanisation.

TABLE 9: EMPLOYMENT OF REGULAR, CASUAL AND DOMESTIC EMPLOYEES BY RACE AND ECONOMIC REGION
31ST AUGUST 1973.

TYPE OF FARM EMPLOYEE - REGULAR	RACE - AFRICAN											
	EMPLOYMENT AS AT 31ST AUGUST 1973											
EC REGION EMPLOYMENT	1	2	3	4	5	6	7	8	9	10	11	12
1874	1874	164	514	2167	7876	3175	175	548	2484	2489	264	492
13	13	14	15	16	17	18	19	20	21	22	23	24
6333	6333	306	394	7829	13045	10641	3031	4158	21765	2147	3196	6047
25	25	26	27	28	29	30	31	32	33	34	35	36
15923	15923	11447	16237	29433	29433	29433	2951	17639	638	8091	3255	1312
37	37	38	39	40	41	42	43	44	45	46	47	48
3396	3396	1593	4359	31145	26922	7706	20784	36267	31212	9614		
49	49	50	51	52	53	54	55	56	57	58	59	60
30367	30367	11878	2706	9161	18078	3839	2695	14353	7898	1369		
<p>Handed in 11 31</p> <p>Transport of coal from Rand to Cape Town</p> <p>*15. Mr. G. H. WADDELL asked the Minister of Transport:</p> <p>What is the cost per tonne of the transport of coal by rail from the Rand to Cape Town.</p> <p>†The MINISTER OF TRANSPORT:</p> <p>R14,50 from Kaserne.</p>												
TYPE OF FARM EMPLOYEE - REGULAR	RACE - ASIATIC											
	EMPLOYMENT AS AT 31ST AUGUST 1973											
EC REGION EMPLOYMENT	1	2	3	4	5	6	7	8	9	10	11	12
1	1	0	0	0	0	0	0	0	0	0	0	0
13	13	14	15	16	17	18	19	20	21	22	23	24
25	25	26	27	28	29	30	31	32	33	34	35	36
375	375	56	94	631	1172	247	1	15	0	0	0	1
37	37	38	39	40	41	42	43	44	45	46	47	48
0	0	1	0	0	1	0	2	0	0	0	0	0
49	49	50	51	52	53	54	55	56	57	58	59	60
1	1	0	0	0	0	0	0	0	0	0	0	0

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RDM 14/4/77
Findings a secret

Staff Reporter

FINDINGS of the South African Railways investigation into the Keetmanshoop train crash in which five soldiers were killed last month will not be released.

A spokesman for the Railways said yesterday that the three-man commission of inquiry had

completed its investigations and was preparing a report which would be handed to the Minister of Transport and the SAR general manager, Mr. Kobus Loubser.

"We regard the inquiry as purely departmental and the result will not be made public," the spokesman said.

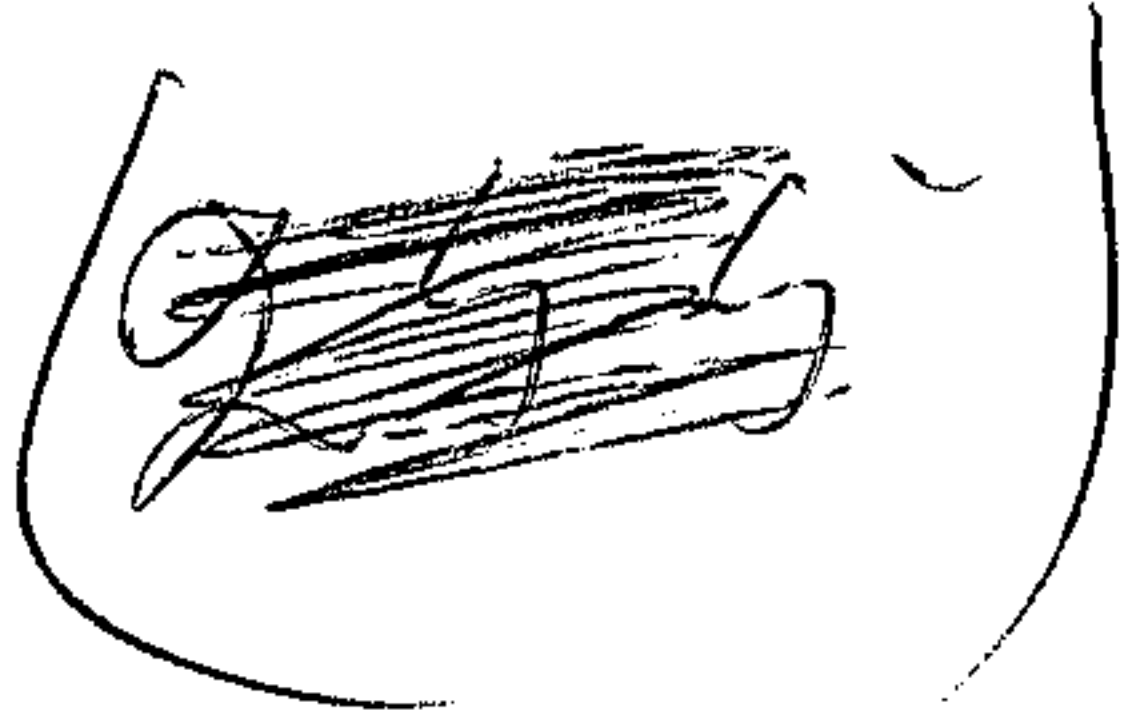


TABLE 6: PERCENTAGE DISTRIBUTION OF AGRICULTURAL & FODDER CROP PRODUCTION, VEGETABLE SALES, NO. OF FRUIT TREES AND NO. OF LIVESTOCK BY ECONOMIC REGION - 1971

	ECONOMIC REGIONS									
	01	02	03	04	05	06	07	08	09	10
Handwritten: Hansard II col 851 15/4/77	AS A PERCENTAGE OF PRODUCTION/SALES/NO. ⁽¹⁾									
Maize										
Grain Sorghum										
Wheat										
Other Cereals										
Sunflower Seeds										
Ground Nuts (Shelled)										
Ground Nuts (Unshelled)										
Legumes										
Tobacco										
Chicory										
Seed Cotton										
Sugar Cane										
Sisal										
Phormium Tenax										
Hay & Fodder Crops										
Vegetables										
Citrus Trees (B) ⁽²⁾										
Citrus Trees (N-B) ⁽²⁾										
Bananas, Pineapples, Granadillas										
Other Sub-Trop Fruit (B)										
Other Sub-Trop Fruit (N-B) ⁽²⁾	0,1	-	0,1	0,4	0,5	-	-	0,1	-	0,1
Nut Trees (B) ⁽²⁾	0,1	0,1	2,3	5,5	8,0	0,1	3,1	0,2	0,7	-
Nut Trees (N-B) ⁽²⁾	0,1	-	0,6	0,6	1,3	1,7	0,1	0,2	3,5	-
Grapes (B) ⁽²⁾	2,8	0,4	5,3	10,3	69,0	4,9	2,8	0,1	-	-
Grapes (N-B) ⁽²⁾	1,3	0,8	8,0	13,4	62,5	3,8	1,3	0,2	-	-
Other Deciduous Fruits (B) ⁽²⁾	0,3	0,1	1,2	3,3	38,9	22,2	2,1	2,9	8,6	-
Other Deciduous Fruits (N-B) ⁽²⁾	-	-	1,4	2,9	33,1	28,7	1,5	2,7	7,7	-
Cattle	0,3	0,1	0,2	1,1	0,6	1,0	0,2	0,5	0,4	0,2
Sheep	0,1	1,5	0,8	2,4	1,0	3,3	0,2	0,5	0,7	0,2
Goats	-	4,7	1,3	0,4	1,1	0,5	2,3	0,5	1,7	5,2
Pigs	1,5	0,4	0,7	5,2	7,5	1,2	0,6	0,9	0,5	0,7
Horses, Mules, Donkeys	0,2	2,2	0,5	0,9	1,9	1,3	0,7	0,8	0,7	0,6
Ostriches	-	0,1	0,2	1,3	0,6	1,2	79,0	2,6	1,4	0,2
Poultry	7,0	0,3	0,1	5,4	10,0	1,1	0,1	0,4	0,6	2,1

Passengers without tickets put off moving trains by ticket examiners

*11. Mr. R. J. LORIMER asked the Minister of Transport:

Whether any instances have occurred of passengers who were allegedly without tickets, being put off moving trains by ticket examiners; if so, (a) how many during 1976 and (b) what steps have been taken by the Railway Administration to prevent such occurrences.

†The MINISTER OF TRANSPORT:

Yes.

(a) Two.

(b) Complaints in this regard are investigated, and if necessary offenders are departmentally and/or judicially charged and prosecuted.

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Mrs. Bettina Gumede put off moving train

*6. Mr. H. E. J. VAN RENSBURG asked the Minister of Transport:

- (1) Whether a Black woman, Mrs. Bettina Gumede, was put off a moving train by a ticket examiner on 5 September last year;
- (2) whether the matter was investigated; if so, what were the results of the investigation; if not, why not;
- (3) whether disciplinary steps have been taken in regard to the matter; if so, what steps;
- (4) whether any claims for compensation have been made against the Railway Administration.

The MINISTER OF TRANSPORT:

- (1) Yes.
- (2) Yes; the offender was found guilty in the Regional Court and a fine as well as a suspended sentence was imposed.
- (3) Yes; he was demoted to shunter.
- (4) No.

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Hansard col 1098 13/5/77

Non-White travellers on Blue Train X

*9. Mr. R. J. LORIMER asked the Minister of Transport:

- (1) Whether provision is made for non-White travellers on the Blue Train; if so, for how many;
- (2) whether separate (a) coaches and (b) dining-car facilities are provided.

The MINISTER OF DEFENCE (for the Minister of Transport):

- (1) Yes; for five.
- (2) (a) Yes.
(b) No.

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Mercury Correspondent
CAPE TOWN — The luxury, international - class Blue train had a separate coach for five Black travellers but its dining car facilities were open to all races, Minister of Transport Mr. Louwrens Muller revealed yesterday.

He was replying to a question in the House of Assembly which had been tabled by Mr. Rupert Lorimer (PRP, Orange Grove).

In an interview afterwards Mr. Lorimer said

BLACKS ON BLUE TRAIN

he was "horrified" to find that Blacks and Whites were separated into different coaches, because he had understood the Blue Train was an international train with no discrimination.

"It seems that the

Government feels that our White identity will be threatened should we have a Black man in the next - door compartment.

"This sort of thing makes us appear ridiculous in the eyes of the world," Mr. Lorimer said.

In his reply, Mr. Muller said provision was made for five Black travellers on the Blue Train. A separate coach was provided but no separate dining facilities were provided.

(Report by B. Streek, Press Gallery, House of Assembly.)

Bus apartheid

— Minister's

ARGUS 17/5/77

explanation

The Argus Parliamentary Staff

THE Minister of Transport, Mr S. L. Muller, told the Assembly last night that while he accepted that apartheid on buses would disappear eventually, this would have to be done on the basis of local authorities applying to the National Transport Commission to change the existing regulations in a particular area.

Speaking during the committee stage debate on the Road Transportation Bill, which developed into a protracted debate on the merits of bus apartheid, Mr Muller said that each application would be treated on its merits and if changed circumstances permitted, adaptations would be made to particular bus services.

Mr R. J. Lorimer (PRP, Orange Grove) made it clear that the Progressive Reform Party was opposed to any form of discrimination based on colour. He said that integration on buses would come about whether the Government wanted it or not and it should be left to the people to bring about the inevitable.

Mr Lorimer said the people best qualified to know what the people in a particular area wanted were those who ran the bus service and the local authorities.

Mr W. Vause Raw (U.P. Durban Point), the United Party's chief spokesman on transport, said the time had come to move away from 'utter rigidity' in matters such as bus apartheid.

While he was fully in favour of removing unfair discrimination on buses one had to take into account the reality that there were different communities in South Africa and the wishes of those communities had to be respected.

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ARGUS 17/5/77

Bid to end city bus apartheid

CAPE Town City Council would most likely make further representations to the Government on the scrapping of bus apartheid in the city. The Deputy Town Clerk, Mr S. Evans, said today.

Mr Evans was reacting to a statement in Parliament yesterday by the Minister of Transport, Mr S. L. Muller, who said the Government accepted that bus apartheid would disappear but the local authorities would have to apply to the National Transport Commission to change the existing legislation in their areas.

Mr Evans said the council had already made representations to the Government to do away with bus discrimination and had been told by the Minister that the representations had been noted.

He said it was now up to the council to decide what action to take, but it was most likely that further representations would be made in the light of the Minister's statement.

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Appeal by SAR ends bus run

East Rand Bureau

Benoni has been forced to stop its express bus service to and from its black township, Daveyton, because the SAR is opposed to it.

On March 7, after Benoni received permission from the Road Transportation Board, it introduced the service with four buses running between the black and white areas of Benoni between 5 and 8 am and 3 and 6 pm.

In 10 weeks it carried nearly 66,000 passengers. The SAR, which has a rail line between Daveyton and Benoni, objected and its appeal was upheld by the National Transport Commission.

The express service in Benoni will stop before May 30.

Shortly after Daveyton was established in 1954, the SAR agreed to electrify a line between the two centres on condition that Benoni withdrew its bus service, then running. Benoni has been held to this ever since, with the exception of two buses that run on a long route.

The black bus service would have meant an income of at least R70 000 a year for Benoni. At present the bus department runs at a loss of several hundred thousand rand.

RDM

Monday, May 26, 1977. 7

Express buses banned

Staff Reporter

BLACK commuters using an express bus service between Daveyton and Benoni will have to find alternative transport next week because of a ruling by the National Transport Commission.

Following an appeal by the Railways, the commission withdrew certificates allowing the Benoni Town Council to operate a four-bus express service at peak hours.

Permission for the service was granted 10 weeks ago by the Road Transportation Board.

Mrs Ela Till, a Benoni town councillor, said she objected strongly and would suggest that the council take the matter to the Transvaal Supreme Court.

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'Don't penalise the motorist'

THE SENATE. — The Minister of Transport, Mr Louwrens Muller, had to find other ways to encourage the public to use public transport facilities before applying levies or penalties provided for in the Urban Transport Bill, Sen Charles Henderson (UP) said in the Senate yesterday.

Speaking during the second reading of the Urban Transport Bill, he moved an amendment that the motorist should not be penalised for the congestion in metropolitan areas.

"In South Africa the policy is that the motorist should pay. In other countries the whole community shares the cost of public transport."

The Bill had certain weaknesses which had to be overcome. The cities were part of South Africa's assets and it was therefore unfair to expect that motorists should pay

alone. It was necessary to keep the cities healthy and growing, he said.

Senator P J L Odendaal (NP) said that 50% of the total distance covered by motor vehicles took place in the country's cities. And 80% of the vehicles so used contained only one person.

Many attempts had been made to ease congestion such as the building of by-passes and the provision of public transport.

Traffic snarls, however, were getting more serious and the situation warranted drastic measures.

Senator Eric Winchester (PRP) said that his party supported the Bill up to a point, but differed in principle. The Government had spoiled good intentions by going too far.

South Africa was now spending more time and money creating facilities for motor vehicles than on housing for the poor, he said. — Sapa.

26/1/77
RAN

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SAR's political role ^{26/7/77} _{NO} revealed

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JOHANNESBURG — The "silent and secret" political role that South African Railways has played in Southern Africa's enormously complex problems was revealed publicly for the first time last night by Mr J. G. Loubser, the general manager.

He mentioned particularly the role the SAR had played in relations with Mozambique, Zaire and Malawi in a difficult period during which his policy had been questioned as playing into the hands of South Africa's enemies.

"It has always been my considered opinion that the Railways with its extensive and inherent ability was designed to play a greater role than just a transport service.

"There were many that did not share this vision with me, but the opportunities made available to enhance our country's image have proved that the SAR has a higher calling," Mr Loubser told a Rand Afrikaans University audience.

The SAR, despite political and ideological differences, has kept the railways and port of Maputo in Mozambique viable for exports from South Africa, has made it possible for Zaire to export copper through East London, and has given technical aid to Zambia.

The Railways' pragmatic approach is most visible in its dealings with Mozambique, but Mr Loubser indicated there were many other instances of SAR involvement with African states that he did not intend revealing. — DDC.

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White station for 'first class' blacks

Cape Times 27/5/71

Paul Rich, University of August, 1976.

THE "whites only" section of Cape Town Station is open to black people — but only if they have first-class tickets.

"Since the introduction of these barriers an increase in revenue was noticeable, substantiating the fact that many passengers were travelling without tickets," he said.

Black commuters with third-class tickets are barred from using the white section and have to keep to the thoroughfare for blacks.

Many black commuters working in the centre of the city find it convenient to walk through the white section of the station to get to Adderley Street.

Mr J C Joubert, Systems Manager of the South African Railways in Cape Town, told the Cape Times that "... commuters are expected to use only the entrances, exits and facilities set aside for them".

If they want to save themselves a footslog however, it will mean paying more for a first-class ticket.

was to be that the African intensive the land and ed Afrikaner ond World War, after the 1936 reveal that the ed historical South Africa

In his written reply to questions put to him by the Cape Times, Mr Joubert said it was difficult to prevent passengers trespassing, and that "in order not to inconvenience the administration's travelling clientele, non-white passengers in possession of valid first-class tickets were allowed to pass through the ticket collection barriers at the station for whites".

the consolidation of farms into large nationalisms, produced an agricultural combined with the growth of a million Native Trust and Land Act when the key turning point comes much later. Further research interpretation.

Questioned on the necessity of ticket collection barriers, Mr Joubert said that they were necessary to safeguard revenue.

to the actual event itself prevented peasant farmers, the closeness of legislation and the immense hardships suffered by many African

important in drawing attention to the harsher aspects of the historians have tended to suppose. While Plaatje's work was turning point in black-white relations on the land as many is that the 1913 Natives Land Act was not nearly such a crucial The conclusion that is reached, therefore, from this analysis of Race Relations by Leo Marguard found that there was widespread evasion of the laws on squatting (92). These conditions seem to persist in the Orange Free State for even as late as 1939 a survey carried out by the Institute

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C. T. 3/6/77

leave from 3/6/77
Rail disaster: Trial pending

Africa Bureau
WINDHOEK. — Several people are to be prosecuted in the near future in connection with the Keetmanshoop rail disaster in which five South African soldiers were killed

and 58 injured on March 25. The Attorney-General for South West Africa, Mr A. J. Lategan, said yesterday there would be charges of culpable homicide and a number relating to the Railways Act.

The accident occurred when a goods train hauling gravel-laden trucks crashed into a stationary passenger train at the Keetmanshoop station.

Standard 20 Q nos 1320-1321

15/6/77

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Operating costs of Railway road transport

1083. Mr. W. V. RAW asked the Minister of Transport:

What percentage of the operating costs of Railway road transport does the cost of (a) tyres and (b) petrol and oil comprise for each category for which separate statistics are maintained.

The MINISTER OF TRANSPORT:

	Road Transport Service Vehicles	Cartage Vehicles	Non- Revenue Earning Vehicles
(a)	5.45%	1.97%	Not available

(b)	10.26% in respect of fuel only	6.24% in respect of fuel only	Not available
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Separate statistics in respect of the cost of oil used by vehicles are not kept but combined in one account with other running expenses such as the cost of water, grease, waste, ropes, distilled water and other supplies used in connection with the running of the service.

773

~~12/2/65~~
~~12/2/65~~

Station back to apartheid *Cape Times 24/6/76*

JOHANNESBURG — Standerton's racially integrated railway station is no more. At the crack of dawn yesterday workmen were busy reinstating the traditional segregation notices removed last week.

station apartheid came about after the station master, Mr Gideon Botha, "misinterpreted" instructions on improving race relations issued by a senior railways official. Not being a man who does things by halves, Mr Botha

ordered all racial signs removed from the station. And, so it seems, everything ran smoothly until a Standerton resident who missed the notices telephoned the Rand Daily Mail on Tuesday. It was then discovered from the Railways Transvaal

Systems manager, Mr D K Morkel, that "something of a misunderstanding" had led to the affair. And a sheepish Mr Botha yesterday described the interlude from apartheid as "a big bloody mix-up".

The temporary respite from

Here come the boxes

FIN. MAIL

24/6/77

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The big containerisation switch-over is just one week away. Watch out for the snags

Next Friday's belated R2 000m plunge into containerisation must succeed. If only for the very simple reason that it can't afford to fail.

The sheer scale of private and public investment in the venture ensures there'll be no second chance.

Behind the bunting and the ballyhoo, however, there could well be second thoughts. SA's prudent picking of foreign brains and experience with the big boxes over many years should augur a perfect blueprint for the introduction of modern transport methods. But will we be so lucky? Recent experience (technically superb television — less-than-outstanding programmes) shows that the best laid

and equipment, and Railways has already spent R370m (with another R57m in the pipeline) during the pre-launch stage.

Less spectacular investors are just as eager to know what's in the boxes for them, while the customers — exporters, importers and domestic market suppliers — who'll have to support this costly enterprise, are unfortunately bewildered by a welter of jargon, new tariffs and computer mystique.

None of this seems to baffle Cecil Kaplan, SA Shipping & Freight Forwarders Association president, who simply sees disaster ahead. He warns that present proposals will, within a week,

the work of five or six traditional bulk cargo ships with considerable reductions in cost-per-ton of ocean freight. Yet Conference's new box rate is the same as its old bulk tariff, which seems to rule out any savings.

Kaplan has already taken to Cabinet level figures of alleged savings of R350 per container on the SA-Europe sea leg which, far from being passed on to the customer, are, he claims, being used to finance a potentially monopolistic land-side operation.

Safmarine MD Marnie Marsh believes Kaplan's premise is false. "We are trying to bring in a new system now that conventional shipping is just not on," he adds.

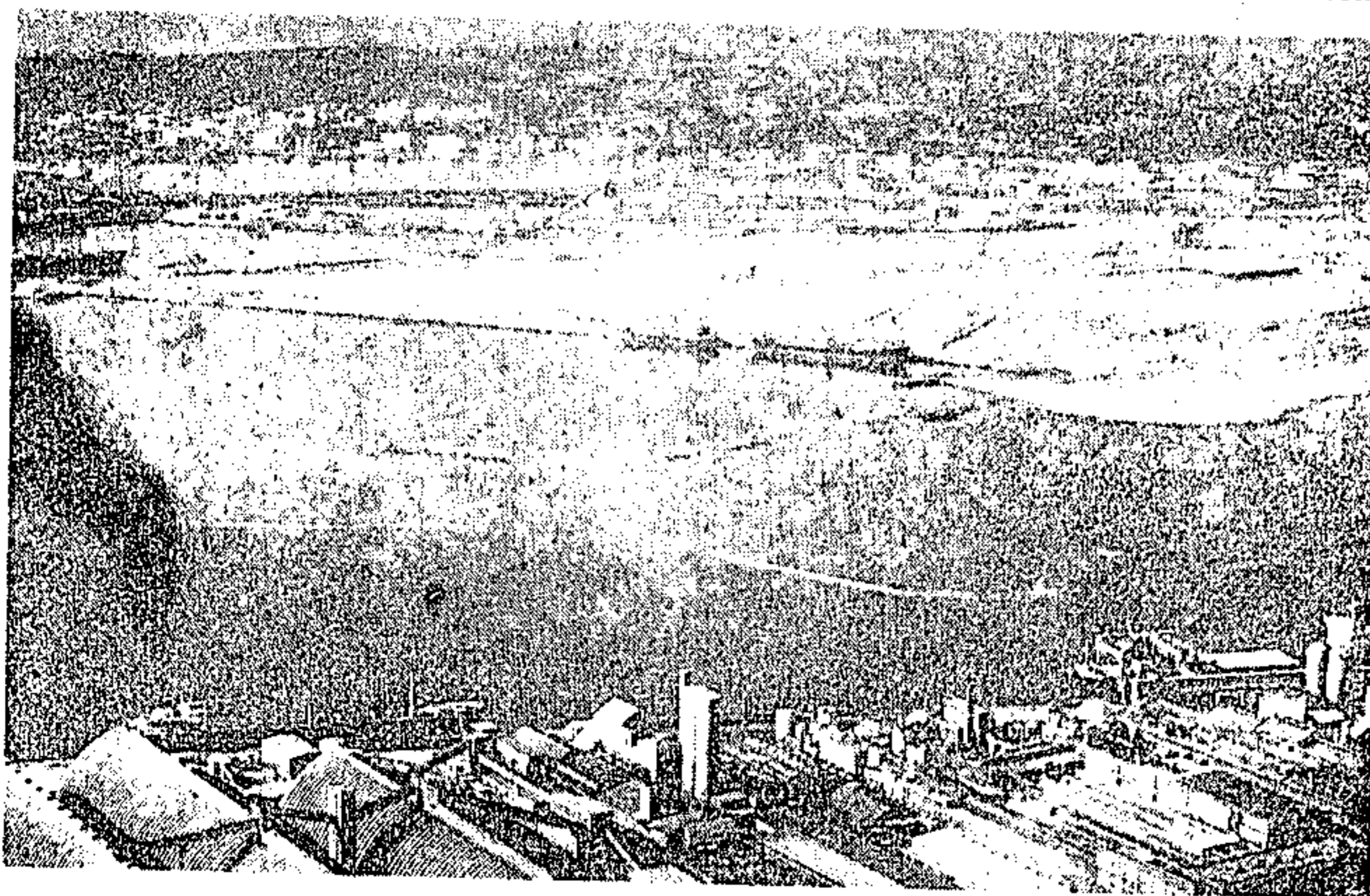
Marsh, head of Conference's major line, also refutes Kaplan's allegation that any sea-leg surpluses are — or will be — used to fund landside operations threatening freight forwarders.

"It's imagination. No surplus exists. At this stage we don't know for certain whether there'll be a surplus, deficit or break-even. What's more we have no desire to subsidise landside operations," says Marsh.

Whatever the land and sea tariffs and savings, however, Railways and Conference cannot be blamed for protecting their investments. Yet shippers have a built-in advantage in the very nature of the international freight haulage business, and Conference will (or certainly should) provide the best service to Europe. But nobody can force shippers to use their vessels, and this is where, if Kaplan's views are right, the non-Conference independent lines may step in to undercut.

World recession has, ironically, given SA's big switch to containers a further breathing space.

Despite assurances that everybody is ready for the big day, the trade lull fortuitously provides the opportunity of asking, just once again, the burning question: Is the customer (and the country) getting container transport *much* cheaper than by traditional bulk cargo tramps in the long run?



Durban's Maydon Wharf (foreground) with new container quay (background) . . . ready for C-day?

plans can fall short — regardless of the cash outlay.

Nobody doubts we must have containerisation to keep abreast with world shipping trends, and that the time for its introduction is ripe, if not over-ripe. It's faster, cheaper, safer and much more convenient.

The 22-line SA/Europe Conference is laying out R900m on new cellular vessels

spawn a monopoly that will be costly to the country, a burden on manufacturers and probably disastrous for his 300-plus members.

Kaplan's campaign against the way containerisation will be run (though not against containerisation itself) is based on one simple question: Will the boxes give SA the cheapest transport possible?

A fast turnaround cellular vessel does

10 28, 1977.

28/6/77 NATHAN MAREURY

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PORT FUNCTION FOR 'NEW ERA'

Shipping Correspondent

PORT director Mr. Ben Lombard has warned the local shipping fraternity that they will have "a last chance" to study Durban's Pier 2 container terminal complex on Thursday.

The reason is that Friday (July 1) marks South Africa's official entry into the era of full containerisation.

From that day, said Mr. Lombard, access to the terminal will only be possible by special permit.

He explained: "We offer this preview day to people with a direct interest in box operations. They are invited to report at the administrative terminal building on Thursday between 9 a.m. and 1 p.m.

"There will be half-hourly conducted bus tours of the complex."

The country's official inauguration of the new system is being synchronised to start at 12 noon on Friday.

There will be similar functions in Cape Town, Port Elizabeth and City Deep.

In Durban, the host will be System Manager Mr. J. C. B. Irving. The opening ceremony is to be headed by Dr. D. J. Coetsee, Deputy General Manager of the Railways, from Johannesburg headquarters.

Friday's function is not open to the public and will remain restricted to about 250 invited guests.

TYPE OF FARM EMPLOYMENT	EMPLOYEE - CASUAL	RACE - ASIAN
EC REGION EMPLOYMENT	1 0 2 9 3 0 3 0	5 0 4 8 0 0
EC REGION EMPLOYMENT	13 10 14 0 15 0 16 1 17 15	17 45 1 1 29 69
EC REGION EMPLOYMENT	25 9 26 0 27 5 28 11 29 41	0 0 40 0 0 0
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TYPE OF FARM EMPLOYMENT	EMPLOYEE - CASUAL	RACE - ASIAN
EC REGION EMPLOYMENT	1 1168	12 1797
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The box is here

So is the new Ocean Freight Agreement. Both should help keep shipping costs in check — but will they?

Transport Minister Louwrens Muller opens Cape Town's Ben Schoeman container terminal today. The occasion is not without irony.

In 1974, when preparations for unitised cargo handling were launched, the country's major ports were choking on heavy imports. Now, three years later, a mild case of export congestion may be developing. A member of the SA/Europe Conference (comprising government officials and ship-owners) admitted this week that demand for space aboard north-bound voyages exceeded supply.

Even more gratifying than the favourable turn in the country's balance of trade is the fact that exports have improved not only in volume but also in sophistication. Traditionally, the north-bound run was small beer from the ship-owners' point of view, largely carrying low-rated mine and farm products, revenue from which merely covered costs.

The cream of the business was the shipment of imports, particularly capital goods, in the halcyon years 1973-76. Then, cargo tonnage discharged in the

major ports was 30m-31m harbour tons, or more than 60% of total ocean-borne trade.

Stern fiscal and monetary measures designed to reduce the huge payments gap have changed all that. Together with the 15% import surcharge (calculated to raise R400m this year), they have reduced the volume of south-bound cargo by 20%-30%. Hence, ship-owners will have to look sharp to ensure that their massive investment in 16 "new

technique" ships and about 80 000 containers (about R1 000m worth in all) is kept gainfully employed.

"In this business," says the financial director of a major line operator, "you calculate cash flow to the nearest R10m."

Large container ships, each capable of carrying 2 450 boxes and nearing completion in European yards, will cost about \$90m each and their smaller counterparts (1 300 boxes) about \$42m. In

NOT ALL AT SEA

The new Ocean Freight Agreement states that at each rate review charges will be adjusted to:

- Cover the anticipated costs of providing services;
- Provide an allowance for replacing fixed assets, based on the replacement cost of the ships, containers "and other equipment". Allowances are calculated at the following rates on a straight line basis: container ships, 6,33% for the first 15 years of each ship's life; containers, 13,33% for the first 7,5 years; conventional ships, 4,75% for the first 20 years; and other equipment at "appropriate" rates to be agreed on;
- Provide a return on capital calculated at 12,5% a year on the cost of container ships, 10,5% a year on the cost of the boxes, and 10,5% a year on the cost of conventional ships employed in the trade.

most cases, owners have obtained 70% builders' credits over seven years at 8%-9%. Servicing that kind of debt will require virtually full utilisation.

There have already been several last-minute changes in investment decisions. The number of large fully cellular ships has been scaled down from 10 to nine; there will now be three smaller fully cellular ships instead of four; and it has been decided to dispense altogether with the six "back-up" ships of mixed configuration and to replace these with four roll-on roll-off multi-purpose vessels.

Further cut-backs were considered but because of rising exports it was decided to hold the fleet at 16.

At best, the outlook for ship-owners is uncertain. If the political and economic outlook improves, the SA/Europe Conference's fleet will barely be adequate to serve the new wave of trade. On the other hand, political inertia and continued economic austerity could result in excess fleet capacity, which would have to be placed in charter employment on other trades.

"Our fall-back position," an owner told the *FM*, "depends on world trade movements. Our fleet is put together in such a way that we could usefully rely on a measure of cross-trading if circumstances demand it."

But there is another side to that coin. With so much conventional shipping

underemployed at present, will the activities of interlopers on SA/Europe trades intensify? Probably not.

"The game is no longer at sea," comments a Conference operator, "it's a door-to-door business. While it was a question of competing with conventional freighters, non-Conference operators were a potent factor and managed to get 50% of the trades.

"But unless they can match our fully integrated sea and landside container service they are heading for hard times. Right now I don't believe there is a single freelance operator who would not like to get into Conference, especially now that it is becoming clear that nearly 80% of future SA/Europe general cargo will be carried in boxes."

Non-members of the SA/Europe Conference would probably agree. No one who has studied the new 15-year Ocean Freight Agreement (OFA) between government and the 22 members of Conference can fail to be impressed with its terms. In a period of buoyant trade it could be a licence to print money.

The OFA, tabled in Parliament last week, is one of those rare modern arrangements: a cost-plus contract which allows Conference members to charge a rate of freight that not only covers all costs incurred in the establishment of the new service, but also yields a fixed return on capital employed and provides an

allowance to replace assets.

Sea rates will be reviewed annually, but inland charges may be adjusted by Conference at more frequent intervals if necessary. Moreover, there can be rate adjustments if revenue drops to a level that yields a return 2,5% below the return contractually undertaken by government.

To ensure fullest possible support for the new service, government and Conference undertake "individually and/or collectively to:

- "Encourage and persuade importer and exporters of general cargo to ship exclusively in vessels operated by Conference; and

- "Discourage and dissuade importer and exporters of general cargo from using any service afforded by an operator who is not a member of Conference."

In terms of the agreement, government and Conference will take "such measures as are considered appropriate for dealing with any occurrence which undermines, or threatens to undermine, the efficient and economic operation" of the Conference service.

Most important, all government imports, including those of SAR and provincial administrations, will be carried by Conference only, although government may use its own or chartered ships to carry up to 12,5% of the volume of imports in the preceding 12 months (Although public corporation

RAIL CHARGES

Railways' own spending on containerisation is so far R370m, with another R57m earmarked for expansion up to the 1978-79 year-end.

"Railways won't make any money out of this. Our job is simply to cover costs," says Harbours & Pipelines chief superintendent Bertie Groenewald.

Of the cash already paid out, almost a third has been spent on Cape Town

port facilities, where heavy dredging pushed the bill to R120m. Another R90m was for Durban — which with five deep-sea berths will be the biggest container port — and R87m on Port Elizabeth docks.

Of the remaining R73m, Johannesburg's City Deep terminal took R25m and flat container-carrying wagons R27m.

What about charges? A 10 t load of

Rate One goods (chemicals) on the Johannesburg-Durban run costs R886 by normal freight; 10 t of Rate Two (motor cycle engines, outboard motors) is R778; and the same tonnage of Rate Three (foodstuffs) is R683; Rate Four (motor spares) R600; and Rate Five (pottery) R527. By comparison, no matter how much a shipper can stuff into a box — a lot more than 10 t if he's any good — the tariff is only R200 per container on the outward Johannesburg-Durban (export subsidised) run and R430 on the inward (import) journey.

No such enticement can yet be offered on other domestic traffic where the box rates remain, for the time being, exactly the same as traditional freight.

When box traffic justifies running container trains (as on the Johannesburg-Durban leg) these will be introduced route-by-route. Until then, an it could be a long way off. Railway finds itself pushing a new product at the old price.

Within 18 months there should be around 40 000 containers a month going into the rail system. About 50% will be import-export movements and 50% domestic deliveries.



Three faces of Railways' Bertie Groenewald . . . all pondering the new problems

RAILWAYS — 1

Watching the pennies

Many SAR internal memos are these days typed on discarded computer print-outs. With such a far-ranging economy drive under way, it's no wonder Railways' current spending is well below budget estimates.

Outlays in May were R13m below budget, bringing total savings in the first



SAR GM Kobus Loubser . . . costcutter extraordinary

two months of the 1977/78 financial year to nearly R27m.

Revenue has also been below expectations — by R9,8m and R7,3m respectively in April and May. Thus net surpluses for the two months (after appropriations to the Betterment Fund, various sinking funds and so on) total only R6m (R3,9m in May) against an estimated deficit of R3,2m.

A major reason for the big saving is better utilisation of labour. Employee numbers have risen more slowly than expected and there have been sharp cuts in Sunday and overtime working. For instance, despite a 15% increase in tonnage handled by Railways between April 1976 and April this year, 17% fewer Sunday hours were worked and weekday overtime fell 24%.

Encouraging though these savings are, GM Kobus Loubser has some doubts whether "we can continue with this rate of saving, taking into account the increase in traffic."

In any case, he is more concerned about revenue. High-tariff rail traffic volume is 5,9% below budget for April-May and low-tariff traffic 1,7% down.

Though the volume of low-tariff traffic has been improving and provisional returns for early June are encouraging, Loubser notes that "we may have budget problems later in the year if high-rated traffic falls further".

It's not surprising that with the small surplus, only R37m in the Rates Equalisation Fund and the estimated deficit of about R33,2m for the previous year still to be financed, he reckons "we can't absorb any salary increases at the moment".

It was stated in "Railways — Better be quick" (FM April 22) that the new time limit for submission of claims against the SAR is 14 days. In fact, there are various time limits ranging from two weeks to three months, depending on the type of claim.

In the article "Harbours — Falling Revenue" in the same issue, the amount of R4,8m spent on harbours should have referred to February 1976. Railways' loss in February 1977 was R14m.

RAILWAYS — 2

The 21 Mt backlog

An important part of Railways' main line improvement programme was wound up this week with the electrification of the Pretoria-Komatipoort link.

Though the rest of the R70m scheme (which involves loop lengthening, line doubling and the installation of centralised traffic control) is nearing completion, a question mark still hangs over the Pretoria-Maputo line's ability to carry more tonnage.

The FM learns that Railways is refusing to handle any new traffic on the Maputo route. Many applications for rail transport — including coal shipments — are said to have been turned down. And the current waiting list is estimated at around 21 Mt a year.

Railways' operating control director Ernie Kirsten admits there is a backlog, but says it is difficult to quantify. Kirsten

Report is enclosed. We hope that you will

f you print:

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puts the bottleneck down to the lack of adequate offloading facilities in Maputo. At present the Mozambican authorities are handling around 20 000t daily. Railways' scheme, when completed, will boost daily rail capacity from 28 000 t to 40 000 t. If Kirsten is right, Maputo's ability to deal with the extra freight is questionable.

Nonetheless, Railways are pushing on. Kirsten tells the FM that "It is our policy to try to get exporters to use the Maputo route".

Why bother? one might ask.

City terminal for container ships opened

The Argus Shipping Reporter

SOUTH AFRICA'S R2 000-million containerisation programme was officially launched today with the opening of Cape Town's multimillion-rand Ben Schoeman Dock container shipping terminal.

The Ben Schoeman Dock, which was started in 1969, was opened by the former Minister of Transport, Mr Ben Schoeman, while the containerisation schedule was officially launched by the Minister of Transport, Mr S. L. Muller.

Several hundred guests, including top executives in the shipping and allied industries, watched a demonstration of the discharging and handling process of the first container from the Safmarine freighter SA Morgenster. In his opening address Mr Muller said the nine cellular container ships

which would operate the South Africa-Europe service would eventually replace nearly 100 break-bulk cargo vessels at present serving these routes.

OTHER PORTS

With the launching of South Africa's container service in Cape Town similar functions were held simultaneously in other ports along the coast. Mr Muller said it was anticipated that Durban would handle an average of 177 000 units a year.

Cape Town is initially expected to handle 55 000 units and Port Elizabeth 31 000.

The annual flow figures are expected to reach 366 000 units in Durban, 151 000 in Cape Town and 90 000 at Port Elizabeth by January 1979, he said.

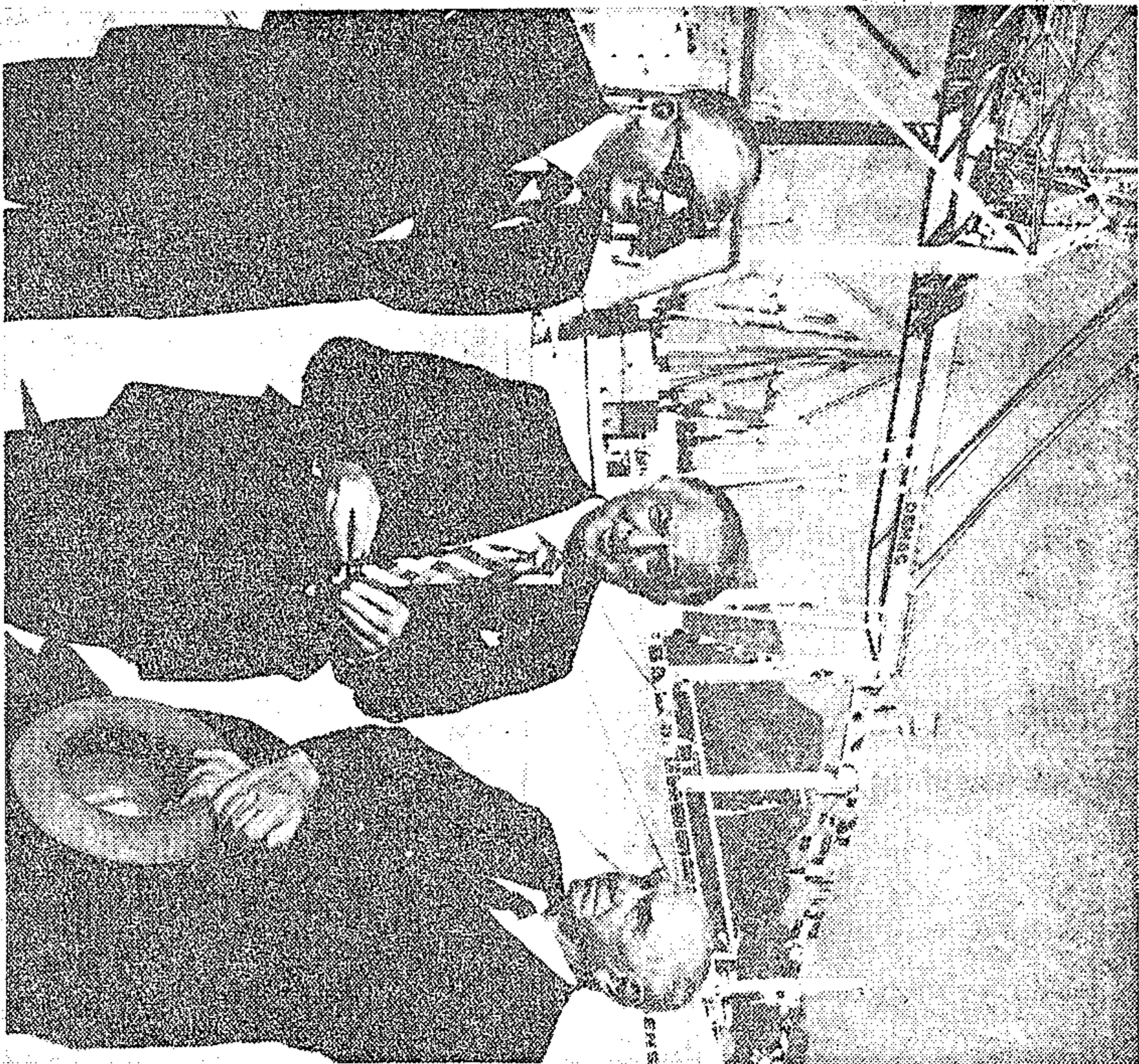
The Minister pointed out that the railways' contribution towards implementing the new container service was in the region of R350-million.

The cost of providing a deep-sea berth and the necessary shoreside handling equipment was about R17-million.

The managing director of Safmarine, Mr M. de W. Marsh, said the full container service was costing about R2 000-million — of which R900-million was being financed by foreign shipping lines that would be taking part in the new shipping venture.

IMPERATIVE

He said that with container ships costing about R50 000 a day to operate, it was imperative that exporters and importers



A NEW era in the transport of cargo in South Africa was launched today when there was a ceremonial unloading of the first container from the SA Morgenster to mark the official introduction of the container service in South Africa. This coincided with the official opening of the Ben Schoeman Dock at Table Bay Harbour. The General Manager of the South African Railways and Harbours, Mr J. G. H. Loubser (left) chats to the Minister of Transport, Mr S. L. Muller, and Mr Ben Schoeman, former Minister of Transport.

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1/7/77

and made use of the new mode of shipping. It had originally been estimated that the cost of conventional shipping would exceed that of containerisation by 1980 — but this has already come to pass, Mr Marsh said. In a short address marking the official opening of the new container terminal, Mr Ben Schoeman said that at present it offered seven berths but that expansion plans had been drawn up to increase size and double facilities when the need arose. Referring particularly to Cape Town harbour, Mr Schoeman said that the tonnage of cargo handled by the port had trebled from 3.5 million to 10.3 million tons a year in the past 20 years.

Container era begins

D.D. 2.7.77
CAPE TOWN — South Africa saw the birth of a new era in shipping services yesterday with the inauguration of its R2 000 million containerisation programme.

Special facilities for handling containerised import and export traffic were opened in Cape Town, Port Elizabeth, Durban and Johannesburg.

Speaking at the main ceremony in Cape Town, the Minister of Transport, Mr S. L. Muller, said nine cellular ships on the Northern European route and three smaller cellular vessels on the Mediterranean route would gradually replace the 100 vessels now plying these routes to and from South Africa. —
SAPA.

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Boxes usher in a new era for harbour

Shipping Correspondent

IN AN atmosphere of cautious optimism about 250 guests yesterday watched the official C-day inauguration of Durban's multi-million-rand Pier 2 container terminal.

- Maize
- Grain Sorgho
- Wheat
- Other Cereals
- Sunflower
- Ground Nuts
- Ground Nuts
- Legumes
- Tobacco
- Chicory
- Seed Cotton
- Sugar Cane
- Sisal
- Phor
- Hay&Fodder
- Vegetables
- Citrus Tree
- Citrus Tree
- Bananas, Pir
- Other Sub-
- Other Sub-
- Nut Trees
- Nut Trees
- Grapes (B)
- Grapes (N-)
- Other Decid
- Other Decid
- Cattle
- Sheep
- Goats
- Pigs
- Horses, Mul
- Ostriches
- Poultry

Similar functions took place at Cape Town, Port Elizabeth and City Deep, Johannesburg, to celebrate South Africa's entry into the era of the box.

It marked an unprecedented switch to a single cargo system which will ultimately cost about R2 000 million.

The Durban complex, by far the biggest in the country, represents a Railways investment by mid-1979 of R105 million, while country-wide SAR investment in the new system will be about R370 million.

Dr. G. J. Hollis, Durban's mayor, said in his address that employment patterns would be affected by containerisation and warned that the new breed of road transport vehicles could cause traffic problems. This could necessitate changes to the city's roads.

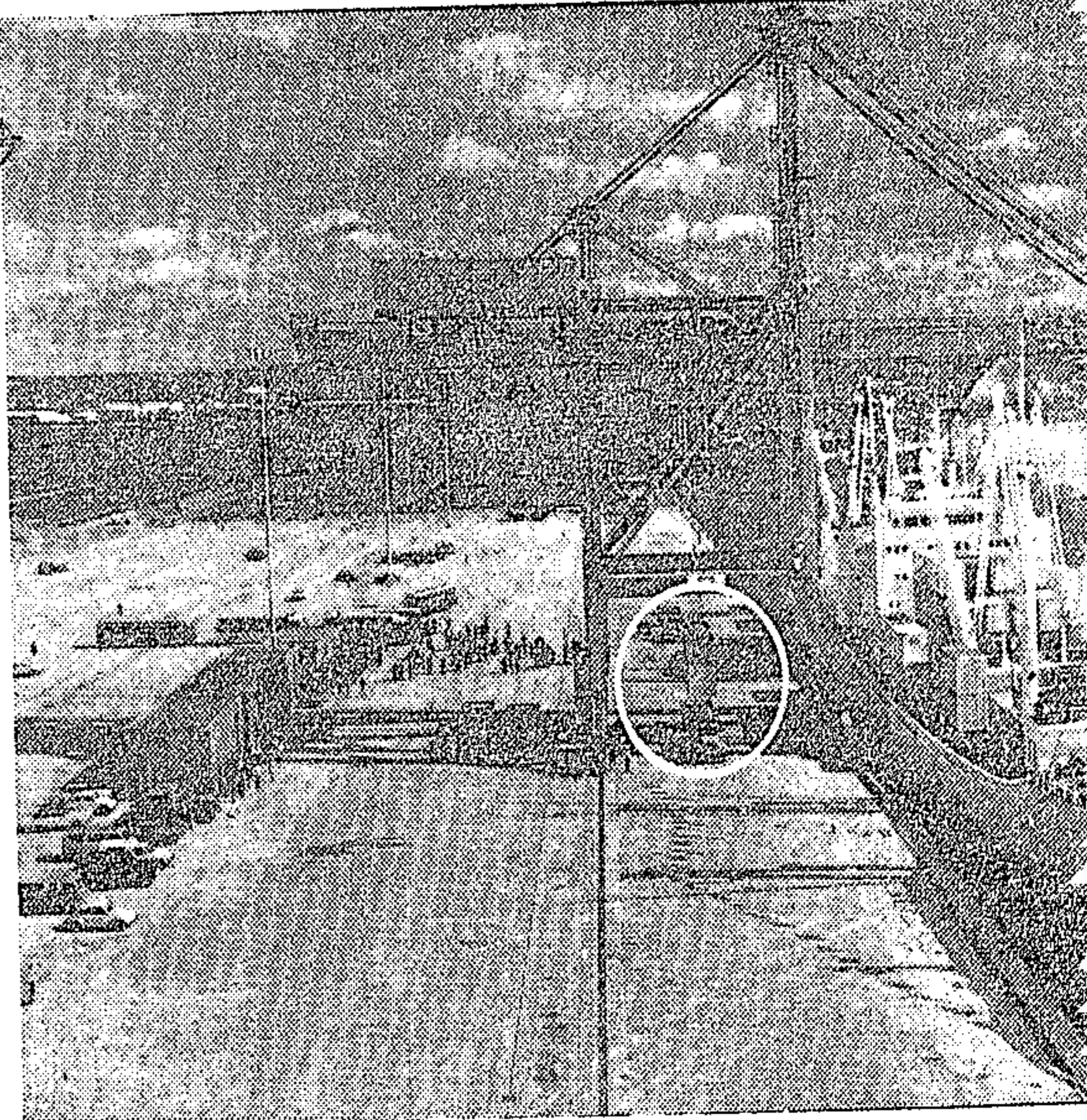
Main speaker Dr. D. J. Coetsee, deputy general manager of the Railways, said there was a feeling of nervousness about the new era and new thinking was required in adapting to it.

This was a totally new transport technique. While conventional vessels spent about 60 per cent of their time in port container ships spent only 40 percent, he said.

According to estimates Durban will handle about 177 000 boxes this year and 217 000 in 1978.

Guests were then taken in several buses to Pier 203 where — in line with the two other ports — the first container was handled at 12 noon.

The first of the expected teething problems struck minutes later when the giant ship-to-shore Demag crane was unable to lock on to the top castings of the second box. Although of identical floor dimensions, the container differed slightly in height and the spreader arms of the crane could not position the container for lifting.



A MAJOR milestone in the history of Durban Harbour. The date: July 1, 1977. The time: 12 noon. The place: New Pier 203. To the accompaniment of blaring ship horns, water fountains from harbour tugs and the cheers of an enthusiastic crowd, the giant ship-to-shore container crane lifted its first container from Safmarine's S.A. Constantia. The box (ringed) was deposited on one of the Railways' specially constructed horse-and-trailer combination vehicles.

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	2,2	0,4	-	1,0	1,9	-			
	-	-	-	-	0,7	-			
	-	-	-	-	-	-			
	-	-	-	-	-	-			
	1,2	0,1	-	0,1	0,1	-			
	1,6	-	-	0,1	-	0,3			
	-	-	-	-	0,1	-			
	1,7	0,1	-	0,2	0,1	-			
	-	0,2	4,1	0,4	-	-	0,2	0,3	-
	1,5	6,0	1,7	5,4	0,6	0,6	1,9	1,4	0,2
	0,6	5,1	0,7	4,8	3,1	1,1	4,8	4,4	0,1
	0,2	0,1	0,3	0,8	0,2	-	0,2	0,8	-
	1,8	4,3	1,2	2,5	0,4	0,2	2,3	1,2	0,3
	0,9	6,6	1,9	6,7	1,2	0,6	2,6	3,3	0,1
	0,1	0,4	0,2	0,1	0,1	-	0,2	0,5	-
	0,4	3,4	0,3	0,8	0,1	0,1	0,7	0,5	0,1

Source: Dept 1972-73, Agric

o. on Agricultural and Pastoral Production Report No. 06-01-10.

SIZE GROUP (HECTARE)	ECONOMIC REGION				Area
	36	37	38	39	
	No.	Area			Area
TO	1	1			8
2 -	21	61			185
5 -	39	263			576
10 -	17	230			348
20 -	15	444			508
50 -	2	123			332
100 -	6	726			981
200 -	3	735			124
300 -	5	1 929			932
500 -	2	1 795			269
1 000 -	2	2 998			440
2 000 -	1	3 565			622
5 000 -	-	-			895
10 000 -	-	-			300
TOTAL	114	12 870	236	10 741	404
					53 793
					3 977
					1 874
					520

2/7/77 N/MERCURY
**S.A. now in
'container'
era**

Mercury Correspondent
JOHANNESBURG -
South Africa moved into the containerisation era yesterday when terminals in Johannesburg, Cape Town and Durban were officially opened. The ceremonies provided an opportunity for appeals to be made to all those concerned with this new mode of cargo handling and transportation to cooperate as far as possible with the Railways and Harbours and the Conference Lines in ensuring that the system goes into operation successfully. The City Deep container terminal in Johannesburg, which is being built at a cost of R25 million and is destined to turn the city into one of the largest inland ports in the world, was officially opened by Mr. L. M. Engelbrecht, assistant general manager (Commercial) of the S.A.R. He stressed that while South Africa is now fully committed to the system, the Railways is gearing itself to promote containerisation only in those spheres where it will be to the advantage of the country as a whole.

13	1 914	13	15	13	14	1	4	-	1
15	3 692	15	13	14	1	4	-	1	
13	5 084	13	14	1	4	-	1		
14	9 561	14	1	4	-	1			
1	1 199	1	4	-	1				
4	10 689	4	-	1					
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15	3 694	15	9	17	7	2	-	-
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11	1 789	11	8	4	992	-	-	-
8	611	8	4	992	-	-	-	-
177	177	177	39	5				
39	39	39	5					

13	1 914	13	15	13	14	1	4	-	1
15	3 692	15	13	14	1	4	-	1	
13	5 084	13	14	1	4	-	1		
14	9 561	14	1	4	-	1			
1	1 199	1	4	-	1				
4	10 689	4	-	1					
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1	14 837	1	-	-	-	-	-	-	-

YACHT 4 HEAD FOR LONDON

Mercury Correspondent

LONDON—The flight to freedom of the crew of the yacht Julie II was frustrated yesterday by mechanical breakdowns and a British Airways strike, combined with an incredible journalist cheque-book war.

Meanwhile there had been tension and frustration during the day at both Heathrow Airport, London, and Jan Smuts Airport, near Johannesburg, as anxious friends and relatives paced the airport lounges waiting for crew members to arrive.

At Heathrow waited Mrs. Betty Robinson, mother of Jane Wright, and Jane's brother Graham, while former Julie II crew member Kim Court sat impatiently waiting to be reunited with her friends.

And with passengers streaming from both entrances of a KLM jumbo jet at Jan Smuts, Mr. Keith Hollis, his elder brother, Les, and wife had waited in vain to be reunited with 22-year-old Charlene Hollis,

the South African member of Julie II who had been held in a Somali prison for 226 days and tortured by Russian-trained secret police.

Charlene was not on yesterday's flight from Nairobi. Instead she had boarded a British Airways flight for London.

In vain

But the crew had been held up in Nairobi while the plane scheduled to bring them to safety had been diverted to Johannesburg.

The interminable delays started after the crew had been flown in a private charter plane from Mogadishu to Mombasa, and then on to Nairobi, where journalists who had hired the plane discovered an opposition newspaper representative waiting on the runway.

The charter plane flew back to Mombasa to attempt a last-minute dash back to Nairobi to get the crew aboard British Airways jumbo flight BA 070 with seconds to spare, to

hoodwink the opposition Press.

Meanwhile flight 070 — scheduled to fly from Mauritius to Nairobi and London — had been delayed after being diverted to Johannesburg for another grounded British Airways jumbo.

All the arrangements were frustrated by a weekend strike by British Airways assistant air controllers, which threw out all flight plans for this week.

By mid-afternoon

Luxury

In spite of the frustrations the Julie II crew are getting five-star treatment all the way, with the entire first-class section of BA 070 reserved for them and with luxury hotel accommodation laid on for them in one of Britain's most scenic counties.

But previously the Julie II crew had spent this morning under guard in a tin shed outside Nairobi Airport — as "prisoners" of the London Daily Mail and the BBC, which had lavished vast sums of money on the exclusive rights to their story.

Tree dots, three dashes and three dots — the international SOS distress signal in Morse code — was how George de Neef, skipper of the ill-fated Julie II, told the crew's friends and family in South Africa of their troubles.

This plea was contained in a letter which Mr. de Neef wrote while

how be summarized by a model of the high powered money (MB), money (M) and del indicates the accommodation of MB or (BC^d). Net domestic assets (NDA) are the BC - . Foreign assets (R) the reserve bank ratio (BC/R). The assets is taken to be exogenous for itz in his accompanying paper shows exchange reserves may be endogenised (22) cash, given the demand for and supply cash via NDA. The private sectors () is assumed to depend upon a number of interest rates, the overdraft rate (i), the corporate debenture

ing system. Changes in the supply of re certain banking sector liabilities categories of banking sector assets m deposits which are not regarded as is approach is that it aggregates the bank which is responsible for monetary seeking organisation and the private fit seeking and which has no responsibility. It is much more satisfactory behaviour of the Reserve Bank and the base is directly held in a the crew were being held incommunicado in a prison at Mogadishu. It was smuggled out by a British archaeologist.

The letter, written on January 30, arrived in South Africa on February 27. It was handed to the Mercury office in Johannesburg on condition that it was not published until the crew had reached safety again.

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N/ MERCURY

2 The Natal

MERCURY 7/2/77

Rocket attack on plane alleged

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TEL AVIV — Two West Germans and three Arabs went on trial yesterday accused of attempting to shoot down an Israeli airliner with a rocket at Nairobi last year, the West German Embassy said.

Israeli officials refused to divulge information about the secret trial. But a West German spokesman said here that it opened yesterday and an embassy observer was attending.

West Germany complained last March that it had not been told for more than a year of the arrest of Miss Brigitte Schultz (23) and Mr. Thomas Reuter (24).

At the same time a Bonn Foreign Ministry spokesman confirmed Press reports that they had been held in connection with an attempt to shoot down an El Al Boeing 707 with a Strella rocket as the plane was landing at Nairobi in January, 1976.

Press reports published outside Israel said the five accused had been arrested by a special anti-terror unit of the Kenyan police. — (Sapa-Reuter.)

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7/7/77 NATAL MERCURY
Russian air link

Mercury Correspondent

LUSAKA — A high-powered Russian delegation arrived here yesterday to finalise discussions with the Zambian Government on the establishment of direct air links between Lusaka and Moscow.

The delegation, led by Soviet Deputy Minister for Civil Aviation, Mr. Serguie Pavlov, will hold talks for a week with Zambian officials paving the way for Zambia Airways and the Soviet Airline-Aeroflot flights — between the two countries.

Mr. Pavlov said Russia believed that opening of an air link with a foreign country was another step towards "peaceful co-existence" in the world.

"We value peace in the world and our decision to link our country by air with other countries like Zambia is based on our peace policy," he said.

Without an air link between Zambia and the Soviet Union, it was not easy for the two countries to develop and strengthen economic, technical, cultural and social relations, Mr. Pavlov said.

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It is understood that the ZAL management is concerned about the fact that Unicorn Lines, who are well established, seem to have reshuffled their schedule so that at least one of their vessels calls at Mozambique ports at the time the Induna does.

ZAL concede: "Starting anything new is hard work. We have had our fair share in that direction over the past two months since we made our bid for independence at the end of April."

Their objectives, they said, were to offer a personalised service to shippers by operating a reliable and regular shipping line and to provide a free advisory service to any exporters wishing to develop new markets in the East African territories, particularly

Mozambique, Malawi and Zambia.

Application for membership of the South African Mozambique Trade Conference has been made.

An additional problem for ZAL must have been Unicorn's decision a fortnight ago to introduce a fifth ship, the Ridge, on that run.

Yesterday, however, it was announced that, following a marked improvement in the tonnage of cargo moving on the South African coast, the Ridge would re-enter the coastal trade with immediate effect.

Before her first voyage, the Induna underwent a refit in the floating dock with special attention to her electrical system.

As a result of her late sailing, the Induna will only be back in Durban around July 20 to start loading within the following day or two.

Japanese to build huge dock for Russians

TOKYO — a Japanese company has won a Soviet order worth about R40m to build what is claimed to be the world's biggest floating dock for ship repairs.

The dock, it is reported will be capable of accommodating a 200 000 deadweight ton tanker, and will be delivered to the Soviet Union Ship Import Corporation (Sudoimport) by September 1978.

Ishikawajima-Harima heavy industries will build the dock, which will be 330 metres long, 84 metres wide and 28 metres deep. (Sapa)

SHIPPING

Wilf Seifert



Late start to a bold enterprise

"CHEERS to our first sailing." Lifting glasses during the shippers' party aboard the Induna are, from left, managing director Richard Siedle; the ship's master, Captain Ian Fraser Mackintosh; and general manager Ian Pettigrew.

SEVERAL days behind schedule, Sunday noon saw the inaugural sailing of the country's newest and smallest shipping line when the coaster Induna, chartered to Zambezi Africa Line, crossed Durban's bar and headed north for Beira.

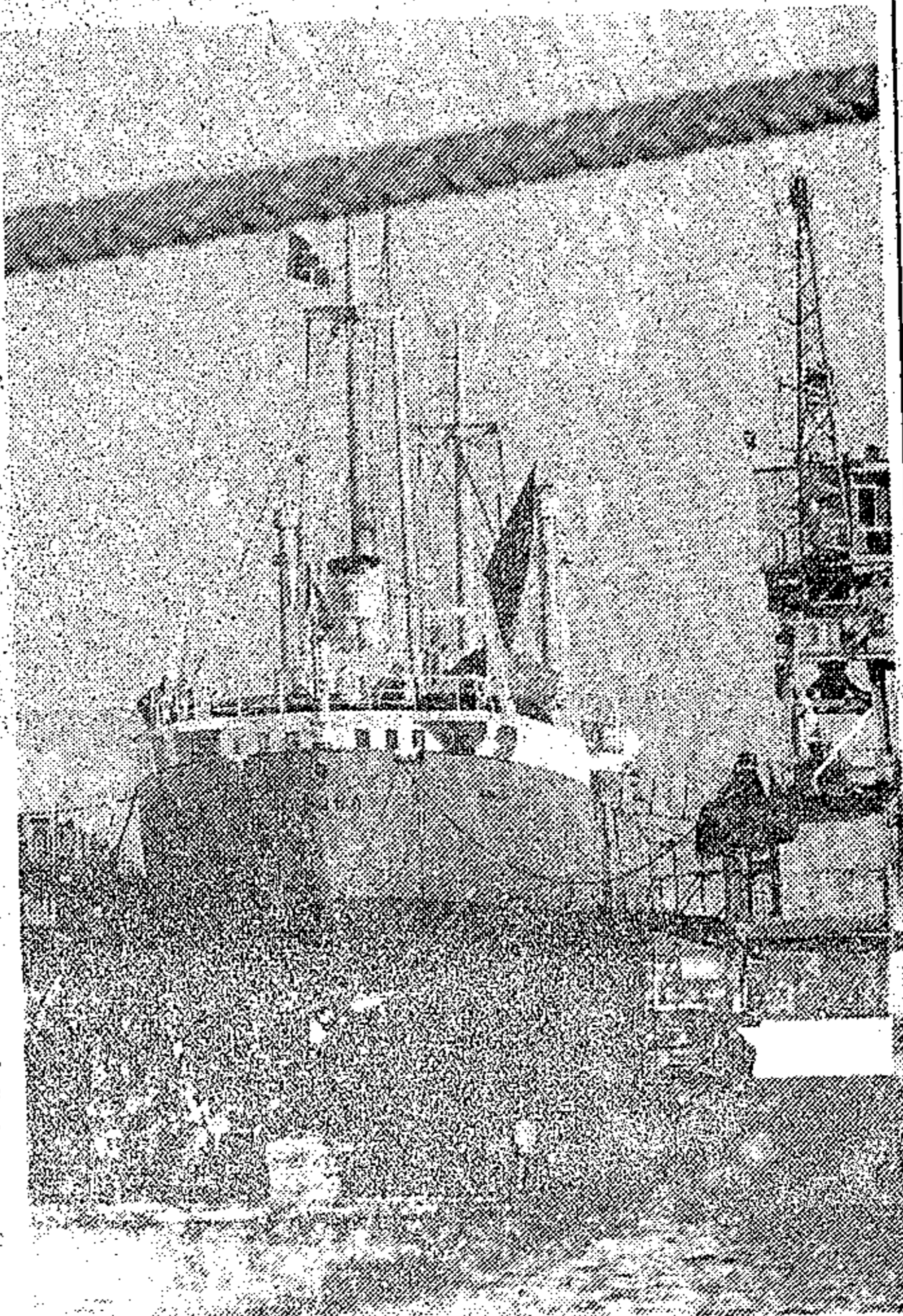
AND BELOW: With her home port Durban removed from the stern, the Induna undergoes a refit in the floating dock. For obvious reasons she "flagged out" from South African into Panamanian registry before she sailed.

Some days earlier, during a shippers' party on board the vessel, ZAL managing director Richard Siedle told his guests that "in spite of very stiff and aggressive counter-moves by the competition" they had succeeded in securing "satisfactory cargo."

That fact, he added, had given his company "a lot of encouragement to persevere."

Explaining ZAL's reasons for starting such a service in direct opposition to a four-strong Unicorn fleet on that run, Mr. Siedle went on:

"We established this new small and independent shipping line at this time as both a company in Durban and I believe that there is a need for a competitor in the South African Mozambique trade which has virtually become a monopoly to one operator."



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NATAL MERCURY

8/7/77
(273)

CSIR to probe fatal bus accident

Mercury Reporter

WEDNESDAY'S fatal bus accident at Paddock is to be intensively studied by the Council for Scientific and Industrial Research.

The accident will be the subject of the first of a series of investigations into accidents involving multiple casualties which will be conducted in South Africa during the next two years.

Investigation

An investigation team from the National Institute for Traffic and Road Research of the CSIR will work with the National Road Safety Council to study all accidents involving at least eight fatalities or 20 casualties.

The study started on July 1 and ends on June 30, 1979.

One of the 22 Meadowlands High School children and teachers admitted to hospitals at Port Shepstone and Paddock after Wednesday's accident was still in a critical condition last night.

Hundreds of relatives and friends mourned the deaths of the three children killed in the accident, at funeral services at Brooke Street Cemetery and Flower Road, Clairwood, yesterday afternoon.

Somersaulted

The dead — Jayteron Khan, Bergan Perumal and Angelina Subramani — were among 74 Standard 6, 7 and 8 pupils on a one-day sight-seeing tour to Oribi Gorge when the bus somersaulted 50 metres down a steep hill and heavily wooded area.

Critically injured Miss Gonasagree Govindsamy had internal injuries, a Murchison Mission Hospital spokesman said last night.

The bus driver, Mr. Tagareth Naidoo, was in "fairly serious" condition with multiple fractures.

Five other patients, who were also improving, had been transferred to King Edward VIII Hospital in Durban during the afternoon.

Bad roads dry up Kei fuel

Mercury Reporter

PETROL and paraffin supplies in the Transkeian town of Port St. Johns almost ran out last week because road deliveries from Natal have been temporarily stopped.

The reason for the suspension of road tanker deliveries from Port Shepstone to Port St. Johns is the poor road on the route via Flagstaff and Lusikisiki.

Petrol and paraffin supplies normally go by road from Port Shepstone.

A garage owner at Port St. Johns, Mr Fred Coetzee, said that although tanker deliveries to the town had not been officially suspended, "the RMT tankers have just stopped coming."

He said the reason given by the Railways authorities for non-delivery of supplies was the "shocking state" of Transkei's roads.

Petrol and paraffin supplies to the town are now brought in from Umtata and taken to Port St. Johns but at extra cost to motorists.

However, according to Mr. Coetzee, these supplies are likely to be erratic.

The road from Port St. Johns to Port Edward via Lusikisiki, Flagstaff and Bizana in the Transkei is badly corrugated, pot-holed and full of stones.

Motorists using the route describe a more than 100km section of the road as a "nightmare."

Some parts have to be negotiated at a snail's

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The Natal Mercury, Tuesday, July 12, 1977. 17

SHIPPING

Wulf Seifert



LEFT: Hundreds of people form a long queue to board the Logos. Her gangway is at the far left. The other picture (below) was taken as many cars, buses and minibuses were arriving at Maydon Wharf No. 1 for the service for members of local Indian churches early on Sunday afternoon. It was attended by about 2 500 worshippers.

12/1/77 (273)

Ship with a message drew big crowds

PERSONNEL of the Logos, a unique Singapore-registered educational-book ship now in Durban harbour, report an unprecedented bumper weekend that brought more than 5 000 visitors to the vessel.

Programme coordinator Mr. Lloyd Nicholas told me yesterday that the Logos had been boarded by an estimated 2 200 people on Saturday and a record 3 000 on Sunday.

The special service for members of local Indian churches, held early on Sunday afternoon opposite the vessel's Maydon Wharf No. 1 berth, was attended by about 2 500 people.

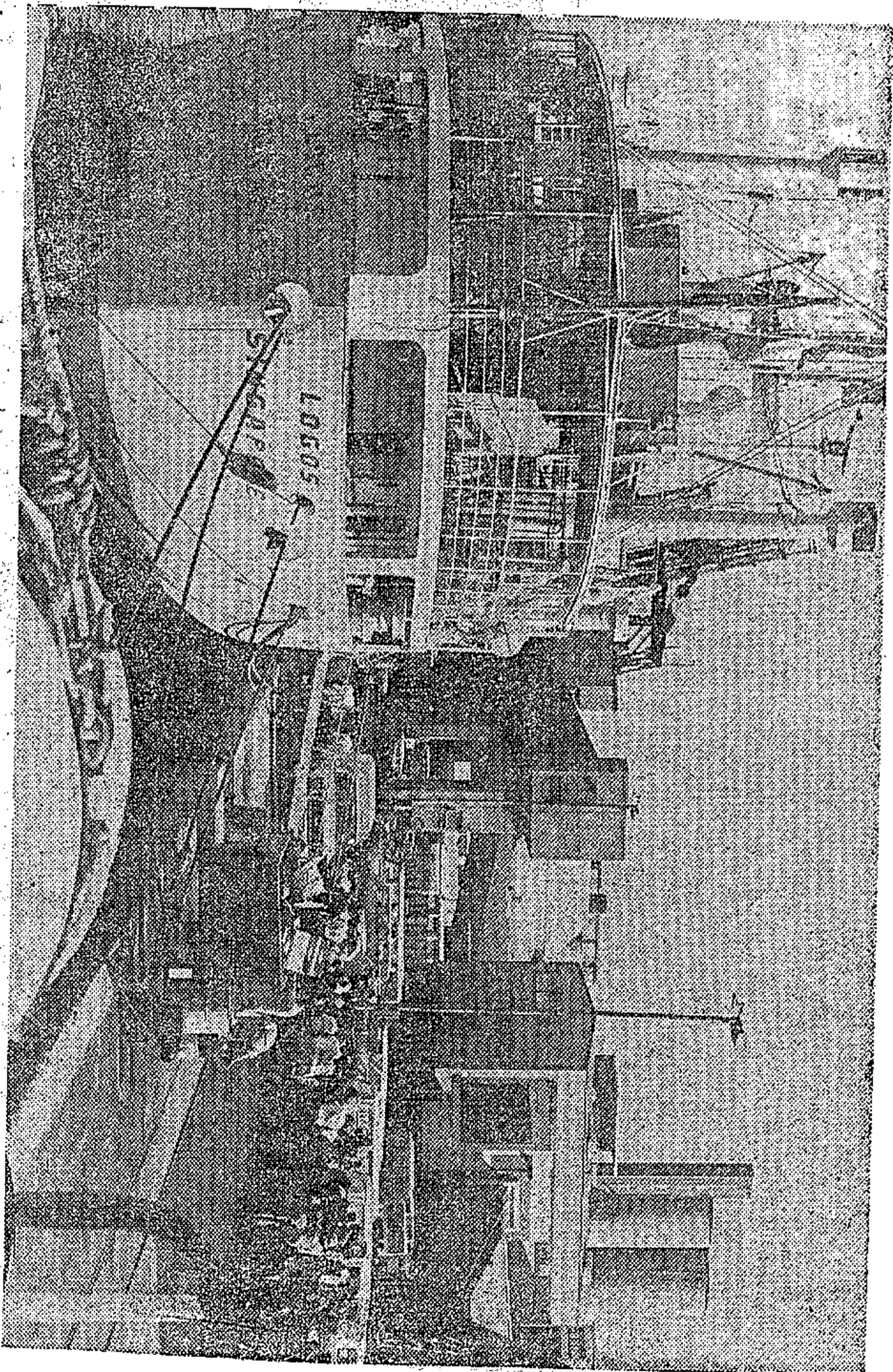
Mr. Nicholas said attendance and sales of books had exceeded those at other Western courts.

better and to serve Him."

Since the ship's arrival in Durban, she has played host to several conferences. The previous Sunday a service was held for local African church members.

After her name change in 1971, the Logos concentrated for four and a half years on India and South East Asia "where half of the world's population lives."

In the following six months she called at Mediterranean ports and, after that, at other European ports. At present



tour of Africa.

The Logos is due to sail for Mauritius and on to Reunion, spending a week at each, this Sunday evening.

She is open to the public from today until Friday from 10 a.m. to 1 p.m. and again from 4 p.m. to 8 p.m.; Saturday from 10 a.m. to 6 p.m.; and Sunday from 3 p.m.

12/7/77

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beaten Cape Town figures.

He ascribes high attendance and sales to Natal's huge Indian population.

When I visited the ship's docking area on Sunday afternoon, hundreds of cars and buses formed the biggest parking lot seen for years in the docks with hundreds of people milling about the area.

Service

Part of the crowd was queueing up to board the Logos while others scrambled for seats at the service on the sugar terminal grounds.

Railway policemen were placed in strategic positions to help control the traffic. Thanks to them potential traffic and parking jams were avoided.

she is on a nine-month

IN PORT YESTERDAY

POINT: A/B Saffocean Weltevreden, B/C Ostfriesland, O City of Cape Town, D Falcon, E Shing Ta, F Agean Mariner, G Alfer, I Monsoon, M ext. Diego Suarez, N Nikos, O Rogers Trader, O/P Cardiff City, P Willowbank, Q Batjan, R Gold Mountain.

MAYDON WHARF: 1 Logos, 4 Verge, 5 Gerald L.D., 6A Nahoon, 6B Indiza, 8 Iris, 9 Jubilee Venture, 10 A/B Singapore Star, 11 Sunrise, 12A Horizon, 12C Indoda, 12 Yemelos, 14 Bunga Sriyagi.

PIER No. 1: 101 Aktion, 102 Ant on lotto Usodimare, 103 Arion, 104A Enarxis, 105 S.A. Morgenster, 106 Hemlock, 108 Springbank, 109 S.A. Sukumbi.

BLUFF: 2 Icaros, 4 Joana. S.B.M.: Berge Septimus. **OUTSIDE:** Oakworth. **ISLAND VIEW:** 3 Irish Cedar, 5 Mobil, Durban, 6 Pericles. **SHIP REPAIR JETTY:** Newton, British Forth.

GRAVING DOCK: Finish Wasa. **SANDOCK:** City of Wellington. **EXPECTED ARRIVALS:** Windsor Castle from U.K.; Lucy from Coast; Orpheus from High Seas; Straat Futami from Far East; Canadian Express from High Seas; Astrolas from High Seas; Ignazioemne from Coast.

EXPECTED DEPARTURES: Aktion for Mediterranean; Nikos for Continent; Springbank for Far East.

N. Mercury 12/7/77
New container

services

TWO new container groupage services to South Africa from Germany and Denmark have been started by Rennie's Cape Cross Shipping Service. The first containers are expected this month.

These new services supplement the United Kingdom container groupage service which Rennie's has been operating out of the U.K. since early last year.

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Metal Mercury 13/7/77

Rescued captain tells of ordeal

Mercury
Correspondent

CAPE TOWN — Battered by high seas and harsh winds, 19 Japanese fishermen spent several hours in flimsy life rafts 1 000 miles off Cape Town after a fierce fire forced them to abandon their 404-ton fishing trawler Fukuyu Maru 12.

Yesterday, a sister ship Fukuyu Maru 3, docked in Cape Town with the survivors.

Fire broke out in the engine room of the R1 600 000 trawler, carrying almost a full load of tuna, on July 2.

Her master, Captain Eiki Sasaki, yesterday described how the flames rapidly spread and all efforts to extinguish them by the crew failed.

The order was given to abandon ship and the crew hastily lowered the life rafts. From the rafts the crew watched as the trawler, which had been their home since January 28 when she sailed from Yatsu and which contained most of their possessions, was gutted.

Before leaving the trawler, Captain Sasaki had radioed for help and after nearly four hours adrift the crew were picked up by the Fukuyu Maru 3.



THE 19-man crew of the Fukuyu 12, which was gutted by fire 1 000 miles off Cape Town. The crew took to life-rafts in heavy seas and were picked up hours later by a sister ship, Fukuyu Maru 3.

Information Bureau, Administration as a barrier to communication. story the Fisheries Development Corporation of Regional Planning development project in the magisterial areas of Shetland, Fraserburg, Prince Albert and languages study of the poetry of Gqoba Studies adult education in relation to economic and down. Study of socio-political participation of in Cape Town. re for Inter-group Studies dbook on Policies and Practices in regard to Race rly sections concerning employment and un- colour bar, legal and customary work reservation, public and private sectors. Planning a sequel Africa' (1942).

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N. Mercury 13/7/77

Port director denies container delays claim

Shipping Correspondent
PORT director Mr. Ben Lombard charged yesterday that the Durban Harbour Carriers' Association "uses the media at this early stage apparently to discredit the Railways' working in the container terminal."

His statement follows a claim by the association's chairman, Tom Mezher, that delays of up to 11 days were being experienced at Durban's new container terminal.

Mr. Mezher said there did not appear to have been any deliveries of the previous week's coast containers.

"I am the first to admit that we are experiencing some teething problems. They are akin to any new venture, but certainly not to the extent alleged," said Mr. Lombard.

Documentation

"Our main problem is unsatisfactory documentation at the container terminal because many clients have failed to do their homework.

"This hampers smooth operations."

Mr. Mezher told the Mercury on Monday that some boxes had arrived in Durban a week ago on the Gamtoos and others aboard the S.A. Constantia on July 1. They had not been delivered.

In reaction to that and "to dispel the belief that

in South Africa in the

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investigating present state of
organisation in the Cape Peninsula,
ions.



Mr. Ben Lombard

containers are being delayed in the terminal unnecessarily," Mr. Lombard gave particulars regarding the Gamtoos and S.A. Constantia.

Discharge

The Gamtoos completed discharge of 230 boxes on July 7. In spite of the intervening weekend, 204 containers had already been delivered while the balance were to have been delivered yesterday.

The S.A. Constantia finished the landing of 146 boxes on Saturday, July 2. All containers with the exception of two uncleared ones were delivered by last Saturday.

Mr. Lombard stressed that clearance documents for a large number of containers were only received last Thursday.

Mr. Mezher, when told about Mr. Lombard's statement yesterday, declined to comment.

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D.D. 15/7/77

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Swiss ownership of refugee plane revealed

JOHANNESBURG — The owners of Air Botswana's charter Viscount which has flown more than 10 000 refugees and guerilla recruits to Zambia revealed last night that they are controlled by Swiss interests.

Breaking a week-long silence on the South African based company which owns the aircraft, Mr John Morrison said: "The Viscount is owned by Aviation Hire and Traders of Johannesburg which is in turn indirectly owned by Swiss interests."

He denied reports that there were Rhodesian interests behind the aircraft and the refugee charters.

Speaking on behalf of the owners, Mr Morrison, who is also managing director of Protea Airways and Air Services, Botswana, identified the Swiss interests as Avdev Aviation Development Ltd registered in Zug, Switzerland.

The company buys aircraft and leases them in under developed countries, he said.

Mr Morrison said the Viscount — which was secretly photographed flying "refugees" from Selebi Pikwe in Botswana to Lusaka — was leased to Air Services Botswana on a normal commercial leasing arrangement.

"The agreement

provides for the aircraft to be used on both scheduled services and charter operations of Air Botswana. No restrictions whatever has been placed on the type of traffic to be carried. This is at the discretion of Air Botswana."

Referring to reports of engine overhauls being undertaken in Salisbury, Mr Morrison said: "Major work on component overhaul cannot be

provided by either Botswana or South Africa. Until such time as overhaul facilities are built up, this work is carried out wherever facilities can be obtained outside South Africa."

He added: The operation should be regarded more from the view of mercy flights as opposed to something with more sinister implications." — DDC

**Tug fined for D.D.
overloading 15/7/77**

DURBAN — The port authorities here have fined a Japanese deep-sea salvage tug, the Shimo Maru 23, R15 000 for overloading.

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N. Mercury 16/7/77
RAIL CASE DELAY

PIETERSBURG — Five men who are alleged to have derailed a passenger train on the Potgietersrus-Pietersburg line on March 2 appeared briefly in the Magistrate's Court here yesterday on a charge of attempted murder.

They are a White, Mr. Johannes Pretorius (26), and four Blacks, Mr. William Mashitsho (30), Mr. Stoffel Pago (25), Mr. John Moulusi (28), and Mr. Johannes Sekhaolelo (33).

The men are alleged to have derailed a passenger train by loosening a section of the line between Luns-klip and Geysers.

No evidence was led and the case was postponed to July 27. — (Sapa.)

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Denial by SADF on crash in Angola

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PRETORIA — The South African Defence Force has denied being involved in the shooting down of an Angolan aircraft this week.

The claim that South African forces shot down a transport plane near the border with South West Africa, killing 12 Angolans, was made by the Angolan News Agency Angop.

It said the plane, an Antonov - 26 transport, was destroyed on Tuesday while preparing to land at Cuangar.

Reaction

Reacting to this report yesterday the Chief of Staff (Operations), Lieut.-Gen. J. R. Dutton, said:

"The South African Press Association yesterday reported that a Russian - built Antonov aircraft was shot down shortly after taking off from Cuangar near the Angolan - Kavango border. The aircraft was believed to have been carrying MPLA troops and coffee plantation workers northwards. Sapa sources attribute the shooting down to troops of the Unita movement operating against the MPLA and Cuban forces in southern Angola.

"After Sapa's release, the Angolan News Agency (Angop) reacted by claiming that the Antonov had been shot down by South African forces. This claim is completely untrue.

"Cuangar is in Angola and it is impossible for SADF elements to have been able to shoot it down. In addition, there are eyewitness reports confirming the anti - aircraft fire as having come from Angolan territory and that the plane crashed well into Angola." (Sapa.)

n. 208-1000 7/17/77
Air deaths

LONDON -- Two members of Uganda's police air wing have been killed in a helicopter accident, Kampala Radio reported yesterday. — (Sapa-Reuters.)

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D.D. 16/7/77

Dutton denies SA shot Angola plane

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Lt-Gen J. R. Dutton said: "The South African Press Association reported that a Russian-built Antonov aircraft was shot down shortly after taking off from Cuangar near the Angolan-Kavango border."

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"Cuangar is in Angola and it is impossible for SADF elements to have been able to shoot it down. In addition, there are eye-witness reports confirming the anti-aircraft fire as having come from Angolan territory and that the plane crashed well into Angola.

The SADF rejects the manner in which the Angolan news agency has distorted the facts to place the blame for Unita actions on the SADF. This can only be construed as an attempt to conceal the MPLA's apparent inability to contain the revolutionary war being waged against the Angolan and Cuban forces by Unita.

"The SADF has arranged for representatives of the media to visit the area.
— SAPA.

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No Mercury 16/9/77

A 1979 PLAN TO REPLACE CAPE-TO-RIO YACHT RACE

Mercury Correspondent

CAPE TOWN — A Cape-to-Caribbean yacht race, with Martinique in the French West Indies as the end-point, is being seriously considered as an alternative to the 1979 Cape-to-Rio race, which has had to be cancelled because of political pressure.

The pros and cons of such a race are being carefully weighed, and it might well be that a race from Cape to Martinique will form the second leg of an Atlantic triangle series of races in early 1979.

French yachting authorities have already made it known that they are planning the first leg of the triangle, from France to the Cape.

The three legs of the Atlantic triangle in 1975/76 were Portsmouth - Cape Town, Cape Town - Rio de Janeiro and Rio back to Portsmouth.

The first leg was French-organised, the second was South African-organised and the third was staged by the Royal Naval Sailing Association.

Important

In early January, 1976, only a week before the Cape-to-Rio race was scheduled to start in Table Bay, the Brazilian Government imposed a bombshell ban on the race. The ban was lifted only after urgent representations.

One of the organisers of the three Cape-to-Rio races that have taken place since 1971, Mr. Brian Lello, said yesterday that while the Cape-Martinique route was about 1,000 nautical miles longer than the Cape-Rio route, there were a number of other factors in its favour.

"One of the strongest

points is that it would take the entrant yachts right to the doorstep of the southern circuit in the Caribbean, which technically is one of the most sophisticated series of off-shore races in the world. It is in fact part of the mythology of ocean-racing — and quite the most important event in the offshore calendar in the United States.

a big dummy like that...

by **KERRY BERRINGTON**

wouldn't like to try it again," said a shaken Simon after landing near an off-camera rescue boat.

"I have to dive head first to get out of the tumble and grab the dummy's legs between my own legs before being able to open the parachute, otherwise it could have tangled around me and not opened properly."

Hazardous

Simon an experienced skydiver from Johannesburg was combining his hazardous duties as stuntman with directing aerial stunt sequences for a German-American production starring American negro film star David Broadnax as the super agent hero and Ian Yule as the "bad guy" in an adventure drama of international espionage called "Sharpies".

The R1 million budget film is being co-produced by Raymond Homer of Durham Productions, New York and Hans Kuhle of Karat Films, Germany.

It is directed by Michael Moore, who was second unit director for such box office winners as "Patton", "Mame", "Butch Cassidy and the Sundance Kid", "The Return of a Man Called Horse" and "Airport 77."

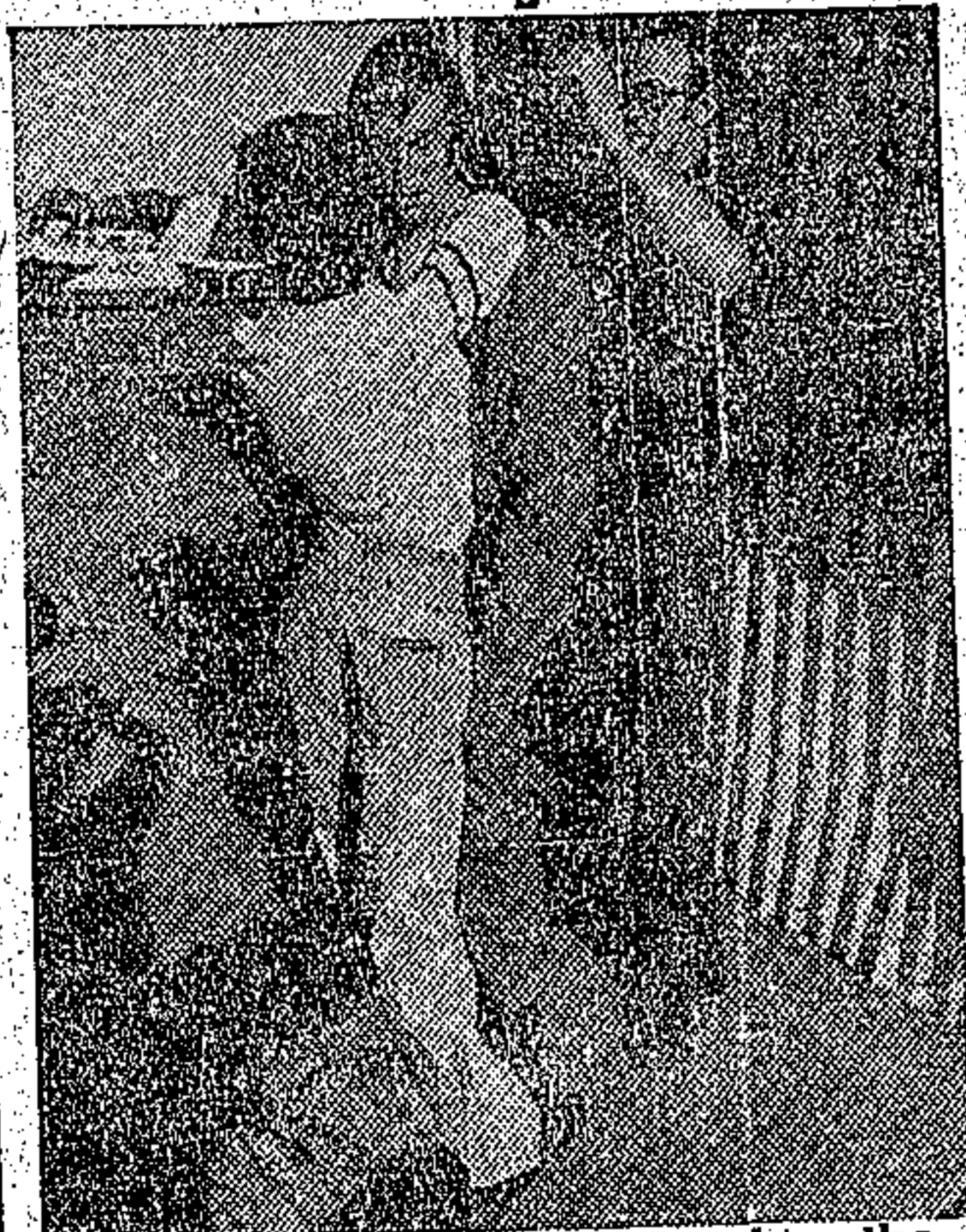
Locations for the filming range from Cape Town to Durban and Johannesburg and the Seychelles.

Aerial sequences for the production were scheduled for completion in Durban and on the Reef this week.



Fancy falling for

Report: PAT FARLEY Came



Parachutist Simon Grimley has the dummy strapped to him for the stunt that nearly went wrong

A MOCK free-fall fight for life became a little too realistic for skydiving stuntman Simon Grimley during the filming of a movie sequence off Umhlanga Rocks this week.

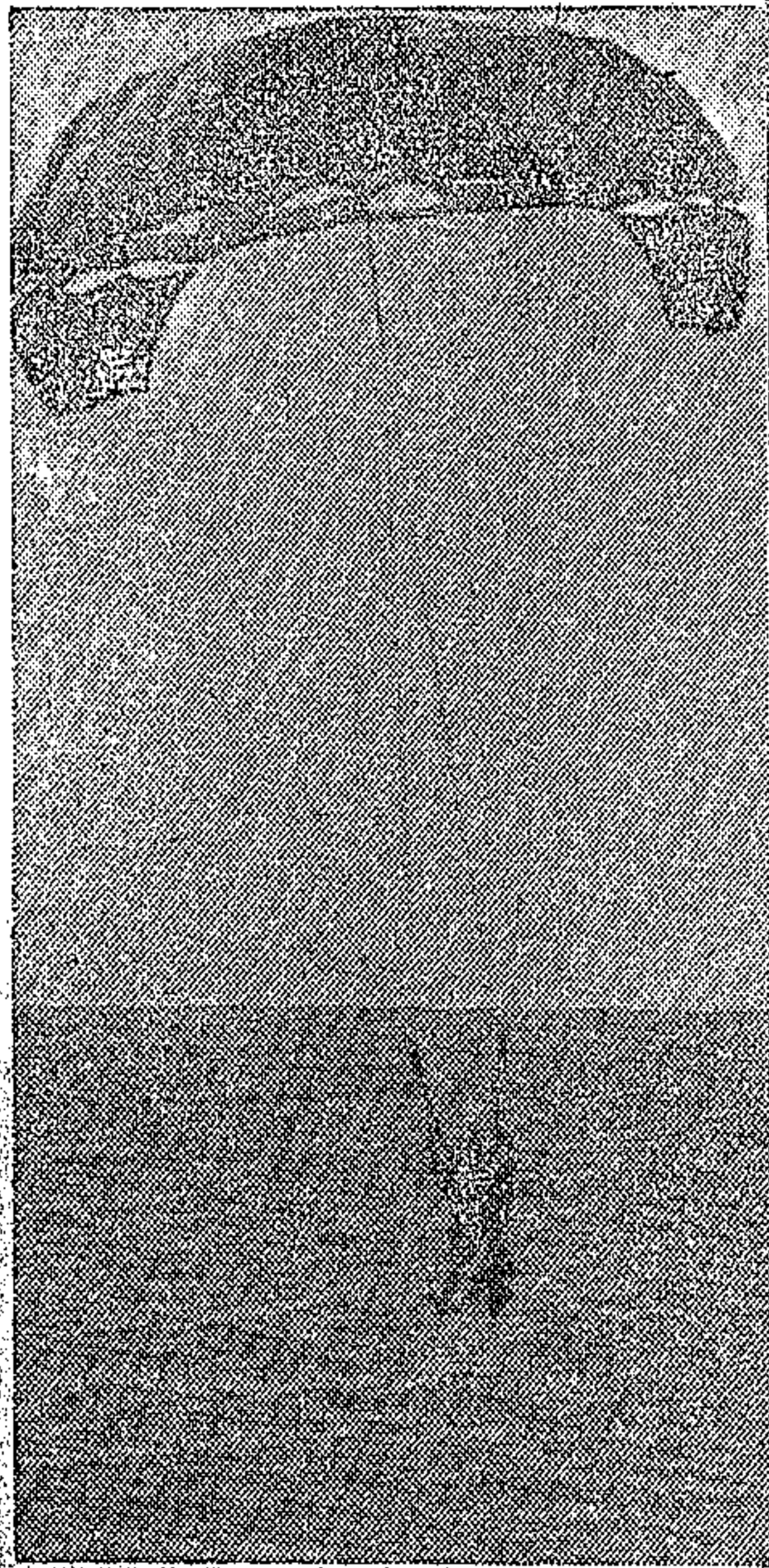
The sequence called for the hero to be thrown from an aircraft flying over the sea at an altitude of 1500 metres clutching desperately at one of the "bad guys" in the aircraft who is wearing a parachute.

Simon the "bad guy" was supposed to free-fall for only three seconds before opening his parachute.

Instead he went into a wild tumble after jumping from the aircraft, because of the flailing legs of a dummy "hero" attached to him and plummeted about 500 metres before being able to open his chute safely.

"It was frightening and I

Grimley, 1 500 metres up, topples head over heels with the dummy while the camera in the helicopter in the background records the scene for the film.



Safely down and a split second from hitting the water



Relieved stuntman Grimley is hauled aboard the rescue boat

D.D. 18/7/77

Full details of containers

273

EAST LONDON — The Southern African Europe Container Service has issued three brochures to assist importers and exporters in gearing up for containerisation and the third of these, just issued, is designed for use by shipping managers, commercial departments and their supervisors, and clearing and forwarding agents.

It is a comprehensive digest and includes details of such subjects as the container service tariff, export and import procedures.

A "general" section includes a glossary to terms, depot and terminal locations in South Africa and Europe, physical aspects of the new service, dangerous cargoes, claims and even more important, Government departments' requirements for exports and imports.

In other words, this could well be the importers' and exporters' "bible" as far as containerisation is concerned.

Brochure number one, the conceptual brochure, was produced for the introductory phase of the containerisation project to explain the philosophy and basis of containerisation and how it operates in broad concept.

Number two dealt mainly with the technical matters concerning the containerisation of South Africa's seaborne trade with Europe, and was a logical progression from the introductory phase.

In addition, 13 newsletters have been issued in regard to the new transportation technique, and another three or four will still be issued.

Over the past four years, hundreds of seminars and teach-ins have been held, and shipping line representatives are constantly in touch

with exporters and importers to assist them in adapting successfully and economically to the new system.

Never before can such a massive consultation and educational programme have been undertaken in the world of containerisation. If nothing else, South Africans concerned with importing and/or exporting have been well educated.

— BUSINESS EDITOR

N. Mearns 18/7/77

W. H. Seifert

(273)

More trouble for an overloaded tug

DIFFICULTIES over a Japanese tug with Durban port authorities took a new turn at the weekend when money to pay a fine — imposed on the tug for being overloaded — had not been paid.

Twice within 10 days the Shinko Maru No. 23, towing a crippled Greek-flag steam tanker, was refused permission to sail by the authorities after a pilot had reported that the tug was seriously overloaded.

Last week, after a surveyor confirmed overloading for the second time, a fine of R1 500 was imposed.

On Friday, Captain W. T. W. Rutherford of John T. Rennie and Sons, for the Durban agents of the vessel, told me: "The fine has not been paid yet.

The 495-ton tug showed 35.5cm above the permissible maximum draught mark.

Informed about this the captain ordered fuel taken on in Durban to be transferred to drums for stowage on the tanker, Eyros. This brought the vessel to the stipulated loadline marks — but when the master decided to replenish his fresh-water tanks this again caused the tug to exceed the load limit.

Captain Malcolm Rose, Durban's Port Captain, said earlier last week:

time because of the fresh water."

It was this second contravention that incurred the fine.

The Shinko Maru No. 23 has been pumping out fuel into drums — and large quantities of drinking-water into the bay — to qualify for permission to leave port from her berth at New Pier.

The tug and the tanker, which arrived in Durban two weeks ago, are on their way to Taiwan where the 20-year-old Eyros (ex-British Glory) is to be broken up.

With a deadweight of 34 243 tons, the Eyros was reported "stranded and damaged" in



An ultimatum for Nimbros

THE Shinko Maru No. 23 lies deep in the water dwarfed by the bows of the Eyros at New Pier 205. Soon after this photograph

DURBAN Harbour's controversial eyesore, the fire-ravaged ship Nimbro, will be removed by port authorities soon if the agents do not take action.

This statement came from Port Captain, Captain Malcolm Rose, who warned: "The Nimbro is in the process of being sold. If nothing is done about her disposal, we will arrange her removal at the owners' expense."

Such a step would be justified in terms of the Railways and Harbours Control and Management (Consolidation) Act, No. 70 of 1957.

The Nimbro was severely damaged by fire about 250 nautical miles south of Madagascar early in 1976.

A salvage party aboard the tug Scottish Shore raced to her aid, brought the hulk under control and towed her to Durban. The two vessels arrived in the roadstead on July 5 last year.

Soon afterwards an attachment order was served on the Nimbro while interested parties tried to solve a host of problems.

Contrary to popular belief, the ship is not accumulating high port dues.

Port authorities collected R160 000 as a guarantee before allowing her into port at the time and Captain Rose confirmed that this amount had not been used up. "They are paying every month," he added.

was taken last Tuesday, she was refused permission to clear port because of overloading.

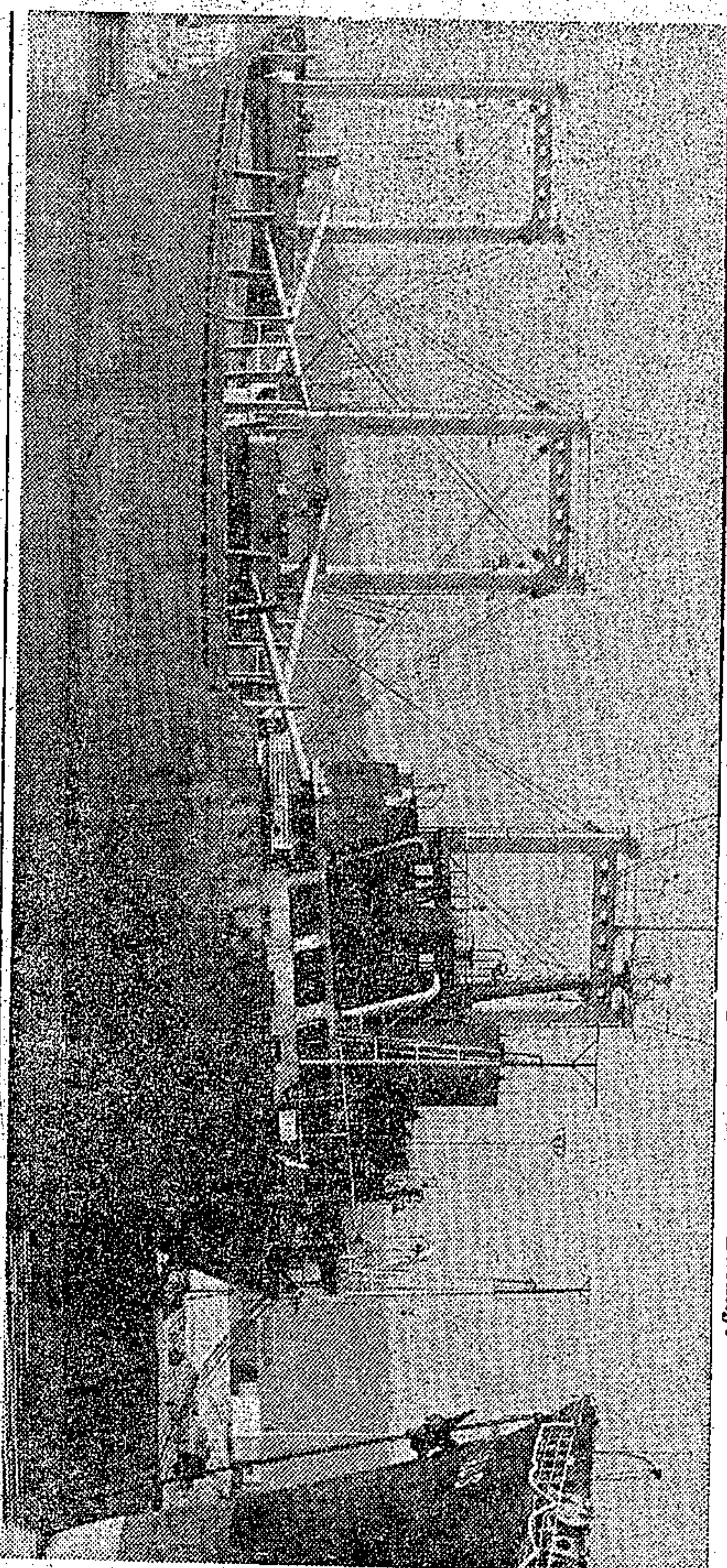
We haven't got the money. Negotiations are taking place. That's all I am prepared to tell you at this stage."

On the first occasion

"She should have sailed on Tuesday. But when a pilot arrived at the tug to take her out, he discovered that she was overloaded again — this

January, 1975.

FOOTNOTE: With the Eyros in tow the Shinko Maru No. 23 sailed from Durban at 4.41 pm. on Friday.



THE Nimbro's languishing at New Pier 2, a year after her arrival.

Success at a high price

The SAR's new DM35m loan reflects a superb sense of timing rather than a renewed appetite among foreign investors for SA paper.

The private placement (originally planned for only DM20m) is being lead managed by Berliner Handelsgesellschaft Frankfurter Bank (BHF). Five other banks (not all German) are participating. The loan carries a coupon of 8,25% and has a three year term.

In recent weeks the deutschmark sector of the international capital market has been particularly active, owing mainly to speculation about a further rise in the mark. Coupons on several issues have been cut (to below 5% for top-class names, such as Norway), and offerings have been up to eight times over-subscribed. Moreover, the SAR's loan is by no means the only one whose size has been increased.

Despite the current attractions of the DM sector, Railways is paying a high price for its money. Though the issue price is not yet known, German sources tell the *FM* early trading is likely to be close to par because a steady demand is expected from non-participants.

The attractiveness to investors of the SAR's terms can be measured by two yardsticks:

- Yields on paper issued recently by high-class borrowers in countries comparable to SA (such as Mexico and Brazil) are currently running at around 7,75%-8%. The *FM* learns that "a little extra" was added to the SAR's coupon to compensate for the current unpopularity of South African borrowers.

- Yields on comparable SA paper in the secondary market are around 8%. For instance, Escom's 9,25% 1975-80 issue (which has three years to run) is currently yielding about 7,8%.

Despite the stiff terms forced on it, Railways has achieved the distinction of being the first SA borrower to negotiate a publicised international loan since the disastrous RSA bond offering in February 1976.

Why SAR & H helps the neighbours

273

RDM 23/7/77

SOUTH AFRICAN RAILWAYS' involvement in Mozambique and more specifically in the port of Maputo is being questioned more and more because Mozambique is now a communistic state, writes Mr Kobus Loubser, general manager of Railways, in SAS/SAR.

Another question cropping up is whether the aid given to Mozambique is not stimulating communism to South Africa's detriment.

It is also being asked why South Africa is assisting neighbouring states to the north who, on the face of it, are hostile to her and whether assistance in transport of imports and exports of certain of these countries is not to the disadvantage of South African exporters.

He explains why the Railways became involved and why it is helping South Africa's neighbouring states. He says there are both political and sound business reasons for these actions.

If South Africa were aiming at military domination in these neighbouring states, the Railways' involvement and assistance could be detrimental to South Africa, says Mr Loubser.

"To me, therefore, it is a foregone conclusion that normal trade relations are far more preferable than any other less friendly action, and that this in reality discourages any alternative attitudes."

It is clear that normal trade relations are advantageous to all parties concerned. He can see few disadvantages.

Transport assistance is offered to all northern neighbours who ask for it. As far as possible South Africa's transport infrastructure is put at their disposal without straining the physical capacity of the Railways.

It should, therefore, be clear that the Railways is playing a significant political role not only as a transport organisation and for business reasons but as a responsible South African organisation.

"It has always been my considered opinion that the Railways with its range and inherent capacity was meant to play a greater part than only that of a transport medium."

The extent to which the Railways has used opportunities in Africa to South Africa's advantage in the past few years must have convinced many others that he was right, he says.

Among the opportunities used to South Africa's advantage he mentions the Victoria Falls Bridge conference, the stabilising influence of the railways presence in Maputo at all times, communication with African leaders, and its presence at conferences of representatives from African countries.

He stresses the Railways' role in extricating trapped railway trucks "virtually from among flying bullets", and the links of friendships the organisation has established with South Africa's neighbouring countries.

The Railways is assisting African countries without harbours and sufficient rolling stock as this is the prime object of the organisation.

But because of political unrest in many parts of the subcontinent many borders have been closed. This has prevented certain countries from using railway facilities and has led to great economic strain on those countries.

Although the SAR and Rhodesia Railways are not members of the African Union of Railways, more of its members have turned to South African Railways for assistance and advice. — Sapa.

Airfreight shipments to take off

STEADY growth in international air freight shipments to and from South Africa is predicted by Harper Group president John Robinson.

Circle Air Freight SA (Pty), the South African forwarding and customs brokerage arm of the Harper Group of international total transportation companies, has opened a bonded air freight centre,

Africa as a land of golden opportunity for those businesses with the creativity and enthusiasm to develop new methods of meeting today's economic challenges.

"By making things happen rather than letting things happen in international air freight, Circle South Africa looks forward to helping such businesses achieve their goals for profitability."



covering an area of 1 240 sq metres, to handle an anticipated 30% increase in air cargo.

Director and general manager for Circle operations in SA is Reinhard Prior, who says the terminal will be a full-service centre for both import and export cargo control.

Located adjacent to Johannesburg Airport in the Jet Park development at Boksburg, the Circle Air Freight facility is designed to expedite customs clearances, breakbulk for consolidated shipments and inbound distribution for air cargo arriving from the US, the UK, Europe and other worldwide points of origin.

Export documentation and scheduling programmes are also being developed for outbound cargo.

Since opening its freight forwarding operations here in 1974, the combined volume of inbound air and ocean freight handled by Circle facilities in Johannesburg, Durban and Port Elizabeth has moved the firm into the top 40 customs brokerage operations in SA.

Circle, which maintains its own fleet of trucks and delivery cars, has a daily shuttle service between Johannesburg Airport and the new cargo terminal.

Custom-cleared goods are immediately deconsolidated according to final destination, then expedited for Johannesburg area delivery or to other points in SA.

Bonded freight is held for customs clearance, then promptly dispatched to consignee.

"We could have constructed a smaller terminal, but this generous space allows us to allocate a special section for temporary cargo storage, answering the



needs of importers who may not have the room to receive all consignments at once," says Prior.

"Part-deliveries can be made, then the balance held in secure, convenient storage," he adds.

On-forwarding is also available to such destinations as Madagascar, Mauritius, South West Africa, Botswana and the Transkei.

Circle Air Freight, one of

the fastest-growing international air freight forwarding organisations, maintains 30 offices in the US and a network of worldwide facilities in such key trade areas as the UK, Europe, Brazil, the Far East/Australia and the Middle East.

Regularly-scheduled Circle consolidations to Johannesburg from the US, UK, Germany, Switzerland,

France and other origins are handled by trained professionals at both ends of the transportation pipeline, including pre-alert notification to consignee.

This on-the-spot service by Circle specialists is particularly important for personalised control of shipments, accurate communication and prompt follow-through to benefit both shipper and consignee.



CHARLES DIGGS
Misled

SAA 'can *Sunday Times* have all *24/7/77* Boeing's (273) it wants'

Sunday Times Reporter
THE CARTER administration's tough new policy of denying South Africa aircraft — like Boeing 747 jumbos — that might be used to carry troops has vanished in a fog of explanations, amendments and qualifications.

The new policy on aircraft sales, it turns out, is indistinguishable from the supposedly pro-South African policy of the Nixon administration: South African Airways can buy all the Boeings it wants.

Giving evidence to Congressman Charles Diggs's Africa subcommittee, a top State Department official, Mr William Lewis, said sales of Boeing 747s had been denied to the South African military authorities because they were suitable for transporting troops.

His evidence, it was disclosed on Friday, was wrong. The US has never denied Boeing 747s to the South African military authorities, because it has never been asked to approve such sales.

A spokesman for Mr Lewis (who was in hospital late in the week) told the Sunday Times that the mistaken evidence had been due to a typographical error.

What Mr Lewis should have told Congressman Diggs was that 747 Boeings would be denied to the South African military authorities if they ever asked for them. But South African Airways could buy

the aircraft freely, despite being a wholly Government agency. So could all other civilian buyers.
This was the policy of the Nixon administration which came under such fierce fire when it agreed to sell a few small executive jets to the South African military authorities (if they ever asked), that it never dared to lift the ban on heavy planes that could be used to carry troops — like 747s.

Teething problems for R3-million city port

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Johan de Bruin

JOHANNESBURG'S R3-million inland container port at City Deep looks like being grossly under-utilised until the end of the year, says the depot manager Johan de Bruin.

Geared for an eventual throughput of 400 containers a day, it is currently taking less than a dozen he says. He does not expect an improvement before the end of the year.

The problem, he says, stems from the reluctance of shippers and freight forwarders, to accept the benefits of containerisation.

The result is that freight forwarders, particularly through their association, SASSAFA (South Africa Shippers and Freight Forwarders Association), have come out in opposition to the Johannesburg operation. According to Mr de Bruin, they appear to be reluctant to move their

BY IAN MORGAN

clearing staff to the Reef. As a result, containers are being cleared in Durban and Port Elizabeth, rather than Johannesburg. This means the Johannesburg City Port is working to only about six per cent of its capacity.

The problem stems from the Government's decision when it first decided upon containerisation, to award

the clearing franchise to the parties most affected — the stevedoring companies. And this resulted in the sole customs clearing facility on the Reef being located at City Deep.

The stevedoring companies are the owners of the SA Container Depot — 62,5 per cent Freight Services, 25 per cent Rennie and 12,5 per cent Grindrod Cotts.

Their investment in containerisation is about R8-million — R3-million at City

Deep and R5-million in storage facilities. The Railways' investment is more than R400-million.

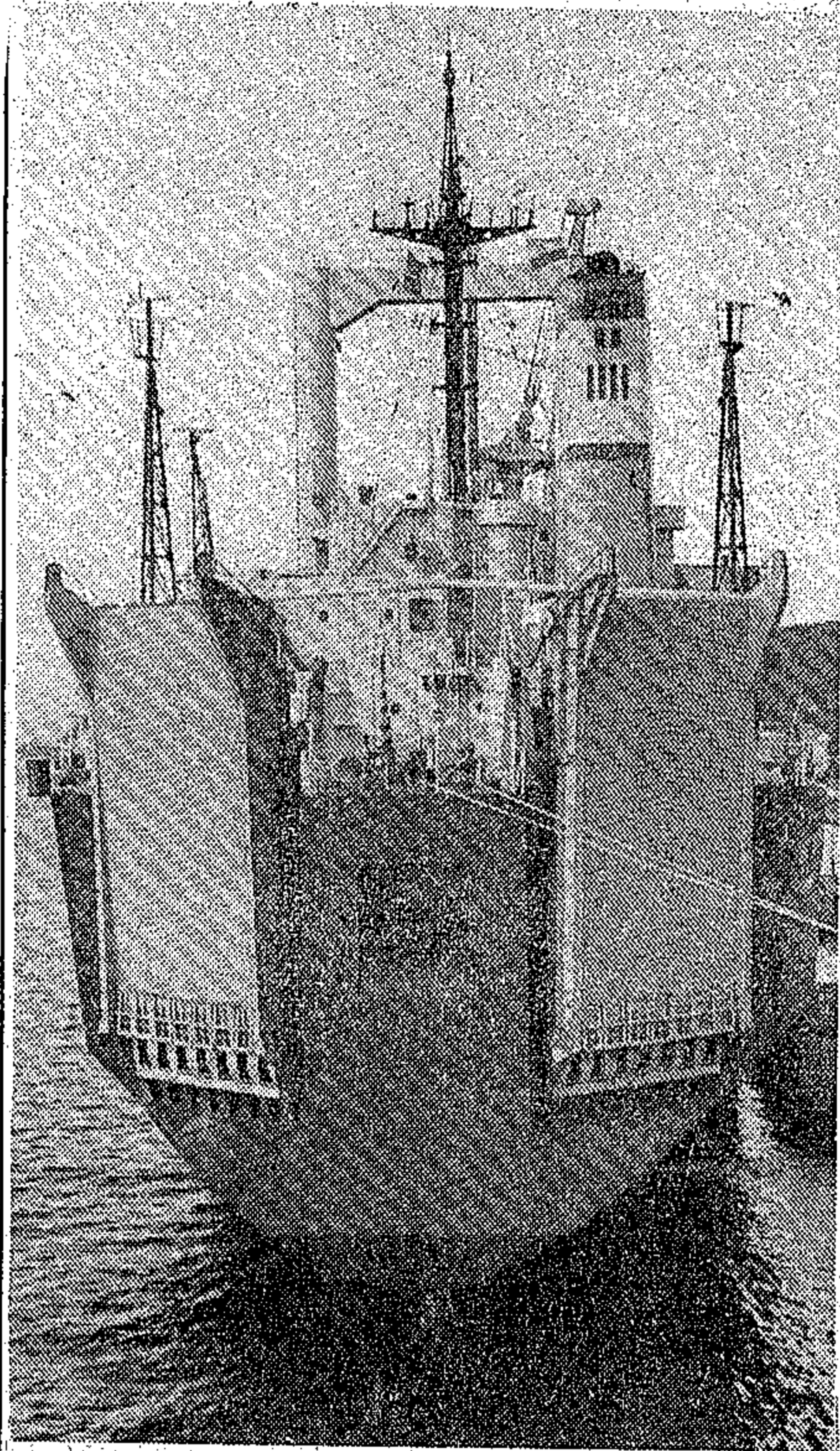
From the outset it was the deliberate policy of SA Container Depots not to tread on the toes of the freight forwarders by marketing direct to shippers and importers. Hence the paucity of containers arriving at City Deep, says Mr de Bruin.

A major problem is the container depot at Durban which is currently filled to

capacity. The situation is such that the Durban operation may have to be expanded to cope with container arrivals, only to have the additional capacity written off once the Johannesburg port situation improves.

But, says Mr de Bruin, this will only come about with the education of shippers. Currently SA Container Depot only has one marketing executive working on the problem.

Ship with a secret?



EYE-CATCHING ship with a secret is the Liberian-flag Best Venture (left) which called for a brief bunker stop at Durban's Island View No. 3 berth.

Her owners' local agents, John T. Rennie & Sons, were only able to say that the Best Venture, a type of ro-ro vessel, was built earlier this year with a gross tonnage of 11 913. Even the latest Supplement and New Entries for June in Lloyd's Register of Ships does not list the Best Venture.

A spokesman for the chartered agents, Ellerman and Bucknall, said the vessel is owned by Grandeur Carriers Inc., and chartered by Mitsui OSK.

After a 38-hour stop she resumed her journey from Yokohama to Lagos.

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N. Mercury 25/7/77

One-year test for stainless steel boxes

STAINLESS steel containers are considerably more expensive than conventional boxes but, say the experts, they have many advantages.

Stainless steel containers are corrosion-resistant and are therefore longer-lasting. They are also between two and three times stronger than mild-steel boxes and are more resistant to damage.

An additional advantage of these containers is that they weigh less than 1 800kg — between 300 and 400kg less than their mild-steel counterparts — which means increased payloads.

For "evaluation purposes" Unicorn Lines have leased five stainless

steel 6m boxes for their coastal trade and will study their performance over one year.

The line's container manager, Captain Simon Pryce, said Unicorn hoped it might prove economically practical to incorporate stainless steel into boxes manufactured from other materials. Overseas experience indicated that containers made entirely of stainless steel were not economically viable but stainless steel had been used successfully as box frames and roofs.

portion of this paper permission of Saldru, University of Cape Town.

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foolish

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JOHANNESBURG — The three people who died in a light plane smash in Natal at the weekend was the result of an act of utter foolishness, the Director of Civil Aviation, Mr J. Germishuys said yesterday.

Former Border farmer and Transkei hotelier, Mr Ian Glass, 48, of Impendhle, in the Natal Midlands, and his two children were killed when his plane hit a row of pine trees and nose dived into the ground after he had dropped a packet of cigarettes onto a neighbour's farm.

They were the only occupants in the plane.

"These types of accidents can only be described as foolish. There is no other word for it," Mr Germishuys said.

He said a similar accident had killed another pilot in March last year. The pilot, Mr N. Botha, 47, of Krugersdorp, had attempted to drop a pair of rugby boots for his son onto a rugby field in Magaliesburg and he crashed into the rugby posts.

Mr Glass, 48, used to farm in the Fort Beaufort district where he married his wife, who was Miss Patsy Stuart.

He then bought the Wavecrest Hotel on the Transkei coast where he stayed for nearly ten years.

Mr Glass, who was a



A photograph of the Glass family, taken only two weeks ago — from left: Alistair, 17, Penelope, 14, Mr Glass, 48, Mrs Pat Glass, and Ian, 20. Another picture on page 2.

keen flier and fisherman, then bought a small farm in the Stutterheim district, but left there shortly afterwards to farm in Impendhle in the Natal Midlands.

Mr Glass left from his landing strip on his farm Killaloo for a trip to Durban to pick up his son Alistair, 17. Penelope, 14, went along for the ride.

On the way back to his farm, Mr Glass was reported to have flown low over the farm of his friend and neighbour, Mr E. R. Falconer, from whom he had borrowed a packet of cigarettes during dinner the night before.

The Department of Civil Aviation visited the scene of the accident yesterday to investigate the cause of the crash.

A joint crematorium service will be held in Pietermaritzburg tomorrow. Mr Glass is survived by his wife and a 20-year-old son, Ian, who is a student at Natal University. — DDR.

D.D. 25/7/77

Shipwreck on Transkei road

EAST LONDON — The good ship Dromedaris was hauled into East London yesterday — with her bow section missing.

The master of the Dromedaris, Capt D. W. Fletcher, said the bows of the ship were lost somewhere in Transkei, but he had no idea where and he will set out early this morning to look for them.

Captain of the original Dromedaris was, of course, Jan van Riebeeck who arrived at the Cape in 1652 and became firmly entrenched in South Africa's history.

Mr Fletcher's Dromedaris is an exact replica made of steel tubing and fibreglass and it was first seen at the Cape Town Festival two years ago. Since then it has been in Johannesburg and Durban and was on its way on board six trailers to be set up in East London.

"I phoned one of my assistants when I arrived in Umtata on Saturday and he told me three of the trailers had arrived, but the whole bow section was missing.

The half-ton section was definitely put on one of the trailers, so we can only assume it fell off somewhere in Transkei," said Mr Fletcher who really was a captain in the Gurkhas in India.

"The bows are obviously a vital section of the ship so I'm going to set off first thing in the morning aboard a truck to look for it. I have arranged a crane to come down from Pietermaritzburg and, hopefully, we'll meet when we've found the bow section."

Mr Fletcher said his team would start to set up the 133 pieces of the Dromedaris at Marina Glen today, but they would not be able to get far without the bows.

He said it would take about three weeks to assemble the ship and it should be ready by about August 20. It will stay in East London until the middle of October.

Mr Fletcher, a director of the Dromedaris Exhibition, said the ship was worth R150 000 and was 47 m long by 42 m high — the height of a four-storey building. —
DDR.

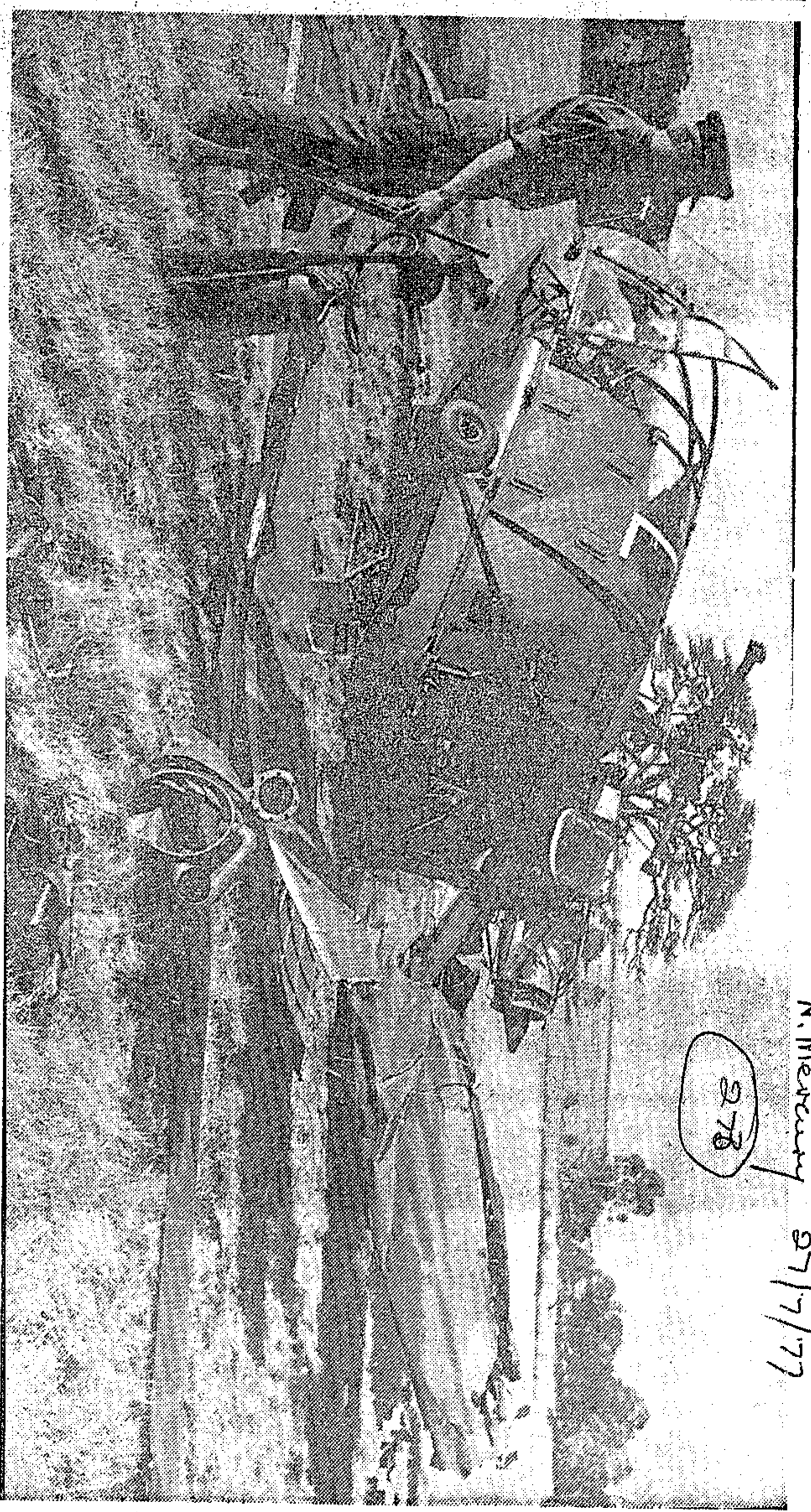
5. 'An ill-considered political adventure.'
 'An economic plot by military statisticians.'

TWO MEN stepped unscathed from this SAAF Alouette helicopter after it crashed seconds after take-off near Winterton yesterday. Immediately after the crash 2nd Lt. Botha Olivier (21), pilot of the helicopter, and Corporal Colin Gill (26) were flown to the military hospital at Ladysmith, where they were treated for shock.

Scullard From the
 70 (University Paperback)
 Reinhold Roman Civili-

Corporal Gill was admitted to the hospital last night, but Lt. Olivier returned to Winterton after treatment and was expected to be back in the air today. Both are members of the Bloemfontein-based 16th Alouette Squadron B Flight receiving mountain flying training near Winterton. The accident happened about 8.35 a.m. as the two men took off to take part in an exercise. Only metres off the ground, the Alouette suddenly crashed to the ground, scattering wreckage as the blades of the helicopter bit into the ground.

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History of South Africa
 Africa, vol. 1 (see Index); vol 11, Ch. 5.
 W. Dower, The Early Annals of Koksstad and East Griqualand
 H. Ross, Adam Kok's Griquas

27/7/77

Containerisation monopoly alleged

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RICHARDS BAY — The S.A.-Europe Conference group of shipping lines was setting out to monopolise containerisation to the detriment of private enterprise, Mr. Cecil Kaplan, president of the S.A. Shipping and Forwarding Agents' Association, said here yesterday.

In his address to the 50th annual meeting of this 400-member organisation, he said this would have serious implications for South Africa's balance of trade and export competitiveness.

Since C Day on July 1, he has had some experience of the gimmicks which the more prominent members of Conference were using in the north-bound trade.

"I must reiterate my belief to member agents that I consider their freight-forwarding identity and functions to be in jeopardy."

Overseas forwarding agents were "up in arms" over the situation.

Mr. Kaplan has been outspokenly opposed to the structure of the container programme, which allowed the Conference members into land zone cargo-handling for the first time by controlling containers on a door-to-door basis in terms of a so-called through bill of lading.

Cargo-handling

Land zone cargo-handling was traditionally the area of activity of the forwarding fraternity.

He insisted most strongly that it was not containerisation as such that Sasafaa opposed: nor was the organisation opposed to competition on an equal basis in the land zone.

His essential criticism was that Conference members were using economies achieved in containerised sea freight costs to subsidise their land zone container-handling costs. — (Sapa.)

O. METCALF
Arts Faculty Officer
for REGISTRAR

N. Mercury
**Helicopters
help sailors**

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Yours sincerely,

Mercury Reporter

TWO DURBAN helicopters yesterday made mercy flights to ships off the Natal coast and transferred two sailors to hospitals in Durban.

A Puma helicopter of the SAAF flew to the Aegis Topic off Richards Bay early yesterday morning, picking up a doctor at Natal Command on the way.

The Greek seaman, Mr. Nikolas Mikroulis (24) crushed his pelvis in a fall and the doctor had to be lowered on to the ship's deck to prepare him for the flight. He was taken to Addington Hospital.

In the other mercy flight, a young Maltese sailor who is believed to have had a heart attack, was picked up from a tanker about 11km off the Bluff and taken to St. Augustine's Hospital.

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1. Non-white and alien students are reminded that, in order to register at the University of Cape Town, they must be in possession of an official matriculation certificate at this University in August 1978.
2. Although you have been accepted to the University of Cape Town, you must be in possession of an official matriculation certificate at this University in August 1978.

Notes:

"Admissions-1978" 7700, and the letter, as well as the envelope addressed to the Registrar, University of Cape Town, in all communications in connection with your application for admission. If you have applied for admission, you will be informed of the result of your application. Your student number, as quoted in the above course will be forwarded to you at a later date. Acceptance to a course of study does not imply that you will be charged to your fee account. Full details of this course and will be charged to your fee account. Full details of this course will be forwarded to you at a later date.

The University offers a mandatory "Pre-University" course of study to all first year Arts Faculty students. This course is run during the two weeks prior to the commencement of the first term. A nominal fee is charged for this course and will be charged to your fee account. Full details of this course will be forwarded to you at a later date.

The University's academic year commences on 27 February and registration of new students will take place during the preceding week. The Principal and Vice Chancellor, Sir Richard Luyt, will welcome and address new students in the Jameson Hall at 8.45 a.m. on Monday 20th February, 1978. Details of registration will be announced on this occasion.

Thank you for your application for admission to the University of Cape Town in 1978 to study for the above course (see Ref.). The Faculty of Arts is pleased to accept you for this course of study and if you wish to accept this offer you must return the attached slip immediately accompanied by a deposit of R50, which will be deducted from your first fee account. The deposit which is not refundable except in very special circumstances, should be submitted in the form of a crossed cheque made payable to the University of Cape Town.

Dear

Ref. 3/Student No. /Course

SAR wants better liaison with firms

The Argus Correspondent JOHANNESBURG. — Only through closer co-operation between the Railways and the private sector would the teething troubles of containerisation be overcome, Mr B. J. Groenewald, chief superintendent of the railways (harbours and pipelines), said here.

In an interview he said: 'It should be pointed out that the Railways' containerisation programme with all its vast implications, is the fruit of more than six years of intensive study overseas where virtually every system in Europe, the United Kingdom and Australia came under the closest scrutiny.'

ACCLAIMED

Regular contact had been made with key bodies abroad to keep fully up to date with the latest equipment and ideas.

The system devised for South Africa had been acclaimed as one of the best in the world.

'However, with any huge project such as this, one cannot expect everything to run smoothly all at once.'

Present activity should be regarded as a 'transitional lead-in period' for both the Railways and the private sector 'to get ourselves into gear'.

MEMORANDUM

Mr Groenewald said the Railways and the private sector should stop complaining about each other 'and get on with the job'.

The Railways had never claimed that its system

would be fully operational this year. In a memorandum signed by the Department of Commerce, the perishable Producers Export Control Board and the South African Conference Lines on March 18 1974 it had been clearly indicated that the

Railways' target date for its containerisation programme was the middle of 1978.

'However, we undertook to have certain "basic" facilities available to accommodate the first vessels by July 1977.'

The Railways had under-

taken a comprehensive education programme in the use of its system during the past two years.

Reports had shown, however that many firms had not done their homework. As a result misunderstanding over documentation had arisen.

N. Mercury 29/7/77

RAMSGATE RESCUE: TALK OF AWARDS

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Mercury Reporter

BRAVERY awards will be considered for two men who went to the aid of six crewmen whose commercially-registered ski-boat overturned in pounding seas off Ramsgate earlier this week.

Two of the crewmen drowned in the mishap but the others were rescued by Margate's beach controller, Mr. Peter Swan, and another ski-boat owner, Mr. George Pelser.

Both rescuers were injured on the barnacle-covered rocks as they fought the heavy surf to save the crewmen.

Mr. Swan later received eight stitches to a gash in his leg.

The six-metre ski-boat, *Jealous Heart*, belonging to Mr. George Dicken, was overturned by a big wave minutes before the skipper — his brother Mr. Billy Dicken — was able to beach the craft after a day's outing on Wednesday.

Mr. Dicken (28) and his uncle, Mr. John Dicken (55), were washed against nearby rocks and killed.

Those saved were Mr. Allie Gosling, Mr. Heavy Mzindle, Mr. Christopher Mzindle and Mr. Albert Zulu.

Margate's town clerk, Mr. D. Collocott, said yesterday that one of the boat's twin outboard motors had apparently cut out as the skipper was preparing to "ride" a wave in.

"He tried to re-start the motor but a big wave built up behind them," said Mr. Collocott. "He tried to turn into the wave but was hit side-on."

Mr. Collocott added that an award for the two men was being considered.

Memories of a drama on the Kenya coast

AFTER more than 47 years with the Railways, Arnold Ter-Morshuizen, chief supervising marine engineer, is retiring. "Now I'm looking forward to working under new management — my wife," he says.

He can look back on a career that started in the Salt River workshops as an apprentice fitter on January 13, 1930.

Studies, their practical application and higher qualifications led from one promotion to another until in March 1974, he was appointed to his present position.

His career has been linked with the names of vessels which he has served or the construction of which he supervised: the Dalia, Aloe, Agulhas, Inge Maersk, T. S. McEwan, Danie Hugo, Rietbok, Steenbok, Eland, Wildebees, Ribbok, Danie du Plessis, Willem Heckroodt and D. E. Paterson and he has been stationed at or visited Cape town, the Persian Gulf, Kenya, Durban, East London, Scotland and West Germany on his job.

Mr. Ter-Morshuizen obtained the first Chief Engineers' Combined Steam and Motor Certificate issued in South Africa.

When I asked him about the most memorable experience in his lay career he did not hesitate.

"My time as fourth engineer aboard the Dalia. I served in her four-and-a-half months in 1940. What

for fear of attack by German submarines.

"Unknown to us, we were taken along by the current and fetched up on the beach about six nautical miles beyond the port entrance."

At 10 o'clock the following morning, he said, all Dalia men climbed down her sides. She was so high and dry that they were able to walk around most of the ship. Only a small portion about the Dalia's stern was awash.

That is how the Dalia remained for 19 days while at high tide cargo was discharged piece by piece leaving only 50 army trucks on board.

"These were lowered into cargo holds for additional stability before the Marie Felling, a Mombasa-based tug, attached a tow wire in preparation for the big pull-off stern first," says Mr. Ter-Morshuizen.

That is how the second stranding came about, for as the Dalia was freed and truly afloat again, the tow wire broke and the crippled ship drifted onto the beach a second time.

Two days later, on November 19, the Marie Felling succeeded in pulling the Dalia completely clear from a spot on the beach

Mr. Ter-Morshuizen with a picture that will grace one of the rooms in his Kloof home. It shows the first diesel-electric dredger, Ribbok, during trials on the Clyde 10 years ago. This Durban-based suction hopper dredger was built for the Railways by A. Stephen and Sons of Glasgow under Mr. Ter - Morshuizen's supervision. He was on board during the trials.

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CENTRE

Crew quit trawler over pay dispute

TWO Mozambican crewmen from a trawler have laid written complaints, after consulting a Durban firm of attorneys for legal assistance, following alleged pay discrepancies and threats by the owner of the vessel to repatriate them.

They are Mr. Leonardo Mapanga and Mr. Adrian Chimedede who, like several other crew members, have resigned from the Bold Producer docked at Maydon Wharf.

Mr. Mapanga, who began work with Bold Producer Incorporated on April 14, was told he would be paid R3 per day plus R4 per ton of prawns caught.

PRAWN CATCHER with big labour problems ... that's the Bold Producer alongside Maydon Wharf No. 1 berth yesterday. Several crew members have resigned including the skipper, chief officer and chief engineer.

the employers claim to have sent R50 each month to his family in Mozambique. But, Mr. Mapanga states that he had been informed that no such money had been received by them.

Both men left the Bold Producer on July 8.

"This is because their ship was locked up so that they could not live aboard or find food in the stores," an interpreter at the attorneys' offices told me earlier this week.

Both men named their ship as the Panama, where she is registered. The word, painted in red on the superstructure, is bigger than the trawler's name.

Mr. Chimedede's statement

reflects similar problems stating that he started work on board on June 6 and is owed R96 but has only received R19,10.

He claims that R48 is due to him for 12 tons of prawns caught.

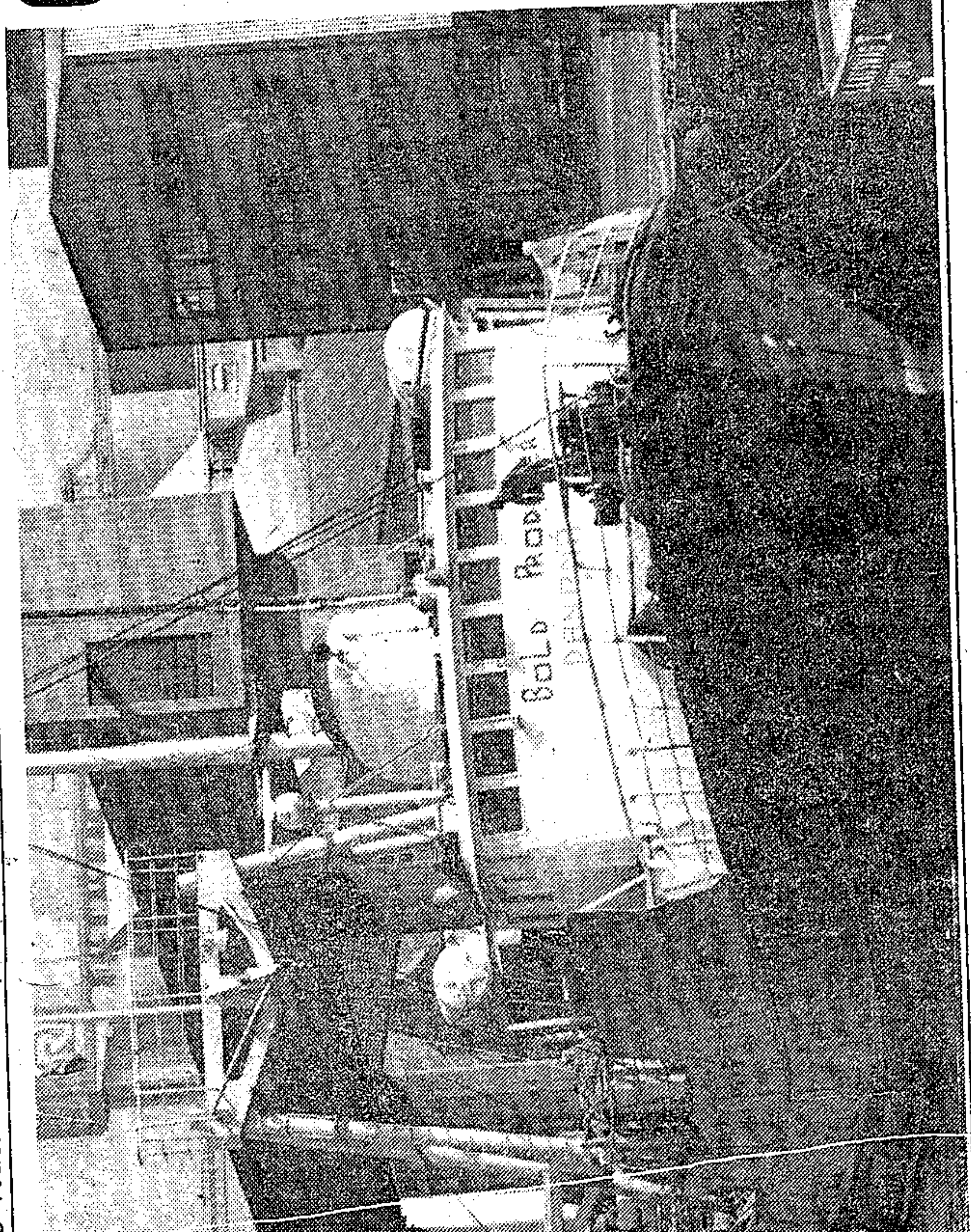
Both men said the owners of the ship held their passports and had threatened to send them to Mozambique if continued claims for money are made.

The owner of the Bold Producer, who did not want his name published, told me in the docks: "They're just a bunch of troublemakers and were fired by the skipper after giving him a bad time at sea."

"They were hired under the condition that if they were sacked or walked off themselves, repatriation costs would have to be paid by them."

The owners showed the number of signed pay slips — some bearing the names of the two Mozambicans — and said R60 each had been deducted from the men's pay to cover the return fare.

"In fact, it is costing R75,80 each, so I'll have to make up the difference. I also have to pay for a guard



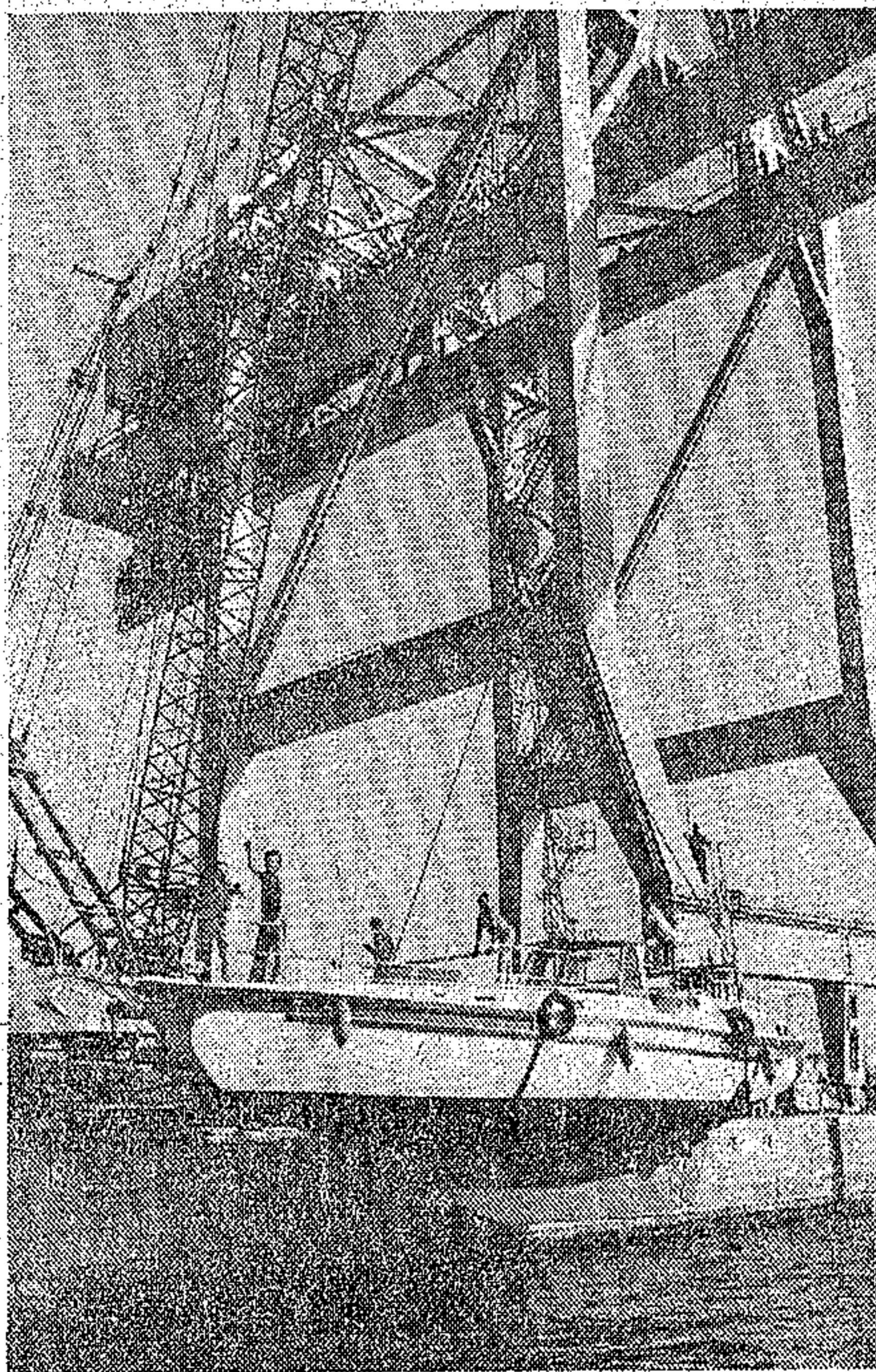
an experience to end up with your ship on a Kenyan beach." only 65m from the one of the first grounding.

The Dalia, a freighter, served as a South African troop supply ship between Durban and Mombasa.

"We were waiting one night off Mombasa, under black out conditions because ships were not allowed to enter Mombasa between 6 p.m. and 6 a.m.

An on-the-spot inspection revealed relatively negligible damage: buckled steel work and a missing rivet from the shell plating.

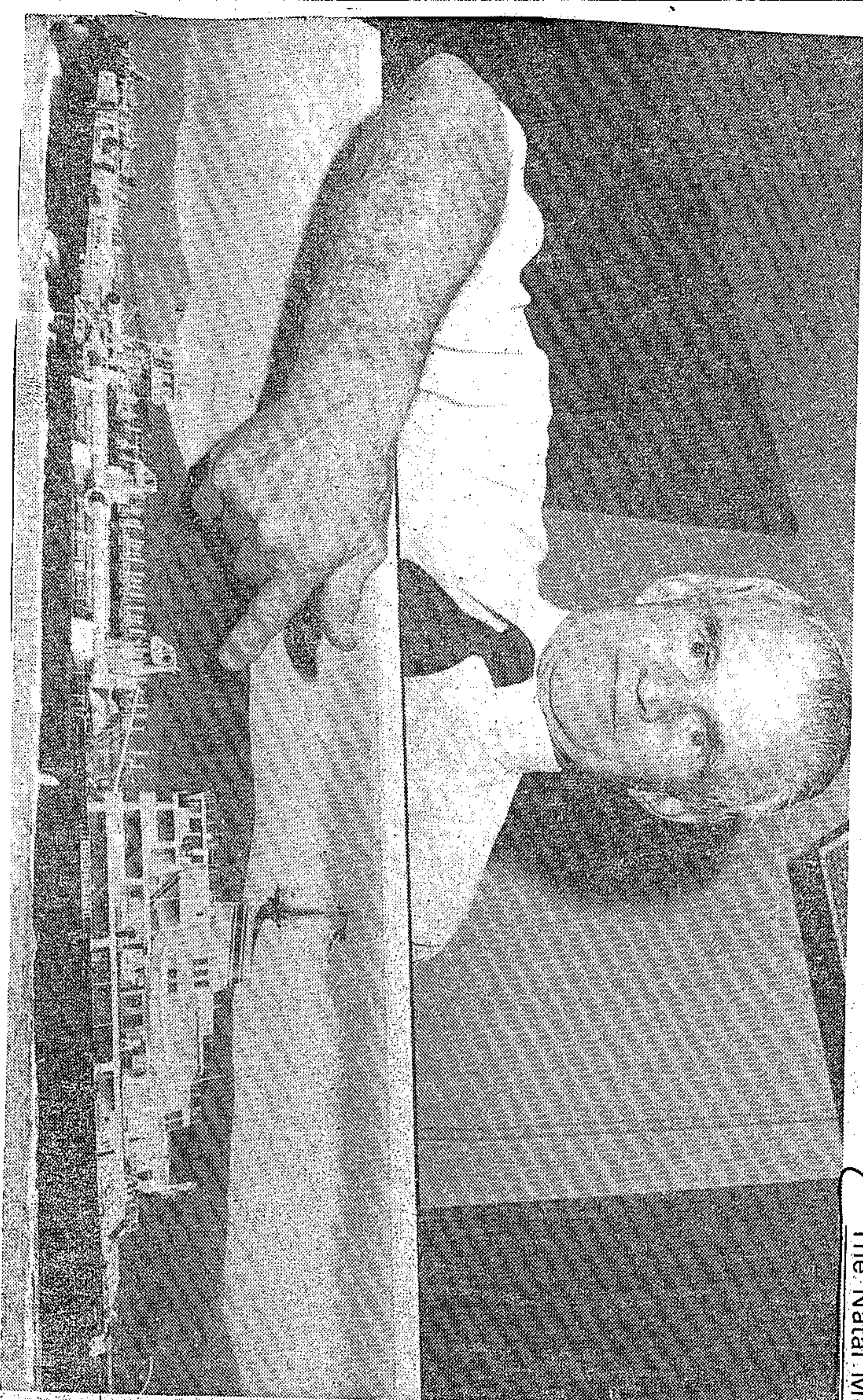
The Dalia steamed to Durban, where she underwent two months of repairs. And this gave him the "welcome opportunity to marry my Henriette."



AT FIRST glance it seems as if Durban's new ship-to-shore container cranes spend their idle hours launching yachts. A closer look shows that Mr. Albert Ernst's auxiliary yacht, Hamba Kahle, is being lowered into the water at New Pier 203 this week by a mobile crane.

Mr. Ernst, a German, built the boat in Westville over the past 11 months using fibreglass.

Not all went well at the launching. The champagne bottle gave in only after the third attempt and one of the crane wires became entangled about the stern of the Hamba Kahle.



Wilf Seifert

Maiden visit of container ship

LLOYD Triestino's newly built fully cellular container ship, the 1 338 TEU capacity Africa, is due to cross Durban's bar inward bound at 7 o'clock this morning.

She is on her maiden voyage and had a full cargo on board when she set out from European ports for Table Bay, where she docked in the early hours of Monday.

The Africa, first of a string of ships to serve in the Southern Africa Europe Conference, is expected to sail from Durban at 5 p.m. on Monday.

Sishen now on way here for iron ore cargoes

SAFMARINE and Iscor, joint proprietors of the 169378 tons deadweight ore carrier Sishen — she was built in the record time of five-and-a-half months in Japan — have announced that the ship is on her way to South Africa.

She was constructed by Ishikawajima - Harima Heavy Industries of Kobe and is the biggest vessel under South African registry. The Sishen's task will be to convey iron ore from Saldanha Bay to Japan under a 10½-year contract.

Johannesburg and see them off to Mozambique," he said.

When asked where the two men were, he said that he had arranged for their detention by Railway Police pending a repatriation order from the Department of Immigration.

After claiming that all was well aboard the ship, he later admitted that the skipper, chief officer and chief engineer, among other crewmen, had left the Bold Producer in Durban, but declined to furnish reasons for the walkout.

Col. A. Viljoen, commanding officer, Natal Railways Police, told me yesterday that the two men had been held for the Department of Immigration, who were dealing with the matter.

Mr. Robert Martindale, a member of the legal firm handling the complaint, said yesterday:

"There seem to be irregularities particularly in respect of the withholding of passports. I am definitely pursuing the matter."

YESTERDAY IN PORT

POINT: A/B Batjan; B/C Recife Maru; E S.A. Kaapland; F Altavia; G S.A. Kuneneland; L Saiko Maru; M ext. Weybank; N Gold Mountain; Q Sally Stove.

MAYDON WHARF: 2 Atalanti; 5 Westar; 8 Marigo; 9 Thorsriver; 10b Verge; 12a Voorspeler; 13 Irisbank; 14 City of Colombo.

PIER No. 1: 101 Induna; 102 Warwickshire; 103 S.A. Vergelegen; 105 Marina Grande; 106 Cynthia; 108 Gouritz. Pier No. 2: 201 African Meteor; 201a Chai Varee. BLUFF: 2 Bunga Sripagi; 4 Nordheim. ISLAND VIEW: 4 Stolt Sincerity. SHIP REPAIR JETTY: Kythnos; Cilaos. GRAVING DOCK: Angeliki. FLOATING DOCK: Ifafa.

EXPECTED ARRIVALS: Finnish Timber from Far East; Magician, S.A. Zebedelia from U.K.; Richelieu Venture, Tenu from High Seas; Straat Aghulas from Coast; England Maru from Far East, Elbeland from U.S.A., Clan Macilwrath from U.K.

EXPECTED DEPARTURES: Induna for East Coast.

Containers:

no delay ^{D.D.}
^{30/7/77}
in delivery ⁽²⁷³⁾

EAST LONDON — Border importers who feared that containerisation would slow down the delivery of goods to East London appear to have been wrong.

East London container cargo which came out on board the Africa, which docked in Port Elizabeth on Wednesday, arrived in East London on board the Ridge yesterday.

This means the cargo arrived in East London only one day after the Africa sailed from Port Elizabeth and arrived on the same day that the Africa reached Durban.

Fears were that as East London was not a container port, goods would be delayed because they would have to be transhipped from the container vessel to a coaster.

"The speed at which the cargo arrived in East London should allay the fears of a lot of people on the Border," said the president of the East London Chamber of Commerce, Mr T. S. Peters yesterday. — DDR.

Cables snapped by wreck?

CAPE TOWN — The master of the Kiyō Maru 2 ocean tug believes his tow cables to the two derelict tankers were snapped by a wreck on the seabed.

"This may not be right, but this is what I think," Capt Toshiyuki Hara said yesterday.

The tankers — the 42 000 t Antipolis and the 33 000 t Romelia — were being towed one behind the other, the Romelia in front.

Capt Toshiyuki said the cable to the Romelia was about 500 m long, and the one to the Antipolis about 720 m. The cables were 56 mm in diameter.

Late on Thursday afternoon, in a 65 km/h northerly wind and a stormy sea, the Kiyō Maru 2 arrived at the entrance to Table Bay.

It had been planned the tug would part its tows with the two tankers to enter the harbour for bunkers and stores, leaving Safmarine's SA Wolraad Woltemade in control.

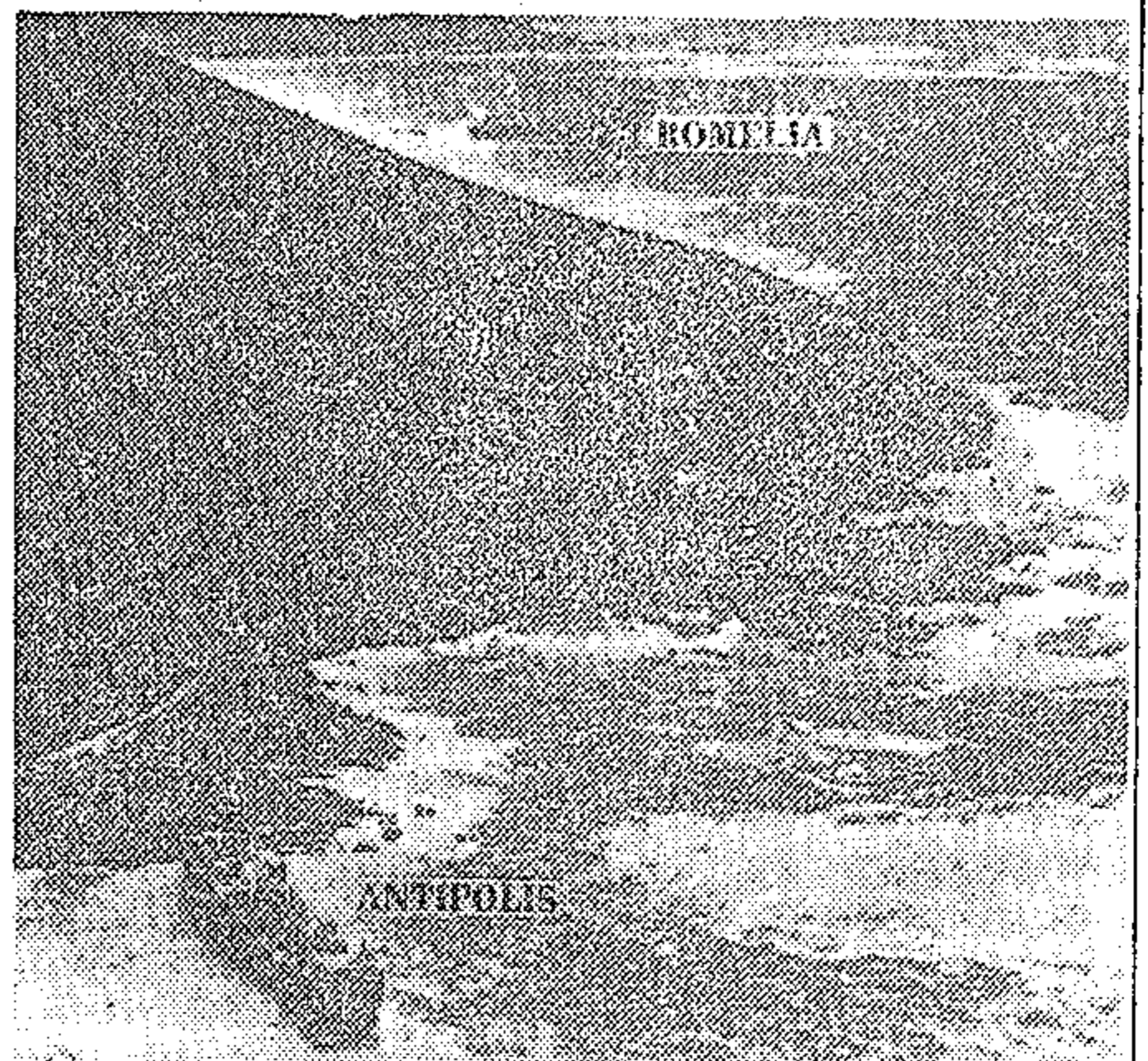
But before the tows could be parted, the cable to the Antipolis snapped.

Capt Toshiyuki, by way of a sketch, showed that the cable between the Kiyō Maru 2 and the Antipolis was well below the surface before it snapped.

He said he thought the cable had hooked on a wreck on the seabed and it had snapped under the strain.

Capt Toshiyuki believes the cable to the Romelia was snapped in exactly the same way.

There are more than 350 wrecks along the Peninsula coastline. — DDC.



A dramatic picture which illustrates where the two tankers are aground on the Atlantic side of the Peninsula. Behind the Antipolis is the Marine Drive turning around towards Hout Bay in the distance.

Stricken ships: gale hampers salvage hopes

CAPE TOWN — Hope of salvaging the three ships aground on the Peninsula coast were dwindling rapidly last night as the weather continued to deteriorate and two more ships were reported to be in difficulties off the coast.

Port authorities were standing by to assist the American 20 000 tonne tanker Amoco Milford Haven into port this morning after a fire had destroyed her generators

and an auxiliary power plant had been airlifted aboard during the afternoon.

At Cape Agulhas, the freighter Alrahman was reported adrift late last night after she had been forced to stop her engines to affect repairs. She was, however, not in any immediate danger.

The heavy toll on shipping began on Monday when the Kuoai 12 dragged her anchor in Table Bay and came ashore in the pre-dawn darkness at Paarden Eiland.

The Japanese tug Kiyō Maru 2 was towing the derelict tankers Romelia and Antipolis and was about to drop her charges at the entrance to Table Bay to replenish bunkers when the tow rope to the Antipolis parted.

The Antipolis drifted onto the rocks near Sandy Cove at 7 pm. The Romelia followed a few hours later, driven into a reef near the famous nudist beach of Sandy Bay.

Local authorities now face a pollution threat as both tankers still carry some residual crude oil. This means that famous Peninsula beauty spots will be damaged. The tugs are expected to be eliminated by spreading oil slicks.

As a precaution the Oil Pollution Commission has

ty for the stranded tankers may be in the making as port authorities and the agents yesterday gave differing versions of who will pick up the bill.

The Deputy Port Captain, Capt Donald Rennie, said yesterday the vessels were not under the jurisdiction of the port authority.

Trade Traffic, the agents for the ships while they are en route to the Far East, said responsibility lay either with the owners or the port authority.

Capt A. W. Blewlett of Safmarine said his company had not been appointed as salvaging agents even though the firm's tug Wolraad Woltemade had gone to the aid of the Antipolis.

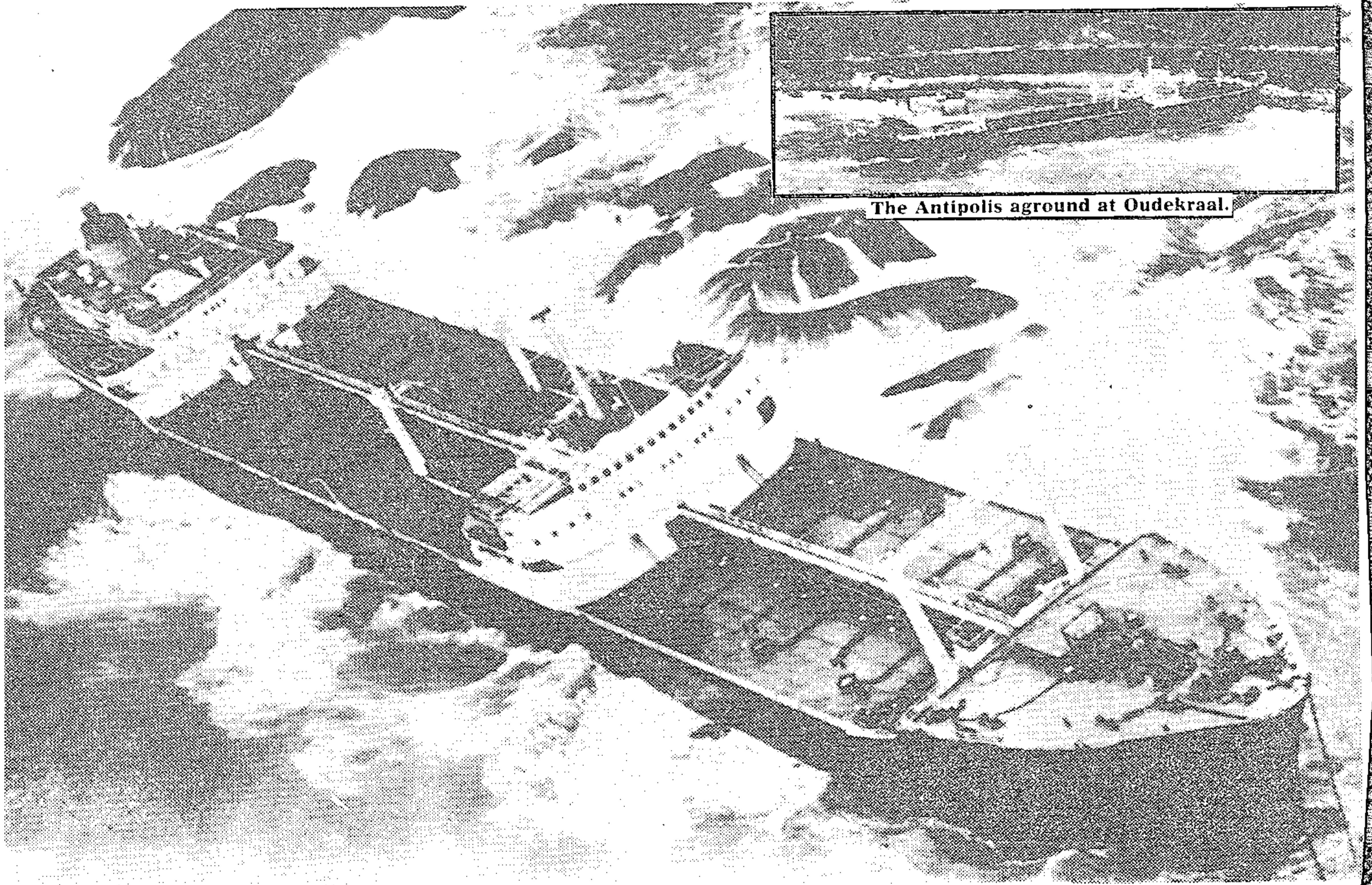
The salvage attempt had been on a "no cure — no pay" basis and the tug has sustained rudder damage in shallow waters while doing so.

Spokesmen said representatives of the owners were now on their way to Cape Town and that no action could be taken without their consent. — DDC

D.D.
30/7/77
273

Saturday,
July 30, 1977

DAILY ID



The Antipolis aground at Oudekraal.

The Romelia hard aground on the rocks at Llandudno yesterday.

Containers:

no delay ^{D.D.}
^{30/1/77}
in delivery (273)

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Lufthansa

*Sum. Times
Correspondence*
bonanza 3/17/77

for Boeing

Business Times Cor-
respondent

273

IN a move that caught the rest of the aviation industry by surprise, Lufthansa recently placed the biggest aircraft order in its history with America's Boeing.

Under the terms of the \$500-million deal, the West German airline will acquire five 747s, options on four more of the jumbos and half a dozen 727s.

Lufthansa already has seven 747s, of which five were bought from Boeing between 1980 and 1972.

Δ Δ 2/8/77

Rail crash: 5 charged

(273)

CAPE TOWN — Five Railway officials — charged with culpable homicide — will appear at a summary trial in South West Africa next month following the Keetmanshoop military rail disaster earlier this year.

The men are an engine driver, guard, station master and two carriage examiners.

The smash — in the early hours of the morning at the Keetmanshoop station on March 22 — killed five soldiers and injured 71.

Those killed include the Western Province Currie Cup cricketer, Gary Bricknell. — DDC.

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D.A. 2/8/77 (273)

Full steam ahead for building of Dromedaris

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EAST LONDON — The bows of the Dromedaris have been found and construction of the historic ship is going ahead at Marina Glen here.

The Dromedaris, a replica of the original ship which brought Jan van Riebeeck to the Cape in 1652, will be officially "launched" on August 19 and will stay in East London until the middle of October on exhibition.

On its way here from Natal, two bow sections of the 133 piece ship fell off the 20 metre trailer and the loss was only discovered when the trailer arrived in East London.

The master of the Dromedaris, Mr D. W. Fletcher, left immediately on a search for the missing sections.

"We travelled up as far as Richmond in Natal and saw nothing. Then, on the way back, a motorist stopped us and said he had seen something near the Transkei town of Qumbu.

"We found one section just the other side of Qumbu and the other about three kilometres further on. We had to use a crane to get them onto the back of a truck and brought them to East London."

Mr Fletcher said it was a

great relief to find the bow sections which were only slightly damaged.

"We have repaired them, put them together and the construction of the ship is going full steam ahead, but the delays have meant that we are going to have to work through the weekends to get the ship ready in time for the opening."

Mr Fletcher said he believed the hilly terrain and the rough roads caused the chains holding the bow sections to loosen.

"It is a big trailer and you can't blame the driver for not noticing that the sections had fallen off."

Mr Fletcher said the stern section with the five naked cherubs would go up today and he was negotiating with a construction firm to borrow a 20-metre crane to pull up the huge masts. The exhibition is 42 m high by 47 m long and is worth R150 000.

"In spite of losing the bows, we have had some good luck in East London. The man who was appointed by the navy to do the rigging originally, WO Allan Lawrence, has been stationed in East London for two weeks and he has promised to have a look at the rigging and see that everything is ship-shape," Mr Fletcher said. — DDR.

harvest of 8 bags or less. These figures have to caution because they are based on "guesstimates" of miles or so away from their homes. We also have did or did not include the green cobs that are picked harvesting commences.³⁶

We tried to determine which factors influenced yield stepwise regression including, as independent variables we thought would be influential. The results are three equations and explained in the paragraph below

$$YIELD = 118,3 - 7,06 MORGEN - 33,92 PROPLAND - 15,77 LWFA$$

$$\text{Sign.Level } (0,00) (0,00) \quad (0,00) \quad (0,07)$$

$$R^2 = 11,0\%$$

Variables excluded (in order of exclusion) HWC, HSA, CATTLE, HUA, HSC, LONGDID, HNA, HNC, REMIT, HUC, HWMA.

34. In the case where an interviewee did not specify his normal harvest, but did give his harvest in a good and a bad year, we calculated a "normal" harvest as the average between a good and bad harvest.

35. 200 lb. bags.

36. See M. Lipton (1976), pp. 4-5 for the importance of including or excluding this measure.

D.D. 18/8/27

SAR pays man burnt by ticket examiner (273)

CAPE TOWN — A damages claim against the South African Railways and Harbours by a man whose hands were left deformed and permanently scarred after being soaked with paraffin and set alight by a ticket examiner, has been settled out of court.

The terms of the settlement with Mr Benjamin Toll, 20, have not been made public, but it is understood he is to receive a cash sum exceeding R15 000 and employment in the Department of Public Works which will not be injurious to his damaged hands.

Earlier evidence in the

Cape Town Supreme Court, was that Mr Toll had been a passenger between Cape Town and Simonstown when he was assaulted.

A former ticket examiner, Mr Gabriel Mathee, poured paraffin over Mr Toll's head, neck and body and set him alight. Mr Mathee is now serving a five-year prison sentence.

Mr Toll spent several months in hospital for skin grafts which left his face and body scarred. His little finger was amputated.

The SAR did not dispute liability, but disputed the amount of damages claimed — R52 445. — DDC.

S.A. gets blame for lost wheat

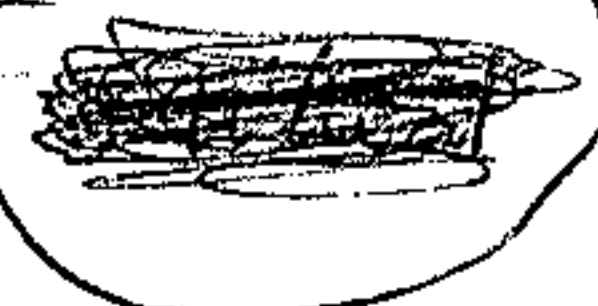
Mercury Correspondent 18/2/77

JOHANNESBURG — The South African Railways is investigating claims by the Lesotho Government that wheat sent from Britain for famine relief three years ago had been lost in transit through South Africa.

A Railways spokesman yesterday said a statement would be released this week after a thorough investigation into how the wheat entered South Africa and what route it followed to Lesotho.

This week Lesotho blamed South Africa for the loss of part of the shipment and said the issue was a manifestation of the many difficulties Lesotho had to contend with in exercising her rights of access to and communication with the world beyond South Africa's borders.

Last week a British parliamentary report said that two years after 6 000 tons of wheat had been sent to Lesotho it was found in storage with 80 percent deterioration through mould, insects and rodents.



273

D.D. 18/8/77

SAR follows trail of Lesotho wheat

273

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Lesotho blamed South Africa for the loss of part of the shipment and said the issue was but a single manifestation of the many difficulties Lesotho had to contend with in exercising her rights of access with the world beyond South Africa's borders.

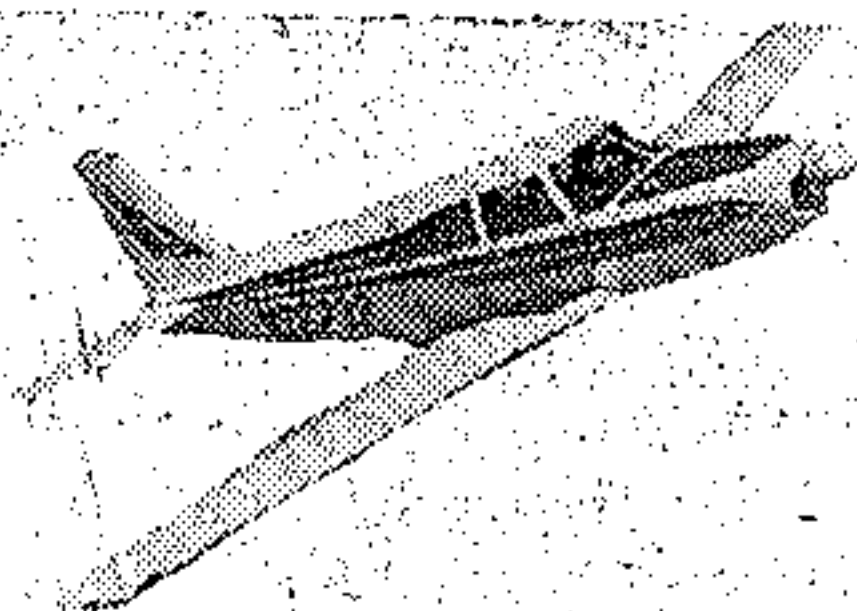
Last week a British parliamentary report said two years after 6 000 tons of wheat had been sent to Lesotho it was found still

to be in storage with 80 per cent deterioration through mould, insects and rodents.

The British Ministry of Overseas Development sent 6 000 tons of wheat to Lesotho at a cost of R1 000 000. An additional R45 000 was spent on building storage sheds.

The report said the ministry had not tried to impose any close monitoring after the wheat was delivered and could not say precisely what had happened to it, or whether it had been well used. — DDC.

21/8/77



was told, was a recent decision to prohibit light jets from taking off (on charter) from any airport within 27 km of Jan Smuts.

Rand virtually adjoins Jan Smuts, but Lanseria is tucked away safely — 50 km away.

The new regulations have also led to a disturbing element of "piracy" at Rand

Airport — dozens of "charter" flights are arriving as classified "private" flights.

Private flights have not been affected by the regulations — and are entitled to land at any airport without prior permission.

Meanwhile, the Commercial Aviation Association has also expressed its concern at the new move favouring Lanseria Airport.

While it does not believe that Rand will be seriously affected — the City Council disputes this — the association still asks why Lanseria

was singled out at the exclusion of other airports that offer similar facilities.

"What we would like to see," said Mr Beek, "is a network of terminal airports throughout the country.

"If Lanseria is suitable for this purpose, then so is Jan Smuts, Rand — and even Durban, Cape Town, Bloemfontein and Kimberley."

He questioned the wisdom of the Lanseria move and urged the Government to involve general aviation directly in matters of national policy-making.

State pet Lanseria is the bright new rival

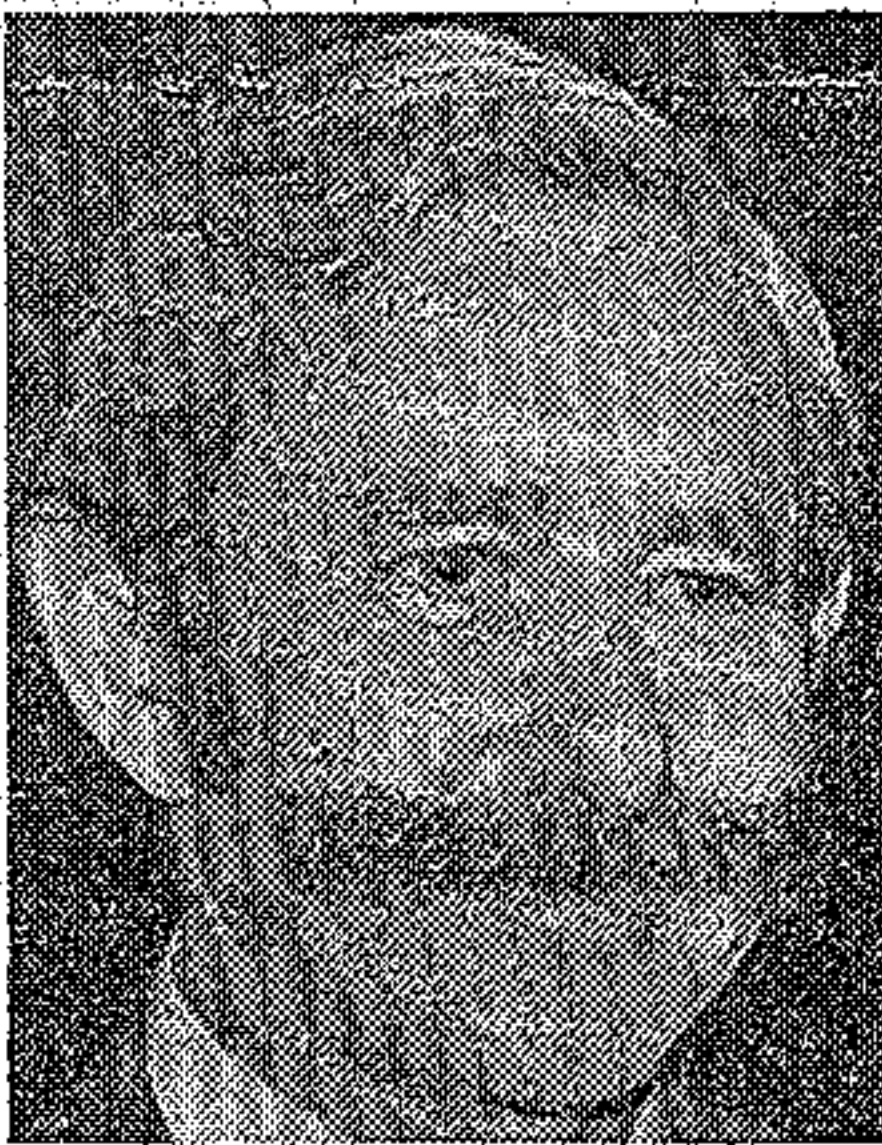
LANSERIA has been developed at an alarming rate — at a pace of almost "indecent haste", I was told.

It was the subject of a raving controversy in 1974 when Johannesburg's northern and western residents complained bitterly about noise levels.

City Councillor Eddie Magid, who campaigned at the time against the method in which its aviation licence was obtained, was given an assurance by the then Deputy Minister of Transport, Mr Jannie Rall, that Lanseria would never be allowed to develop into a second Jan Smuts.

Mr Magid said that if he was satisfied the airport was being developed for strategic reasons, he would stop campaigning.

"If it is in the national interest to put up with a bit of noise, we will do so," he said, "although I am still dissatisfied about the way the airport was originally licensed and established."



● Mr Eddie Magid . . . I am not satisfied.

He was still not sure, he said, that a proper investigation had been conducted into noise levels.

Yet the airport has since accepted big jets from America, Australia, Malawi and Rhodesia — and three Air Force squadrons have been moved there permanently from Waterkloof and Swartkop.

It already provides a 24-

hour service and handled 83 000 aircraft movements last year.

But the airport, despite massive Government and municipal backing, is said to be running at a financial loss.

The manager of Lanseria Airport, Mr A M Smulian, declined to comment but admitted it was almost impossible for a new airport to operate economically in the current economic climate.

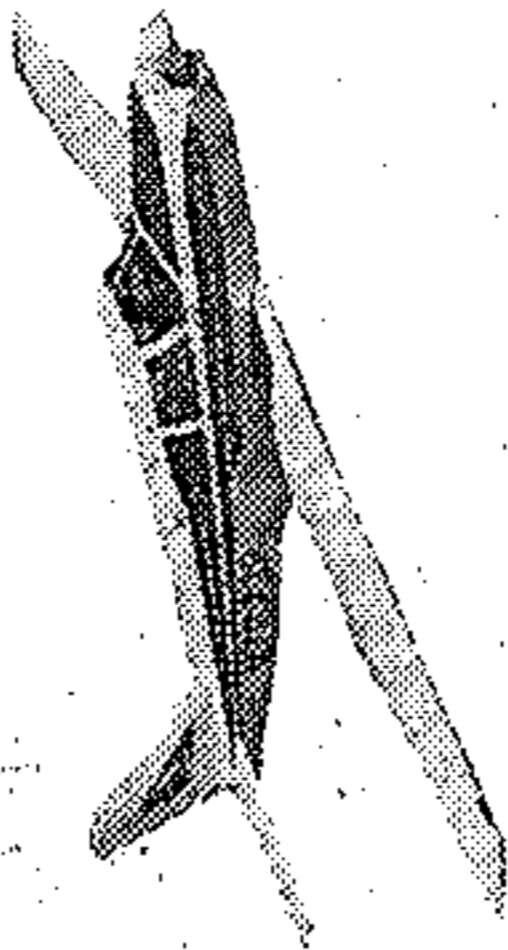
● Evidence of the Government's particular interest in the airfield was the quick installation of a telephone exchange, customs and immigration facilities, and steel for the construction of hangars — given top priority ratings by Iscor on Government order.

● It is also believed that no proper noise contour investigation was ever carried out, despite a warning by Johannesburg's noise abatement department that there would probably be a severe noise hazard.

tion two days before takeoff. The City Council's Transportation Committee believes this procedure will discourage most operators from using Rand, opting instead for Lanseria to save time.

As a result the airport which, in the past three years, handled 4 274 foreign charter flights out of a total of 12 888 overborder flights, will suffer a severe loss of revenue.

But of greater concern to the council is the future of



the airport's overall highly capital intensive operation.

A question mark hangs over the airport's three training schools, its spare division, maintenance depots, equipment, restaurant, post office and fuel and oil depots.

One charter company has been based at the airport for 27 years.

The airport also has two main runways and 23 hangars.

The new regulations governing charter aircraft was another example, I was told, of a deliberate drain-off foisted on Rand, probably for political reasons.

Another discriminatory measure against Rand, I

It's the busiest airport in the whole of Africa...

• Nearly 4 500 foreign charter flights in the past three years.

• It holds 90% of South Africa's light aircraft industry spares.

• More than 500 jobs — 200 of them for Blacks.

• An aircraft arrives or takes off every two minutes.

SUNDAY EXPRESS, August 21, 1977

BRACE UP FOR A BITTER DISPUTE

**- A deathly
the state**

**ANOTHER
SUNDAY EXPRESS
EXCLUSIVE**

EXPRESSSCOPE AIR MEN AND JOBURG

Rand Airport squeezed by



Mr G D Bornman ... we won't let it die.

Council will fight

THOUGH the decision to close down Rand Airport is not yet official, Johannesburg City Council, which owns and administers the airport, is bitterly concerned.

It is to make representations to the Department of Transport — and hopes to take up other "discriminatory" measures concerning the airport.

The council prepared this week for a clash with the Department over a loss of revenue it will suffer as a result of traffic being diverted from Rand Airport to Lanseria in terms of new regulations governing the movement of foreign charter flights.

A BITTER dispute has developed as a result of claims that the Government intends sentencing Johannesburg's 48-year-old Rand Airport to death.

Known to thousands as the "mother of aviation" in South Africa, and still the busiest civil airfield in Africa, Rand Airport appears to have been left out in the cold — forgotten, overlooked, doomed.

The Government, I un-

derstand, has decided — officially — that "Rand" has got to go.

It will be phased out gradually over the next few years before being closed down.

Filling the gap will be the controversial but prestige Lanseria Airport, 32 km north-west of Johannesburg, which was the subject of a heated debate in 1974 over noise levels and the movement of jet aircraft.

And in spite of assurances at the time by the Deputy Minister of Transport, Mr Jannie Rall, that it would not become a second Jan Smuts, its manager, Mr A M Smulian, proclaimed proudly this week that it would shortly become South Africa's "busiest airport".

The new State-aided project — already equipped with runways for large jets — is booming at a phenomenal rate since two municipalities and a peri-urban development board bought the airport for R2-million last year.

along that it was committed to Lanseria, placed every conceivable obstacle in the way of Rand Airport.

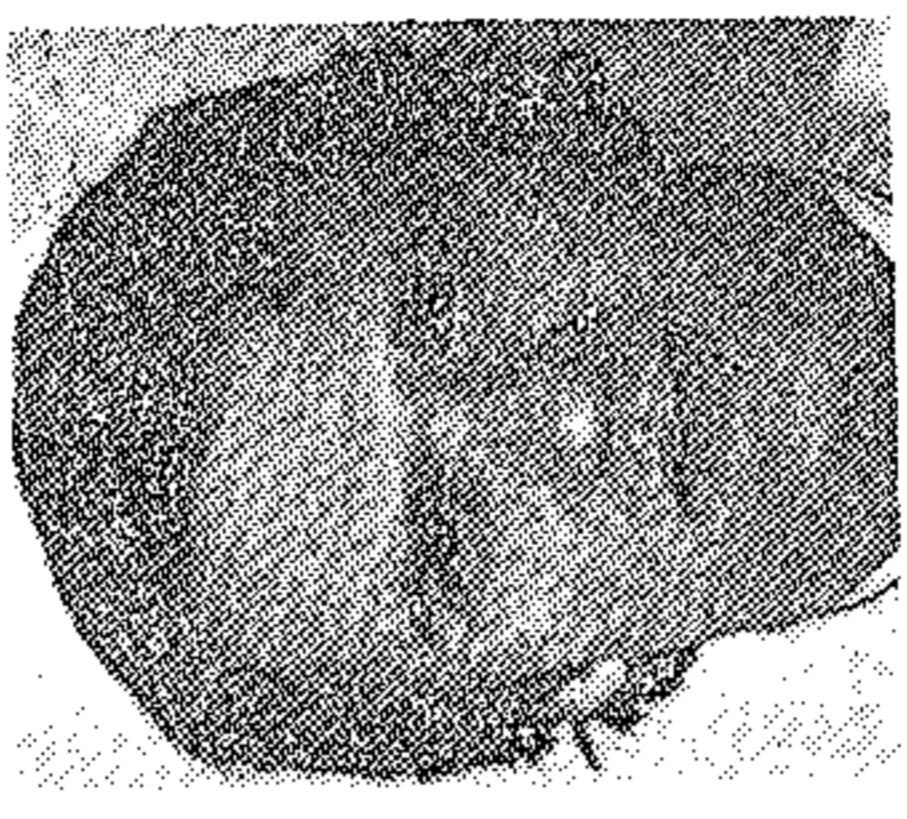
"The authorities have systematically clasped a death squeeze on the airport," one observer told me.

I was told that Rand-Airport:

- Handled 110 000 aircraft movements last year and a record 126 000 in 1975;
- Was one of only a few aerodromes in SA to show a consistent operating profit for the past nine years;
- Employed more than 500 people, 200 of them Black;
- Held 90% of the country's light aircraft industry's spare parts stock.

The airport had developed and carried civil aviation for almost 50 years since it was opened by the Governor-General, the Earl of Clarendon, in 1931.

The closing down of Rand would cause irreparable damage and could finally kill



BY KITT KATZIN

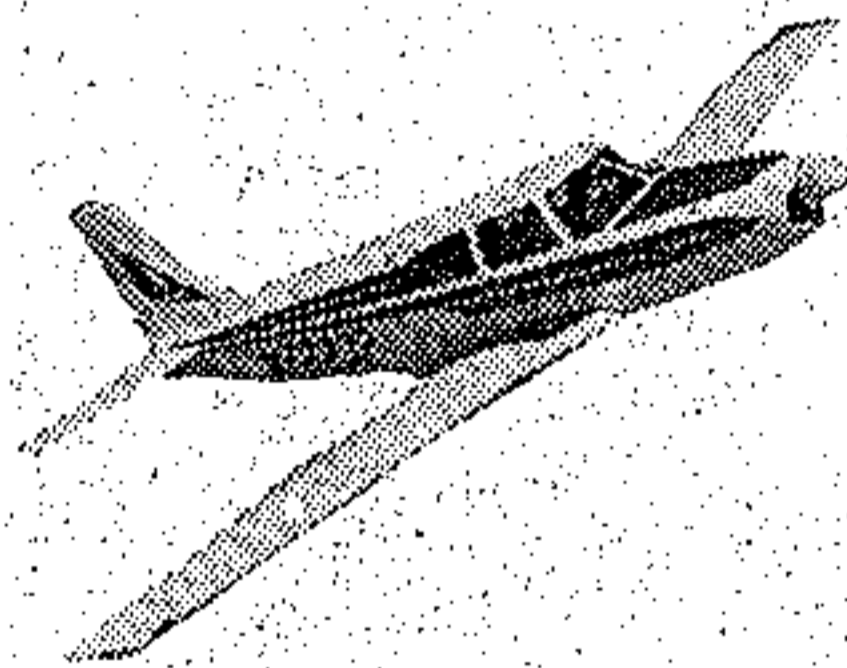
The Government, say aviation experts, has taken a consistent and "remarkable" interest in development projects at the airport — and granted a R1,6-million subsidy last year.

Today, with 39 hangars and 180 based aircraft, Lanseria is poised to become South Africa's most industrious combination airport — civil and military.



This month three South African Air Force squadrons moved in, one of them a fleet of Impalas, and fears have been expressed that Lanseria may also eventually take the internal jet traffic overflow from Jan Smuts.

But the decision to phase out Rand Airport — and obvious past Government at-



tempts to stifle its development — has incensed and shocked the civil aviation industry.

"It would be a shameful scandal and an indelible blot on our copybook if that was allowed to happen," veteran aviation spokesmen said this week.

But the puzzle is why.

Several informed sources pointed to the fact that the Government, knowing all

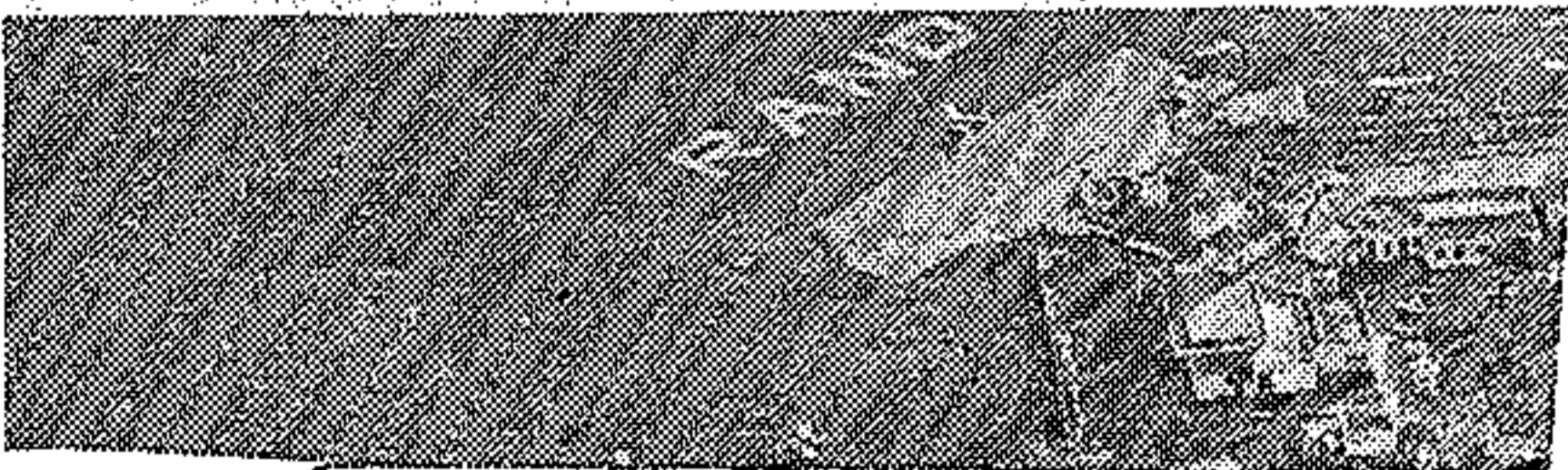
off general aviation in South Africa, said Mr Cor Beek, executive president of the Commercial Aviation Association.

But it is still the busiest airport in Africa, busier even than Jan Smuts or Cairo.

Plans to develop it, however, were turned down by the Government in 1973 when the director of Civil Aviation made it clear it would be phased out. Since then the airport has reached saturation point.

Whereas all overborder flights terminated at Jan Smuts and Rand Airport in the past, Lanseria, in terms of the new regulations, has now been named by the Department of Transport as the new terminal airport.

This means all visiting aircraft registered in foreign countries, engaged in carrying passengers or cargo for remuneration, can land at Lanseria only, unless permission for alternative airports, like Rand or Jan Smuts, is sought from the Commissioner of Civil Avia



CAPE TIMES
Troop 24/8/75
train: 273
5 charged

FOR MIGRANT WORKERS IN CAPE TOWN - 1976

WINDHOEK. — Five railway workers were served with summonses to appear in the Supreme Court (Circuit Court) at Keetmanshoop on September 6 on charges of culpable homicide, a spokesman for the State attorney's office here said yesterday.

The hearing is a sequel to the deaths of five national servicemen, mostly from the Cape, in a train accident at Keetmanshoop on March 25 this year. More than 70 men were injured in the accident.

Charged are Mr Michael Christiaan Albertus Brand, 30, Mr John Ernest Fryer, 24, Mr Johannes Bernardus Henn, 38, Mr Johan Carel Smith Steenkamp, 22, and Mr Sarel Stephanus Jordaan, 24.

Mr Steenkamp and Mr Jordaan face second alternative charges for allegedly disregarding railway rules. It is alleged they failed to inspect the locomotives and the trucks at the point of departure. — Sapa

tial townships in the Cape Peninsula are Langa, Nyanga. Most of the contract workers live in Langa. If an employer house his workers outside the townships, he must apply to the Administration Board for a special permit to do so.

Categories of men living singly in the Peninsula. Firstly, those who qualify for permanent residence in the urban area in terms of Section 19(1) a) or b) of Bantu (Urban Areas) Consolidation Act No. 46 of 1968. Then there are the workers who came to the urban area before 1968. These men are entitled to remain in the urban area in terms of Section 19(1) b) of the above act provided they do not contract with the particular employer with whom they have contracted, making them able to fulfill the requirements of Section 19(1) b) for permanent residence. Thirdly, there are the men who entered into employment contracts after 1968, which restricts the legal rights of contract workers to a much greater degree than previously.

The Bantu (Urban Areas) Consolidation Act stipulates that all contracts entered into with contract workers must be for a maximum of one year, and that at the end of the contract the worker must return to the reserve in order to enter into a new contract. The final category consists of those men who are

living 'illegally' in the townships or in squatter camps. This category is not dealt with in this work paper.

In this paper, men who qualify under Section 19(1) a) or b) for permanent residence in the urban area are termed local men; those men whose right to be in the urban area is dependent upon their contract with an employer are termed contract workers.

The latter term has been chosen in preference to the term 'migrant workers' because the popular connotation of the work migrant is of impermanence. In fact it is submitted that the contract workers spend their entire working lives in urban areas insofar as it matters, and return to the rural areas for only a few weeks each year.

The Western Cape is officially a 'Coloured Preference' area. This means that before an employer can employ contract workers, he must first show that there are no so-called Coloured men to fill the jobs. It is the Government's stated intention to phase out the African labour force in the Western Cape. The criterion applied to implement this policy is that of productivity.

Bus fares up in Fish Hoek area 273

BUS FARES in the Simonstown-Oceanview-Fish Hoek area are to be increased by up to 25 percent from Monday. The people most affected will be residents of Oceanview who have no other means of public transport available. The Simonstown Passenger Transport Ltd said the "10 ride clip cards" will be raised from R1,70 to R1,90 or to R2,00 for the Oceanview-Murdoch Valley and Oceanview-Simonstown station routes.

Single ticket passengers will pay an increase of 4c or 5c a ride.

Examples given were 20c fares raised to 25c, 22c fares to 26c and "current 25c fares for adults" to 30c.

Simonstown Passenger Transport said in a circular that it regretted having to make this move and assured passengers that it sought fare increases as low as is possible.

The transport company had advised Fish Hoek and Simonstown town councils that an application for the amendment of the scale of bus fares had recently been submitted by the company to the Local Road Transportation Board because of "the rise in costs having now reached an uncontainable level".

The company's fleet of 12 buses carries about 15 000 passengers a day.

presenting themselves at the Associations' Northern Rhodesia'. In addition, the W.N.L.A. (Western Native Labour Limited (originally entered into an agreement with the employers' Union in 1943), whereby W.N.L.A. would recruit those workers recruited for the mines but maintained undisturbed.^{12/} This agreement was when the A.N.L.L. folded up and ceased

'competition' between the two bureaux worked to the higher wages stipulated on the latter's side. It was not a determinant of the distribution of labour in Nyasaland government limitations on permissible

W.N.L.A. recruitment levels enabled the R.N.L.S.C. to secure a growing level of supplies as its permit maximum was periodically re-negotiated upwards. In northern Bechuanaland a similar pattern of W.N.L.A. superiority prevailed, the supply of R.N.L.S.C. recruits from this country being very small. South of latitude 22° S. the N.R.C. operated for the Chamber of Mines.

Even after the establishment of the Federation in 1953, whereby Nyasaland became more firmly under the political power of Southern Rhodesian employers, W.N.L.A. continued to dominate the Nyasaland foreign contract labour market. However, Southern Rhodesia continued to place most of its reliance on the 'free-flow' system though the R.N.L.S.C. did build up annual recruitment to a relatively high level. The peak was reached in 1956 with a total recruitment of 16 234 workers. After 1958, with the onset of economic recession in the Federation, the growth of a substantial labour surplus in Southern Rhodesia and the adoption of a new foreign labour policy by the Southern Rhodesian government, the R.N.L.S.C. contract system faced steadily increasing supply constraints. Its annual throughput began systematically to be run down. This occurred as W.N.L.A. hegemony in Nyasaland became more easily asserted and as farm wages fell seriously in real terms in Rhodesia after 1963. By 1960 the Chamber of Mines (S.A.) had recruited 83 000 'Tropicals' (20,9 per cent of all their African mine-workers in South Africa). By 1973, as may be seen in the table below, the figure for Malawian workers alone had reached 106 638 or 27,7 per cent of the total complement.

/Table 1

Tariffs dispute takes a new turn

THE BATTLE between the South African Shipping and Forwarding Agents Association and the Conference Lines over the structure of containerisation tariffs took a new turn this week when SASAFAA's 400 members submitted "firm proposals" to the Conference for far-reaching changes.

The move follows repeated allegations by SASAFAA that the Conference Lines has abused its Government mandate by structuring container rates to give it a monopoly of the door-to-door container delivery service.

SASAFAA said in a statement released to Tribune Finance in Johannesburg that the suggested changes would, if adopted, encourage importers and exporters to switch to containerisation and place forwarders on a more equitable competitive footing with the Conference Lines through bills of lading.

Through bills of lading allow Conference members to enter land zone cargo handling in competition with forwarders as part of their door-to-door container delivery service.

The proposals call for the savings generated by the containerisation of sea freight to be used to provide a level of discount in the ocean freight rate for container traffic without distortion of the land zone tariffs.

"This mechanism," says SASAFAA, "will render the conference lines more competitive with non-conference operators and promote greater support from international forwarders."

The statement adds that land zone tariffs should be simultaneously adjusted to eliminate "barrier charges" (such as equipment hand-over) so forwarders can offer

reduced tariffs to encourage the use of containerised shipping.

Alternatively, SASAFAA suggests, Conference members should either offer their land zone services at full cost recovery level, not offer groupage services at all, or offer them on a limited basis.

Other SASAFAA proposals include:

- An upward restructuring of the currently inadequate allowances offered by the conference to full container load FCL shippers to encourage the use of containers.

- The establishment of an independent regulatory authority to police the implementation of the suggested changes to the present structure.

- The waiving of demurrage charges on containers handled by shippers or forwarders if they are not to blame for the delay.

- A 20-day instead of the present 10-day free period for the return of a container to port before demurrage is incurred, and

- The construction of an additional licenced container depot in Johannesburg to provide competition for the City Deep depot and an alternative in times of congestion.

Wheat train vanishes — and starts a row

273

Sun. Exp. # 4/9/77

A MASSIVE foodlift to provide famine relief in Lesotho went awry when an entire trainload of wheat from Britain mysteriously disappeared en route to Maseru from East London.

Now the loss of the bags — part of a 21 000-bag consignment — is threatening to blow up into an international row.

Claims for compensation were immediately lodged against South African Railways after protests by Lesotho that the SAR was totally liable for the loss.

But the railways dispute this, claiming no bags were actually lost in transit, but possibly after clearing agents had taken delivery.

However, the SAR concedes that some bags may have been damaged while being transported.

The wheat was railed from Durban and East London in about six different hauls equivalent in size to a 105-truck freight train.

By KITT KATZIN

It is believed the SAR has met certain claims for the damaged bags.

The strange circumstances surrounding the journey of the ill-fated wheat train puzzled and angered Lesotho authorities — and led to a diplomatic tussle.

It also prompted the Lesotho Government to issue a stern statement to the effect that the wheat issue was only one example of the country's difficulties in exercising her rights of access and communication beyond South Africa's borders.

The incident occurred in 1973, but a final report was only drawn up last year.

Talks about further compensation are still continuing.

The row, however, also involves Britain which claims, in terms of a House of Commons report issued in London this month, that the

wheat rotted in specially built sheds after it had arrived in Lesotho.

But the Minister of Agriculture, Mr J R L Kotsokoane, denies this.

"The SAR is totally liable and will have to make good the loss," he said.

"Because we have no option but to send our goods through South Africa, we see no reason why obstacles should be placed in our way.

"We respect South Africa's laws, but in return we must be granted the right to maintain contact with states across our borders.

"All we are asking is our right of transit without hindrance in terms of international law," Mr Kotsokoane said.

The wheat issue came in the wake of South Africa's decision this year to withdraw its mealie products subsidy from Lesotho. The withdrawal raised the price of maize products in Lesotho by R15 a ton.

However, said Mr Kotsokoane, it was hoped the effects would be offset by a bumper wheat harvest this year.

"In addition, Lesotho is developing its own processing industries — and we hope shortly to establish our first national mill to handle vastly increased harvests."

The Government placed a high priority on agriculture which would this year absorb 22% — the highest slice — of the budget.

The country hopes to also hopes to launch a national food reserves scheme with United Nations assistance.

Evidence on speed of runaway train

CAPE TIMES

9/9/77

(273)

From Staff Reporter

KEETMANSHOOP. — A mechanical engineer, the chief State witness, gave evidence in the Supreme Court of South West Africa, sitting here yesterday, on the speed of the runaway ballast train which caused the death of five South African servicemen in a smash here on March 25.

The train smashed into a stationary troop train taking men of the Regiment Westelike Provinsie to the operational area. Five riflemen died, including Western Province cricketer Gary Bricknell.

Five Keetmanshoop railwaymen — the driver of the ballast train, Michael Brand, 30; the conductor, John Ernest Fryer, 24; the conductor-guard, Johannes Bernardus Henn, 38; the station foreman, John Carel Smith Steenkamp, 22; and Sarel Stefanus Jordaan, 24, a carriage inspector — are charged with culpable homicide. All have pleaded not guilty.

Mr Samuel Taute, an engineer attached to the design and testing section of the mechanical engineer's department of the South African Railways in Pretoria, told the court it was possible for a train driver to miscalculate and to increase the speed of the train over the "critical speed" limit.

He defined the critical speed as being the balance between the braking power and the velocity of such a train.

It was possible that the driver of the ballast train could have made a miscalculation and gone over this limit.

"Dangerous"

The critical speed was very dangerous because it was difficult to reduce the speed of a train when this limit was reached.

It was not the driver's task to determine the critical speed. This was laid down in regulations so the drivers of trains never had to be concerned about critical speed.

Mr M J Kritzing QC, appearing for the driver, pointed out to Mr Taute that more than 40 drivers stationed at Keetmanshoop had been involved in pulling similar ballast trains to the town over a number of years in terms of

that these trains had run away on occasions before the troop train accident.

His client, like the other 40 drivers, had accepted that the train was loaded according to legal limits for the line to Ausnek, the destination of the ballast gravel some distance along the line to Luderitz.

Calculations

Mr Taute was asked to make calculations for the court about the speeds a train without brakes would have attained on the downhill slopes along the 11 km track from the quarry at Townlands to Keetmanshoop.

It was along this track that the train had run away twice on the night of the accident, stopping on a hill after the first run. It was after the driver had fastened the handbrakes and decided to proceed over the next hill that the train ran away a second time into Keetmanshoop station and the troop train standing on the main line.

Mr Taute calculated that if the driver had entered the first incline after leaving Townlands at 30 km/h — "a safe and reasonable speed" — then it would accelerate to 68 km/h through the first kilometre and to 96 km/h at the bottom of the hill against which it finally stopped.

Mr Kritzing then put it to him that the driver would produce evidence that he had in fact kept the train's speed to 40 km/h after the first km and to 60 km/h at the bottom of the hill on the night of the smash.

"Now what does that convey to you, Mr Taute?" Mr Kritzing asked.

Mr Taute replied: "That the train did in fact have braking power". It was not a train entirely without brakes, as he had indicated in his evidence in chief.

The hearing continues today.

SWA death train was overloaded, says railway witness

From PIERRE CLAASSEN

KEETMANSHOOP. — A railways divisional mechanical engineer told the Supreme Court here yesterday he had to get special permission to clear a test run of a train loaded the same as a ballast train which collided with a stationary troop train here on March 25, killing five national servicemen.

During cross-examination he told the court that he had to get the special clearance because the train, as it had been running for many years, was overweight for the line. The train's loading had been changed by railways head office in Johannesburg after the accident, he said.

Mr Gerhardus Höll said he had to get clearance from the divisional civil engineer to run the test train with same load as it had run regularly and without permission for some years.

It had run with a load specified in a railways contract with a local quarry that allowed the train to be loaded above the limits laid down in railway regulations.

He did not know about this contract and said that no driver or guard was permitted to allow such a train to run on the Keetmanshoop-Ausnek line.

Impact

Charged with culpable homicide are Michael Christiaan Albertus Brand, 30, John Ernest Fryer, 24, Johannes Bernardus Henn, 38, Johan Carel Smith Steenkamp, 22, and Sarel Stephanus Jordaan, 24. All have pleaded not guilty.

The impact of the runaway ballast train apparently threw the first troop train coach into the air

standing in Keetmanshoop station.

Mr Höll was the first witness to describe the extent of the damage caused in the accident, which he conservatively estimated as R280 000.

He had been woken at 3.30am and after a visit to the operating room went to the station. He found two engines lying on their sides. It was obvious they had collided head-on and that the impact had thrown them off the tracks. He estimated the speed at impact as 30 km/h.

He also found two passenger carriages badly damaged. One had been torn in two separate pieces while the other had been squashed. There was also a heavy ballast truck that had been thrown off the track and lying on its side, its load of ballast stone strewn all round the wreckage.

Mr Höll said the velocity of the collision had apparently caused the first passenger carriage to jump into the air. Had it been a wooden coach the damage would have been considerably more, he said. The heavy ballast trucks showed no damage.

Clearing the wreckage and rebuilding the line, which was considerably damaged at the area of impact, took five days and repairs to some of the engines were still in progress at Bloemfontein. The passenger coach was beyond repair and had to be written off.

Five riflemen of the Western Province Regiment died in the accident. Rifleman Gary Bricknell, a Western Province cricketer, was among the dead. A further 71 national servicemen were injured.

Mr Höll told Mr Justice Strydom of the SWA Division of the Supreme Court he found it particularly strange that there

were no signs that the emergency brakes had generated abnormal heat and discoloured the wheels.

It was the absence of any discoloration that drew his attention to the engine's wheels. The emergency brake put four times the normal pressure on the wheel and caused distinctive wear marks on the wheels. No such marks were present after the accident, he said.

Mr Höll ran a test on trucks on the same track used regularly by the runaway ballast train between Keetmanshoop and Ausnek in June this year. He wanted to establish the amount of wear of the brakes on such a run.

He checked the brake cylinders before leaving Keetmanshoop and set them to their correct stroke between the permissible limits of 75 mm and 125 mm. Below 75 mm, brakes would be too sharp, could lock the wheels and cause derailment.

Above 125 mm the brakes were "long" and inefficiency increased.

The test train with the brakes correctly set left for Ausnek fully laden and on arrival the brakes were measured again. Twenty-seven of the 34 brake-cylinders of the train were beyond the permissible 125 mm limit, but the train still had brakes.

On returning empty to Keetmanshoop the brakes were again measured and almost all the brake-cylinders exceeded this upper limit. A number of them exceeded 212 mm and had worn beyond the point of any braking power at all.

"Such a train should not have left here to load more ballast," he said. It needed to be examined and serviced before fetching another load at Townlands.

The trial continues.

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cially in view of the low level of interest.

Investment in cattle (which they do know something about) has been one of the few investment outlets for blacks with land.

Rule enforced after train smash — off

From PIERRE CLAASSENS

KEETMANSHOOP. — The Railways General Manager's office sent telegrams to Windhoek and Keetmanshoop that trains had to be loaded correctly and according to regulations, after a runaway ballast train collided with a stationary troop train here on March 25, the Supreme Court was told here yesterday.

The day after the telegrams were sent from Johannesburg, ballast trains in Keetmanshoop had their loads halved, the court heard. The telegrams were sent to confirm discussions held here between head office personnel and local Railway staff seven days after the accident.

The driver of the ballast train, Michael Brand, the guard John Fryer, a local station foreman, Johannes Henn, and two carriage and wagon examiners Johan Steenkamp and Sarel Jordaan, face charges of culpable homicide and criminal negligence arising from the death of five national servicemen

who died in the accident.

Yesterday the divisional mechanical engineer at Windhoek, Mr Gerhardus Höll, was cross-examined regarding the situation at Keetmanshoop before the accident.

He is in charge of all South West African personnel connected with the operation of rolling stock. All five accused fall under his department.

He told the court the ballast trucks involved in the accident were taken to Upington afterwards to be weighed and were found to be heavily loaded for the line which the train was to use.

After the accident the Railways discovered that the regular ballast train between the quarry at Townlands, near Keetmanshoop, and Ausnek had been heavily overloaded for the line in terms of the Railway's own contract with the quarry. Loads were halved after that.

The driver of the train, Mr Höll said, was entitled to make

an assumption that the Railways would load their trains according to their own regulation.

Knowing what load the regulation allowed for each axle, the driver could therefore calculate the weight of his train.

The court heard earlier that having done so the driver had arrived at a total weight of 805 tonnes instead of 1 119 tonnes — the actual weight of the train on the night of the accident. It was much heavier than he had estimated.

Mr Höll was asked yesterday whether the driver could not reasonably have misjudged the condition of his brakes on the night of the accident, when it ran away with him down the first hill after leaving the Townlands quarry for Keetmanshoop.

Taking into consideration that he thought his train was lighter than it was, and that the troop train standing in Keetmanshoop station was awaiting his own engine's assistance in leaving the town, did the driver act recklessly in deciding to continue over the last hill to Keetmanshoop

station?

Mr Höll answered that he did not recall that night to be reckless. He also pointed out that the technique in not allowing his engine to overheat when he tried to stop his train was not the last hill before the brakes down the last hill before the

By doing so, the driver had maintained efficiency and that explained why the engine was not discoloured by overheating.

He also conceded that the Keetmanshoop was under-staffed and that the yard was exceptionally busy through their examiners' yard while stood in a shunting neck some reasonable for them to accept that the train till they had repaired it.

Mr Höll's cross-examination continued

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Brakes not tested — SAR man

From PIERRE CLAASSEN

KEETMANSHOOP. — The brakes of the runaway ballast train which killed five national servicemen here when it collided with a stationary troop train were never tested after the accident, the Supreme Court of South West Africa was told yesterday.

The senior carriage and wagon inspector in the territory, Mr Johan Schultz, who inspected the train after the accident, told the court that he got the impression from examining the brakes externally that the train did not have brakes.

Cross-examined he said measurements on the train's brake cylinder rods indicated that a large number of the ballast trucks had brake cylinder strokes exceeding the upper limit of 213 mm. Such a stroke indicated an absence of brakes.

He agreed later that carriage and wagon examiners considered a long stroke of 213 mm to indicate a lack of brakes but that it was a grey area where brakes could still be operative.

The only test to find the actual braking power on the train would be to connect up a locomotive and test the brakes in movement. No such test had been carried out on the ballast train which smashed into the troop train at Keetmanshoop station on March 25.

The driver of the ballast train, Michael Brand, the guard John Fryer, a local station foreman, Johannes Henn, and two carriage and wagon examiners Johan Steenkamp and Sarel Jordaan, face charges of culpable homicide and criminal negligence.

Mr Schultz was the fourth witness to be called.

Mr Gerhardus Höll, divisional mechanical engineer at Windhoek, completed his evidence yesterday after cross-

affected braking.

Emergency brakes had not been applied during the test while the collision train had run under emergency brakes which increased wear.

Mr Höll still believed his test train showed that the carriage and wagon examiners had not serviced the collision train properly. These examiners were slack workers in general, and it was against them that he had most often to take disciplinary action.

Mr Schultz, who assisted Mr Höll on the test train and who is

in charge of all carriage and wagon examiners in the territory, then took the stand.

In his opinion, he said, the collision train had been properly examined and repaired. He also felt that he would not have allowed the test train to depart again from Keetmanshoop after the test run as it had insufficient brakes.

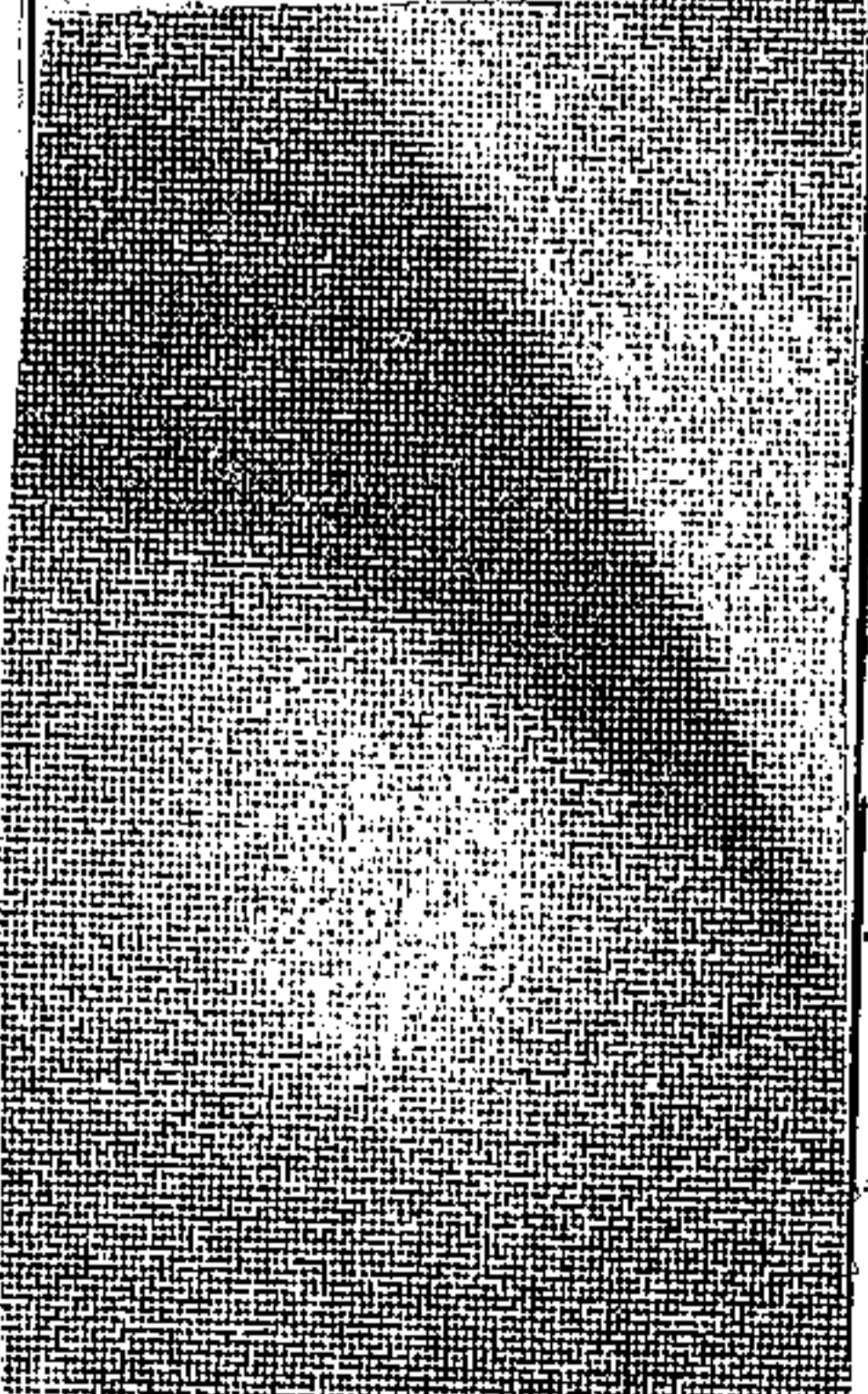
Mr Schultz was questioned about the duties of the two accused when they came on duty the night before the collision train went to collect its last load of ballast stone from the quarry at

Townlands. The driver who had brought it back from Aus had reported weak brakes and when the men came on duty in the examining yard the train was standing in a shunting neck some distance away.

After examining the duty report left by the two men, Mr Schultz said they had apparently some free time after servicing priority-scheduled trains and should have asked operating staff responsible for train movements to bring the ballast to their yard for examination and repairs.

The hearing continues today.

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Train had bad reputation - evidence

From PIERRE CLAASSEN
KEETMANSHOOP. — The runaway ballast train which collided with a stationary troop train here on March 25 had a reputation for being a troublesome train which constantly required repairs, the Supreme Court here heard yesterday.

The train used many brake shoes and the brakes were difficult to set, a carriage and wagon examiner, Mr Pieter Jacobus Buys, told Mr Justice Strydom of the South West Africa division of the Supreme

Court yesterday.

It normally took up to an hour and 10 minutes to examine and repair the ballast train, as opposed to 10 to 20 minutes for most trains.

Mr Buys was the fifth State witness to give evidence in the trial of five railwaymen. All five, two carriage and wagon examiners, Mr John Steenkamp and Mr Sarel Jordaan, the train's driver, Mr Michael Brand, the guard, Mr John Fryer, and a station foreman, Mr Johannes Henn, are charged with culpable homicide and criminal negligence arising from the deaths of five national servicemen of the Western Province Regiment.

Mr Buys took the stand yesterday after counsel for the five accused completed their cross-examination of Mr Johan Schultz, the senior carriage and wagon examiner who inspected the ballast train after the accident.

Mr Schultz told the court yesterday he found the ballast train under police guard after the accident and had conducted an inspection, during which he found that only one brake cylinder on

the train was out of order. He did not know where the State had obtained information that four broken cylinders had been found on the train. He was not aware that any work had been done on the train before he saw it.

He told the court he was aware that the ballast train was often damaged at the Townlands quarry, where it was pushed by bulldozers. During loading operations the bulldozer blades often damaged vacuum pipes on the trucks.

Car accident

He told the court it was reasonable for the two accused coach examiners on duty at Keetmanhoop on the night before the ballast train left on its last delivery trip to assume the train could not be removed from the station before it had been examined. The regulations stated that any train had to be examined a second time by carriage and wagon staff before leaving a station.

Mr Buys then took the stand and told the court he was a learner carriage and wagon

examiner and his leading hand examiner, Mr A Vermeulen, who subsequently died in a car accident, were on duty when the ballast train arrived at the station from Aus, when reports about the train's brakes were made.

They handed over control of the examining yard to the two accused examiners after the train arrived. At that stage the train had been shunted out of the yard to a siding. His senior noted in the duty book that the train was in a shunting neck awaiting examination.

Mr Buys said he heard leading hand Mr Vermeulen tell Mr Steenkamp, the relief hand, that the driver of the train had complained about poor brakes.

Cross-examined by Mr Jacques Botha, appearing for Mr Steenkamp and Mr Jordaan, Mr Buys admitted that he had initially told the court that he had heard no exchanges between the two leading hands that night, but said he now clearly remembered Mr Vermeulen having told Mr Steenkamp about the driver's complaint.

The cross-examination will continue today.

R10m *Daily Disp*
-17/9/77
rail loss (273)

BLOEMFONTEIN — The new Road Transport Bill would mean an estimated loss of R10 million annually for the Railways, the general manager, Mr K. Loubser, said here last night.

Addressing the annual dinner of the Afrikaanse Sakekamer, he said this would be a significant loss in the short term. The savings in costs would only be realised in the long term, but in the end it would make the Railways more effective.

The Bill was the blueprint for moving towards greater freedom of competition in transport in the future. But the Railways would always be responsible for transport services which the private sector could not handle profitably.

That was also one of the main reasons why the Railways should be State-controlled. — SAPA.

Rise in fares but more people use buses

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STAR 19/9/77

Johannesburg's new bus season ticket system has led to a more intensive use of buses, despite the huge fare increases which came into effect at the same time.

New statistics revealing a daily increase of about 5 000 passengers, were released today by Mr Les Pettey, general manager of the transport department.

These figures supplement previous statistics which showed that there had been an increase in peak hour passengers.

The season tickets and higher fares were introduced at the beginning of this month. Season tickets were designed to help reduce travelling costs for frequent bus users.

Comparing figures before and after the new system, Mr Pettey said

that on Monday August 15, 120 435 passengers used the buses. On Monday September 12 — a comparable date — 125 348 passengers used the buses.

A breakdown of these figures shows that on August 15, 33 756 passengers paid cash and 86 679 used coupons. On September 12 cash passengers were reduced to 25 506, coupon passengers were down to 68 964, while there were

30 878 who used season tickets.

Mr Pettey said only about 13 000 season tickets had been sold. This indicated that many people were using these more than twice daily — resulting in big savings for themselves.

A new bus route map costing 10c is now available at the City Hall coupon office. This map shows full details of routes in terms of the new zone system.

20/9/77

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Do's and don'ts of marine insurance

ensure that all rights against carriers, bailees or other third parties, are properly preserved and exercised".

This clause also requires notification of any loss, and should this procedure not be adhered to strictly and the claims on the responsible carriers are allowed to become time prescribed, insurers would be entitled to repudiate the claim in its entirety, but normally reduce their final payment by the amount of any recovery they would have effected.

The following procedure should be instituted by ALL companies importing goods, and individuals responsible for the receipt of goods should be thoroughly conversant with the following:

Ensure that your goods receiving department and storemen inspect all packages immediately upon receipt, and endorse the delivery note accordingly where packages are received in a discrepant condition. e.g. "two cases damaged: No. 4, boards broken and stoved in; No. 9, boards broken, stained by tar-like substance".

A: If endorsed:

1 — immediately inform the South African Railways inspectors and obtain the T676 form, or inform inland carrier;

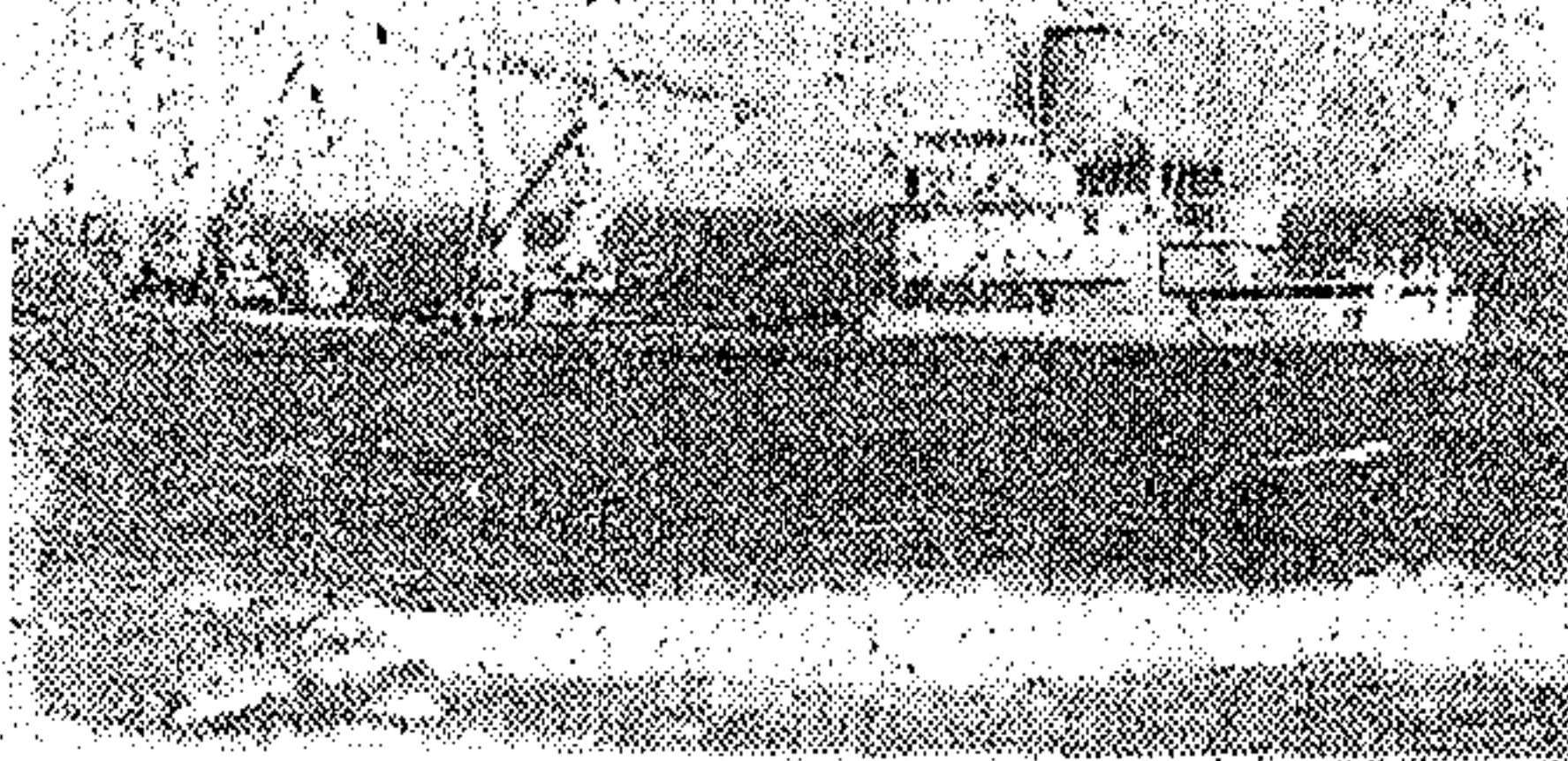
2 — obtain copy of the T896 examination form issued at the coast;

3 — immediately inform your insurance brokers' marine division;

4 — have available for perusal the following documents —

original bill of lading; suppliers' invoice; packing specification; delivery — railway advice and delivery note; examination form T896; examination form T676.

5 — immediately lodge (or instruct your clearing agents to lodge) claims against both the ship's agents and Railways and



Harbours administration. A claim is also to be lodged by your office on the South African Railways at destination, or inland carrier if other than the South African Railways. Copies of these claims to be sent to your brokers, with your priced claim on insurers, supported by relevant documents as soon as possible.

B: If unendorsed: (a) — immediately inform the South African Railways inspectors and obtain a T676 form, or inform inland carrier; (b) — immediately advise your brokers, so that a joint examination can be arranged, if necessary; (c) — have available for perusal the following documents —

original bill of lading; suppliers' invoice; packing specification; delivery — Railway advice and delivery note; examination form T896. (Although a T896 examination may not have been conducted, enquire nevertheless); examination form T676.

4 — immediately lodge (or instruct your clearing agents to lodge) claims against both the ship's agents and Railways and Harbour administration. Your office also to lodge a claim on the South African Railways at final destination, or inland carrier, if other than the South African Railways;

Copies of these claims

to be sent to your brokers with your priced claim on insurers, supported by relevant documents as soon as possible.

C — When packages are received in outward good order, but loss — damage is noticed upon unpacking:

1 — stop unpacking immediately,

2 — immediately inform the South African Railways inspectors and obtain a T676 form, or inform the inland carrier;

3 — immediately inform your brokers' marine division;

4 — have available for perusal the following documents —

Original bill of lading; suppliers' invoice; packing specification; delivery — railway advice and delivery note; examination form T896 (in all likelihood there will not be a T896, but enquire, nevertheless); examination form T676.

D — When complete package is short received:

1 — endorse delivery — railway advice and delivery note accordingly

(e.g. "2 packages short");

2 — immediately lodge (or instruct your, clearing agents to lodge) priced claims against both the ship's agents and the Railways and Harbour administration. A claim also to be lodged on the South African Railways at final destination, or inland carrier if other than the South African Railways;

3 — send copies of the above claims and relevant documents to your brokers, as depending on the circumstances of the loss, insurers may elect to conduct their own investigations into the whereabouts of the package;

4 — if package subsequently arrives intact, advise your brokers. If the contents or package is damaged, follow the procedure for this type of loss as advised above.

Marine insurance policies do NOT cover delay. It is only when carriers have acknowledged they are unable to trace or account for cargo, thus admitting liability, a short delivery constitutes a claim against insurers.

The practice is for insurance companies to settle these losses after a period deemed reasonable for tracing procedure.

Should a claim not be settled after nine months, from the date of the vessel's discharge, it is of the utmost importance that your clearing agents obtain an extension of the time-bar (up to the time of finalisation of the claim) from the carriers. Failure to do so prejudices rights of recovery, and the rights under the policy.

The aforementioned procedure has evolved through many years of practical experience, and has been instrumental in creating an efficient claims settlement service.

(Extract from Nedsual Insurance Brokers' quarterly bulletin).

20/9/77

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Marine insurance, especially when a claim arises, is fraught with innumerable problems and dangers, and the pitfalls which the unsuspecting importer faces, in view of the complex claims procedure, can be quite frightening.

Few importers understand, or even take the time to study the numerous printed clauses attached to their open cover policies, which are more than generously sprinkled with antique phrases.

The most important clause attached to a marine insurance policy is that one, strangely enough called, the Important Clause, and therefore always printed in red.

An extract of this clause, which forms part of all marine insurance policies, is:

"It is the duty of the assured and their agents, in all cases, to take such measures as may be reasonable for the purpose of averting or minimising a loss, and to

Containerisation has its problems

D. D. 20/9/77

(273)

Marine insurance has, in the past, been subject to few changes of any great importance, but with the introduction of containerisation, shipping managers have disappeared into various private offices, often for days at a time, in order to learn and understand the procedures and requirements involved in this revolutionary form of transporting goods.

There is, however, a far greater problem area, which hovered on the horizon for several

months, but which has now arrived, to stay. This is the amendments to the South African Railways and Harbours Act, regarding "prescription periods".

All claims lodged on the Port Manager and the Systems Manager now have to be presented on the prescribed forms, which are obtainable from the local station master.

In the case of damaged, pilfered or partial non-delivered goods, these written claims must be lodged within 30 days after the date of delivery. For non-delivery of an entire consignment, 60 days after the date of despatch of the goods is the period applicable.

The South African Railways have also reduced the period allowed for claims in respect of loss or damage to freight containers in which goods are packed, to 14 days from the date of delivery.

Failure to abide by these rules will prejudice the claim on the Administration and, in turn, will prejudice any claim importers or receivers of goods, may have against a marine insurance policy.

It is, therefore, of the utmost importance that importers examine the systems in use at present, to ensure close contact is maintained between that section receiving the goods and their shipping department, who are to lodge claims on the various parties involved.

Claims on the ocean carriers remain unaltered, with pro-forma claims having to be lodged by clearing agents within three days, and properly documented priced claims within 12 months from the date of arrival of the vessel at the port of discharge. In spite of this, insurers must be given immediate notification of any event which is likely to result in a loss.

For air carriage, only seven days in cases of damage or partial loss, is allowed for written claims to be lodged, and 120 days in cases of complete loss. As the South African Airways are owned by the South African Railways, any loss arising while this particular air line is contracted to carry goods, must be dealt with in terms of the amended South African Railways and Harbours Act.

It is therefore essential that all goods receiving staff and/or storemen are fully aware of the necessity of reporting discrepancies in goods received to their shipping departments at the earliest possible opportunity.

(Extract from Nedsual Insurance Brokers' quarterly bulletin).

It is, therefore, essential that all goods receiving staff and/or storemen are fully aware of the necessity of reporting discrepancies in goods received to their shipping departments at the earliest possible opportunity.

^{CAPE TIME}
Train 21/9/77
repair 273
**yard full,
court told**

KEETMANSHOOP. — The examiner's yard at Keetmanshoop, where trains have to be repaired before being taken out on trips, was inadequate and usually crowded, the Supreme Court heard here yesterday.

A local train guard, Mr C C Vos, told Mr Justice Strydom that trains which had to go directly for examination after arriving at Keetmanshoop station were often shunted into the shunting neck or a private sideline.

Mr Vos was a guard on the ballast train which collided with a stationary troop train, killing five national servicemen here on March 25.

He told the court he went out on the train two days before the accident when the driver reported on return to Keetmanshoop that the train had weak brakes.

The train should have been left in the examiner's yard but there was no room and as was normal practice in Keetmanshoop, it was pushed into a private siding.

Mr Vos was giving evidence at the trial of five men: two carriage and wagon examiners, Mr John Steenkamp, and Mr Sarel Jordaan, the train's driver, Mr Michael Brand, the guard, Mr John Fryer, and a station foreman, Mr Johannes Henn, charged with culpable homicide and criminal negligence arising from the deaths of five members of the Western Province regiment, among them Western Province cricketer, Gary Bricknell.

The state alleged earlier that the ballast train which had weak brakes had not been repaired before it was taken out to load ballast at a quarry at Townlands.

On returning, the train ran away twice, the second time into the stationary troop train standing on the main line in Keetmanshoop station.

Yesterday Mr Vos said he knew the driver, Mr M Brand, as a careful and conscientious person who stuck to regulations.

After giving his evidence on the shunting of the ballast train Mr David Hollenbach said he received the train when the brake faults were reported and it was parked in the siding.

It was shortly before he was due to go off duty and he reported in his handover book that the train was in the siding for examination. He handed over to leading shunter John Fryer.

Mr Fryer said Mr Hollenbach signed the handover book and therefore understood that the train had to be examined before leaving the station that night.

It would have been Mr Fryer's duty to take the train from the siding to the examiner's yard, and once it was serviced to report to the station foreman that the train was ready to go out. Only then could it leave on another ballast loading trip, the court heard.

The trial continues today.

Containers hit by one-way trade

AFTER the big switch to container ships, some of the biggest shipping lines ploughing the Europe-SA route are facing trouble.

The drastic fall in trade on the route is largely the result of the economic downturn and import controls. The lines, such as British and Commonwealth, El-

lerman, Harrison, and Safmarine, have spent about R800-million replacing their 105 conventional vessels with containers.

There are nine large container ships costing R70-million each as well as three smaller vessels at around R35-million each in the fleet running this route.

But this decision to replace the conventional vessels with containers was taken in 1974/75 at a time when trade was running at 5-million tons a year and growing at 5-10% annually.

Today, according to Safmarine, trade on the Southbound route is 55% what was originally anticipated.

On northbound routes there is no problem thanks to South Africa's export drive, but with the significant drop in imports, and the entry of the Scandinavians into the southern route, so splitting business further, the major lines are feeling the pinch.

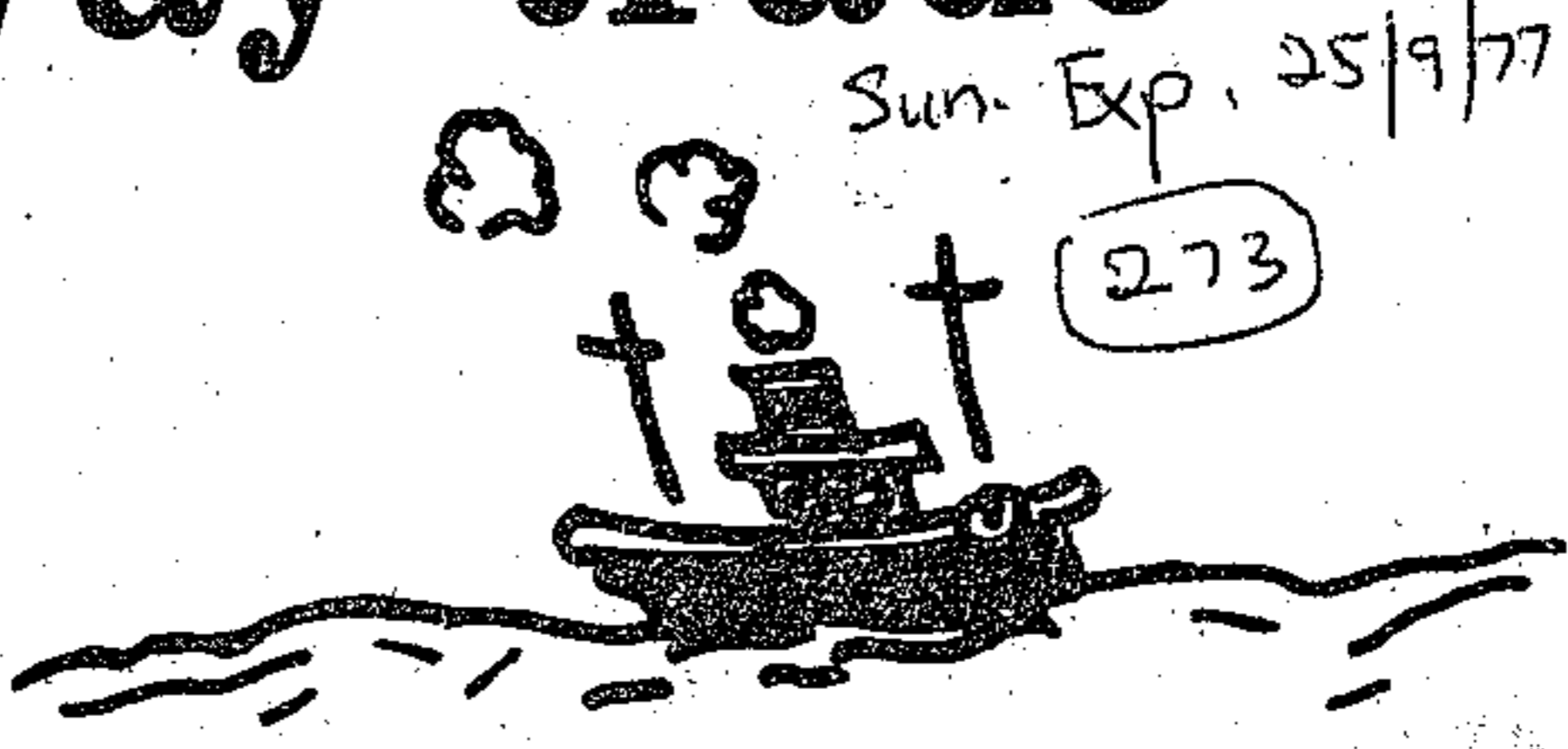
The new container fleet is capable of carrying between 6-million and 7-million tons a year and it has been calculated that present trade has plummeted to half that, with the Scandinavians taking around 500 000 tons.

The Conference operators, while acknowledging the Southbound problem, refuse to be daunted.

Anthony Butterwick, South African trade director of Overseas Containers, said: "A modest rise is possible over the next year or two and once the integrated container service gets under way, the Conference lines will win back cargo from the outsiders."

And a Safmarine spokesman, as sunny as ever, remarked: "It is better to be overtonnaged than unprepared when the upturn comes."

He refused to quantify the cost of the overtonnage which must run into millions, if not tens of millions - a high price to pay for "being prepared".



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Here, with the... attempts at overlays have not been satisfactory, but a transparent gum -

backed (Letrafilm) overlay was found to work very well. There was the world, remote, remote. autumn-sunny street. Time trees turning yellow, the tradesman's boy passing silent down the still, Shadows on this film type tend to be dark though later experiments have shown this not to be inherent but to be dependent on the choice of filters.

Operating difficulties confined the role of this photography to a check on the colour prints, but if film quality were adequate and a transmitted light plotting machine available, it would be the best product. Cost has not been fathered but there would be a major saving in printing - both in material and effort - and in the time saved.

A brief experiment comparing photo annotations made on the infra red photographs (Run 8-805) and a correctly annotated colour print of the same area (Run 8-640) was done. The approach was the same as the comparison between the monochrome print and the colour print.

The percentage of correct boundaries was 84 with omission errors totalling 9 per cent and commission errors totalling 12 per cent. Species predictions were only 33 per cent accurate, but of the errors, 66 per cent were due

spent,

Bus fares

for blacks

to rise

P : General
T : Physical
e.g.

level of all transactions.
Transactions (sales) in this period.
at 10 cents PT = 50 cents.

PT then is Most bus fares for blacks who use Johannesburg's municipal bus service will go up from October 3, although the increases are less drastic than the fare increases for white, coloured and Indian passengers which came into effect this month.

all transactions in a given period.

So $MV = PT$ a necessary

must equal total purchases. This is a truism and both sides must be equal.

If the total must have

million and stock of money is R150 million, then M must finance this volume of transactions, so that

$$M = \frac{PT}{V}$$

$$T = \frac{MV}{P}$$

In this example money or

The City Council approved the fare increases in June. The new coupons are available from today. Old coupons may not be used after Sunday, and they may be redeemed for cash at the coupon office, on the Market Street side of the City Hall.

of the volume of transactions to the stock of

These would goods.

The biggest fare increase for blacks apply to children travelling to or from outlying zones. There is no coupon system for these children and their cash fares will go up from 4c or 6c to 10c.

stocks, shares, existing assets, in addition to final

In this example

$$MV = PT$$

P can refer

level of final output.

T = Volume

The new zone system which determines fares, will take over from the old stage system. However, it is still possible to compare new fares with old ones. Zone 1 covers the city centre, Hillbrow area, while zones two and three extend into the suburbs.

al output) (ie. $PT = GNP$)

So that V

of times that money turned over to become income.

Here V is real output

VELOCITY OF CIRCULATION it is the ratio of total stock of money.

The Transa of circula

The new fares, with the old ones in brackets, are: Zone 1; coupons 8c (7c), cash 10c (10c), children 5c (4c). Zones two and three: coupons 15c (13c), cash 20c (15c) Children 10c (4c or 6c).

circulation is always greater than income velocity

e.g.

\$141 billion
\$4 trillion

M = \$141 billion
GNP = \$503 b
IV of M = 3.6

28

Now the quantity theory is based on the equation of exchange and states that because

$$MV = PT \quad \therefore \quad P = \frac{MV}{T}$$

and therefore the general price level (value of money) is determined by changes in M, because V & T are regarded as being constant and stable and not changing in the short run and very little in the long run. Note that V is determined by the demand to hold money. There is a direct and reliable link between M and GNP and the link is the stability of monetary velocity.

Why V & T are regarded (in this theory as being constant) :

V : is determined by the monetary habits of the community and institutional factors such as the timing of money payments. It is stable and changes only slowly over time.

T : is determined by the productive capacity (i.e. given population, resources, technology, structure of industry). Also changes very slowly.

So that the theory states that the direction of change was from M to P and that any change in the general price level was due to changes in the stock of money.

Travel firms set out on expansion drive

Study Travels (Bourne Travels) 9/10/77

273



John Condie . . . out to grab the corporate trade.

THE TRAVEL business is on the move, with several of the country's biggest travel groups in the throes of major expansion programmes.

The battle is on to capture a bigger slice of the corporate travel market, which is proving a mainstay of the industry in depressed times.

That's because executives tend to travel more in a bid to rustle up extra business and to keep their branches on their toes.

Foreign travel statistics show this clearly. Overall, foreign travel is down. In the first six months of the year, the number of foreign visitors fell from 330 000 in 1976 to 273 000 this year. The number of South Africans visiting foreign lands also fell, but less sharply.

But in both directions there was an increase in business trips. This was particularly marked in the case of South African businessmen going abroad — up from 64 000 to 85 000.

Thomas Cook, which is firmly entrenched in holiday travel, is to make a concerted effort to grab a bigger slice of the corporate trade, says managing director John Condie.

A wholly-owned subsidiary of the Thomas Cook Group, which has worldwide sales of R3-billion a year, the company has also opened its first office in an Indian area of Durban, and has plans to open two or three new branches a year over the next five years.

With 12 offices in Southern Africa now, Thomas Cook has an annual turnover here of R68-million — R15-million of it in travel, and the rest in foreign exchange, mainly travellers' cheques.

A new company, Thomas Cook (Natal) has been formed to run the Indian office, with 51 per cent of the equity held by Mr K. P. Desai, who is chairman. Thomas Cook (Pty) has a 24 per cent stake.

By TONY KOENDERMAN

Musgrave and Watson and Castlemarine, which merged on October 1 to form the country's biggest travel group (turnover R40-million), opened six new offices in five cities in the last week of September, and is opening another at the end of this month.

The group now has 18 offices in South Africa, two in Swaziland, one in London, and a Rhodesian group.

Associated Air Travel Bureau is budgeting for a 15 per cent increase in turnover to R18-million this year and is going international. A London office was opened earlier this year, making a total of six.

Rennies Travel, which deals primarily with corporate business, has increased its sales force by 50 per cent, and is confident business will grow by about 5 per cent next year, according to managing director Noel de Villiers.

Turnover

Rennies has 12 branches and expects turnover to be between R20-million and R24-million this year.

Henry Irving, general manager of Musgrove and Watson Castlemarine, attributes much of the growth in business travel to the export drive.

Surprisingly, though, travel agents report that domestic holiday travel is also doing well. This doesn't seem to square with declining hotel occupancies, but these can be explained in two ways: The increase in the number of hotel beds available, and people are tending to take shorter holidays.

Holidays abroad are also shortening — not only because of the economic situation, according to Mr Condie.

"Another reason is that the R2 000 annual foreign travel allowance has not been increased for more than a decade," he says.

'SAR is
helping
⁽²⁷³⁾
black
RDm 10/10/77
countries'

Pretoria Bureau

THE GENERAL manager of the Railways, Mr J G Loubser, told yesterday of the help the South African Railways was giving to black Africa.

He said at an international conference on marketing of the international image of South Africa that the aid being given to countries such as Zambia, Zaire and Mozambique was far greater than could be revealed.

A policy of non-political involvement — without interference and mainly on request — was followed in such a way that the South African Railways were "just about the only Governmental presence that is tolerated or permitted."

Mr Loubser said South Africa was increasingly being looked to for help and advice.

A realisation of this involvement would contribute greatly to creating a favourable image of South Africa abroad, he said.

R1m profit
Sunday Times
in 5 months
Business Times
— SAA is
16/10/77
flying high

273

Business Times Reporter

TOUGH cost-cutting action by South African Airways has resulted in an astonishing turnaround in profitability — in the first five months of its current financial year, from April to August, it made a profit of almost R1-million, according to an airline spokesman.

This compares with an expected loss of R6-million and follows the operating loss of R14-million for the previous financial year.

A major item in the 1976/77 figures was the high cost of paying interest on borrowed money; the interest bill amounted to R22-million while total revenue on transport services was R300-million.

Furthermore, management now expects that total revenue in the current year will be higher than anticipated and should now reach around R380-million, compared with the forecast of around R360-million, which will come as something of a surprise in the light of the slow-down in the domestic economy.

In the period April to August, growth on the internal routes was of the order of only 1,2 per cent in contrast to the normal annual increase of 15-16 per cent. On the other hand, traffic on the overseas routes continues to expand and in the April-August period, was 17 per cent higher.

The turnaround in profits has resulted from:-

- A campaign to effect major economies.
- The continuing freeze on wages. In common with other industries in the public sector, SAA has pegged wages and salaries.

New ship service

N. Mercury 21/10/77

273

for Cape, U.K.

WILF SEIFERT

ONLY one month after the SA Vaal, last of the passenger mail liners, sailed out of Durban on her final northbound lap, it was disclosed yesterday that a new service between Cape Town and the U.K. would soon come into being.

The main reason for re-introducing passenger services was that the South Atlantic islands of St. Helena and Ascension were "marooned" following the withdrawal of regular liners.

The British Foreign and Commonwealth Office had contracted with the new St. Helena Shipping Company to operate a combined passenger and cargo service serving the two islands en route.

St. Helena Shipping were reported to have acquired the 3 150-ton Northland Prince, built and registered at Vancouver, Canada, with accommodation for 110 passengers.

Initially, the Northland Prince would set out on a trial voyage to Cape Town on December 6. She would stop for one day at Ascension, three days at St. Helena and five days at Table Bay.

"Great demand for passenger accommodation is anticipated. Fares, yet to be finalised, will be about R800 each way, depending on the type of accommodation desired," said Mr. John Roderick Siedle, managing director of King and Sons Dunn and Company, in a statement from Johannesburg yesterday.

First SAA black hostess is thrilled about her job

By Rashid Seria

One of the first black girls to be appointed a ground hostess by the South African Airways, Miss Kaspurie Govender, a school teacher from Rylands Estate, says SAA has given her the assurance that she will be treated the same as white ground hostesses. Miss Govender, a 22-year-old teacher at the Hanover Park High School No 2, has been

kept busy preparing to leave Cape Town for Johannesburg on Tuesday for a three-week training session before taking up her post in Durban.

She said today she was thrilled at her appointment.

'I really did not expect it. There were so many of us who applied. It has come as a complete surprise.

'I've always dreamed of becoming an air hostess,

and now it's actually happening.

'I only hope that SAA will consider appointing some of us as air hostesses as soon as possible. I don't think there's any problems with us becoming air hostesses. It will improve race relations in country.

'SAA has given us a chance to prove ourselves and I'm sure that

we will not disappoint them.'

Kay, as she is nicknamed, said she had asked SAA officials when she was interviewed if they would be treated the same as the whites.

'They gave me the assurance that we would be treated equally,' she said.

Asked if their salaries would be the same as whites, Miss Govender laughed and said: 'I

would not like to say anything about that.'

'I asked them what the white girls were getting, but they weren't keen to say.'

She said she would have preferred being stationed at the D. F. Malan Airport in Cape Town.

'It would be much easier but maybe I'll ask them later for a transfer. At least I'm in and that's what matters,' she said.

ARA US
**Ship wage
3/10/77
dispute**

273

A WAGE dispute which threatened to postpone the first trip to South Africa of the 55 000 ton container ship Table Bay has ended and the ship is expected in Cape Town on December 2.

The dispute, which involved friction between the owners, Overseas Containers, and the trade unions, was settled last week and the Table Bay will now be able to fulfil all her cargo commitments.

It was feared that Overseas Containers would have to charter other ships to deliver the large cargo of containers carried on the Table Bay.

The Table Bay has a Union-Castle crew who, together with other officers and ratings in the British merchant navy, were involved in a wage dispute.

Railways attacked

A. J. Ingham 30/10/77

273

THE CHAIRMAN of the Natal region of the South African Road Federation this week launched an attack on the South African Railways for closing the Durban Bayhead container terminal to private sector hauliers.

Harry Threadgold, the chairman, said that this would result in a serious loss in earnings to hauliers, a limit on the choice of manufacturers over how their goods would be transported, and a fuelling of inflation because of the extra costs some manufacturers would incur through demurrage.

The terminal ban, he says, was only notified to hauliers 10 days ago and will not only affect the earnings of his 180 members, but will curtail the choice of transport to the large body of manufacturers who have their own vehicles.

"This move is creating a convenient transport monopoly for the Railways, and is another unwarranted interference of the State into private enterprise," he said.

Industry, he added, had welcomed the introduction of the scheme which allowed internal transport of containers between Durban and Johannesburg at the "box

rate" originally charged for import and export containers only.

This, he says, is proving a great saving to many manufacturers, particularly those moving commodities in the higher tariff groups.

"However," says Threadgold, "lots of manufacturers with their own transport departments find it better to use their own trucks instead of Railways vehicles. One of the main reasons is that the Railways only allow three hours for loading or unloading a container, and

many people don't have the facilities to keep within this limit. They, therefore, incur a heavy demurrage fee on the time over the limit.

"With their own containers and vehicles they can load and discharge at their convenience. This ban on private transport will only serve to push up inflation and is another example of the State trying to cut down on industry's choice in such matters."

Industry sources also add that the ban might herald the end of the road for a number of the local haulage concerns involved in container transport. Inform- ed estimates put the loss of business to members of the Harbour Carriers Association — after they were barred from moving full-container loads from the in-harbour export/import terminal recently—at some 60 per cent average.

of many companies' incomes. In some cases the harbour business component was much more than the average 60 percent, and this new move could see some concerns having to pack up completely.

Chamber of Commerce general manager Ken Hobson has indicated that his organisation has taken up cudgels on behalf of private enterprise.

"We are going to demand a return to the status quo," he said. "The Chamber management committee met on Friday and decided to send a letter to the

Railways systems manager for Natal, John Irving. This protested at the lack of notice, and about this further interference by the Railways into the realms of private enterprise."

Meanwhile John Irving has hit right back at his critics.

The reason for the move, he said, was because all transport in and out of the terminal is controlled by a computer system, and all vehicles are numbered.

"Not only that, but we cannot afford to allow congestion to build up, or to take a chance on the safety of outside employees coming into the depot," he said.

By Finance Editor Alan Peat

30/10/77

(273)

Notice

On the question of notice Irving said that the Chamber of Commerce was informed in a memo that both the in-harbour terminal and the Bayhead depot would operate under exactly the same conditions. This, he said was sent out some months ago, "and it has been misunderstood as meaning only the in-harbour terminal."

Hobson, when told of this reply, confirmed receiving the letter but he said: "We certainly don't read it that way."

A senior terminal manager confirmed Irving's statement and added: "In January, members of the Railways senior management staff toured the country and gave a series of seminars. In these they also said that all the terminals in the country would operate on the same basis."



New carriers may outdo mails

EAST LONDON — Although there are problems at present, the surface mail service between South Africa and Britain will be better than the old regular mailship service by the end of next year.

A director of Aeromarine in East London, Mr. T. S. Peters, said since the passing of the Mailships, surface mail was taken on any of the carriers sailing to the UK.

"The Mailships used to call regularly, every seven days. The new service is not as regular, although there are more ships and people get mail on say Tuesday one week, they may have to wait until Thursday the next week," Mr. Peters said.

"However, this irregularity will eventually resolve itself because it is planned to have a

regular service every five days by the end of 1978."

Mr. Peters said the passage time between Britain and South Africa on the new ships would be about the same as the old Mailships — 13 days.

"As the new ships get phased in, the service will improve and once all of the five big ships and the three smaller vessels are in use, the service will be excellent."

A spokesman for the post office said yesterday post from East London to the UK had to be posted on time to catch ships. "So far we have been

notified of three ships to the UK this month. We have already put mail for the UK on the train for Cape Town. This will catch the Good Hope Castle leaving Cape Town on November 5.

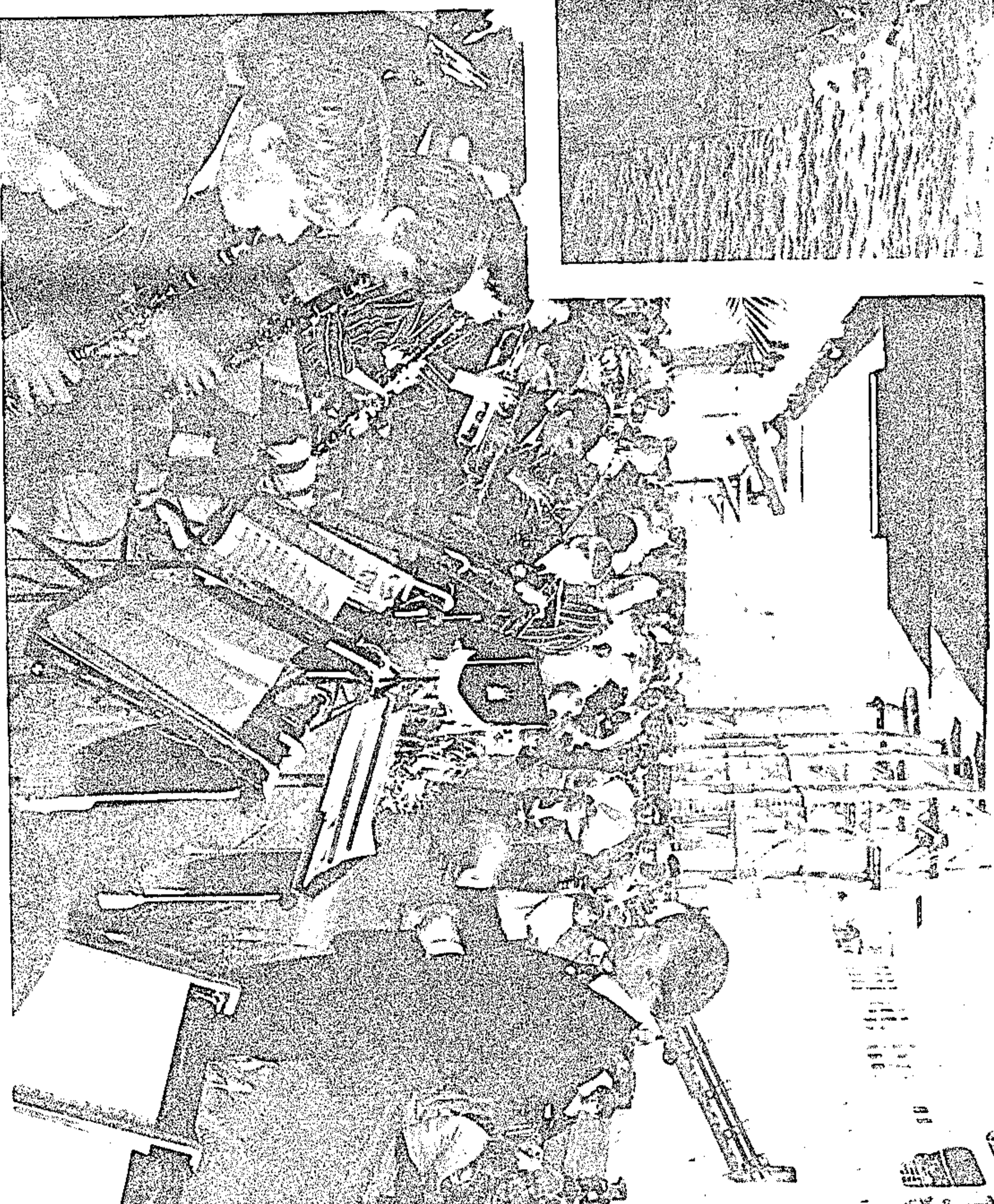
"The next ships will be the Balmoral Castle on November 12 and the Table Bay will leave Cape Town on November 19 and there will probably be another sailing on November 26.

"We have worked out the trains and mail has to leave East London on Tuesday evening to catch the Saturday sailing from Cape Town, so the public

must post their mail by 5 pm on the Tuesday before the sailing," he said.

A spokesman for the CNA, Mr. G. van der Merwe, said the delivery of overseas publications had been affected slightly. "There is one blank week so we are holding a few of these publications in our warehouse in Port Elizabeth to fill in that blank week.

"We are trying our best, but the mail service is not as regular as it used to be, but once the container ships are in full swing, matters should improve," Mr. Van der Merwe said. — DDR



Farewell to a way of

EAST LONDON — An era of gracious living died when the last of the Mailships, the SA Vaal, sailed her last voyage from South Africa to Southampton and then on to Miami in Florida, USA.

There were those who said such luxury deserved to die and that such a way of life, the tipping, bowing and scraping, were built for an age of extremes — the wealthy customer and the lowly-paid worker.

But there is no fantasy in these people, there is no leisure in them and they are destined for ulcers. For these giant floating hotels were built for all play and no work and, at times, this is important in everyone's life.

Today it is the jet age; the age of all hurry and scurry of pressure and dull headaches, of ulcers and coronary thrombosis and so it is an age of leisure and relaxation that has died with the passing of the Mailships.

The SA Vaal, which sailed under the name of Transvaal Castle until she joined the Sarmarine fleet in 1962, was Sarmarine's flagship and this stately, but hard-working lady, ferried passengers, mail and cargo in regular 38-day cycles from Southampton via Las Palmas to South Africa — Cape Town, Port Elizabeth, East London and Durban and with a passenger capacity of 740

people, she carried thousands of people and from Britain South Africa.

In fact, at the end of last voyage, she had completed 114 round trips and 1.6 million nautical miles and carried 27 passengers for her owners before her owners became too big costs to be worth for her owners to be

The SA Vaal has over the honor to Helderberg, the Sarmarine's fully container ships. Sarmarine's present undergirding that will doubt passenger capacity she will be renamed Festival.

Farewell to a way of life . . .

EAST LONDON — An era of gracious living died when the last of the Mailships, the SA Vaal, sailed her last voyage from South Africa to Southampton and then on to Miami in Florida, USA.

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people, she carried many thousands of people to and from Britain and South Africa.

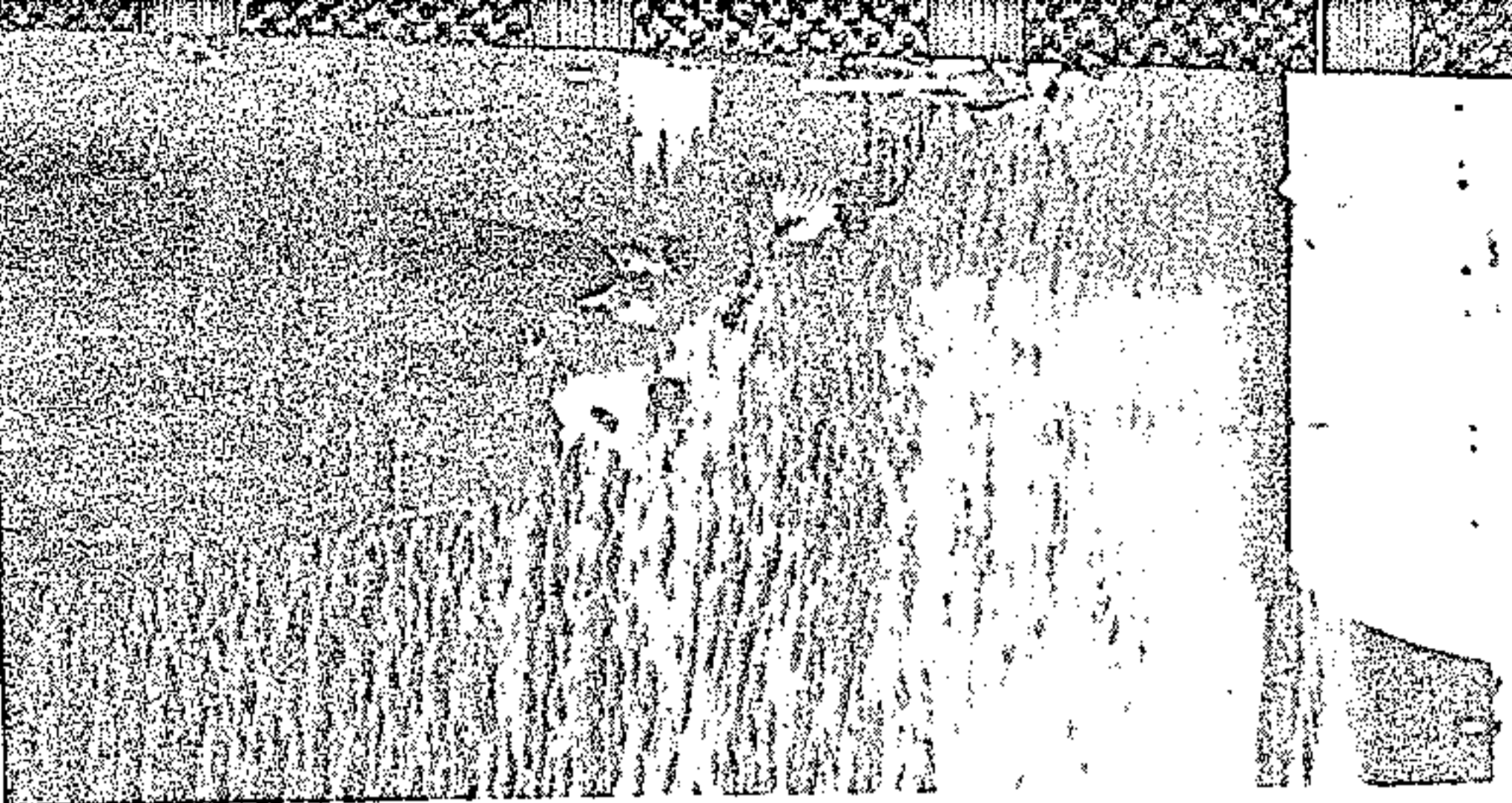
In fact, at the end of her last voyage, she had completed 114 round voyages and 1.6 million nautical miles and carried 200 000 passengers for her new owners before her running costs became too great for her owners to bear.

The SA Vaal has handed over the honour of flagship to SA Helderberg, the first of Safmarine's fully cellular container ships. She is at present undergoing a refit that will double her passenger capacity and she will be renamed TSS Festival.

Thousands of East Londoners lined the quayside and Esplanade to bid the SA Vaal farewell (see pictures) at the end of the 120-year-old Mailship era.

And the tourist industry of East London will lose by the passing of the Mailships. Publicity Director, Mr Sandy Johnston, said the Mailships had built up a tremendous goodwill for East London among passengers over the years.

"There are four methods of travel — rail, road, air and sea, but with the removal of the passenger service, a quarter of the tourist potential has been taken away," Mr Johnston said. —DDR.



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Container problems on SA route

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JOHANNESBURG — South Africa's recently containerised sea trade has already reached a stage where there is an over-capacity — and this before its full fleet of nine container vessels have been brought into service.

The situation is such that least one of the new ships — most probably the R72-million City of Durban, which the Ellerman and Harrison Lines are due to take delivery of later this month — could start commercial life chartered to another trade.

And worse, the ship, or one of its sister vessels due to be delivered next year, may even be laid up temporarily if that charter cannot be arranged.

The problems faced by the shipping lines — Safmarine included — have been brought about by the decline in the South African economy. This is illustrated by the fact that the trade volume to South Africa has dipped to below 3-million tonnes from the 5-million tonnes handled in 1975 — a situation which, obviously, wrecked forecasts initially made by the Conference Lines committed to investing in containerising.

In the long term, the lines have expressed confidence that the trade and the economy will recover. But in the meantime they will have to operate ships at below their rated capacity.

The degree of utilisation is, therefore, unlikely to reflect satisfactory returns until present cargo flows show a fairly substantial improvement.

This is confirmed by Mr Alastair Lloyd, deputy chairman of Ellerman City Lines, part owner of the City of Durban.

In an interview published in the influential British shipping daily, Lloyd's List, he said: "With the temporary overtonnaging situation we have decided it would be sensible to try to get rid of one ship for a time."

But it is apparent the shipping lines concerned are not going to be too hasty in looking for more profitable employment on other trade routes, for fear of cutting down the fleet too drastically to be able to run a regular service, if and when conditions improve. — DDC

NOW FOR THE UPHILL

Financially, the SAR is slowing down. September's operating surplus of R13,5m was the lowest since May, and Railways concedes that the hard stoking which steamed up a surplus of nearly R75m in the first half of the 1977/78 fiscal year can't be sustained.

October-March are not usually Railways' best months. The large number of uneconomic passenger trains run over Christmas and quiet goods traffic (maize transport for instance is concentrated in the winter months) contribute to slack revenues.

GM Kobus Loubser is confident however, that the surplus for the year can be maintained at its first-half level.

"We expect that exports of coal and iron ore will at least balance revenue and expenditure between October and March," says PRO Theo du Toit.

The encouraging results so far have been achieved by merciless cost-cutting. Spending is over R66m below budget.

Revenue on the other hand, has been way below target — R19,9m in April-September. Only harbours and airways have brought in more than expected — R1,6m and R8,8m respectively. The sharp fall in imports (much of which is high-rated traffic) resulted in a railways shortfall of R27,2m.

Tax levies: what you'll get back

Express Reporter

POST-CHRISTMAS poverty will get some relief in February when thousands of taxpayers share a R122,5 million repayment of the 1971 loan levy.

Private taxpayers will receive cheques of from R20 to several hundred rands from their R35,2 million share of

the handout. Repayments include interest.

Companies will get back R87,3 million, which also includes interest.

Interest paid on the levy is tax-free. Cheques will be mailed from February 1, the Minister of Finance, Senator Owen Horwood, announced this week.

The 1971 loan levy ranged from 2½% to 10%.

According to taxable income, families with two children will get back: taxable income R5 000 (levy repaid R21); R8 000 (R56); R10 000 (R88); R12 000 (R125); R15 000 (R191); R20 000 (R333).

Families with three children: R5 000 (R17); R8 000 (R52); R10 000 (R83); R12 000 (R120); R15 000 (R187); R20 000 (R328).

Single taxpayers: R5 000 (R41); R8 000 (R92); R10 000 (R135); R12 000 (R185); R15 000 (R270); R20 000 (R442).

Taxi fleet helped the Nats to win in Pinetown

A FLEET of taxis was used to transport Nationalist voters to the polls in the hotly contested battle for Pinetown, Natal — and the opposition is enraged by it.

And although the Electoral Act — which forbids the hire of any form of transport — was not contravened, as such, opposition spokesmen believe that the "taxi run" helped considerably towards Dr Jan Marais' win for the National Party.

The row over the use of four taxis erupted on Thursday when the Progressive Federal Party candidate, Mr Graham Mackintosh, accused the National Party of contravening the Electoral Act.

Dr Marais, however, emphatically denied that his organisers had used hired transport.

"We had sufficient transport of our own and did not

By RUSSELL KAY

require taxis at all," he said. Yesterday, however, Mrs Fay Watson, managing director of Aussies Taxis, Durban, told the Express categorically that she had offered four of her cars as a "personal donation" to the National Party.

"In fact," she said, "I even telephoned Dr Marais to tell him I was sending four free taxis to help carry his voters to the polls."

It had nothing to do with politics — "I just like Dr Marais," she said.

She could not, therefore, understand why Dr Marais and his campaign manager, Senator Hendrik Klopper, denied the use of the cars.

"I just want to clear the whole thing up and don't want to damage my business," Mrs Watson said.

Later, however, Dr Marais admitted taxis had been used.

"They were given to us

and didn't cost a single cent. We did nothing wrong or illegal — we're not that stupid."

He said that in originally denying the use of taxis, he meant they had not been "hired".

Mr Mackintosh said one of the taxis displayed Dr Marais' campaign poster.

The driver, according to Mrs Watson, was a "rabid Nat" and had stuck the poster on without her permission.

When Mr Mackintosh first accused the National Party of using taxis, Dr Marais responded by saying the allegations were "completely untrue".

In terms of the Electoral Act, no person is permitted to make or receive any payment, or be a party to any contract for payment, for the hiring of transport conveyances in an election.

Election expenses, however, are allowed for fuel for vehicles supplied on behalf of a candidate to transport voters.

In the Pinetown case, no money changed hands between the National Party and the taxi company concerned, though Mrs Watson, having volunteered the cars, obviously paid the four drivers for their day's work out of her own pocket.



• Dr Ballin, who plans to "think" his bottles across the ocean

Ghostologist v brains

Express Reporter

A SOUTH AFRICAN professional exorcist and ghostologist, Dr Ismail Ballin, 46, is to use the spirit world and mental telepathy to try to guide three bottles across the high seas to India and China.

Dr Ballin, who is being backed in his experiment by various sponsors, including a Cape trawling concern,

leaves by air for Cape Town tomorrow to hand over his carefully-sealed bottles for launching.

The bottles will be dropped 100 km out at sea by a trawler, on Dr Ballin's directions, for their trip of an estimated 8 000 km to India and more than 11 000 km to China.

Dr Ballin, whose telepathic and spiritual

powers have made him nationally-recognised poltergeist-eradicator, plans to guide the bottles to their destinations by his thought processes.

A Pretoria man whose first cradle was a size 7 shoe box, because he was too small, Dr Ballin is a recognised scholar also of Christianity, Hinduism, Judaism, Buddhism and Islam.

Muzorewa hope for Smith talks

Express Correspondent

SALISBURY — Key nationalist leader Bishop Abel Muzorewa, his anger over the Rhodesian raids into Mozambique apparently cooling, yesterday indicated that he might join Prime Minister Mr Ian Smith's new peace initiative.

The bishop, who on Friday boycotted the first round of Mr Smith's settlement talks, said in an interview that he would "reconsider" his stand after a reply from the Prime Minister to his letter demanding an explanation of the raids.

Bishop Muzorewa, widely thought to enjoy most sup-

port in the five-year terrorism war.

Bishop Muzorewa, who said his party's independent sources put the number of those killed, including "guerrillas", at 2 700 and not 1 200 as given by the Rhodesian military command, said Mr Smith had tried, "maybe desperately", to explain what had happened.

He had no other way of knowing, he said, whether Mr Smith's claim that only terrorists were killed was the truth, but he did not believe it was entirely correct.

"I believe there are a lot

OFFICE 48 — 12th RD, KEW, JOHANNESBURG

CONTAINER SHORTAGE

AN ARTIFICIAL shortage of containers is causing expansion problems for a major container leasing company. According to Chris Lee, general manager of the international leasing giant Interpool in South Africa, the imbalance of outflow of exports over the inflow of imports has caused a shortage, which, he says, looks likely to exist for some time to come.

This has seriously hindered his company's plans to move into leasing of containers to the manufacturing sector.

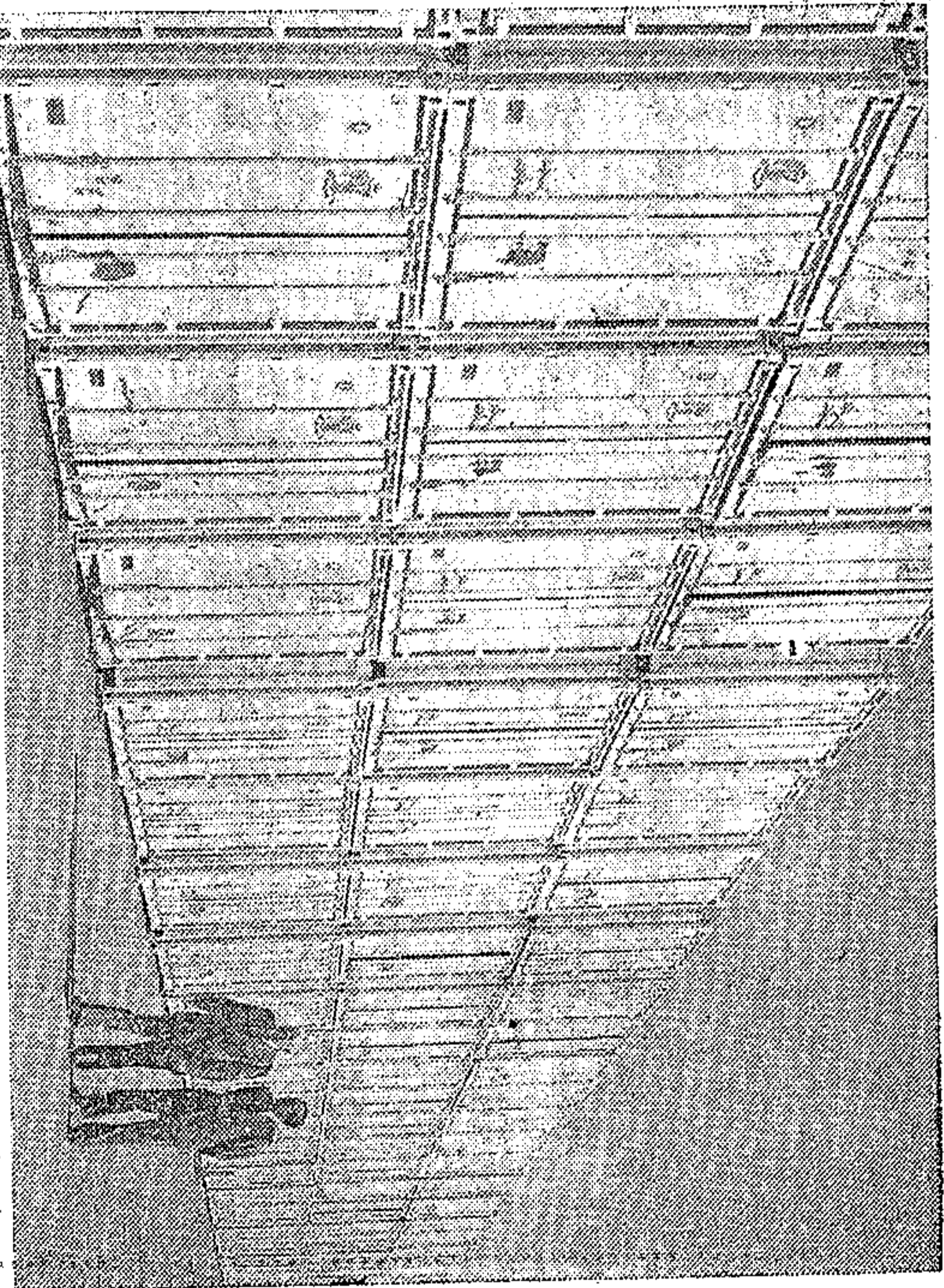
"However," he says, "we intend to have a R10 million investment in boxes in South Africa by the end of 1978. This reflects our confidence in the short to medium term prospects for the country's trade and container programme prospects."

"This figure represents about 5 to 6 percent of Interpools assets tied up in the South African trade, and adds up to a total of about 4 to 5 000 container boxes."

While the leasing companies may be feeling the shortage (their boxes are subject only to a random return pattern dependent on the needs of their international clients) the shippers and shipowners are confident that the demand for containers for the rapidly burgeoning container trade will be met.

According to a spokesman for Safmarine (whose new large container vessel SA Helderberg arrived in South Africa this week) the shipowners will be able to maintain the balance of import and export needs.

"This is no new problem," he said. "Export and import imbalances have often occurred in the past on all international trade routes. With containers it is easier to re-schedule boxes than to re-schedule whole ships. I would say that carrying empty boxes is just part of the trade."



No shortage of boxes says Safmarine

Including Sedans, H.A. and

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Transport Reporter

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Black Africa's ban against South African Airways flying in its airspace costs the airline an estimated R20-million a year, says the airline's chief executive, Mr Eddie Smuts.

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Because of the ban, SAA flights are obliged to go around the bulge of Africa, and this means an extra 2 000 km in one direction compared with a flight to London going via Nairobi in Kenya.

SAA to sell three Boeings

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The expense of extra fuel, and other operating costs adds an estimated 10 to 15 percent to the total operating costs of the Springbok services to Europe.

Transport Reporter

South African Airways plans to sell three Boeing 707 aircraft this year, hopefully for a total of R12-million.

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But Mr Smuts says SAA remains competitive on the route, largely because passenger loadings, which he claims are due particularly to the airline's good name and service.

But there are no plans to buy new aircraft at this stage, though there have been suggestions that SAA could need more wide-bodied Airbus in the future.

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"I would say the cost of going around the bulge is R20-million a year. This is a burden we have to carry and the fact that we still show a profit, I think is quite an achievement."

Mr Eddie Smuts, chief executive of SAA, told The Star that the three Boeings, which range in age from between eight and 10 years, were "surplus to SAA requirements."

erker:

FUEL SOARS

Mr Smuts said that when SAA was first banned from overflying black Africa in August 1963, fuel costs made up about 10 percent of the total operating bill. The figure has now soared to 25 percent.

"It is our intention to dispose of them to our best advantage this year."

However, Mr Smuts denies that the cost of flying around the bulge means that the cost of travel to and from South Africa is higher than it should be.

However the intended sales will not dispose of the "workhorse airliner" completely. Mr Smuts said the last of SAA's 707-320 B aircraft, delivered in 1968, would be retained for the South America run, whilst a 707-320 C would be kept in use for the airline's freight run to Paris.

Mr Smuts claims that on a passenger/kilometre basis, return fares to South Africa compare favourably with scheduled airline fares on other routes around the world.

This would leave SAA with three 707-320 C models to dispose of. Mr Smuts estimates their value at about R4-million each — they cost R8-million new.

"Which is not bad, as they do not depreciate to a particularly low value."

HEADACHES ABOUND FOR THE PRIVATE OPERATORS

Still more red tape to new Transport Act

Anne Colley

Many large South African companies who transport their own products and raw materials around the country will find themselves with severe headaches now that the new Road Transport Act is operative.

The new act, effective from January 1, fills the lives of private operators — companies not transporting for profit but merely carrying their own goods — with yet more red tape and restrictions.

New concessions are made in the act, and smaller companies who don't use anything bigger than a "bakkie" or a minibus will probably greet it with enthusiasm. But the bigger boys are already experiencing problems. Not only does it cost them more to get a permit to transport their products, but interpretations of the new regulations are varied and confusing.

Position threatened

To most laymen, road transport legislation has always been a mystery and many people believe that it is passed to protect the South African Railways.

When road transport became popular in the 1920's, the railways lost much of its very profitable high-value-low-bulk traffic and its financial position was threatened.

The SAR argued that its tariff structure could not be changed because increasing the very low rates on agricultural products and ores would send ripples right through the cost of living. Passenger transport — considered a social service — is run at a loss every year and needs to be subsidised by the more profitable traffic.

And a completely free transport system would also lead to an oversupply of transport on the dense

traffic routes, leaving the rural areas out in the cold.

So the old Motor Carrier Transportation Act was passed, making the carrying of people or goods on public roads — for reward or in the course of business — an offence unless authorised by the Transport Boards.

The Act was intended to control transport "for the benefit of the public" — basically to prevent a glut of operators undercutting one another to the extent where they could no longer afford to keep their vehicles roadworthy. The fact that it protects the railways is, according to

wording or situations the legislators did not foresee.

The main problem is that many businesses, carrying goods on routes they have travelled for years, are now operating illegally.

One example. A company whose place of business is outside an exempted area can no longer deliver goods to an exempted area. It was not of course what the legislators intended but the Act's list of people to whom the boards may grant permits makes no mention of firms operating from outside an exempted area.

South Africa's transport system and its legislation, has long presented a confusing maze of rules and regulations to the layman. The labyrinth has now been replaced with a new act. But how much simpler does this make the system?

industry sources — incidental.

But the transport policy is changing. Both the SAR and the private sector have agreed that SA is ready for freer competition. And the new Act loosens the strings.

Certain people no longer need authorisation to transport. These include people using nothing bigger than a vehicle with a carrying capacity of 1 000 kg (about the size of a bakkie), businesses carrying their own goods, in an exempted area or within 80 km of its place of business, and vehicles carrying exempted goods.

A major change of heart is the removal of the virtual ban on granting permits to operators if a satisfactory service is already available.

These are some of the concessions — but what are the problems?

There are obvious ones, but there are also a myriad of hassles which are only coming to light as companies try to work under the new rules. Most are caused by ambiguous

As these areas are likely to be the major business centres, like the Witwatersrand, this is a major hassle.

Fees have also gone up substantially. Where it used to cost a company R2 for a vehicle permit it now costs R100 for an indefinite period permit.

But the professional hauliers have been hit hard. The old charge of R3 a truck, R6 a rigid truck and R8 a bus is now a flat R100 a vehicle. Although the permits no longer have to be renewed every year the initial outlay will be heavy for large firms with dozens of vehicles on the road.

Another blow for the hauliers is the abolition of the temporary substitution clause under the old act. If a vehicle was, in for servicing or repairs, its permit could be used for a substitute vehicle for one week. This privilege however was abused — companies got away with one permit for two trucks,

If the driver was stopped he claimed he was using a substitute vehicle but had forgotten to switch the permits. The fine for this was very low.

Now that substitution clause has been done away with. Any vehicles off the road for maintenance or repairs can only be replaced by a vehicle with a temporary permit. These permits are tremendously expensive — because they too were abused. They are only valid for 14 days and cost R5 a day.

With a fleet of vehicles constantly needing servicing, it is likely to prove a major expense to the big companies. And passenger services which run to a tight schedule will have untold problems if their vehicles break-down early in the morning or late at night when the permit offices are closed.

Another problem: it can take up to eight weeks to have a vehicle's registration changed — the amendment to the permit must go before the board, be approved, and gazetted. In the meantime the company has to use a temporary permit at the prohibitive prices.

Lap of the gods

Some matters are still in the lap of the Gods — the lists of exempted areas and exempted commodities have still to be disclosed but keen dispute continues about the inclusion of furniture as an exempted good — the professional hauliers claim their investments must be protected. But on the whole exempting goods will have little effect on the cartage companies.

Transport consultants Herbert Burman say the new act needs amendment and clarification. "We will have to shake down into it and sort out the problems as they arise." They believe the act will have to be amended at the current session of Parliament.

Railway
tariffs
likely
to go up

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269

Transport Reporter

South African Railways is likely to raise its freight and passenger tariffs for the third successive year this year, though officials describe as "pure conjecture" reports that the rise will be about 10 percent.

Increases in the cost of electricity, steel, coal and the five percent salary hike last month have stretched the Railways resources which have been tightened already by an overall fall in business and reduction of imports.

Last April SAR hiked up its tariffs by an average 14,6 percent which followed an increase six months previously of 9,4 percent.

However, though revenue fell below budget in the first nine months of the current financial year, the SAR through cuts in overtime costs and curtailment of uneconomic services, has managed to come out with a surplus so far of R74-million.

But by the end of the financial year in March, this figure probably will have been trimmed to about R45-million to R50-million because of the effect of recent cost increases.

Toll bridge row at Mdantsane

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EAST LONDON — The South African Railways has been charging a five cent toll for pedestrians using the pedestrian bridge at the Mdantsane Railway Station, according to a complaint before the Divisional Council of Kaffraria yesterday.

And now a row is threatening to develop between the SAR and the divisional council as the SAR has indicated its bridge is for the use of railway passengers only and the council should build their own footbridge for the use of non-passengers.

At yesterday's meeting of the council it was decided the chairman, Cllr M. Robb, and the secretary, Mr L. Dauberman, should interview SAR officials

with a view to opening the bridge to pedestrians without a charge.

This follows a report from their road engineer on the substantial cost of constructing a footbridge over the railway lines at Mdantsane, a cost which in the present financial climate was not justified.

Objections to pedestrians having to pay a toll to cross the bridge come from Messrs Toychamps (Pty) Ltd, who feel the SAR is interfering with trade at the Smiling Valley Cash Store opposite the station.

They say both staff and customers at the store are being charged 5 cents to cross the bridge. "It appears the South African Railways are now hiring out bridges to the public," they said.

In a later letter they alleged the toll was a "malpractice" involving the charging of school children, labourers, employees and shoppers.

Replying to the accusations the South African Railways said the bridge was built at their expense for the exclusive use of railway passengers. At the time of it being built it was not contemplated no agreed that others should use the bridge.

In the letter the SAR pointed out the possibility of providing a level crossing had been mooted but this had been found to be impracticable because of the danger of collisions with trains. The SAR offered every assistance in the siting and planning of any footbridge the relevant local authority planned to construct. — DDR.

Rail fund
 Star 1312/78
 income (269)
 up again

John Patten,
 Political Correspondent

THE ASSEMBLY — Contributions to the Railways and Harbours General Renewals Fund are to be raised by 20 percent from April 1 as a further move to counter the effects of inflation. The step is expected to add R65-million to railways revenue spending.

The increase disclosed in a memorandum tabled in Parliament follows a 20 percent increase in April last year.

The Railways Administration sent a memorandum to the Select Committee on Railways and Harbours last year stressing the necessity for maintaining the soundness of the fund. It indicated an increase of 51 percent was needed to make the fund stable.

Such a large increase at one time was not practical, so last year the depreciation rate was raised 20 percent to close the gap between the traditional method of raising depreciation on original value and a revised method incorporated in a system of inflation accounting, which updated replacement values.

The memorandum also reported that experience had shown that there was little difference in the economic life of wide-bodied and other aircraft, and that a uniform depreciation rate of 8 percent would be applied in future. Previously other aircraft had been depreciated at the rate of 12 1/2 percent.

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UK dockers cost lines R6-million

SUNDAY TIMES 19/2/78

269

THE DOCKERS' strike in Southampton, which has disrupted the launch of containerisation in South Africa, has cost conference shipping lines more than R6-million, according to conference chairman Neil Forster.

But an end to the stoppage could be in sight, said Mr Forster this week during a visit to Johannesburg.

The strike started at the time of the inauguration of the full container service last July, and has made it impossible for containerised cargo to move directly from Southampton, the designated container port for the South African trade.

Instead, thousands of tons of freight have been transhipped monthly to European ports to be packed into containers and sent on to Cape Town.

The cost of this operation has been about \$1-million (R870 000) a month, Mr Forster said.

The dockers downed tools on two issues — loss of jobs through containerisation, and wages. South African political issues had nothing to do with their action.

Mr Forster said the Dockers' Union, the biggest of the four unions involved, had now accepted the operation of the container terminal and if the smaller unions are also compliant, "I hope Southampton will be clear by the end of this month."

The strike is but one of a number of problems facing the conference in the opening months of containerisation. The biggest difficulty is the 40 per cent drop in South Africa's import traffic, which has left the shipping lines with substantial overcapacity.

Another is the fire in the Nedlloyd Hoorn which is still being built. This ship is the fourth of the nine large container ships planned for the service and the bill for damage came to more than R40-million.

The Hoorn was originally scheduled to

Business Times Reporter

come into service in mid-April, but now won't see service until next year.

In all, 16 vessels are planned for the service — nine large container ships of 2 450-container capacity for north-western Europe, three small vessels of 1 320-container capacity for the Mediterranean, and four roro (roll on, roll off) ships for mobile cargoes.

Two of the roro ships will be built for Scandinavian shipping lines, one for the French, and one is likely to be for Overseas Container Lines.

Russian ships, cutting freight rates to East African ports (including Maputo) by 30 per cent, are another problem for the conference lines.

"We don't mind ordinary competition, but Russian competition is not commercial competition," said Mr Forster.

"The danger is that they, and the East Germans and Poles will come into Mozambique in a much stronger way."

The issue is being dealt with at ministerial level in the European Economic Community.

Inflexibility on the part of South African Railways has provided yet another headache for the shipping lines, Mr Forster said.

For example, exporters previously were able to obtain a rail truck at their sidings free of charge, but if they want containers they have to pay for them.

"This has not helped us to sell the concept," Mr Forster added.

Despite the problems, however, he professed himself surprised at how well containerisation had gone.

"The next three cellular ships going north are all 100 per cent full," he said. "Containerisation has gone very much better than we expected."

Cape Times 23/2/78 269

Train examiners at fault, State alleges

WINDHOEK. — The train examiners on duty were supposed to have examined and repaired the ballast train the night before it crashed into a stationary troop train, killing five national servicemen at Keetmanshoop on March 15 last year, the State submitted in the Supreme Court here yesterday.

The prosecutor, Mr H F van Zyl, told Mr Justice J J Strydom that even though the previous driver of the ballast train had complained about its brakes, the ballast train had not been examined and had left for Townlands, just north of Keetmanshoop, later that night.

The examiners had failed to examine and repair the ballast train. They had also failed to inform anyone that the train had left without being examined.

Mr Van Zyl was presenting argument opposing an application brought before the court last Friday by the defence counsel for the discharge of two of the five railwaymen who had pleaded not guilty to charges of culpable homicide and alternative charges of negligence, in terms of the South African Railways and Harbours Services Act.

The application was handed in by Mr J P Botha, defence counsel for the train examiners, Johan Carel Smith Steenkamp, 22, and Sarel Stephanus Jordaan, 24, after the state had closed its case last Friday.

The other accused in the case are Michael Christiaan Albertus Brand, 30, John Ernest

Fryer, 23, and Johannes Bernardus Henn, 38.

Mr Van Zyl argued that any "reasonable" train examiner would have realized that the ballast train, which transported heavy loads, could possibly have encountered trouble or have been involved in an accident if it was not examined.

The fact that the previous driver of the ballast train, Mr Ockert Louw, had complained about the train's brakes, had made an investigation even more pertinent that night, he said.

Mr J P Botha argued that the work of train examiners was restricted to a train examining yard and that it was not a train examiner's duty to bring a train to the examining yard.

The court heard earlier that the train had not been moved to the examining yard for examination and had stood in a shunting neck till it left for Townlands, the night before the accident.

Mr Justice Strydom reserved judgment on the issue till today. — Sapa

MIN. MULLER SE

RAPPORT 26/2/78

DILEMMA (269)

Deur ALPHONS DU TOIT

TARIEFVERHOGINGS of nie, is die probleem waarmee min. Louwrens Muller met Woensdag se Spoorwegbegroting sit. Die dilemma lê daarin dat die Spoorweë se passasiersdienste groot verliese ly maar dat die stadium bereik is waar tariewe kwalik verder verhoog kan word.

Afgesien van die verwagte styging in die daaglikse bedryf van die Spoorweë is daar vanjaar ook nie meer as R100 miljoen wat gevind moet word vir die onlangse salarisverhogings.

Maar bo en behalwe hierdie probleem sit die Suid-Afrikaanse Spoorweë nog steeds met sy grootste dilemma. Soos alle ander spoorweë ter wêreld loop die passasiersdienste van die SAS teen 'n geweldige verlies. In die boekjaar 1975/76 het dié verlies R209 miljoen beloop.

Die verwagting is dat die jongste syfers veel hoër gaan wees. Tot op hede is die verlies op passasiersdienste uit die meer winsgewende afdelings verhaal, soos byvoorbeeld pyplyne, die Lugdiens, Havens en natuurlik die vervoer van goedere.

Kettingreaksie

Die posisie is nou bereik waar tariewe en veral treinkaartjies kwalik verder verhoog kan word. Daar moet in ag geneem word dat selfs 'n klein tariefverhoging 'n groot kettingreaksie tot gevolg het.

Wat treinkaartjies betref moet onthou word dat die oorgrote mederheid van die Spoorweë se passasiers uit swartes bestaan. Wat sy voorstedelike diene betref, vervoer die Suid-Afrikaanse Spoorweë vier swartmense teenoor elke blanke. Op die langafstandtreine is die verskil meer dramaties. Hier vervoer die spoorweë elf swartes teenoor een blanke.

Gevolgtlik is dit vir die spoorweë feitlik onmoontlik om sy treinkaartjies nóg duurder te maak.

Ongewild

Wat is die oorsaak van die geweldige verlies op passasiersdienste? Dit is beslis nie aan onderbesetting van treine te wyte nie. Suid-Afrika se spogtrein, die Bloutrein, het byvoorbeeld 'n gemiddelde besetting van 92%. Die Trans-Karoo se syfer is tussen 70 en 73% en die Trans-Natal byna 70%. Die Drakensberg (die ou Bloutrein wat heeltemal opgeknop is; is egter die spoorweë se ongewildste trein.

Die besetting van die luukse sneltrein wissel van

C.T. 27/2/78

(269)

Containers are halfway

By TONY JACKMAN
Shipping Staff

THE CONTAINER service is now at the halfway stage in its implementation, and the Europe/South Africa Shipping Conference has had more than the predictable teething problems to contend with.

Nevertheless, Conference members are confident of the success of the service.

A major unexpected setback was the extensive fire damage sustained by the Nedlloyd Hoorn in Rotterdam in January. The ship was the fourth, which should have come into service after the City of Durban, which is expected in Cape Town on March 13.

The Nedlloyd Hoorn, which was in the process of being fitted out, was severely damaged, and is

now unlikely to be in service for another year.

The dockers' strike at Southampton was another cause of concern to the lines, because this prevented the moving of containers directly to South Africa. It cost roughly R870 000 a month extra to move the containers via Europe.

At the South African end, now, that the containers are moving the Railways are doing a very good job on the operational side, though the Conference lines feel that the Railways should be more flexible in the way they set up internal tariffs.

They cite the example of the port of Hamburg, where a shipper now pays only one fifth of what he would pay if he shipped by conventional means. In South Africa, the shipper pays four fifths.

South Africa's import trade was down by 40 percent on that predicted, while the export trade held its own. A factor that has seriously damaged profitability is that Southbound freight rates are 50 percent higher than northbound.

Russia is still active in the East African trade, though they still have not attempted to venture into the South African trade. If they make inroads into the Beira, Maputo trade, it will have an indirect effect on South African trade.

Conference Lines are constantly aware of the competition, often zealous, offered by non-conference people, and some have become a thorn in the flesh for the conference, undercutting them by as much as 20 percent.

Enterprise Container Line, which runs the Nortrans ships, is probably the biggest competition for the Conference. Other non-conference lines are Hellenic Lines, who run to the Mediterranean, and Companhia Portuguesa De Transportes Maritimos. A smaller operator is the Spanish-owned Consortium Line, which is increasing its number of small ships on the route by more than double.

There is even a land-locked shipping company based in Switzerland in competition, called Mediterranean Shipping Line, which bought a number of ex-Brockelbank ships, built prior to the '50s.

The Conference Lines are losing about 10 percent of local cargo to non-Conference operators.

Driver tells of train's last, fatal journey

Cape Times
28/2/55
269

WINDHOEK. — He had not suspected anything was wrong with a ballast train he had been driving before it crashed into a stationary troop train, killing five national servicemen on March 25, an accused in the Keetmanshoop rail disaster case told the Supreme Court here yesterday.

Mr Michael Brand, the driver of the ballast train, told Mr Justice J J Strydom he had also not known the ballast train had not been examined and repaired the night before the accident. Neither had he heard that the previous driver of the train had complained about the train's brakes being defective.

The first time he had heard of complaints about the ballast train was after the accident, he said.

Mr Brand is one of three railwaymen who have pleaded not guilty to charges of culpable homicide and alternative charges of negligence in terms of the South African Railways and Harbours Services Act.

Two others were discharged last week.

The other accused are Mr Johannes Henn, the station foreman at Keetmanshoop and Mr John Fryer, a foreman shunter.

Describing the train's progress from Townlands to Keetmanshoop, Mr Brand said that at a later stage, as it went downhill, he had noticed the train was speeding unnaturally.

He discovered a vacuum pipe uncoupled and after reconnecting it, continued.

But on the final descent into Keetmanshoop Station, the train had started "speeding unnaturally again", Mr Brand said.

"As we approached the rail points — just outside Keetmanshoop Station — I asked my assistant driver, Mr Groenewald, whether he could see the points. I wanted to see on which line they were open."

Mr Brand said the points had been open on the first line and that the troop train had been stationed there.

His assistant driver and the van guard, who was also in the driver's cabin at the time, had leapt from the locomotive.

"As they jumped, I

shouted: "The points, the points," Mr Brand said.

"I wanted them to try and change the points under the train so that the train would derail and the accident would possibly be averted," Mr Brand said.

But the two men had failed to change the points in time and the ballast train had crashed into the stationary troop train.

Mr Brand said he felt he had perhaps made an emergency brake application too late on the descent into Keetmanshoop when he had realized that the train's speed was increasing unnaturally.

The hearing continues tomorrow. — Sapa

Railways, SAA net deficit is R13,5-million

Cape Times
28/2/78 (269)

Political Staff

HOUSE OF ASSEMBLY. — South Africa's major transport service, the Railways, lost R79,7-million and the other State-owned passenger service, South African Airways, lost R14-million during the 1976-7 financial year.

But through a R50-million working profit on the country's harbours and a R95,4m profit on oil pipelines, the net deficit for the year was only R13,5m — and this loss will be met by the rates equalization fund, which had a credit balance of R36,8m on March 31 last year.

These details were given yesterday when the report of the South African Railways

and Harbours for the 1976-7 financial year was tabled.

Revenue from various services during the year was R2 257,5m. This exceeded the income for the previous year by R394m, an increase of 21,1 percent.

But, says the report, "the relatively low economic growth resulted in unfavourable high to low-

rated traffic ratio and consequent deterioration in revenue. This tendency was aggravated by the introduction of the 20 percent import deposit scheme on August 2, 1976, which had a detrimental effect on revenue in that general cargo imports, and consequently high-rated goods tonnages, deteriorated further during the second half of the financial year."

Expenditure for the year increased by 20,1 percent to R2 205,9m.

The staff position at the end of the year was 114 809 whites — an increase of 991 — and 144 397 blacks — an increase of 3 480.

Although revenue for the airways increased by 17 percent to R318,7 million, expenditure rose by 25,6 percent to R332,7-million.

The expenditure increase was due to the high modification cost of Boeing 747 Super B aircraft; increases in hire costs of El Al and Safair aircraft; the high cost of spares for engine modifications and repairs; more commission paid to agents because of increased sales; the increased price of meals served on aircraft; accommodation and meals for cabin staff overseas; ground support equipment; pension contributions for locally recruited staff abroad and equipment for new passenger aircraft.

costs up

All round ⁽²⁶⁹⁾ increase in Rail budget

John Patten, Political Correspondent

Star 1/3/78 The Assembly

Sweeping increases in transport tariffs and rail and domestic air fares have been announced by the Minister of Transport, Mr Muller, in a record R4 258-million Railway Budget.

To meet a shortfall of R241,5-million and just balance his budget Mr Muller proposed:

● Suburban and main line rail fares, as well as domestic air fares, be increased by six percent.

● Rates on goods services increasing by varying percentages ranging up to 23,6 percent.

The overall effect of the increases, which will take effect on April 1, will be to increase railway revenue by 8,6 percent.

The Minister said that increases as between high and low-rated traffic would be kept on a more even level in the national interest in spite of railways policy to close the gap.

High-rated traffic rates would go up by between 10 to 11,4 percent.

All classes

Mr Muller said the increases of 6 percent in main line and suburban passengers fares would be for all classes.

Rates for mail and parcels traffic will go up by 10 percent, with the minimum parcels rate set at R1 a consignment.

Rates on pipeline products will go up 11,1 percent and this is expected to cause a marginal in-

Transport costs up all round

▶▶ From page 1

cranage and port dues were lagging considerably behind economic levels, they would be increased respectively by 23,6 percent, 17,3 percent and 20 percent.

Charges for bulk-handling installations would go up 15 percent for Durban, nine percent for Port Elizabeth and there would only be a slight increase at Saldanha Bay.

Lighthouse levies would be increased 7,7 percent. While domestic air fares were going up 6 percent, air-freight would be increased 10 percent.

The Minister said the effect of the increase was estimated to increase revenue by R241,4-million, leaving the Railways with a deficit of only R168 000.

● Muller's cost cutting plans—Page 9.

Star 1/3/78
Star

One of the few rebates granted by the Minister is for traffic conveyed in block loads from one private siding to another. The rebate is five per cent.

Special iron ore export rates to Port Elizabeth will go up eight per cent— but for manganese ore the increase is 12 per cent.

Departmental cartage rates will rise 10 per cent.

Special rates on containers conveyed by United trains between Durban and Johannesburg go up by 12,5 per cent.

The Minister announced that he was withdrawing the 5 to 10 per cent rate discount allowed on private ISO containers.

Transport of large animals will go up 9 per cent and those on small animals by 10 per cent.

Explaining the difference, Mr. Muller said the conveyance of small animals was less economic because of their smaller mass.

Because tug charges,
To Page 3, Col 3

Examples of new railway fares

John Patten,
Political Correspondent

CAPE TOWN — The Railways Administration has issued a table of examples of how the rail fare increases will affect commuters and mainline passengers.

A first-class passenger travelling single from Johannesburg to Germiston — a distance of 14 km — will pay 39c for his ticket instead of the 37c at present, and 58c return instead of 55c.

First-class single between Pretoria and Johannesburg — a distance of 69 km — will cost R1,47, which is 8c more than at present. The return fare increases by 13c to R2,21.

A third-class passenger from Johannesburg to Lenz — a distance of 30 km — will pay 32c instead of the present 30c for a single journey, and for a return ticket 40c instead of 37c.

A first-class ticket from Johannesburg to Cape Town will cost R63,25 (now R59,65) single and R126,50 (now R119,30) return.

Second-class fares between Johannesburg and Cape Town will be R42,15 (now R39,75) single and R84,30 (now R79,50) return.

Third-class fares between Johannesburg and Cape Town will be R20,15 (now R19) single and R40,30 (now R38) return.

To Durban from Johannesburg first-class fares will be R32,65 (now R30,80) single and R65,30 (now R61,60) return. Second-class single between the two cities will be R21,75 (now R20,55) and return R43,50 (now R41,10).

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SAR 'working closely^{stat 1/3/78} with black states

Political Staff

THE ASSEMBLY — The Minister of Transport, Mr Muller, today revealed the close co-operation on major projects between the South African Railways and black neighbouring states, including Mozambique and Swaziland.

He said tripartite agreement was concluded in October last year between the Mozambique railways, the SAR and a South African firm for the complete resignalling of the Mozambique railway line between Ressano Garcia and Maputo.

Senior SAR personnel had also been made available to Swaziland Railways on a secondment basis following representation by the Swaziland Government.

Swaziland Railways were also being assisted with staff training and consulting services, for instance in connection with the signal and telecommunications scheme for the Phuzumoya-Golela line, their proposed new outlet to Richard's Bay or Durban.

As in the case of Transkei, Bophuthatswana had since its independence entered into an agreement with the South African Government in terms of

which railway lines traversing its territory would also be operated by the SAR as an integral part of its network.

Considerable progress had been made with the training of Transkeians, with about 70 already having been trained as clerks, checkers, train marshallers, guards, station foremen and ticket collectors.

Mr Muller said transportation could and in many cases did have a singularly unifying effect on countries. This was especially applicable to southern Africa where nearly all the rail systems were compatible in gauge and other equipment.

South Africa with its acknowledged position of leadership in all facets of transportation was in a unique position to foster closer relationships with all countries of this geographical area. Provided that realism prevailed, this could only bode well for the future.

The SAR had already given proof of its readiness to assist all the countries concerned by conveying their traffic over its lines and placing its harbours at their disposal, and by giving assistance and advice whenever requested.

Its knowledge and techniques were home-grown and therefore met the peculiar needs of southern Africa, he said.

Cheaper transport call after rises

Calls for increased Government subsidies and cheaper transport were made today by black and white commuters in Johannesburg in reaction to the 6 percent increase in passenger fares.

Commuters interviewed at the Johannesburg station today reacted with shock, anger, disappointment and resignation. Blacks criticised the Government.

"Ridiculous," was the comment of Mr P J Burger of Johannesburg on the fare increases.

"I travel to my work in Industria by train most days and was seriously considering going in by car in the future. Now I hear the price of petrol might go up. I think I'll buy an aeroplane; that seems as if it's going to be cheaper."

Mr J de Waal, a student from Kempton Park, said the increase in fares would "not affect me all that much." He was sorry for non-white South Africans who, he felt, would be most affected by the increases.

Mr J A Hartzler, an office worker from Roodepoort, comes in to Johannesburg by train every day. "I'm not happy with the increases," he said. "But they are fact now. We'll just have to pay."

Dr Dennis Sithole of Orlando West, Soweto: "The increase is proportionately unfair to black people. The Government must subsidise our increase or reduce its defence budget."

Mr Arthur Makwane of Moroka, Soweto: "It has come at a difficult time. No sooner are we recovering from the shock of bread-price increases than we walk straight into a train increase. It will be really hard for us."

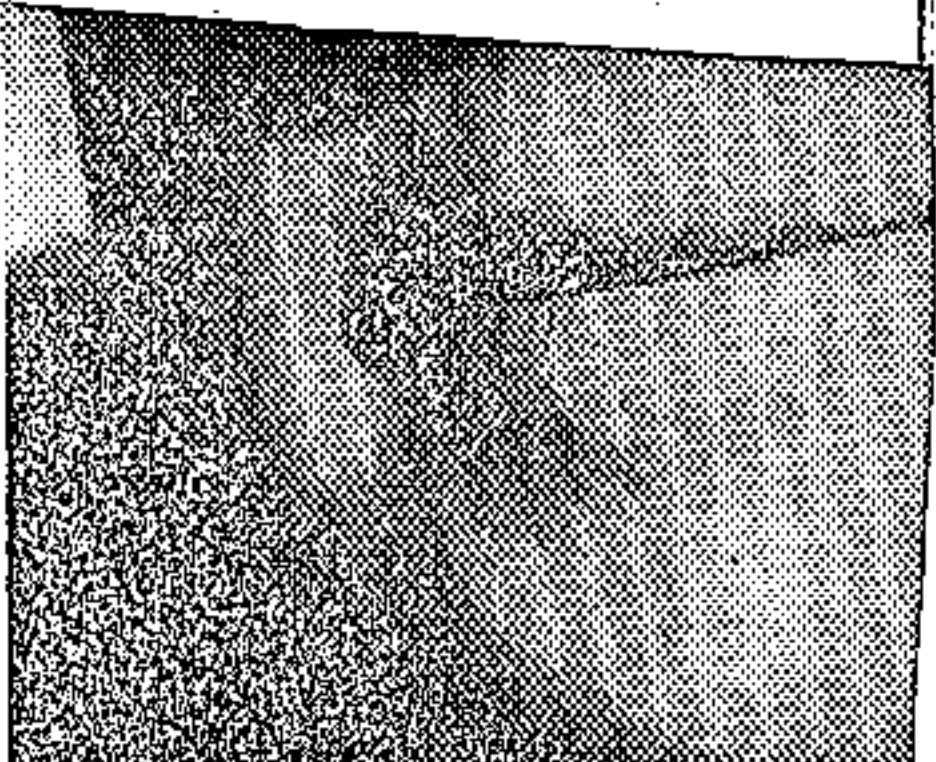
Miss Martha Leibrandt of Newclare, Johannesburg: "If we must pay the increase then that's all there is to it. I prefer to travel by train because there is no other convenient travel facility."

Miss Sonia Camay of Bosmont, Johannesburg, said low-paid blacks would be hardest hit. It was "unfair to pay more when some poor families have difficulty in buying food."

Rail costs could go up again

Star 2/3/78 (267)

The problems of financing the railways will be compounded later this year unless railway workers again forgo their long-fought-for pay



The Minister of Transport

increases. Railway workers claim to lag by as much as 30 percent behind the rise in the cost of living, in spite of the 5 percent pay adjustment in January.

A mere 10 percent pay rise would cost the Railways more than R100-million extra.

The tariff increases coming into effect in April will yield only R241,4-million extra and do not provide for any pay rise.

The effect of the railway tariff increase on the economy would "undoubtedly be serious," said Mr R D Smith, infrastructure chairman of the Federated Chamber of Industries.

"It will delay an upturn, disrupt exports, impact against certain regions and sectors and initiate a further round of cost hikes.

"It will also make it essential to extend the machinery through which relief is given to exports and the more seriously

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Rail go

How rail

All mainline and comm... percent on April 1. The you.

Suburban, mainline rail fares up.

Domestic air fares up.

Rates on goods services up.

Rates on pipeline products up.

Passenger service to be rationalised.

Credit card facilities to be extended.

Self-service concept to reduce catering loss.

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From page 1

affected regions and sectors from tax sources."

Industry particularly regretted that the gap between high and low-rate traffic had again been widened and that an increasing proportion of capital requirements was to be financed from revenue sources, Mr Smit said.

The president of the Motor Industries Federation, Mr G R Hall, said the tariff rises would have a ripple effect on the prices of most commodities.

But his main concern was the increase in the transport cost of petrol and Dieselene, as the pipeline now reflected a surplus of R92-million.

A spokesman for the Housewives League said the consumer had been dealt blow after blow since Christmas with increases in vital products.

"We can only assume the Government has abandoned all efforts to curb inflation."

The executive director

Type of ticket	Point of Departure	Destination	Distance km	Present R c	Fare Revised R c	Additional R c
(a) Single						
1st class:	Johannesburg	Cape Town	1 528	59,65	63,25	3,60
	Durban	Johannesburg	721	30,80	32,65	1,85
2nd class:	Johannesburg	Mafeking	315	10,34	11,00	0,65
	Johannesburg	Cape Town	1 528	39,75	42,15	2,40
	Durban	Johannesburg	721	20,55	21,75	1,20
3rd class:	Johannesburg	Cape Town	1 528	19,00	20,15	1,15
	Johannesburg	Mafeking	315	6,50	6,90	0,40
(b) Return						
1st class:	Johannesburg	Cape Town	1 528	119,30	126,50	7,20
	Durban	Johannesburg	721	61,60	65,30	3,70
	Johannesburg	Mafeking	315	20,70	22,00	1,20
2nd class:	Johannesburg	Cape Town	1 528	79,50	84,30	4,80
	Durban	Johannesburg	721	41,10	43,50	2,40
3rd class:	Johannesburg	Cape Town	1 528	38,00	40,30	2,30
	Johannesburg	Mafeking	315	13,00	13,80	0,80
(c) Season						
1st class:						
Monthly	Pretoria	De Wildt	39	20,30	21,50	1,20
	Bloemfontein	Brandfort	55	25,05	26,55	1,50
Weekly	Pretoria	De Wildt	39	5,60	5,90	0,30
	Bloemfontein	Brandfort	55	8,15	8,65	0,50
2nd class:						
Monthly	Pretoria	De Wildt	39	16,85	17,85	1,00
	Bloemfontein	Brandfort	55	20,80	22,05	1,25
Weekly	Pretoria	De Wildt	39	4,65	4,90	0,25
	Bloemfontein	Brandfort	55	6,80	7,15	0,35
3rd class:						
Monthly	Pretoria	Rustenburg	111	11,55	12,20	0,65

Harsh and unpleasant: Lorimer

Political Staff

HOUSE OF ASSEMBLY —
The record R4 258,6-million Railways Budget presented by the Minister of Transport yesterday was a "harsh and unpleasant" budget which could have serious consequences for South Africa as a whole, Mr Rupert Lorimer (PFP Orange Grove) said yesterday.

Replying to the budget before applying for an adjournment of the debate, Mr Lorimer—the Progressive Federal Party's chief spokesman on transport—said that the increase in air fares and freight rates would have a serious ripple effect throughout the economy.

The 8,6 percent increase in tariffs means that there had now been a 50 percent increase in tariffs since the beginning of 1976, which was above the inflation rate during that period.

Conceding that the railways could claim a proud record of achievement in Richards Bay and Saldanha Bay, and in the change to containerisation, Mr Lorimer said that the harsh realities of the budget were the further tariff increases.

The budget was a hard knock for the agricultural community which would have a chain reaction ending up with the consumer.

In a statement outside the Assembly, Mr Lorimer said that the further increase in tariffs could disastrously damage the economy in its effect on exporters. Their ability to compete in highly competitive world markets would be severely prejudiced.

Mr G S Bartlett (NPR, Amanzimtoti), also speaking outside the Assembly, said that the increase in tariffs would result in a rise in food price which would hit all South Africans, especially the poor and those living on fixed incomes.

Weekly	Bloemfontein	Brandfort				
(d) Concession (Return)						
1st class:	Johannesburg	Cape Town	1 528	89,50	94,90	5,40
	Durban	Johannesburg	721	46,20	49,00	2,80
2nd class:	Johannesburg	Cape Town	1 528	59,65	63,25	3,60
	Durban	Johannesburg	721	30,85	32,65	1,80
3rd class:	Johannesburg	Cape Town	1 528	28,50	30,25	1,75

COMMUTERS						
Type of Ticket	Point of Departure	Destination	Distance km	Present R c	Fare Revised R c	Additional R c
(a) Single						
1st class:	Johannesburg	Germiston	14	0,37	0,39	0,02
	Pretoria	Johannesburg	69	1,39	1,47	0,08
3rd class:	Lenz	Dube	24	0,25	0,27	0,02
	Braamfontein	Lenz	28	0,28	0,30	0,02
	Johannesburg	Lenz	30	0,30	0,32	0,02
(b) Return						
1st class:	Johannesburg	Germiston	14	0,55	0,58	0,03
	Pretoria	Johannesburg	69	2,08	2,21	0,13
3rd class:	Lenz	Dube	24	0,31	0,33	0,02
	Braamfontein	Lenz	28	0,35	0,37	0,02
	Johannesburg	Lenz	30	0,37	0,40	0,03
(c) Season						
1st class:						
Monthly	Johannesburg	Germiston	14	8,80	9,30	0,50
	Pretoria	Johannesburg	69	27,20	28,80	1,60
	Pretoria	Johannesburg	69	7,50	7,95	0,45
Weekly						
3rd class:	Dube	Kliptown	15	3,60	3,81	0,21
Monthly	Naledi	Orlando	20	4,21	4,47	0,26
	Lenz	Dube	24	4,63	4,91	0,28
	Dube	Kliptown	15	0,99	1,05	0,06
Weekly	Dube	Orlando	20	1,16	1,23	0,07
	Lenz	Dube	24	1,27	1,35	0,08

New rail tariff examples

A wide range of commodities ranging from breakfast cereals to motor-vehicle parts will cost more to transport with the new rail tariff increases. Here are some examples from a list supplied by the Department of Transport:

	Distance	Present tariff a 100 kg	New tariff a 100 kg
Breakfast cereals	383 km	R4,32	R4,76
Vegetables, canned	418 km	R2,72	R3,01
Cheese	431 km	R2,41	R2,67
Fruit, fresh	383 km	R1,43	R1,65
Vegetables, fresh	383 km	R0,99	R1,10
Maize meal	278 km	R0,61	R0,68
Meat, fresh	376 km	R2,15	R2,39
Agricultural implements	405 km	R3,04	R3,36
Fertiliser	189 km	R0,40	R0,45
Motor-vehicle parts	75 km	R1,07	R1,18
Furniture	481 km	R6,67	R7,33
Coal	440 km	R0,62	R0,70

The Department of Transport also gave these examples of tariff increases on parcels, milk and cream (in cans):

Parcels	To	Present tariff	New Tariff
20 kg	Johannesburg	R1,20	R1,35
40 kg	Pretoria	R4,85	R5,35
100 kg	Cape Town	R27,40	R30,15

Milk and cream in cans	To	From	Present tariff	New Tariff
Up to 5 litres	Johannesburg	Magaliesburg	9c	15c
5-10 litres .. .. .	.. Mafeking	Groot Marico	9,5c	15c
20-25 litres	Johannesburg	Koster	23,5c	26c

Parsons, said the ripple effects of the rise in transport costs would be felt throughout the economy, some prices being affected worse than others.

The director of the South African Agricultural Union, Mr Chris Cilliers, said the increases could push farmers' transport costs up by an estimated R35-million.

Mr Wessel Barnard, Johannesburg's city electrical engineer, said the rate increase for coal was about 10 percent and would lead to an electricity tariff increase of 0,8 percent for the city.

This would add only 15c a month more to the electricity bill of the average householder, who uses 800 units a month.

The increase will be automatically passed on on April 1, under the council's coal escalation clause.

This will be the third price increase the council has passed on to consumers so far this year.

On January 1, city power tariffs increased by 6,89 percent through a 19,69 percent Eskom tariff increase. On February 1 tariffs went up by 2,6 percent to pass on a 12,5 percent increase in the pithead price of coal.

INIQUITOUS

The increase of 11,1 percent in rates for the conveyance of petroleum products by pipeline would come as a shock to the already overburdened motoring public, said the Automobile Association.

It was iniquitous that the inland road user should continually be expected to subsidise the other operations of the railways administration as they had been doing for years.

Increases in the prices of coal and anthracite have been predicted by Mr Wilfred Stoloff, chairman of the Transvaal Coal Merchants' Association.

He said the rail tariff increase on the transport of coal and anthracite would be passed on to the consumer automatically.

● Shipowners will pay dearly — Page 29.

How the new fares will affect your purse

Rail rates hit bid to reduce unemployment

THE Department of Transport has given examples of how the six percent increase in suburban and main-line rail fares will affect the passengers' pockets.

On Cape Town's suburban lines, first-class single tickets from the city to Bellville will rise from 46c to 49c on April 1, and from the city to Simonstown from 78c to 82c.

Third-class single tickets from Stellenbosch to Blackheath will go up by a cent to 22c.

First-class returns from Bellville to Cape Town will rise from 69c to 73c, and from Simonstown from R1,16 to R1,23.

ONE CENT RISE

Third-class returns from Stellenbosch to Blackheath will rise from 26c to 27c.

Weekly season tickets for first-class travellers will rise by 15c to R3,20 between Bellville and Cape Town; and by 30c to R5,40 between Simonstown and Cape Town.

For third-class passengers, the season tickets will cost the following: Monthly from Stellenbosch to Blackheath R4,34 instead of R4,10; and weekly R1,19 instead of R1,13.

On main-line journeys, first-class passengers will now pay the following fares for single journeys (old fares in brackets): Between Cape Town and Johannesburg R63,25 (R59,65); between Cape Town and East London R59,40 (R56,05); and between Durban and Johannesburg R32,65 (R30,80).

SECOND CLASS

Second-class single tickets will be: Between Johannesburg and Cape Town R42,15 (R39,75); between Cape Town and East London R39,60 (R37,35); and between Johannesburg and Durban R21,75 (R20,55).

Third-class single tickets

THE increase in rail freight charges will delay improvement in the Western Cape unemployment situation, Mr Jack Roos, director of the Cape Chamber of Industries, said today.

He said it would also make it harder for local firms to compete in the main markets in the north.

Mr Roos said that the Chamber of Industries would ask the railways to make some concession to industry in the Western Cape, which was already at a disadvantage because of its greater distance than other industrial centres from the main markets in the north.

He said local manufacturers were also at a disadvantage in having to pay more for coal and raw materials from the north. The price of coal here, for example, was three times the pithead price because of railage costs.

The 10,7 percent increase on charges for high-rated goods means that the already unfavourable gap in transport costs to the north between the Cape and other larger centres has been increased, he said.

RAIL LINK

Mr Roos said it would be in the interests of the SAR itself, as well as of the Western Cape and the whole of the country to give some relief to local manufacturers, because the rail link would have to be maintained whatever happened and the railways would be 'adversely affected by a decline in the industrial growth of this area.'

Supermarket executives, reacting to proposed freight increases, said that rises in wholesale prices of virtually all goods since the beginning of the year, which would have the effect of gradually putting up the cost of living by about 10 per-

Wide range of goods will go up

The Argus Correspondent

JOHANNESBURG. — A wide range of commodities ranging from breakfast cereals to motor vehicle parts will cost more to transport with the new rail tariff increases.

Here are some examples from a list supplied by the Department of Transport:

All the figures quoted are the rates a 100 kilograms.

Commodity	Present rate	New rate
Breakfast cereals	4,32	4,76
Canned vegetables	2,72	3,01
Cheese	2,41	2,67
Fresh fruit	1,48	1,65
Fresh vegetables	0,99	1,16
Maize meal	0,61	0,68
Local maize	1,57	1,75
Fresh meat	2,15	2,39
Men's clothing	7,22	7,94
Agricultural implements	3,04	3,36
Barbed wire	1,17	1,30
Fertilizer	0,40	0,45
Petrol	4,06	4,50
Diesel oil	2,35	2,62
Motor vehicle parts	1,07	1,18
Furniture	6,67	7,33
Cement	0,69	0,78
Coal	0,62	0,70
Livestock (large animals)	30,49	33,23

The Department of Transport also gave examples of tariff increases on parcels and on milk and cream in cans.

Parcels rate

Weight	From	To	Old tariff	New tariff
20 kg	Johannesburg	Krugersdorp	R1,20	R1,35
40 kg	Pretoria	Pietersburg	R4,85	R5,25
100 kg	Cape Town	Prieska	R27,40	R30,15

Milk and cream

Up to 5 l	Johannesburg	Magaliesburg	9c	10,5c
5-10 l	Mafeking	Groot Marico	9,5c	11c
20-25 l	Johannesburg	Koster	23,5c	26,0c

Cirrus

2/3/78

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Durban and Johannes-
burg R32,65 (R30,80).

SECOND CLASS

Second-class single tickets
will be: Between Jo-
hannesburg and Cape
Town R42,15 (R39,75);
between Cape Town and
East London R39,60
(R37,35); and between
Johannesburg and Dur-
ban R21,75 (R20,55).

Third-class single tickets
will cost R20,15 (R19)
from Cape Town to Jo-
hannesburg; and R18,95
(R17,85) from Cape
Town to East London.

First-class return journeys
will cost the following:
Cape Town / Johannes-
burg R126,50 (R119,30);
Cape Town/East Lon-
don R118,80 (R112,10);
and Johannesburg/Dur-
ban R65,30 (R61,60).

ways would be 'adversely
affected by a decline in
the industrial growth of
this area.'

Supermarket executives,
reacting to proposed
freight increases, said
that rises in wholesale
prices of virtually all
goods since the beginning
of the year, which would
have the effect of gradu-
ally putting up the cost of
living by about 10 per-
cent in the next few
weeks, would be followed
by yet further increases
caused by these higher
freight charges.

One executive said it
would force up the cost of
living all over the country,
as increased manufactur-
ing costs and transport
costs were passed on to
the consumer.

Parcels rate

Weight	From	To	Old tariff	New tariff
20 kg	Johannesburg	Krugersdorp	R1,20	R1,35
40 kg	Pretoria	Pietersburg	R4,85	R5,35
100 kg	Cape Town	Prieska	R27,40	R30,15

Milk and cream

Up to 5 l	Johannesburg	Magaliesburg	9c	10,5c
5-10 l	Mafeking	Groot Marico	9,5c	15c
20-25 l	Johannesburg	Koster	23,5c	26,0c

Prices take to the air

The Argus Correspondent
JOHANNESBURG. — The
cost of flying in South
Africa is to rise by six
percent next month.

The new fares from
Cape Town to Johannes-
burg are the following
(old fares in brackets):

Economy class single R75
(R71); excursion R120
(R114); first class single
R98 (R92).

From Durban to Johan-
nesburg: Economy class
single R42 (R40); excu-
sion R67 (R64); first class
single R55 (R52).

New harbour charges called outrageous

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3/3/78

EAST LONDON — The new rail tariffs and harbour charges are bound to worsen East London's transportation disadvantages and cause industrial and commercial setbacks that will ripple throughout the Border.

These views were expressed by the president of the Border Chamber of Industries, Mr M. Phillips, and the president of the East London Chamber of Commerce, Mr T. Peters, yesterday after the announcement that tariffs would increase by an 8.6 per cent on April 1.

Mr Phillips said the increases would affect East London fractionally more than Durban and Port Elizabeth which were already favoured by the rail rating system.

"We have already lost quite a deal of sea traffic to Durban and the increases will just add to that."

The detrimental effect on East London — the Border's industrial and commercial centre — would ripple through the entire region.

In any case, transportation was a vital thread running throughout industry, he said.

Mr Peters slammed the increases, saying the new harbour charges, in particular, were "outrageous".

The Government should be considering ways to slow down inflation more effectively than present condition were allowing.

"Therefore any increase in tariffs for essential services must have the opposite effect," he said.

"The East London and Border area already has certain disadvantages as regards competitive business which normally tends to contain or even lower prices, and trans-

port plays a most important part in determining the retail prices of goods and services.

"It would seem that once again our efforts to contain prices within the grasp of the majority of our population have been nullified.

"As regards the increased harbour charges, I would only describe them as outrageous," Mr Peters said.

Tug charges are to increase by 23.6 per cent, crantage by 17.3 per cent and port dues by 20 per cent.

Mr Peters said ship owners had very little chance of avoiding further heavy freight increases beyond those already announced after a dramatic increase in harbour charges.

"I have considerable sympathy with our national carrier and other foreign ship owners who will have to bear these additional costs in a situation where they are already being overcharged for services rendered — which has for some time contributed to the harbour section of the Railways administration being run on a profitable basis and thereby being the only section so doing," he said. — DDR.

(269) FM 3/3/78

Railroading the consumer

The potential multiplier effect of the rate and fares increases announced in the railway budget — the fourth since April 1976 — looks menacing.

On average, users of government transport services will pay 8,6% (R241,4m) more. That is equal to 0,8% of GNP, Transport Minister Louwrens Muller blandly told Parliament.

In practice, the CPI could rise by more than 0,8%. For the rate hikes could set in motion a train of retaliatory price increases all the way down the system (the oil companies have already had their slide-rules out and plan to raise pump prices shortly after April 1 (see *Business*)).

And in any event, to the extent that higher rates are not fully passed on to the consumer, they will squeeze profit margins and thus further dampen economic growth.

Wage dispute

Muller's expenditure plans do not include pay hikes beyond the 5% raise granted from January 1, although it is by no means clear whether his wage dispute with a staff association (subject to study by two commissions) will go in his favour. If not, he may have to raise rates later in the year to pay for it.

In his evaluation of prospects for 1978/79, Muller expects some form of stimulation from Horwood at the end of the month, but he also expects overall goods traffic volumes to rise only 2,6% during the year.

He says ore shipment capacity at Port Elizabeth and Saldanha Bay will be under-utilised and agricultural exports

will probably decline. The only promising outlook is for coal. Shipments from Richards Bay and Durban are expected to go to 14,6 Mt.

Without strong stimulation of economic activity it is difficult to see how Muller's expectations of a 3,6% increase in high-rated traffic will materialise.

During the year now drawing to a close, the contribution of high-rated traffic fell by 9,6% — a potential revenue loss of R72m. At the same time low-rated (uneconomic) traffic rose 18,8%.

Another problem is how to finance capital spending. In real terms Muller is holding his capital spending to 1977/78 levels, which he considers "manifestly inadequate to meet the country's growing long-term infrastructural needs."

Foreign loans are not only limited; their "very short" redemption periods are of no use to finance long-term investment.

To overcome the problem he has decided to raise depreciation contributions by 20%, yielding R88m, while a further R100m will be taken out of revenue. This is equal to 9,5% of his net investment programme.

Another pointer to what now seems certain to be a year of stringency and stagnation lies in the way Muller has structured his tariff review.

In the previous three rates reviews he made considerable progress towards cost-related tariffs by progressively higher increases of low-rated goods.

This year, "in view of the present economic climate, and in particular the effects such a move would have on the expected economic upturn, I deem it

advisable, for the present, to subordinate railway to national interest and to keep the increases on a more even level throughout."

REVENUE AND EXPENDITURE

	Estimates 1978-79	Revised Estimates 1977-78	Increase
R			
Revenue			
Railways.....	2 354 187 000	2 076 451 000	277 736 000
Harbours.....	182 640 000	162 032 000	20 608 000
Airways.....	432 249 000	389 728 000	42 521 000
Pipelines.....	151 822 000	131 060 000	20 762 000
Total.....	3 120 898 000	2 759 271 000	361 627 000
Expenditure			
Railways.....	2 352 336 000	2 049 561 000	302 775 000
Harbours.....	135 221 000	119 852 000	15 369 000
Airways.....	429 859 000	384 987 000	44 872 000
Pipelines.....	31 577 000	23 011 000	8 566 000
Total.....	2 948 993 000	2 577 411 000	371 582 000
Surplus/Deficit			
Railways.....	1 851 000	26 890 000	
Harbours.....	47 419 000	42 180 000	
Airways.....	2 390 000	4 741 000	
Pipelines.....	120 245 000	108 049 000	
Working surplus.....	171 905 000	181 860 000	-9 955 000
Expenditure on net revenue appropriation account.....	172 073 000	147 685 000	24 388 000
Final surplus.....	168 000	34 175 000	-34 343 000

'Spoorweë op dun ys'

RAPPORT 5/3/78 (269)

DIE Spoorweë is met die vervoer van lewende hawe besig om nou-op baie dun ys te-begin beweëg. En as hy nie oppas nie, gaan hy hom heeltemal uit die mark prys, sê mnr. Jan van der Walt, bedryfsbeampte (vleis) van die Suid-Afrikaanse Landbou-Unie.

Hy het kommentaar gelewer op die jongste verhogings van 9 persent in die spoorvervoerkoste van beeste en 10 persent in die geval van kleinvee, wat vandeesweek in sy Spoorwegbegroting deur min. Louwrens Muller aangekondig is.

Mnr. Van der Walt sê dat die Spoorweë in die ver-

voer van lewende hawe reeds 'n groot deel van sy mark aan die private karweiers moes afstaan en dat dit nou verder stukrag sal kry. Boere is reeds besig om hul vee byvoorbeeld uit die Karoo na Johannesburg en Durban per pad te vervoer.

Die jongste verhoging in die vervoerkoste van beeste bring die totale verhoging sedert Januarie 1973 op nie minder nie as 406 persent.

In die geval van die vervoer van 'n bees van 'n plek soos byvoorbeeld Louis Trichardt na Johannesburg het die spoorvrag van sowat R2,50 tot byna R10 nou ná die Spoorwegbegroting gestyg.

Spoorvrag is dan ook die grootste enkele faktor in die vleisboer se bemarkingskoste. Die totale bemarkingskoste beloop nou byna R37 per bees, waarvan die spoorvrag gemiddeld byna R10 per bees is.

Die spoorvrag is selfs meer as die R8,81 wat die boer aan agentekommissie moet betaal en die slagplaasgelde van R7,02.

Intussen spook die vleisboer met die volgehoue prysstygings in sy produksiekoste. Die prys van voer het klaar kwaai gestyg en met 'n taamlike mielieprysverhoging in die vooruit-sig, gaan die beesboer verder getref word.

5/3/78 269 Sunday Tribune

Container cutback

THE RAILWAY budget increase in freight rates is liable to mean a cutback on the country's burgeoning container traffic.

Apart from a consumer price increase on imported goods, the cost of container freight will substantially increase and the effect will be noticed by the shipping lines and the container payees (particularly on low-price competitive goods)

The major factors announced by the railways are three separate cost increases.

The first is a 12,5 percent increase in the cost of haulage between the Durban and Johannesburg depots on the unit trains. This rate is to go up from the special rate of R200 a container on export cargoes and R400 on import containers.

The second is the haulage cost of containers from other cities to harbours, which rises between

By ALAN PEAT, Finance Editor

10 and 12 percent depending on the commodity's rating.

Third is the effect of the 20 percent increase in port dues, which will uprate the shipping costs to container carrying vessels.

The top effect of the rail freight increases, say leading shipping agents, is liable to be a cut-back in import and export cargo shipments.

Imports will be mostly affected because of the high rail-rate per individual container which will price many imported goods out of a South African consumer's pocket.

Exports will be primarily affected in the lower price-range of commodities, where the 12,5 percent increase could make many South Africa goods uncompetitive on the world market.

According to Anne Forrest-Smith, the South African Foreign Trade Organisation's economist: "The competition of low-priced commodities might

appear non-viable with even a small increase affecting them."

This was confirmed by an Oceanair spokesman who expressed concern over the price requirements of exporters, and said that at least one major exporter has already withdrawn from the world market because of impossible overseas price competition.

The two primary effects on the 31 shipping lines of the South African-Europe Conference (which handles the main container traffic) will be on lower returns on capital and a probable appeal in a September meeting with the Government.

Because of the recessionary period and its predominantly lower north-south cargo level, the lines are already only expecting a negative return on the three-to-five-year level against capital costing. Any cut-back in imports

will obviously increase that low profit risk.

The upward result of the port dues rise on ship-operating costs is liable to lead the Conference to request a higher ocean freight rate for 1979 at the September meeting.

According to the South African chairman Neil Sempill a downturn in the export area will definitely force such a request on the Conference lines.

While a Railways spokesman has pointed out that the container-rate increases have been tied to cost rises for the organisation, the overall effect is liable to be high.

However, added the spokesman, the dangerous potential on the railrage rates of containers is also part of the pressure on the Railways to maintain its inflow of cash at a level which will also help to fund capital development.

He said that this would also keep the Government subsidy level of the Railways at about the present level.

Road haul rise steeper than railage

Labour Reporter

The new rail tariffs affect only about half of the transport market directly and the charges of private hauliers have increased much more steeply, the general manager of the Railways, Mr Kobus Loubser, said in Johannesburg today.

Addressing a meeting of the Federal Consultative Council of Railway Staff Associations, he said: "The private haulier is particularly responsible for the distribution cost over the shorter distances.

"Since 1973 rail tariffs have increased by 70,7 percent as against a 104,2 percent increase by private hauliers.

"During the same period the wholesale price index rose by 79,7 percent.

"Despite this alarming tendency the railways were not seeking stricter control of private transport.

TAXPAYER

"The financial burden of uneconomic services to the public amounted to about R100-million on passenger services alone," Mr Loubser said.

"The SAR has clearly spelt out that under these conditions (of competition), the socio-economic services must be paid for by the taxpayer — not by the industrial user of transport.

Since January 1975 rail tariffs had increased 51,4 percent, while steel, coal, electricity and fuel had increased by 70,9 percent; 128,5 percent; 143,0 percent and 53,3 percent respectively.

Many organisations and professional groups were guilty of viewing their problems in isolation with an attitude of "let's see what we can get away with." This fed inflation, Mr Loubser said.

A priority plan for great capital intensive projects was necessary, he said.

Railways steam ahead of national inflation

John Patten,
Political Correspondent

THE ASSEMBLY. — The total effect of the Railways budget for the coming year could only be said to be "disastrous," the official Opposition's chief spokesman on transport, Mr Rupert Lorimer, said in the Assembly today.

Mr Lorimer said an 8.6 percent tariff and fare increase would not be too serious seen in isolation, but the track record of the Minister of Transport, Mr Muller, had been so bad that the increase was "just about the last straw."

By raising tariffs for the fourth time in two years he had put up rail rates by more than 50 percent.

This not only surpassed the national inflation rate for a two-year period but was well in excess of the inflation rate over a three-year period."

Mr Lorimer said the country was setting off on another "monstrous merry-go-round" as transport costs put up the price of coal, steel and electricity, which in turn went up, causing transport costs to go up again.

It was disgraceful that

pipeline tariffs were being increased in spite of a R108-million surplus.

"The motorist is expected to subsidise further the losses incurred in other operations. I think this situation is absolutely scandalous," Mr Lorimer said.

For poorer sections of the community higher transport fares would be the straw that broke the camel's back.

Mr Lorimer appealed to Mr Muller to approach the Minister of Finance, Senator Horwood, for subsidies for black fares to avoid the proposed increases.

PARLIAMENT

7/3/78 AD
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SAR slammed over EL port

THE ASSEMBLY — The South African Railways was accused yesterday of "sheer discrimination" against East London by the MP for East London North, Mr John Malcomess.

In a scathing attack on the attitude adopted by the Railways Administration towards the Border area, Mr Malcomess said East London harbour was getting poorer because of the railways' attitude.

Speaking during the second reading debate on the Railways budget, Mr Malcomess called on the Minister of Transport, Mr Muller, to announce that East London would remain a wool port in order to establish confidence in the area.

He also said East London should be declared a free port to stimulate both exports and industrial growth in the area.

This would help counter the growing unemployment problem in the area where there were more than 50 000 people without work.

"A free port would be a haven for export-oriented firms, and it would cost the Govern-

ment very little. It would re-establish confidence in the area which is vitally necessary," Mr Malcomess said.

The Prime Minister of Transkei, Chief Matanzima, had announced that a free port was to be constructed at Umgazana, but if this occurred it would be a tragedy for East London.

"I would like to urge the Government to be bold and announce that a free port was under serious consideration in East London. It would restore confidence in East London and give half a million people more chance of surviving," he said.

East London had established the Berlin industrial area, but after Iscor had negated its promise to develop there, it had had disastrous results, mainly because of the attitude adopted by the South African Railways and Harbours.

Through delays on the Rand, it took the industrialist 12 days to deliver goods to the Pretoria / Witwatersrand area.

In addition, the tariffs were loaded against secondary industry. Over 60 per

cent of consumer goods from the area went to the Rand, but a 6 m container loaded with 18 tonnes of textiles cost R1 704 to transport from East London to Johannesburg.

"As a manufacturer, where would you go in these circumstances?" Mr Malcomess asked.

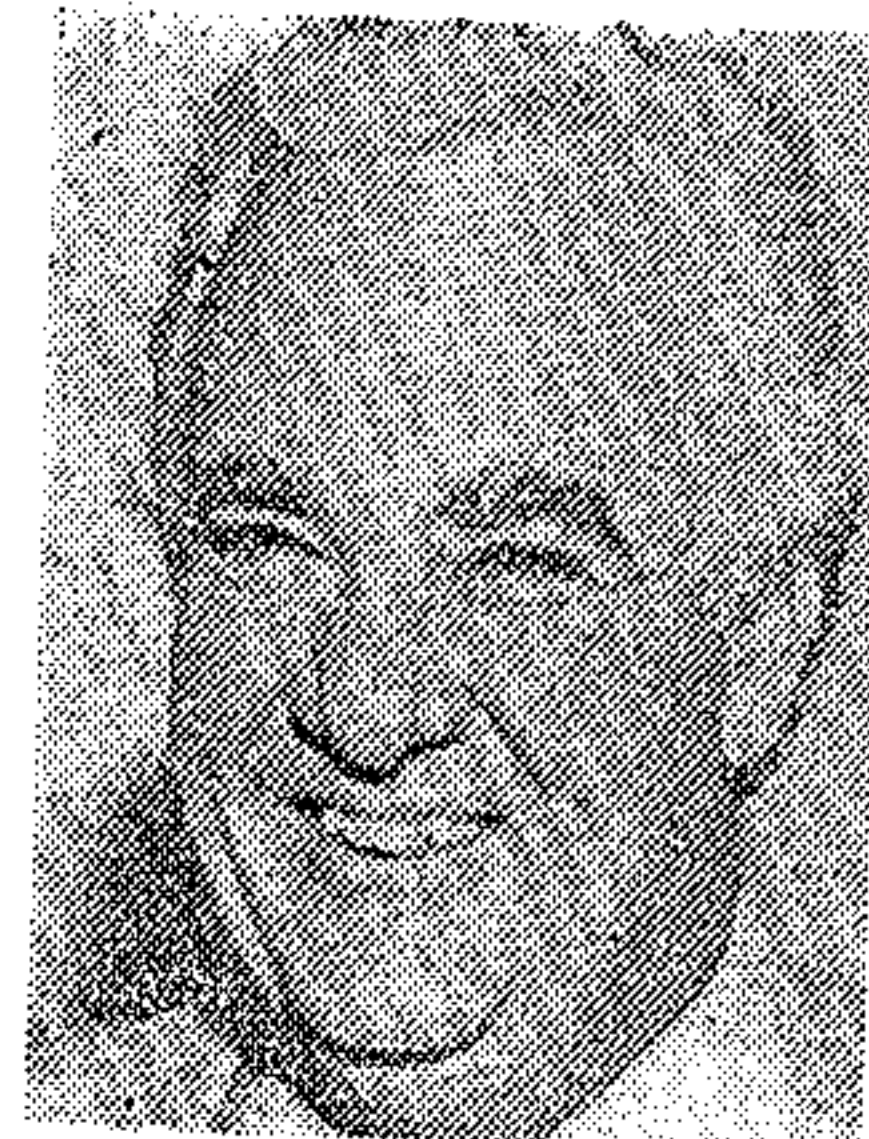
For export containers, the cost to Durban was R200 whereas the cost through East London was the same R1 704.

"How can we hope to attract industries to supply South Africa if the raw materials from the Transvaal cost double the railage? This is sheer discrimination against East London," he said.

The Government had spent R500 million on containerisation in South Africa, but a mere pittance of this had gone to East London.

"As a result, East London has lost historical traffic. Only 50 per cent of imported goods for the Orange Free State and ten per cent for the Transvaal used to come through East London, but this has been lost," he said.

Although more than R1 100 million had been spent on the development



MR MALCOMESS

of Saldanha and Richards Bay, very little development money had been spent in East London harbour.

The biggest pineapple grower in the East London district was even exporting through Port Elizabeth after he had lost R56 000 in East London because of the ending of the mailship run, the lack of containerisation and the non-availability of refrigeration.

Besides declaring East London a wool port, the Minister should extend the harbour outside the Buffalo River area.

"If the harbour is expanded outside the Buffalo River, it will cost less than the Pretoria opera house. Let us finally do something for the Cinderella of South African harbours. It is the most beautiful, yet the most neglected," Mr Malcomess said. — PC.

No end to SAR debt says MP

HOUSE OF ASSEMBLY—
Would the Railways ever
get out of debt, Mr Rupert
Lorimer, the chief opposi-
tion spokesman on trans-
port, asked yesterday at
the start of the Railways
budget debate.

Mr Lorimer, backed by
the New Republic Party's
chief spokesman, Mr
George Bartlett, attacked
the budget as highly in-
flationary and said that
transport tariff increases
were at the root of the
country's inflationary
problems.

Mr J. C. Schoeman, the
Government's chief
spokesman outside the
Cabinet, denied the
charge and said the early
international petrol in-
creases were to blame for
the world's inflation
problems.

Mr Lorimer pointed out
that in the 1973/74 finan-
cial year, the Railways had
paid out R180 million in in-
terest on loans and that
this had risen to R508
million this year.

At an average interest
rate of seven per cent it
appeared that the SAR
owed R7 billion.

"One wonders whether
there is ever going to be
any prospect of paying off
the debt," Mr Lorimer
said.

How was the Railways
going to cope with this
tremendous debt. "Is the
situation not getting a lit-
tle out of hand?"

The Railways had been
through a period of
tremendous capital expendi-
ture with Richard's Bay,
Saldanha and con-
tainerisation, but how
long would it be before
these projects became
profitable for the
Railways?

On operating costs,
Richard's Bay had lost R29
million and for how long
would it be necessary to

finance these enormous
losses?

Transportation was a
necessity, said Mr
Bartlett, and therefore
should be done at the
lowest possible price. It
was the duty of the
Railways to re-examine
their priorities in the in-
terests of the country.

The Minister had said
the tariff increases were
due to an expected short-
fall of R241,6 million. But,
he asked, could the SAR
have avoided this short-
fall. He believed if it had
taken the Opposition's ad-
vice three years ago it
could have.

Mr Bartlett said the
Minister should attempt
to keep operating costs
down to 70 per cent of the
expected increase which
could save R72 million.

The cost of capital was a
major shock. It was
necessary to repay debts,
but if it was to continue at
the present rate the
Railways would never
beat inflation.

Mr Schoeman asked the
Opposition if it expected
the Minister to "play
Father Christmas" and ig-
nore increasing costs. He
had done well to keep the
average tariff increases
down to 8,6 per cent, he
added.

He compared this with a
cumulative increase in
passenger fares in Britain
of 28,8 per cent in 13
months.

Mr Schoeman pointed
out, too, that massive
schemes like Richard's
Bay and Saldanha had
helped to convert a
negative balance of
payments of R1 700
million into a positive one
of R800 million.

"This was only the
beginning," he said.
"Sishen and Saldanha will
make gold look small in
comparison in the next
decade." — PC.

8/3/78 (29) AD

SAR called unfair

THE ASSEMBLY — It was unfair that a rail passenger who chose to take food to his family rather than personal effects as luggage should be penalised, Mr Rupert Lorimer (PFP, Orange Grove) said yesterday.

Speaking during the committee stage of the Railway's budget, he said thousands of black passengers returning home from other parts of the country at Christmas had to pay large sums of money for additional

baggage because they were taking such things as groceries with them for the family Christmas.

"I believe that as long as a passenger's luggage falls within the weight limit, there should be no restriction on what that luggage is, apart obviously from dangerous substances.

"This situation causes a considerable amount of resentment and ill feeling and I hope the Minister will see to it that something is done," he said. — SAPA.

Hauliers challenge rail chief

SAR
9/3/78
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Transport Reporter

Road hauliers have attacked statements that the cost of road transport has risen much faster than rail tariffs in the past five years.

They say there can be no comparison between road and rail freights because South African Railways is not required to pay duty on vehicles, petrol and a wide variety of other transport needs, and also operates in a monopoly situation.

Their reaction follows statements by Mr Kobus Loubser, SAR's general manager, who said that private hauliers' tariffs had risen by 104.2 percent since 1973, against a 70.7 percent rise in rail tariffs.

Mr Des Bolton, deputy chairman of the Professional Hauliers' Association, says Mr Loubser failed to mention that for certain freight rates, SAR had chalked up increases of between 107 and 111 percent.

"He has taken the average figure, but he is not comparing apples with apples," said Mr Bolton.

"SAR does not have to pay duty on vehicles — a vehicle would not cost them anywhere near the R75 000 we are paying out — they do not pay duty on spare parts and components, or on fuel, lubricants, tyres and tubes. H

WAGE INCREASES

"Besides that, our wages during the period have gone up by 30 percent, and the Railways have gone up by nowhere near that amount.

"I would love to compete with Mr Loubser in the same ballpark," he said.

"The Railways made R95-million out of their oil pipeline... and we are helping to pay for that too."

DD 9/3/78

Use box rates urges Peters

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EAST LONDON — East London manufacturers have been urged to take advantage of the new container rates to the Reef, which have been slashed by 47 per cent.

The president of the East London Chamber of Commerce, Mr T. S. Peters, said the new container rates were for a trial period of one year and he urged local manufacturers to use the lower box rate to get their goods to the competitive areas on the Reef.

Mr Peters said his chamber had discussed the anomalies of the box rates with the railways' chief superintendent commercial, Dr A. T. Moolman in October last year and again with the General Manager of Railways, Dr K. Loubser in November.

"We asked them to consider the box rates for East London, Port Elizabeth and Cape Town in the interests of local manufacturers and we are

delighted that the railways has given us what we wanted because it gives us a chance to prove the validity of our arguments on the rates."

Mr Peters said there was now no reason why importers could not demand to use East London which could provide the same facilities as Durban and although the cost was slightly higher, the arrival time in Johannesburg might compensate for this.

"This might not be in the interests of ship owners, but East London has the right to expect to participate in the importing of cargo for South Africa and the Reef to which we have grown accustomed over many years.

"In view of the new rates, I also see no reason why the export of general merchandise and other commodities should not go through East London in containers," Mr Peters said. — DDR.

FM 10/3/78

**URBAN TRANSPORT
Acting on the act**

269

(1)

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(2)

The first steps towards implementing the controversial Urban Transport Act have been taken. Transport Minister Louwrens Muller has declared two areas "metropolitan transport areas" in terms of the act.

The first consists of the Pretoria region, including the black townships of Mamelodi and Saulsville/Atteridgeville.

Financial Mail March 10 1978

- (d) Geslag
- (e) Woonplek
- (f) Skooljare voltooi
- (g) Nou op skool?
- (h) Skool (naam, soort, distrik en afstand van plaas)
- (i) Werk wat vir boer gedoen word (b.v. gedurende skool vakansies)
- (j) Jaarlikse tydperk gewerk (dae of weke)
- (k) Jaarlikse betaling: kontant

ander

sled

1

The second incorporates Johannesburg, Randburg, Sandton, Roodepoort, Germiston, Alberton, Bedfordview, Edenvale and Elsburg, as well as Soweto, Katlehong and Alexandra township.

Moreover, urban transport director Ray Smith tells the *FM* that Durban will be brought under the act by a notice in the *Government Gazette* this week, with Cape Town and Port Elizabeth next on the list.

But Smith adds that none of the more controversial provisions of the act — like the imposition of levies on certain vehicles entering metropolitan areas, regulation of entry by certain classes of vehicles, and parking levies — will be implemented yet.

"The establishment of these areas is just to allow further planning to go ahead," he says. "The declarations formalise the metropolitan transport advisory boards, the transport funds, and so on. A transport plan then has to be developed for every area, after consultation with the local authorities.

"We hope to have completed broad planning for three areas by the end of this year, and for two further areas during next year."

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Questionnaire to workers (2)

Buses to run until April 1¹⁹⁶⁹ and been refused?

EAST LONDON — It was incorrectly reported yesterday that the SAA bus service between the terminal and the airport in East London had stopped operating.

The service will continue until April 1 when, as the Minister of Transport, Mr Muller, said in the Assembly, it will cease together with the SAA bus services in Bloemfontein, Port Elizabeth and Kimberley. — DDR.

3. What problems do you have with your work?

4. What do you do to solve these problems?

Do you discuss these problems with workers on this or on other farms?

Have you ever thought of joining together to get something changed?

To occasional and contract workers only

Will you try to come back to this farm?

Why/Why not?

HOËR JAARREWY

ONS Sê *dale Rapport* Stemme raak

'n DING wat al lank aan die opbou was — die sigbare tekens was daar — is nou fluks op pad om na die oppervlak te beur. Dit is die kwessie van hoe ons staatskorporasies, veral die Spoorweë en Evkom, hulself finansier.

Dit was ou gebruik om die lopende koste uit inkomste, d.w.s. tariewe, te finansier. Die kapitale behoeftes is van elders verkry.

Maar namate die verkryging van kapitaal 'n al hoe groter probleem geword het, het die neiging al hoe sterker ontstaan om kapitale behoeftes ook uit tariewe te vorder. Dit het beteken steeds hoër tariewe.

Die jongste voorbeeld van tariefstygings wat diep in die ekonomie sny, was dié van die Spoorweë. En soos ons net voor die Spoorwegbegroting gewaarsku het, het dié verhogings nou 'n yslike klinker in die drinkwater van die private sektor geword.

Die AHI het vandeeweek by monde van sy hoofbestuur sy stem laat hoor. En ander instansies en ekonome met wie ons gesels het, voel insgelyks.

Miskien moet daar 'n slag deur alle belanghebbendes om 'n tafel gaan sit en indringend oor dié probleem gesels word.

15. Aantal afl. wie wer.
- (a) Name (eers alleenli)
 - (b) Verwantska
 - (c) Ouderdom
 - (d) Geslag
 - (e) Woonplek
 - (f) Skooljare
 - (g) Nou op skool
 - (h) Skool (naam)

DIE jongste tariefverhogings van die Spoorweë, waardeur R100 miljoen uit die ekonomie getrek sal word om kapitaaluitbreiding te finansier, het begin deurtrek na die private sektor. En groot kommer is oor hierdie metode van finansiering aan die opbou.

Daar word veral gevoel dat dit onregverdig is om van die huidige geslag te verwag om vir toekomstige geslagte se voordele te betaal. Hierdie soort finansiering hou verder ook 'n ernstige bedreiging in vir die betalingsbalans deurdat dit potensieel ons uitvoer uit die wêreldmarkte kan prys.

Aan Sake-Rapport is gesê dat Evkom en die Spoorweë nou hul toevlug geneem het om kapitaal via inkomste te vind. Dit bring verhoogde koste in 'n sneller tempo as die inflasiekoers.

Elektrisiteit en vervoer is veral belangrik vir die produksie van ons minerale-uitvoer en het 'n regstreekse uitwerking op ons vermoë om met die buiteland mee te ding.

Ons mynbedryf se koste styg dan ook met so iets soos 20 persent per jaar, terwyl dit in die buiteland slegs sowat een-derde daarvan is. Dit is van groot belang vir ons want ons is uitermate van ons metale en minerale afhanklik vir 'n gesonde betalingsbalans.

'n Mens het natuurlik simpatie met die kapitaaltekort, veral langtermynkapitaal, wat ons ondervind.

Deur DAVID MEADES

al dikker

269

dale Rapport

Stimuleer

In die kapitaalskaarste wat ons beleef, moet ons nie net die vorming van kapitaal stimuleer en bevorder nie, maar die intelligente aanwending daarvan sal ook van die hoogste orde van belangrikheid moet wees.

Daar is al gepleit vir 'n nasionale strategiese plan. Die bepaling van ons kapitaal-prioriteite sou 'n belangrike deel daarvan wees. Die doeltreffendheid van so 'n plan sal natuurlik ernstig geskaad word as kapitaal-aanwending daar buite om gesked deur die inkomste-rekenings van korporasies.

Oorskot

Solank as wat dit binne perke bly, sien hy daarmee niks verkeerd nie. Maar dit is iets wat makliker gehuisves kan word in 'n sterk ekonomie. Met ons huidige ekonomiese toestand — en hy meen dat ons nie naastenby in staat sal wees om vanjaar 'n groei koers van 2 tot 3 persent te toon nie — moet daar nou meer aandag gegee word aan tussentydse metodes.

Hier meen hy dat daar dalk na die verwagte oorskot gekyk kan word watsen. Owen Horwood waarskynlik in sy Begrotingsrede gaan aankondig en daar kan ook iets in die Begroting daarvoor opgesit word.

Die Afrikaanse Handelsinstituut het ook ná sy hoofbestuursvergadering vandeeweek in Kaapstad hom tot groot hoogte by hierdie mening aangesluit. Die AHI sê dat daar mate-reëls oorweeg kan word om

AVIOLLET, F. E. ROUWEN, PRETORIA
 VAN ERKOM, 2de verdieping, Pretoriastraat, 101.
 HUR-LE ROUX, 2de verdieping, Pretoriastraat, 101.
 JESSE, 2de verdieping, Pretoriastraat, 101.
 VIR-LE ROUX, 2de verdieping, Pretoriastraat, 101.
 ASS. V. VERKORING, 2de verdieping, Pretoriastraat, 101.
 WILLEM, 2de verdieping, Pretoriastraat, 101.
 (1978)

1978

Air freight terminal to close

EAST LONDON — The South African Airways will close down its air freight terminal in the city at the end of the month, at the same time as the bus service will be halted.

SAA's local manager, Mr C. J. van Abo, said 90 per cent of East London's air freight was handled at the airport anyway and it made economic sense to have everything under one roof.

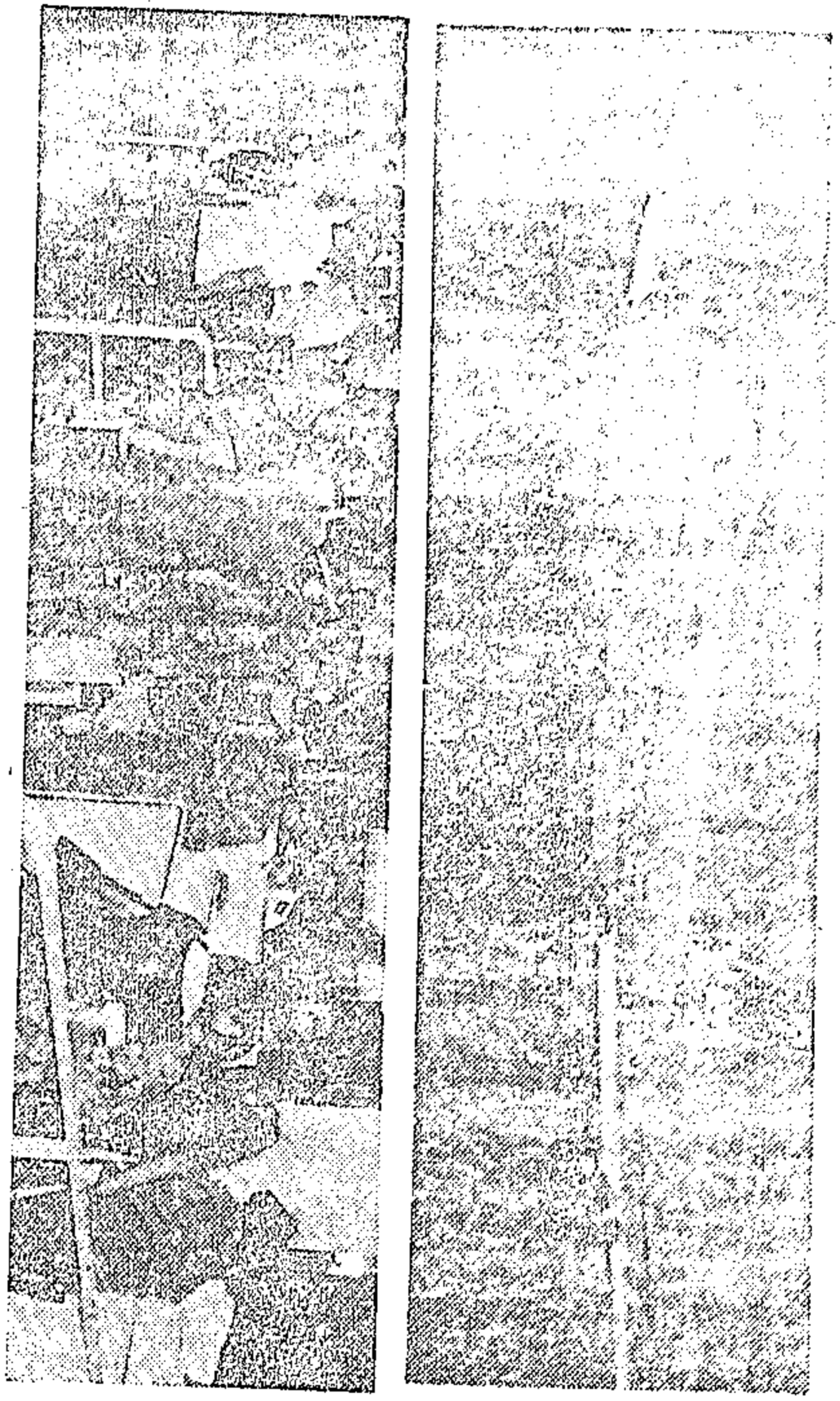
"We could not keep open an extra terminal in the city for 10 per cent of the traffic. It is not only extra premises, but extra drivers and extra vehicles."

Mr Van Abo said the SAA had been subsidising the bus service between the airport and the city for some time and it had cost a lot of money. The bus service will stop in East London and the other smaller centres on March 31. — DDR.



these paper mts. g is place- send ab in high Agta gives resent free rame, worth film Spec- work Full not deal.

THIS IS YOUR PARTAIN SPEAKING



THIS WEEK I decided to scrutinise the airways after a traveller complained about the service offered by one company. I won't name the firm because all airline companies interviewed belong to the International Air Transport Association which lays down uniform conditions.

may also carry free of charge: a handbag, overcoat, umbrella, small camera, limited reading matter, infant's food, carry-cot and fully collapsible invalid's chair and/or pair of crutches or similar equipment.


are from Durban to London and back. Prices from Johannesburg and back are: Low — R521.40; High — R577.70; Mixed — R549.50. The main conditions are: All bookings are return and must be booked for specific flights at least three months in advance and are not subject to cancellation. (You can take out a cancellation or curtailment insurance — check with agents). Fares must be paid at the time of booking.

This is to prevent companies from competing on an unfair "gimmick" basis. Whether you fly KLM, Sabena, British Airways, SAA or by almost any other international flight, there are certain conditions which are the same.

Should travellers try to get away with more, they will be stopped and excessive hand luggage will be put in to the hold.

Children under 12 years accompanied by an adult pay 75 percent of the adult fare and are entitled to seats. Apex travellers must complete their journey within the specified time

Colleen Shearer takes to the air with Talking Shop



26/3/78 (269)

THIS WEEK I decided to scrutinise the airways after a traveller complained about the service offered by one company. I won't name the firm because all airline companies interviewed belong to the International Air Transport Association which lays down uniform conditions.

This is to prevent companies from competing on an unfair "gimmick" basis. Whether you fly KLM, Sabena, British Airways, SAA or by almost any other international flights, there are certain conditions which are the same. These include:

The fare to London whether via Amsterdam, Rome, Frankfurt or elsewhere in Europe, is R584,40 single economy class, and R1 168,80 return. SAA and British Airways travel direct to London but KLM for instance goes via Amsterdam.

Baggage allowance is 20 kilograms — and 30 kilograms for first class — and dimensions of hand luggage in the cabin must not exceed 51 x 38 x 20 cms.

Children from two to 12 years pay 50 percent of the adult fare and occupy seats. They are served special children's meals. Baggage allowance is 20 kilograms.

Babies

Infants up to two years pay only 10 percent but do not occupy a seat. Bassinets are provided for those up to six months old but you should make your requirements known when booking. Also available on board are sleeping bags.

Baby food and nappies are also available free so it is not necessary to carry loads of emergency kit. Babies are allowed no baggage apart from one piece of hand luggage carried by a parent.

In addition to your free baggage allowance, you

may also carry free of charge: a handbag, overcoat, umbrella, small camera, limited reading matter, infant's food, carry-cot and fully collapsible invalid's chair and/or pair of crutches or similar equipment.

Should travellers try to get away with more, they will be stopped and excessive hand luggage will be put in to the hold.

Although airlines and travel agencies should tell travellers what facilities are available, do not rely on this but make all special requests known at the time of booking. Vegetarians and Muslims, must state their preferences, invalids their requirements, and mothers with small children likewise.

All information is computerised so give as much as you can to ensure your own well-being. Special meals and bassinets must be booked at least 24 hours ahead and although emergencies can be handled, do not abuse this facility.

A mother with a five-month-old baby was annoyed that no hostess helped her on a trip to Rhodesia and back. Air and ground staff are instructed to help those in need and I was told that if a wife and husband are travelling together with a baby, then they should not require special help. A lone parent, however, would be given assistance with carrying either baby or hand luggage.

The cheaper air fare to London is by Apex, and bookings may be made through any airline. The savings are enormous but several conditions apply.

During low season months — February, March, April, May, June, October and November — the return fare is R585,20. During high season months, the return fare is R641,50. One way "high" and one way "low" will cost R613,40. These prices

are from Durban to London and back.

Prices from Johannesburg and back are: Low — R521,40; High — R577,70; Mixed — R549,00.

The main conditions are: All bookings are return and must be booked for specific flights at least three months in advance and are not subject to cancellation. (You can take out a cancellation or curtailment insurance — check with agents). Fares must be paid at the time of booking.

Children under 12 years accompanied by an adult pay 75 percent of the adult fare and are entitled to seats. Apex travellers must complete their journey within 90 days, with a minimum stay overseas of 14 days.

Travel agents can arrange visas, trains, camping and ski bookings, as well as documentation. Ask what facilities are available.

Insurance

The subject of baggage insurance arose from another complaint. Note the fine print on the back of your ticket. It is too tedious to enumerate, all conditions here so I would suggest that you ask the travel agent to explain them.

Be warned, though, when insuring your baggage. Take into account the clothes, jewellery and effects you are wearing, otherwise you could be penalised for being underinsured and will be paid out "subject to average". This condition usually appears in the inevitable fine print, and some agents neglect to point it out. Check, question, and ask them to spell out all conditions clearly.

One more caution: Insurance companies have a "market agreement" which prevents a client from insuring himself twice and claiming twice from two different companies. All claims are cross-checked.

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Border's transport system has all that is needed for growth

By Peter Davis

The Border's transport system is pretty good when one considers that geographically whether we like it or not, Border is off the beaten track. The area is connected with every other major city by air and there are just on 100 SAA flights to and from East London every week moving passengers and goods to other parts of the country. The improvements to the airport are now complete and there are new taxiways and aprons.

The area is reasonably served by rail. The South African Railways employs about 11 200 people in the Border system and their annual salaries amount to about R37 million, most of which is spent on the Border.

The railway network in the system covers about 1 877 km and the spinal cord which keeps the system alive is the main line between Springfontein and the Buffalo Harbour, a distance of 480 kms.

Although this represents only 20 per cent of the total rail network in the system, 80 per cent of the gross tonne kilometres is derived from operations on this particular section of the line. The system handles 1,48 million tons of forwarded goods traffic a year and 4,18 million tons of received goods.

The railways convey about 1,25 million animals a year on the system and almost 43 000 through goods trains, covering 7,4 million kilometres, run throughout the system.

The new centralised traffic control system, which was introduced at a cost of R12 million has stepped up the capacity of the East London-Queenstown line considerably and the section between Burgersdorp and Springfontein will also receive attention.

The SAR's road transport section covers about 2 200 kms and SAR vehicles cover more than 7,4 million kms a year,

transporting 2,5 million people.

Although containerisation has cut down the number of ships calling at East London Harbour, this is still an important part of the economics of the area and about 3,3 millions tons of cargo is handled at the harbour every year.

The harbour can boast of the highest productivity in terms of tonnage landed and shipped per crane hour than any other port in South Africa.

With roll-on, roll-off facilities being planned for the harbour and various extensions for increased container facilities and the possibility of an export processing zone being established in East London, the future of the city looks bright.

The East London area has experienced an unprecedented level of road construction work and although this is slowing down because of financial stringencies, there is still much to be done to complete the proposed road



East London is the gateway to South Africa and Transkei via its railways (above) roads (bottom left) and airways (bottom right, a view of part of East London's modern airport terminal building).

network

National Roads are pressing ahead with the East London By-Pass costing about R16 million and once complete, there will be an easy drive from East London to Berlin.

The City Council is also busy with major roadways and the new Buffalo River

Bridge and the approach roads are just about complete at a cost of more than R6 million.

Stage Two of the North East Expressway is running well and part is already in use.

The North West Expressway has been planned and is a priority that

will be started as soon as funds are available.

The city's arterial road planning has sufficient flexibility to incorporate outer and inner ring roads to avoid unnecessary traffic entering the central business district, while giving good access to the city centre.

Southern Afr

ISSUE OF ...
Railways deficit

Adm

269

14/4/78

ment Research Unit

THE Railways had a deficit of R22 500 000 in February, says the general manager, Mr Kobus Loubser.

This deficit was expected as a shortfall of R19 200 000 was provided for in the estimates.

In spite of this deficit, the Railways has an accumulated net surplus of R54 200 000 for April, 1977 to February, 1978.

High rates traffic has declined and there are low passenger support, low volumes of general cargo imported through the harbours and a decline in ore export volumes.

The accumulated surplus can be attributed directly to the continued economy campaign, which realised R103-million from April, 1977, to February, 1978. — Reuter.

A SURVEY OF FISH FARMING
IN SOUTHERN AFRICA

Giles Hobson

Saldru Working Paper No. 18

In co-operation with the
Environmental and Development Agency (EDA)

Cape Town

April 1978

Hansard. 11 21 April 1978.
Question 9 Col. 675 & 676

269

X Re-routing of rail passenger traffic to Rhodesia via Beit Bridge X

*9. Mr. W. V. RAW asked the Minister of Transport:

Whether consideration has been given to re-routing rail passenger traffic to Rhodesia via Beit Bridge; if so, with what result; if not, why not.

†The MINISTER OF TRANSPORT:

Yes; that it can be done if required.

Mr. W. V. RAW: Mr. Speaker, arising out of the hon. the Minister's reply, could he tell us whether any steps have been taken to

APRIL 1978.

ensure that there is no interference with passengers travelling through Botswana from the Republic to Rhodesia?

†The MINISTER: Mr. Speaker, this is strictly speaking, a question which has nothing to do with the question on the Question Paper. I may point out, however, that the train service through Botswana is operated by the Rhodesian Railways and not by the South African Railways.

Shippers irate

269

... BUT CONTAINER CHIEF WELCOMES NEW DEADLINE

A CHANGE in the Durban harbour container transport plans has put some shippers in a potentially difficult position.

The Railways have dropped the fixed cut-off point of noon on the day before cartage from them is required.

The new scheme means that when cartage demands reach capacity no more container orders are taken.

This means that export shippers submitting CTO's late will have to pack and arrange transport during the night to reach the ships in time to allow a three-day container stacking period. The three-day stack-open period is required for all export shipments.

While this has led to some shippers being angry at forced night work, and the increased costs, the private enterprise shippers will have to follow an international acceptance

of the necessity of a 24-hour day in container transport.

While the need for a 24-hour day is at an early stage, it is something that will be required when the container revolution reaches its peak during the next few years. This has been said by the chairman of the Naval Container Users Committee, Norman Fletcher.

And while the Railways move has annoyed some export shippers, it is "absolutely sensible" he says.

The move, he adds, allows the Railways to organise deliveries and collection of containers in advance and the cut-off is necessary because a large shipment might leave them short of available vehicles.

And although some shippers suggest that the Railways purchase more vehicles to cope, Fletcher says that the extra capital spending does not make sense.

back probe

8/5/78/Star (269)

K.I.C.A.

SAA inquiry into 'illegal' payments

Mark Metherell

South African Airways is investigating illegal kickbacks on air fares between South Africa and Europe, irregularities which authoritative sources say are operating on a massive scale.

Some kickbacks appear to involve breaches of South Africa's exchange control regulations. Secret payments are being channelled into overseas bank accounts.

Executives of foreign airlines and local travel men say kickbacks and excessive discounts offered by several airlines have reached such proportions that the South African travel industry's reputation abroad is being harmed.

An executive of one European airline said: "I can only describe this illegal dealing as massive. The South African market is getting so dirty it is beginning to rival some markets in the Far East where this sort of thing is a day-to-day occurrence."

The industry is looking to SAA, as the national carrier, to clean up the market because of fears that the air fare discount scene — in contravention of International Air Transport Association regulations — could snowball out of control.

'Worrying'

Today an SAA spokesman said the airline was "looking into" the matter but

Rules broken

Both schemes are in direct contravention of Iata regulations, and in the case of the former, involve foreign exchange irregularities.

Iata's local compliance officer, Mr Bob Elway, refused to comment on the allegations.

Mr John Bing, secretary for the Association of Southern African Travel Agents said his association was concerned about the matter, but the difficulty was trying to gather evidence to stop malpractices.

"I think this sort of thing is bound to happen in times of economic recession. The airlines are all fighting for seats."

Mr Bing said Asata would raise the matter at a meeting this week of the Board of Airline Representatives, but emphasised the matter had been raised with the airlines before.

Other top airline officials agreed that the flourishing kickback scene had been encouraged by the generally tight travel market at present.



Cape Times
10/5/78

~~WINDHOEK~~
(2) 769

Keetmanshoop train driver sentenced

WINDHOEK. — A Keetmanshoop train driver, Michael Christiaan Albertus Brand, 30, has been fined R200 (or 20 days) in the Supreme Court after being found guilty of culpable homicide following the deaths of five national servicemen in a train accident at Keetmanshoop on March 25 last year.

Two other railwaymen, Mr John Ernest Fryer, 25, a foreman shunter, and Mr Johannes Bernardus Henn, 38, station foreman at Keetmanshoop, were acquitted by Mr Justice J J Strydom after being found not guilty of culpable homicide and alternative charges of negligence.

In his two-and-a-half-hour judgment, Mr Justice Strydom said the court found the deaths of the five national servicemen killed in the accident had been a direct result of negligence on the part of Brand, who drove the ballast train which had crashed into a stationary troop train on March 25 last year.

While the court accepted that Brand was not "trying to commit suicide or that he had not intended to injure anyone", the fact remained that he (Brand) had not conducted himself in a manner in which any other reasonable driver would, if faced by the same circumstances.

Evidence showed, Mr Justice Strydom said, that Brand did not take the necessary precautions after he brought the train to a standstill midway between Townlands and Keetmanshoop the night of the accident. — Sapa

1-239
2-269

Hansard 16 11 May 1978.

Question 615 Cols. 755 a 756.

Y Subsidies for Black commuters travelling
by bus/train

615. Mr. W. M. SUTTON asked the
Minister of Transport:

What was the annual amount spent in
subsidizing Black commuters travelling by
(a) bus and (b) train in 1976-'77 and
1977-'78, respectively.

10 MAY 1978

The MINISTER OF TRANSPORT:

(a) 1976-'77—R39 110 938.83
1977-'78—R45 868 174.90 subject to
final auditing.

(b) Particulars in respect of Black com-
muters only are not being held sep-
arately. The following amounts were
spent in respect of non-white pas-
senger services, which include Black

Coloureds and Indians:

1976-'77—R38 077 921.

1977-'78—R43 299 279 subject to
final auditing.

DURBAN — Delegates to the annual congress of the Afrikaanse Handelsinstituut here have twice condemned recent rises in steel and electricity prices and rail tariffs, and in particular the way in which they were introduced.

Industrial members of the institute were told by Mr C. J. Human, managing director of the Fede. Co Group, that the increases in these so-called administered prices were perhaps the worst problem facing industry in the 1970s and he appealed to Iscor, Escom and the Railways to take the private sector more into their confidence.

While he hoped the severity of the increases

AHI condemns steel, power, rail increases

would subside, he thought the private sector had learned its lesson and ought never be caught so unprepared again.

At the main conference yesterday, Mr J. L. van den Berg pointed out that from January 1971 to February 1978, steel and electricity prices rose by 218.4 per cent and rail tariffs by 13.3 per cent, as against an increase of 112 per cent in the Department of Statistics' deflator

index (the deflator index is a yardstick for measuring the effect of inflation on the economy).

Steel's biggest price rises had come since 1973 and electricity's since 1975, he said.

Apart from the effects of these rises on the internal economy, these increased costs seriously affected export, and he gave figures for the production of base minerals for export.

Uncertainty as to future

costs inhibited both contracts for the export of minerals and capital investment needed to produce them, he said.

Mr Van den Berg urged the introduction by Iscor, Escom and the Railways of long-term contracts for their very large customers as happened overseas.

This would give a stronger commercial character to the use of the services and build up confidence, he said. — SAPA.

see how Railways could handle
y's traffic.

vacuum brakes restrict payload to
t per axle and 40 wagons per train.
ng for air brakes on all new rolling
k has pushed up payloads to 18.5 t
axle with, theoretically, no limit on
number of wagons.

The average air-brake train on the
en-Saldanha line is 190 trucks carry-
19 000 t of iron ore. Trains of 220
ks have been successfully tested,"
Loots.

coal trains running to Richards Bay
e a payload of 11 840 t in 160
ons with even better performance to
e. Railways is working on an alumi-
i wagon that will reduce the 21 t tare
resent rolling stock by 33%. The
n ton difference of each wagon can
be added to the payload to boost
of these trains to 12 960 t.

's one thing to add much higher mass
ach axle, now that air brakes can
rol these monsters, but another to
room for all this extra tonnage piled
op. A headquarters brain blitz has
lted in redesigning higher, wider and
er wagons. — by dropping the floor
above the wheels to axle level.

Simply by taking another look at
gn we've almost doubled the volume
tandard wagons," says Loots. The
breed of rolling stock carries 4.4 t in



Hennie Loots . . . packing them
in

each metre length of wagon against the
traditional 2,6 t. Innovation will not stop
there:

⊙ A prototype double-deck animal
wagon to be unveiled this month will

carry 240 sheep with a triple-deck ver-
sion likely to follow;

⊙ Capacity of 7 000 grain wagons is
being increased from 39 t to 43 t each
"instead of buying 700 more trucks";

⊙ A prototype higher-and-wider timber
wagon carries 54 t against the present 34
t;

⊙ Livestock will be containerised.

"Goods traffic will double in the next
35 to 40 years and Railways isn't likely
to have funds to treble or even quadruple
tracks. So we have to move more on
what we've got," says Loots.

RAILWAYS

Mass attack

FM

19/5/78

(269)

Necessity is the mother-in-law of inven-
tion at Railways, where forced expansion
comes with nagging worries over cash.
Assistant GM (operations) Hennie Loots
says money-saving ideas first mooted in
the mid-Sixties are now paying off with
more innovations to come.

"We're carrying more tonnage with
fewer trains at higher speeds," he claims.
Ability to keep pace with increases in
goods traffic can be traced back to a
1965 decision to switch from vacuum to
air brakes. Hardly an earth-shattering
choice but without that foresight it's hard

200 copies



SOUTHERN AFRICA LABOUR AND DEVELOPMENT RESEARCH UNIT



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TELEPHONE 69-8531 (Ext. 453, 440)

The Secretary,

Dear

Thank you very much for providing us with figures of union membership for our book. We greatly appreciate your help.

Yours sincerely,

DELIA HENDRIE

ALIDE KOOY

Research Assistants

Mar 29/5/78

1/269
2320

Bus tickets at the bank in new city fare plan

Johannesburg's most expensive bus ticket will cost R198 in a new fare structure to be put to the city council tomorrow.

It will be a new yearly ticket, which could be sold through banks and financial institutions, as is done in Europe, hereby spreading the cost of what would be a big capital outlay for the bus commuter.

The yearly ticket will cost 11 times as much as monthly season tickets. There will be all-day and off-peak yearly tickets.

All-day monthly tickets are to cost about 10 per cent more than at present. This means the all-day yearly tickets will cost R79 for Zone 1, R119 for Zone 2, R158 for Zone 3 and R198 for Zone 4.

Off-peak monthly tickets are not going up in price. Yearly off-peak tickets would thus cost R44 for Zone 1, R66 for Zone 2, R88 for Zone 3 and R110 for Zone 4.

The proposed new fare structure will make existing monthly season tickets more economic compared with one-journey coupons.

Books of single coupons will cost 12,5 per cent more, while all-day monthly tickets will increase by about 10 per cent.

The new all-day monthly ticket price will cost as much as 40 coupons, compared with 41 coupons at present. Prices (with the old prices in brackets) are:
Zone 1 — R7,20 (R6,50),
Zone 2 — R10,80 (R9,80),
Zone 3 — R14,40 (R13,10),
Zone 4 — R18 (R16,50).

Transport officials have reported a two per cent decline in white bus passengers since the zone fare structure was introduced last September. This decline is not as bad as the 2,7 per cent fall the previous year and 3,53 per cent the year before that.

DECLINE

Last year fares increased by as much as 80 per cent and passengers in the outlying zones three and four declined by 22 per cent and 31 per cent.

But in zones one and two, which have 80 per cent of passengers, there was a slight increase in patronage of two per cent and six per cent respectively.

The proposed new bus fares, which include increases of up to 50 per cent for cash fares, still need the approval of the Local Road Transportation Board, and may be introduced on August 1.

Royal Swazi airline to offer direct flights to four OAU countries soon

By PAT FARLEY

SWAZILAND is to inaugurate its own international jet airliner service within three months and by the end of the year will be offering direct flights to four OAU countries.

This will enable travellers to and from the landlocked kingdom to avoid flying to Jan Smuts Airport in white ruled South Africa to catch connecting flights to Swaziland — a situation that has reportedly caused embarrassment to a number of African VIPs and officials visiting Swaziland and Lesotho.

This is not, however, the motivation behind the move to form its own national air service, according to the chief executive of the new airline, Mr Harry Pusey.

"It is just that we want to operate our own airline and we are now able to do so," Mr Pusey said in an interview from Manzini this week.

Mr Pusey disclosed that Royal Swazi National Airways Corporation will begin operations on August 1, starting with three weekly flights connecting Matsapa Airport and Jan Smuts and a once weekly flight linking Matsapa with Durban's Louis Botha Airport.

The airline also intended to open a direct connection with Lusaka in September, followed by Madagascar and Mauritius in October and Malawi in November.

Further expansion plans for the infant airline include air links to Kenya, Seychelles and the Comoro Islands.

Under consideration are direct links to Botswana, Lesotho and Mozambique.

"When the political situation stabilises we hope to open links with Namibia and Zimbabwe," Mr Pusey added.

"Some of these routes

are still subject to the approval of the governments concerned."

SAA has regular flights to Malawi, Mauritius and the Seychelles on its eastern routes, but Mr Pusey stressed that it was not the airline's intention to go into direct competition.

Mr Pusey said that Swazi Air, a subsidiary of a Swiss aviation company called Avdev which is presently operating air services to Swaziland, would cease operations on July 31.

The new airline has already purchased two se-

condhand Viscount 810 turboprop passenger aircraft which are presently undergoing refits in the United Kingdom.

The aircraft have a seating capacity of 60 and are due for delivery in July.

Rights

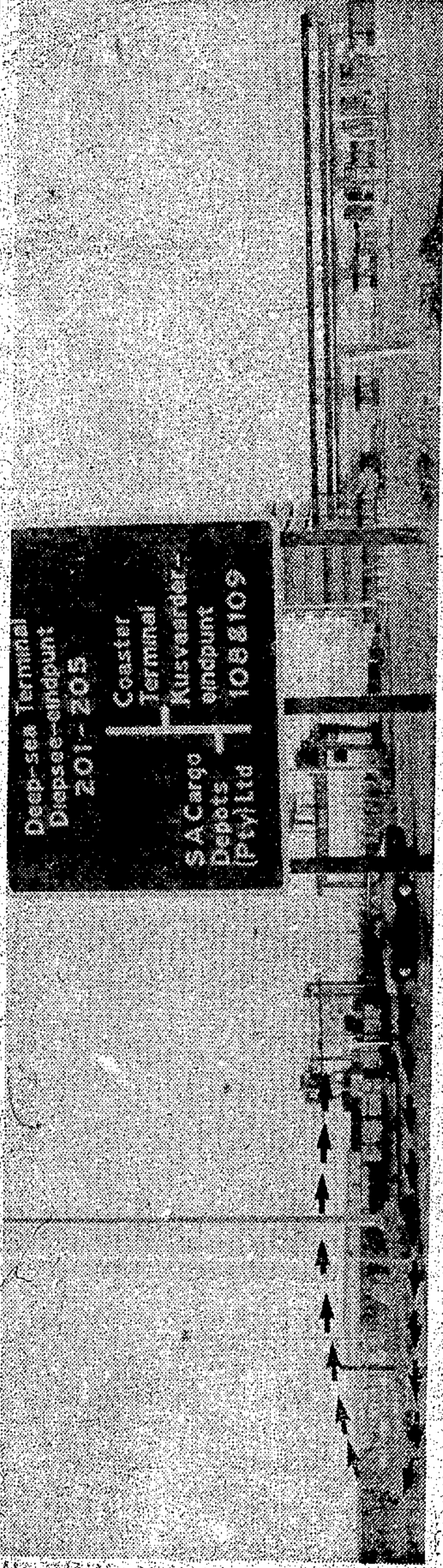
Mr Pusey refused to say from whom the aircraft were bought, but he pointed out their logged flying hours of about 7 000 were the lowest of all existing aircraft of the Viscount 810 series presently in operation. Average flying time for these aircraft is 35 000 hours.

Royal Swazi Airlines also moves directly into the jet age when they open for business with their own Fokker Fellowship F28, a comfortable twinjet aircraft with a seating capacity of 65. The aircraft is due for delivery in mid-July.

According to a spokesman for SAA in Johannesburg the new airline was still negotiating with the Government, SAA and the Department of Civil Aviation for South African landing rights and he was not able to comment on the new service.

SWAZIS JOIN THE JET SET

SHIPPING



ONLY very few people holding special permits are allowed into the terminal through the checkpoint at right. The arrows at left show how illegal entry is possible by using a sand road around the South African Container Depots' fenced-in complex.

Tighter security for the Container Terminal

6/6/78

(269)

SCORES of local anglers are illegally bypassing the stringently operated check-in gates at Durban's top-security Container Terminal but Railway Police and SAR&H operators of the vulnerable complex have promised to plug the holes.

They agree that saboteurs and criminals posing as fishermen could enter the terminal.

Regulations state clearly that fishing off quays in the coastwise and deepsea terminal areas stretching from Pier 108 to Pier 206 is prohibited although the New Pier 2 complex is not mentioned yet in fishing permits I inspected at the weekend.

During a spot check on Sunday afternoon I counted 13 cars and more than 50 people, many of them fishing, at New Pier 205 and 206.

An African policeman at the checkpoint told me that he had strict instructions not to allow anyone inside the terminal area without special permission. This permission was not granted to anglers under any circumstances.

Presumably because no ship was working boxes that day, he was the only policeman at the checkpoint which covers five buildings, four entrances and eight lanes.

He said many cars bypassed his checkpoint to get inside the terminal but added that there was nothing he could do about it.

During investigations over the past few weekends I watched streams of cars approach the terminal checkpoint to within about 100 metres, then turn left onto a sand road which passes the fenced-in South African Container Depots' complex and then leads back into the top-security terminal complex.

I did not see inspectors, policemen or other SAR&H personnel checking the New Pier 204 to 206 area at any time during my investigations.

An Indian Railway Police officer on duty at Pier 107 on Sunday afternoon confirmed what I had been told by others earlier: anglers, if not controlled, work their way past the security fence between Piers 107 and 108, the latter belonging to the Coastwise Container Terminal.

A White sergeant stressed that no fishing was permitted between Piers 108 and 206 and that all Railway Police officers had strict instruction to remove anyone doing so immediately.

Durban's container manager, Mr. Reuel Botha, who admitted the problem was an "unfortunate" one said the loophole in their security system was to be closed shortly.

"We are aware of the shortcoming and steps to improve our security fencing are in progress. All our staff and police have been instructed to chase people away from the terminal.

"There's still some construction work to be done. Companies are attending to the New Pier 201 and 202

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6/6/78 (269)

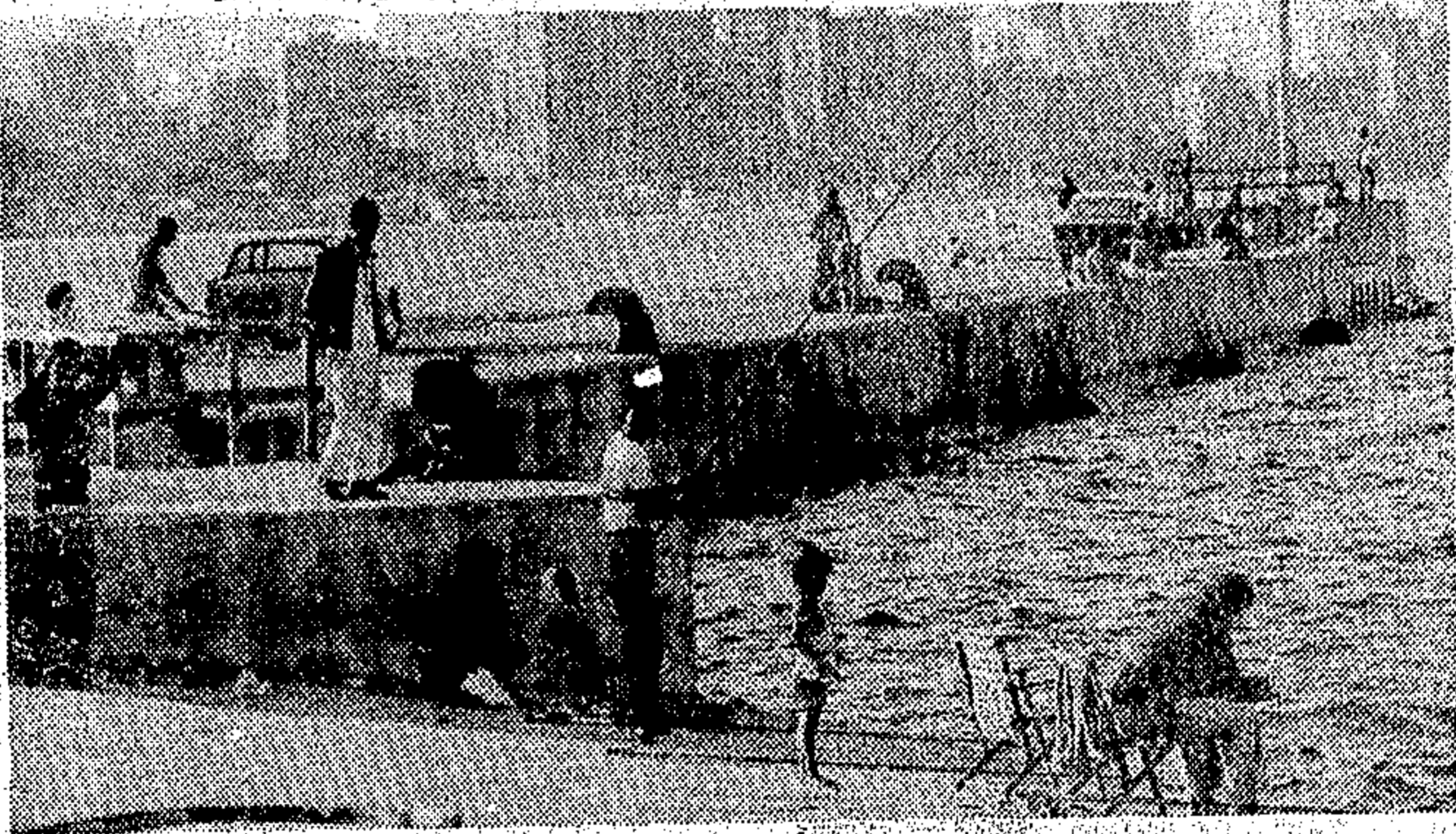
stacking area while container crane rails are being put in at Piers 108, 201 and 202.

"We have to arrange access for these firms' vehicles. Unfortunately, the same route is being used illegally

by anglers. But the new works by the harbour engineer's department, is almost finished with the last portion of fencing from Pier 108 to SACD," said Mr. Botha.

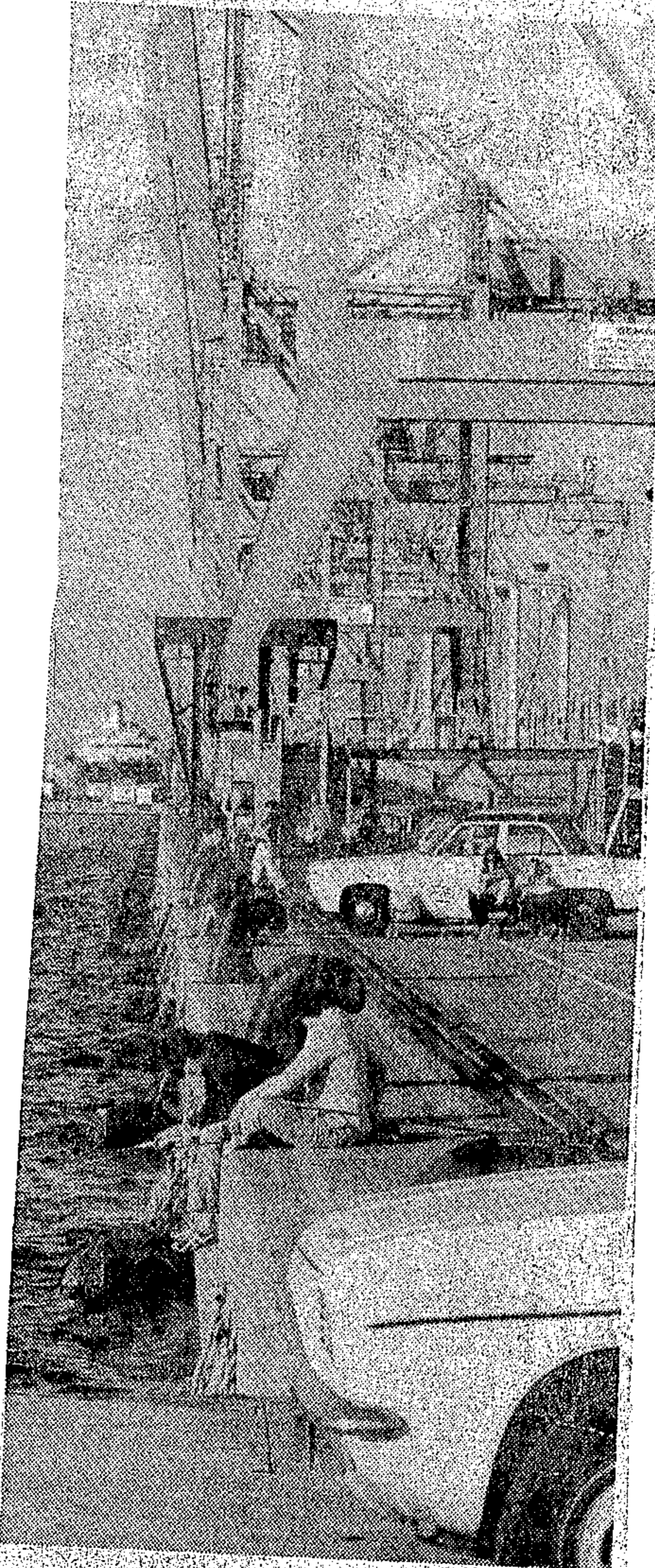
Asked what steps would

be taken to stop fishermen creeping past the security fence at Piers 107/108, he told me: "The edge of the fence at the quay will be equipped with rails or spikes over the side making passing through impossible."



FISHERMEN and their families at the New Pier 206 roll-on roll-off berth inside the Container Terminal. This berth is being used by vehicle carriers, which require road access in both directions.

Wilf Seifert



SOME of the many anglers inside the Container Terminal last Sunday. At the time there were 13 cars and more than 50 people in the area.

6/6/78

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SAA faces pressure to cut fares

Mercury Correspondent

LONDON — There is a strong prospect that South African Airways will come under pressure to drop the high prices charged on the lucrative Europe-Republic route.

Sir Freddie Laker, who has brought low-cost flying to millions makes no secret that he would like a share of the route.

Sir Freddie may be the eventual cause of the collapse of the International Air Transport Association.

South African Airways which still maintains outrageously expensive fares by comparison with the plummeting cost of transatlantic and European fares, is one of Iata's more devoted members.

But at a special general meeting in Montreal later this month Iata members will be asked to adopt recommendations that will radically change its format.

A number of world's leading airlines, including the biggest, British Airways, are threatening to leave Iata — effectively destroying it — if the recommendations are rejected.

They have been so hard hit by the dramatic success of Sir Freddie's skytrain services that they are being forced to adopt low fares and re-examine their current and long-term markets.

Mr. Ross Stainton, deputy chairman of British

Airways yesterday said:

"Low fares are here to stay and we have got to change our way of doing things to reflect that fact."

The predictions are that there could be a fierce air fares battle as the big companies try to match Laker's fares such as less than R240 for a London-New York return ticket and even cheaper flights to other North American destinations.

The main recommendation to strip Iata of its price-fixing power is that there should be two levels of membership.

British Airways is demanding that they should be able to charge what they want and not be forced to adopt higher charges to suit an outsider.

But they want to retain the right, through Iata, to have a say on such matters as security, air traffic control and standardisation of documentation.

Mr. Stainton said: "Many of us believe that Iata has reached the state where it has either to become a new and different kind of animal or go the road of the dinosaur."

Tax slip gives SAR ^{Star} ~~Star~~ ^{6/7/78} a multi-million shock ⁽²⁶⁹⁾

A sales tax "slip-up" has dealt a multimillion-rand blow to the South African Railways and Harbour Administration.

Suppliers to the SAR this week received a notice from the Railways that the latter was exempt from paying general sales tax.

But an Inland Revenue official in Pretoria said there had been a slip-up as, broadly speaking, SAR was not a vendor and should not have been registered as such.

The exemption applied

only to goods the Railways resold such as food and drink — a small part of the administration's huge billion rand expenditure.

An SAR spokesman said today there had been "a bit of a snarl-up" with regard to the issue of an exemption certificate to the Railways.

"We pay the tax the same as everybody else does."

He said he did not know how much the sales tax would add to expenditure, though earlier this week Mr Kobus Loubser, SAR

general-manager, revealed that SAR spent R679-million on goods locally for operational requirements in the 1976/77 financial year.

Taking into account increases in expenditure since then, the sales tax would probably add between R20-million and R30-million to the Railways' bills.

Consumer Council prefers Add On

The South African Co-ordinating Consumer Council today came out strongly in favour of the Add On method of collecting sales tax.

This is the first time they have indicated a preference and advised consumers to go for the principle of Add On.

Mrs Lynette Eybers of the Consumer Council explained: "If a tin of beans cost 15c last week, this week a dealer using the add in system can now levy 1c tax on each tin. To the consumer this means he is paying 16c a tin. If you buy six tins of beans under this system you will pay 96c at the till.

"On the other hand, if you are buying at an add on store the six tins of beans which last week cost 15c still cost the same, and the dealer will be levying

only 4c tax at the till since the tax between 88c and R1 is four cents."

Mrs Eybers said the Consumer Council was trying to educate consumers to look for the system which would be to their advantage.

She said less sophisticated buyers might believe that the Add In system was less complicated.

"But what we want is to teach people to allow for tax at the till. At present many less sophisticated shoppers tend to buy right up to the amount they have in their hand."

If you are unsure of how the tax works on smaller items, here's a guide:

1c to 12c	..	no sales tax
13c to 37c	.....	1c tax
38c to 62c	.....	2c tax
63c to 87c	.....	3c tax
88c to R1	.....	4c tax

DA 1/19/78 (123/271)

Government outlines plans for Glenmore

CAPE TOWN — The Government has released details about its development of the controversial resettlement town of Glenmore on the borders of the Ciskei — overriding at least one of the conditions laid down by the homeland authorities.

The scheme now seems set to go ahead with no adequate water supply. The number of jobs Glenmore will hold and the standard of dwellings to be built there are both still unclear.

The Government's plans were disclosed by the Deputy Minister of Plural Relations and Development, Dr W. Vosloo, in a speech to the Eastern Agricultural Union.

Dr Vosloo said the pegging of 1 000 residential sites at Glenmore should be completed by the middle of next month.

"By and large it is expected that the erection of houses at Glenmore township will not be able to be commenced before September 1, 1979.

"In the initial stage

wooden houses will be erected. It is expected to commence with the erection of brick houses towards the latter half of 1979," Dr Vosloo said.

Ciskei's Chief Minister, Chief Lennox Sebe, has publicly insisted that water from the Orange River scheme be guaranteed before tests for underground water supply were conducted.

But the Deputy Minister's exact words were: "Tests for the availability of underground water supply are to be carried out shortly and tenders are due to close on July 18, 1978. In the event of these tests being unsuccessful, the building of a dam will have to be considered.

"Irrespective of what source of water supply is adopted, the planning of other services is receiving attention."

In May, Chief Sebe said: "The life and blood of the whole scheme is water. Without water it dies."

The Chief Minister explained that because the Fish River was too salty,

this water would have to come from the Orange River scheme.

But the Minister of Water Affairs, Mr Braam Raubenheimer, subsequently told Parliament that South Africa's interests would have to come first before the Government considered supplying water to the Ciskei.

Chief Sebe also said the homeland government had insisted that "before people are settled in this area, agricultural projects should have been started to give employment to these people," but Dr Vosloo made no mention on this in his speech.

The third condition the Ciskei government laid down was that Glenmore should be a model township "not like Mdantsane and Zwelitsha."

Glenmore, adjacent to the old Committees Drift site, is where the Government has planned to resettle many of Grahamstown's blacks. Seven thousand Fingo Village lodgers may still be forced to move there.

Chief Sebe did say that some squatters would be temporarily rehoused in wooden houses in the area so that they could be employed on the construction of the new town, expected to take five years to complete.

In his speech, Dr Vosloo said the Cape Midlands Administration Board had been appointed as agent of the South African Development Trust to develop the town.

The trust was responsible for the financing of the development of Glenmore. R675 000 has been budgeted for the 1978/9 financial year.

"The rate of development of the township will depend on the availability of funds," he said. But financial restrictions should "not be an insurmountable obstacle in regard to the prevention and control of illegal squatting.

"If needs be, the erection of emergency camps in respect of non-prescribed areas should also be considered as a means of control." —
DDR.

Master plan to increase bus users

By David Breier

A new public transport plan to boost bus services in Randburg and Sandton was unveiled by Reef transport planners today.

Designed to increase white bus patronage, the plan could lead to similar schemes in other municipalities around Johannesburg.

Mr Ian Morton, manager of transport consultancy services and head of transport operations research at the National Institute for Transport and Road Research (NITRR), presented the plan in Johannesburg to the technical liaison committee of the Johannesburg Metropolitan Transport Advisory Board (MTAB).

The board is the new transport advisory body for Johannesburg and neighbouring municipalities.

Commissioned by Randburg and Sandton town councils, the plan took nine months to formulate after extensive surveys involving bususers, shoppers, employees and parents of schoolchildren. Public meetings were held.

STOPS CLOSE

NITRR planners propose a new bus system in which residents of Randburg's more densely-populated southern suburbs will be no more than 200 metres from their nearest bus stop. There will be no service yet to much of the undeveloped northern half of Randburg.

Most Sandton residents will be less than 500 metres from their nearest stop.

The plan proposes regular bus services from Randburg and Sandton suburbs to the business centres of the two towns. This will aid local shoppers and office workers.

This internal service will be in addition to the proposed expanded bus service linking the towns to the Johannesburg city centre.

The plan also proposes that buses run every 15

minutes during peak periods to and from the more densely-populated suburbs of Randburg such as Windsor, Fontainebleau, Malanshof and Ferndale.

Johannesburg Municipal Transport Department (JMT) should control and co-ordinate bus services to the two towns.

Mr Les Pettey, general manager of the Johannesburg Municipal Transport Department, said today there were still many aspects of the plan to be studied.

● Bid to beat bus prejudice. — Page 15.

RAILWAYS FM 7/7/78
Good housekeeping (269)

As a matter of prudent financing, Railways is steadily tucking away cash into its main funds — Rates Equalisation, Renewals and Betterment.

The latest returns indicate the general trend. For the first month of the new financial year (April), there was a declared deficit of R2m — but net revenue appropriations for the month amounted to more than R14m. A gross surplus on working of more than R12m was thus turned into a net loss of nearly R2m.

Only the rail operation, with a deficit for the month of R530 000, showed a working loss. Harbours, Airways and Pipelines were all in surplus, the last with a profit of more than R9m.

Handwritten notes:
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It is evident from these examples that Latin can often express in one word what English requires a whole string of words for: e.g. *opprimbamur*: we were being overwhelmed; *dixerat*: he had said. The different elements in the Latin word do not by themselves mean anything, but in the word they indicate (a) the person of the actor, (b) the time of the action (c) whether it is active or passive, and (d) the nature of the action.

5. What other functions are indicated by conjugation of the verb? You can answer this question yourselves from the following examples:
- (a) *videbatur: videbitis; rexit; rexero.*
 - (b) *amatis; amant; monet; monetur; regimus; regitur.*
 - (c) *dixeram; dixissem; audivam; audierim.*

4. Fill in the English pronoun indicated by the ending in the following sentences:-
- 1) *Si vales, bene est, valeo* 1: _____, 2: _____, 3: _____
 - 2) *Si valetis, bene est, valeamus* 4: _____, 5: _____, 6: _____
 - 3) *Veni, vidi, vici* 7: _____, 8: _____, 9: _____
 - 4) *Lustisti, satis, edisti, satis atque bibisti, tempus abire est* 10: _____, 11: _____, 12: _____, 13: _____, 14: _____
 - 5) *Et intrantes invenerunt puerum cum Maria Matre* 14: _____

Latin	Italian	Spanish
I love	amo	amo
you love	amas	amas
he/she loves	amat	ama
we love	amamus	amamos
you love	amatis	amais
they love	amant	aman

Latin usage strange at all. Compare the forms in the following table:

to just over R7m.

FM 11/8/78
TRANSPORT (269)

Busing problems

Price shocks are by no means over for South Africans, as, hard on the heels of gst, come increases in bus fares.

This week, Johannesburg Municipal Transport (JMT) hiked its prices to cover increased fuel, maintenance and labour costs.

From August 1, a JMT bus-ride will cost at least 20% more in cash, with a 50% increase (from 10c to 15c) for black commuters on a 3.2km ride. To encourage commuters to use coupons, JMT pushed up coupon prices by only 12.5% in most cases, amounting to only 1c more for the same 3.2 km ride for blacks.

Although blacks face bigger percentage increases, their fares remain far lower than those of whites. A 12.8 km ride costs white commuters 36c in coupons, while black commuters pay only 17c.

The reason? More blacks use the buses. "Black buses are well patronised throughout the day," explains JMT assistant manager Gert Tighy. "Many of our 368 white buses stand idle in off-peak periods." (This is a common problem --- Cape Town's City Tramways complain that two-thirds of its fleet stands idle most of the day). JMT's black drivers, however, still earn only 66% of their white counterparts' pay. The 4.2% increase received by all JMT drivers in July brings the white starting salary to R401 a month, while blacks lag behind at R292.

Fare increases will only net an extra R940 000 for JMT this year, although expenditure is expected to shoot up by R1.9m. Losses are funded by the Johannesburg Rate Fund --- to the tune of R8m.

Putco fares, at an average of 1,75c/km, are still far less than the JMT average of 2,5c for black commuters. But then Putco pays its drivers less. After undergoing the training and probation periods, a Putco driver earns R60 a week, as against the weekly R68,77 a black JMT driver starts on.

Cape Town commuters escape increases for the meantime despite the fact that City Tramways receives no financial assistance at all from any of the more than 12 municipal areas which it serves. (Black commuters receive state-administered subsidies). Its last fare increase was in March last year.

How long City Tramways can absorb the pressure is another matter. World-

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wide trends show that operating costs are rising far more quickly than general inflation. In Portland Oregon, for example, where inflation accounted for 7% of increases, but operating costs went up by 23% this year.

The answer is either an increased subsidy or increased fares --- or both. In Rome, you can travel anywhere for 10c, but you feel the pinch when it comes to paying taxes. London pushed fares up by 10% in June. Our own Kimberley was more defeatist --- it suspended white bus services in April when the necessary subsidy could not be found.

Time to crack the cartel

*South African Airways is operated on normal business lines, with the difference that serving the public is SAA's primary objective and not the making of larger profits each year — SAA public relations manager, Koot Joubert, replying to a recent letter in *The Star*.*

Sounds good, but why then can't we have lower air fares?

With fares in many other countries coming down fast, South Africans feel they're being left in the stratosphere. Why, they ask, can one fly London-Los Angeles return for R386, while it costs a rock bottom minimum of R521,40 to travel roughly the same distance between Johannesburg and London? Why, they want to know, does a return ticket to Hong Kong cost R1 490, while 11-day tours (which include breakfast, accommodation and sightseeing and which use British Airways and SAA) sell for as little as R798?

Why can't we have standby fares, youth fares, senior citizen fares or some of the other cut-rate deals which are helping air travellers in other parts of the world to beat the high cost of travel?

Our national airline argues that it is being unfairly maligned. "People don't want to give us our due. We are the leaders in cut-rate fares," asserts Joubert, pointing to the introduction with British Airways five years ago of the Johannesburg-London Apex, and earlier of the tourist class fare.

He points out that this year the Johannesburg-New York excursion fare has been cut by 12% from R819 to R711, while the cost of flying to Australia has been slashed (despite SAA's monopoly). The economy return to Sydney is R1 502, but an excursion fare of R894 has been introduced. A cheap excursion tariff has been brought in for those wanting to go to Bombay and Karachi, and the *FM* learns that negotiations are underway for a cut in the Hong Kong fare.

Late-night bargains

On the domestic front, SAA for several years offered late-night bargains on the Cape Town route. These have been stopped because, says SAA, "they were running at a huge loss." Its air/hotel scheme is a winner, and last year it started a 10-21 day advance purchase fare.

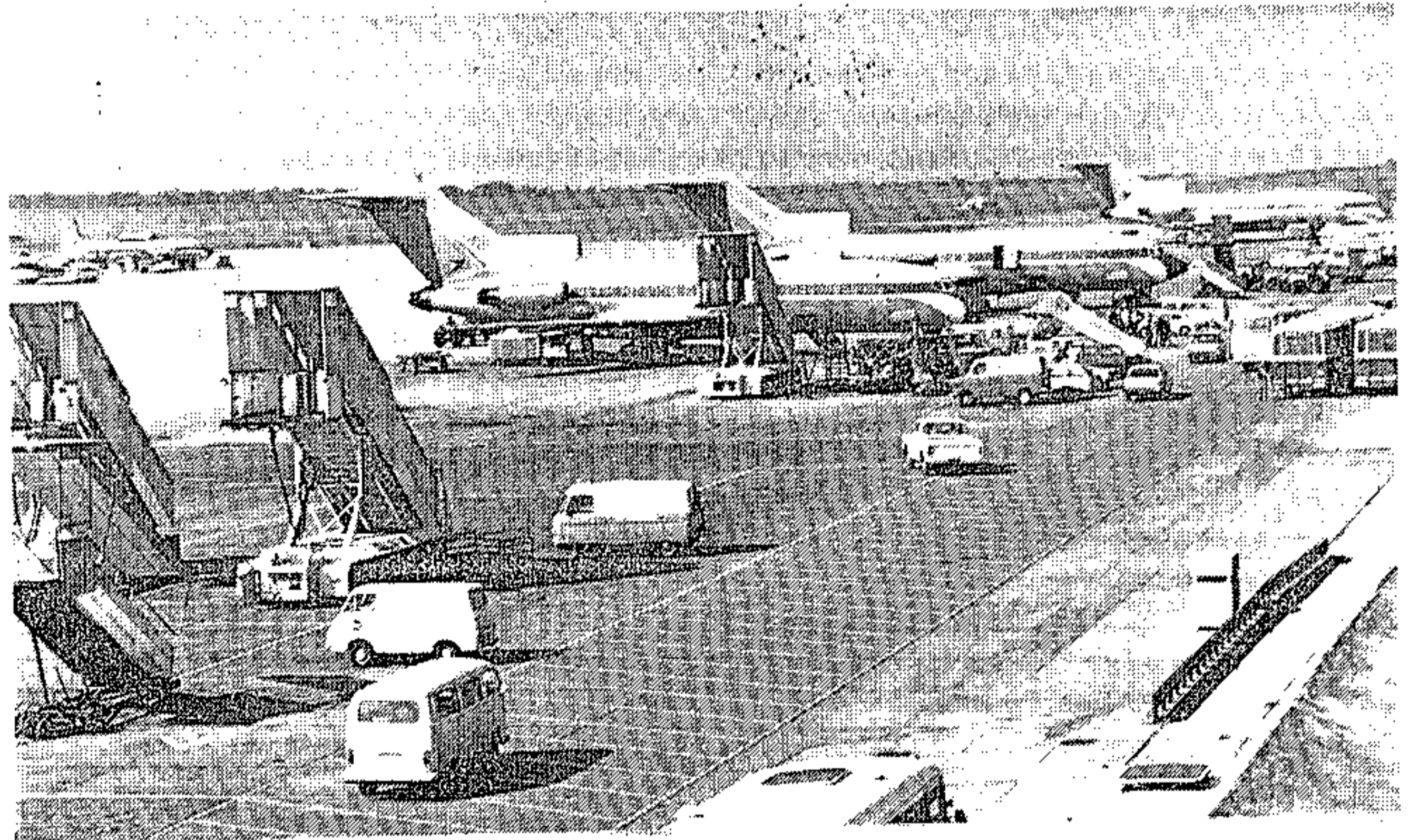
But have SAA and its pool partners gone far enough? The quick-witted point out that, unlike American and European airlines' current fare-cutting spree, which has been prompted by healthy competition (and has led to a surge in traffic, and

profits), SAA's bargains are mostly aimed at filling empty seats on big new jets.

SAA insists the new market which could be created by cutting fares is very small. "You can't compare the North Atlantic with routes to SA," says Joubert, adding that the airline has given no thought to a standby fare "because we're a scheduled airline." There is no intention of equipping aircraft with three classes (first, club and economy), because "these

tional fare, it's worked," says Goldman. "There should be more." Airline and travel men argue that the scope for attracting new business to London (where about 70% of those leaving Jan Smuts for Europe are headed) is limited. But that is also what they said about London-New York before Freddie Laker. And in any event, how about Frankfurt, Paris and Amsterdam?

In fact, competition between airlines flying to and from Jan Smuts has never



SAA aircraft . . . would cheaper fares fill them up?

are developments peculiar to a particular route."

There are many, however, who disagree with him, and who point out that these views reflect the powerful position in which the national carrier finds itself. "In the short-term they're doing the right thing," says an executive of a competitor airline, "but in the long-term they may be burning their fingers."

Far from cutting fares, SAA has in fact opposed the greater flexibility which some of its partners have been calling for. Some continental airlines, for instance, have been refused permission to offer short-stay excursion fares to Europe, or to market certain promotional fares in SA (eg youth and group discounts) which are available for southbound passengers.

Where SAA and its pool partners have cut fares there is evidence that cutting the price does attract new business, even in SA. British Airways reports that thanks to the new R711 fare to New York, (and thanks to Concorde), its bookings from SA to the US are up no less than 50%. Indo-Atlantic Travel MD Arthur Goldman reckons that sales of tickets to Australia have jumped 20% in the past few months.

"Where they've introduced a promo-

been fiercer — although only a few passengers enjoy the benefits, and these are mostly people who would have travelled anyway. The competition takes the form of rebates, kickbacks or discounts.

"This used to be a clean market," says Goldman, "but it is now entering the big league of dirty ones." An airline executive estimates that about one out of every 10 passengers leaving SA on an international flight is paying less than the prescribed fare. And SAA is often mentioned as being no more shy with favours than any of the others.

Some argue that rebates for the airlines' good customers are as justified as discounts for bulk purchases of fruit and vegetables. That's not quite true, since SA government regulations and Iata rules — which have been drawn up by the airlines themselves — specially prohibit this practice. "Consumers shouldn't be discriminated against," asserts British Airways marketing services manager, Jim Kutas.

Instead of cutting fares for a privileged few, the airlines should make travel cheaper for the masses. That way, they could gain more traffic than they could ever hope to do through selective discounts.

A new line

FM 22/9/78

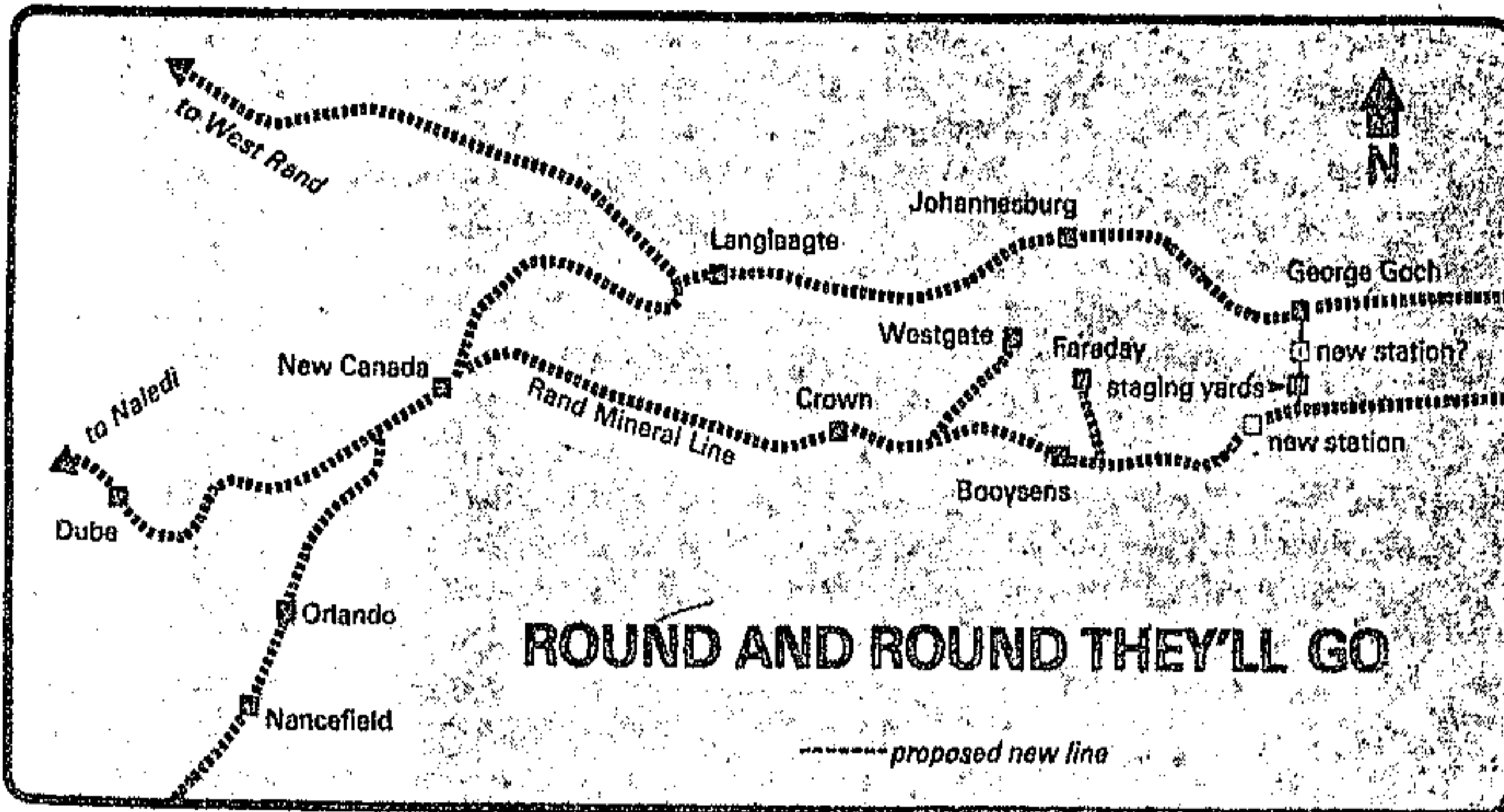
Railways has given the green light to a R25m plan to jack up its congested (and politically sensitive) Soweto commuter services.

Provided Parliament adds its approval,

indicates Diploma course, (C) indicates Certificate course, (D) & (C) indicates that the Diploma and Certificate figures have been lumped together.

there is clearly a fairly high correlation between the rank-

(2)



expropriation will start next April along the route of a new 3 km line joining George Goch station, east of Johannesburg, with the track, known as the Rand Mineral Line, which runs south of the city from New Canada to Germiston (see map). When the new line is completed around the end of 1983, it will enable Railways to raise peak hour capacity on the Soweto-Johannesburg-Jeppe route by 40%-50%. Instead of running 29 trains on this line during each peak period, as is currently the case, the SAR will by 1985-90 be able to dispatch 41 trains. Passenger capacity will bulge from the present 72,500 in the 90-minute

peak period to around 102,500.

What, one may ask, has a new line through eastern Johannesburg to do with the route to Soweto in the south-west?

Congestion at stations east of Johannesburg has been a major reason for Railways' inability to expand its Soweto service. Trains unloading passengers between Langlaagte and George Goch during the morning rush hour have to be turned around at Jeppe and George Goch, to head back either to Soweto or the Braamfontein marshalling yards where they are kept until the evening peak.

Not only does it take time for drivers

to move from one end of a train to the other, but further delays are caused in crossing trains to the tracks reserved for westbound traffic.

For the present, the SAR is reluctant to add more tracks on the existing route. This would be an expensive solution, since it would involve rebuilding several bridges and stations.

Furthermore, there is little scope for speeding up suburban trains, despite the recent invention of a high-speed bogie. Railways claims it is virtually impossible to cut running times, given the relatively short distances between stations, while the limited number of tracks available rules out more express schedules.

Thanks to the recession, railway traffic on the Soweto-Johannesburg route declined after 1975. But it is now beginning to pick up again, and in the words of Railways planning engineer John van der Voort, "we need a quick solution."

Train sets are being lengthened from 11 to 14 coaches as an immediate palliative. In the medium term, the George Goch-Rand Mineral Line link offers irresistible advantages.

The four-track RML — which serves Westgate and Faraday stations — is only half utilised, even at peak hours. By joining it to George Goch (a distance of only 3 km) trains will be able to move in a circular route, thereby cutting out

(3) many of the present awkward turn-around movements. Best of all is that the new George Goch-RML line, which will join the latter in Benrose, will mostly run through undeveloped land, thus enabling Railways to build a new marshalling (staging) yard and a new station close to the City Deep container depot and the produce market. Another station, between the M2 and Kazerne, may be built later.

Observes Van der Voort: "The beauty of the circular line is that we'll get a better utilisation of existing facilities. And for the first time, we'll have our staging facilities correctly positioned."

Railways stress that the George Goch-RML link is not a long-term solution to greater Johannesburg's transport hassles. "This is a quick relief. No other plans have been thrown overboard," says Van der Voort. These include the possibility of joining the two Soweto routes, laying more tracks between Langlaagte and George Goch and building a line along the western border of the CBD.

much the same subject matter as Mechanical Engineering, and at little further expense to the Department and might have had enough students to make it viable.

it applies to the Department of Electrical Engineering where light and heavy current follow largely the same course. The department could offer specialised courses such as Industrial Instrumentation and Electronics, at a later stage of its development should be as well it might with the present expansion of the department and plans for opening a TV channel for African viewers.

of Applied Science, or some equivalent, could offer courses in Chemical Technicians. It should be noted that the Diploma in Chemical Technicians appears to be exactly the same as the one in the Department of Applied Science, and to further confuse matters, is also called the Diploma in Chemical Technology by different Colleges for Advanced Tech-

HEAVY ROAD TRANSPORT Friend or foe?

269

FM 29/9/78

Two weeks ago on the Golden Highway near Lenasia a road tanker, carrying acid, and four cars collided; two people were killed and 23 injured. The victims will be entered in the grim statistical tables that show that each year on SA's roads 6 400 people die and 70 000 are injured.

Several recent bad accidents involving tankers and articulated rigs have led to public anxiety over heavy road haulage. The apprehension of motorists is understandable. These juggernauts (a word the haulage trade doesn't like) are awesome, fast — and more are on the way.

Professional Hauliers' Association executive director Jack Webster claims that, with manufacturers' technical and safety specifications high, the human factor is overwhelmingly to blame for trucking tragedies.

"Apart from overloading, maintenance is without doubt the biggest contributor to heavy vehicle accidents where the vehicle factor (as against the human factor) is involved," he told the Durban Chamber of Commerce symposium on heavy vehicle accidents this month.

To drive heavy vehicles needs a special type of man, points out Tongaat transport manager Nick Poreé. He must be psychologically suitable as well as intelligent and fit. He goes as far as advocating quasi-professional recognition for exceptionally skilled drivers.

Nine months after the Road Transport Act opened up more business to hauliers, previously hamstrung by permit regulations (for goods carried and areas covered) and a Railways' grip on long-distance transport, there are indications that SA is on the verge of the transport trauma Europe experienced in the Sixties.

More goods are already moving by road in more vehicles which tend to be bigger.

An added boost to the truck industry is on the cards from Railways, where plans are being made to get back into the haulage business independently of rail operations. The January 1 Road Transport Act is likely to cost Railways R20m-R30m in revenue lost to private hauliers this year.

Railways, which had 51% of the traffic in 1974, has lost, or rather ceded, 6% of the haulage market to private enterprise — despite more tonnage being carried. What is more significant is that hauliers, freed from the permit-ridden constraints of the 1930 Motor Carrier Transportation Act, are creaming off the high-tariff/low volume cargoes while Railways is still obliged to carry the less rewarding low-tariff/high-volume traffic.

That situation doesn't look like lasting much longer. Railways' potential impact on road traffic could come as a shock. It already has more than 14 000 vehicles on the road, made up of 2 200 powered units (including 670 buses) and 11 800 trailers and specialised units such as fuel and beer tankers, tippers and loaders of up to 230 t.

This equipment is used almost solely as a feeder for its rail links. When Railways expands into pure road haulage, between points without even the meanest of goods yards, yet more heavy traffic will be channelled on to the roads.

Can SA's road system cope with more and bigger trucks? Like the US, it has the space. But vital lessons can be learned from Europe where the juggernaut explosion over the past decade caused continent-wide protests.

Hamlets, literally shaken to their foundations, were barricaded to keep the rumbling monsters out, while cities banned

the new breed of 30 t and heavier vehicles during heavy traffic periods and occasionally completely. The ability of provincial roads to stand up to the battering was called into question — as it is here.

Other protests came from labour and safety organisations over rigs running continuously for three or four days except for refuelling while their two-man crews ate and slept on the move.

Maximum utilisation of the costly vehicles means European drivers routinely cross a dozen frontiers on routes from Oslo to Lisbon, Glasgow to Ankara or even further. They are highly paid, and speak a sort of Common Market *patois* good enough to get them through any customs post.

Transport Secretary A B Ecksteen says the National Road Safety Council is sending provincial authorities new guidelines for learner-drivers of heavy vehicles, their instructors, and examiners. He adds: "Theoretical and practical tests could start next year."

Safety suggestions from organisations and the public, says Ecksteen, are continually considered by the NRSC and restrictions on the movements of heavy vehicles are already available or in force.

He adds: "Transport plans are in the course of preparation in five of the major metropolitan areas and, undoubtedly, when problems are experienced with heavy vehicles, use will be made of the provisions to help alleviate problems. Finalisation of the first transport plan, that of Johannesburg, is expected towards the end of this year."

It is a new way of life that we will eventually have to get used to. A little foresight now could cut some of the motoring frustration, and a lot of the tragedy, out of transportation as the juggernauts move in.

Big train shunt puts whites in front

CAPE TIMES

5/10/78

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By BOB MOLLOY

A CAPE TIMES survey of Railways segregation has found that 18 southbound mainline passenger trains a week are held up at a Karoo junction for reassembly to suit government race policies.

On overnight trains, while passengers sleep, shunting parties in the predawn darkness at Touws River — 195 km north of Cape Town — re-arrange trains into a racially segregated pattern with white coaches at the front to conform with the apartheid requirements at Cape Town station.

In a written reply to a Cape Times query, a Railways spokesman said yesterday that facilities at Cape Town station were designed to meet "practical considerations of government policy".

"In order to meet these requirements it is necessary that passenger trains destined for Cape Town be re-arranged at Touws River to ensure that the various peoples can make use of the existing facilities which have been set aside for them on arrival in Cape Town."

The practice has been in operation since Cape Town's new station was opened 10 years ago. The station was built so that white passengers could board and get off trains at the head of the platform next to the Heerengracht exit. The letter pointed out that as each train was 400 metres long it was "not practicable" to stop each coach of a train opposite an exit to the city centre.

Most suitable depot

Trains shunted into the segregation pattern include all trains from De Aar carrying passengers from the Cape East and Cape Midlands systems as well as trains from the north and Rhodesia.

Shunting was done at Touws River because it was the most suitable and was the depot for crew changes. "The shunting of passenger trains during the night unfortunately cannot be eliminated but train personnel are instructed to perform this task with extreme care in order to ensure that passengers are afforded the utmost consideration," the letter said.

It added that of 12 staff on duty during the shunting operation, eight were needed for normal examination and watering while the other four (the driver and fireman of the shunting engine and two shunters) were employed on shunting work nearby and "were not brought on duty specifically to re-arrange passengers coaches."

The total delay varied from day to day but averaged 14 minutes for each train.

Passengers shared all facilities on the Blue Train and the Drakensberg. On other main line trains full meals were served to "non-whites" in their compartments while a corridor service for refreshments was available to all race groups.

The letter said that it was Railways policy to phase out dual facilities wherever possible but in some instances separate facilities had to be maintained "in the interest of harmonious relations." Some entrances and exits at stations were set aside only for first and second class passengers regardless of colour while others were for the sole use of holders of third class tickets.

But the men in Paul Kruger Building, the SAR's HQ in Johannesburg, are not resting on their laurels.

For one thing, the R54,4m surplus (which is only 0,8% of the total budget) is likely to be whittled away by an expected shortfall of R28m in the seven months to next April. "There's not the



SAR's Grové . . . stoking in the cash

slightest doubt that it will come down," says SAR financial manager Bart Grové. He points out that the second half of the year is never as profitable as the first six months, while "expenditure is catching up."

Railways is also anxiously awaiting a cabinet decision on Transport Minister Louwrens Muller's request for hefty subsidies on its uneconomic passenger services. (In 1976-77 mainline losses totalled R95m and the shortfall on suburban services was R110m.)

Since passenger services benefit the whole community served by them, Railways feels these deficits should, at least in part, be made up by the general taxpayer. "If we don't get assistance, we'll have to cut down on our passenger services to balance the books," warns Grové. He has support not only from consumers but also from organised business. At last week's FCI Exco meeting, delegates complained bitterly that they, as suppliers of the SAR's goods traffic, are having to subsidise passenger fares.

Even if Pretoria does need Railways'

plea, there is little chance of goods tariffs being brought down. The best that Grové can offer is that "it would enable us not to increase rates for some time."

For several reasons, Grové claims he needs a little nest egg, despite the R57m tucked away in the Rates Equalisation Fund. No one yet knows how the row over railmen's pay claims will end, but increases of only 5% would cost the administration around R60m a year. "We don't intend putting up rates," asserts Grové.

Railways is also concerned at the stagnation of its high-rated goods traffic, despite the business upswing volumes carried so far this year are 1,3% down on 1977, while low-rated tonnage rose by 3,4%. "It definitely worries us," says Grové, "we're still losing traffic to the private road hauliers." The SAR continues to argue that truckers should pay their full share of road construction and maintenance costs, in the same way as Railways has to foot the bill for its permanent way.

One bright spot is Railways' success in the international capital markets. About R100m (including suppliers' finance) has been raised this year and the SAR was the first South African borrower to negotiate four and five year loans since foreign banks turned their backs on SA two years ago. "We've raised all the money we require," says Grové. But, he adds, "we may go to the market again this year."

RAILWAY FINANCES

FM 6/10/78

Lots in the kitty but . . .

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Railways' operating surplus in the first five months of its 1978-79 financial year was almost double the budgeted R28m.



How to make black-to-front black-to-back

AS THE Transkaroo creaks and shudders to a grinding halt at Touws River at 8.44 am, the station loudspeakers cough briskly into life with a friendly welcome in both official languages.

"Passengers who so wish can take a stretch on the platform," says the pleasant voice. "Passengers in the first two coaches must be very careful as we are going to shunt those coaches."

A fresh crew climbs into the cab for the final six-hour run to Cape Town, replacing the two men who piloted the train through the star-lit Karoo night from Beaufort West. But before the signals flash the go-ahead for the journey's scenic climax — the elegant snaking crawl through the Hex River valley — a dramatic preliminary ritual is enacted.

The train is redesigned.

There are six stages in the Touws River transformation.

● 1. Uncoupling the front coaches. Points are switched, and the engine advances a few hundred metres in the direction of Cape Town, coming to a halt on a parallel track. There, the engine waits, with its amputated bit of train.

● 2. Down at the rear the guard's van, plus two open trucks, are also uncoupled.

● 3. A 25-class steam locomotive from Touws River yards reverses from the Matjiesfontein end to connect with the guard's van. These are joined with a clank. Points are switched and the locomotive puffs slowly forward in the direction of Johannesburg onto a parallel track. Then it reverses, inching to a halt alongside the dining car of the now frontless and rearless train.

tached to the rest of the train.

● 6. Finally, the electric engine reverses and is reconnected to the blackless decapitated head of the train. Coach no 3 (white) now leads the

THE "rearrangement" of south-bound main-line passenger trains at Touws River 18 times a week, so that they can arrive in Cape Town station with blacks at the right end — the rear, involves six different stages in a complicated shunting operation.

This was the finding of a Cape Times special representative, CHARLES BLOOMBERG, who undertook the journey to observe first-hand just what happens.

Earlier this month the Railways explained that the Touws River rearrangements were necessary "to ensure that the various peoples can make use of the existing facilities which have been set aside for them on arrival in Cape Town".

The 18 trains all leave their upcountry departure points with black coaches in front. Each train is held up at Touws River for an average of 14 minutes while two engines perform a kind of "musical coaches", shuffling them like a pack of

Town station wants it," said a faintly embarrassed Touws River railwayman. "I have already changed around one train early this morning."

He grinned broadly. Everyone smiles at Touws River, except the passengers in coaches no 1 and 2 — the involuntary cast in this piece of SAR Karoo theatre.

A ticket examiner said the Touws River "rearrangement" allowed blacks to leave through their own exit in Cape Town.

"They have a very smart vestibule — it's even smarter than the white one," he said.

But an engine driver who carried out part of the shunting confided his belief that the white station was becoming "international", which enabled coloured Transkaroo passengers to use the front end.

Black passengers denied they were inconvenienced by the shunting.

"We don't mind, we don't feel uncomfortable," said one. "In fact we don't feel a thing."

Most treated it with a mixture of resignation, boredom, impassivity and silence.

A senior bedding attendant shrugged: "We've grown used to the shunting over the past 10 years. We don't care."

When I asked if I could enter the first two coaches he barred my way.

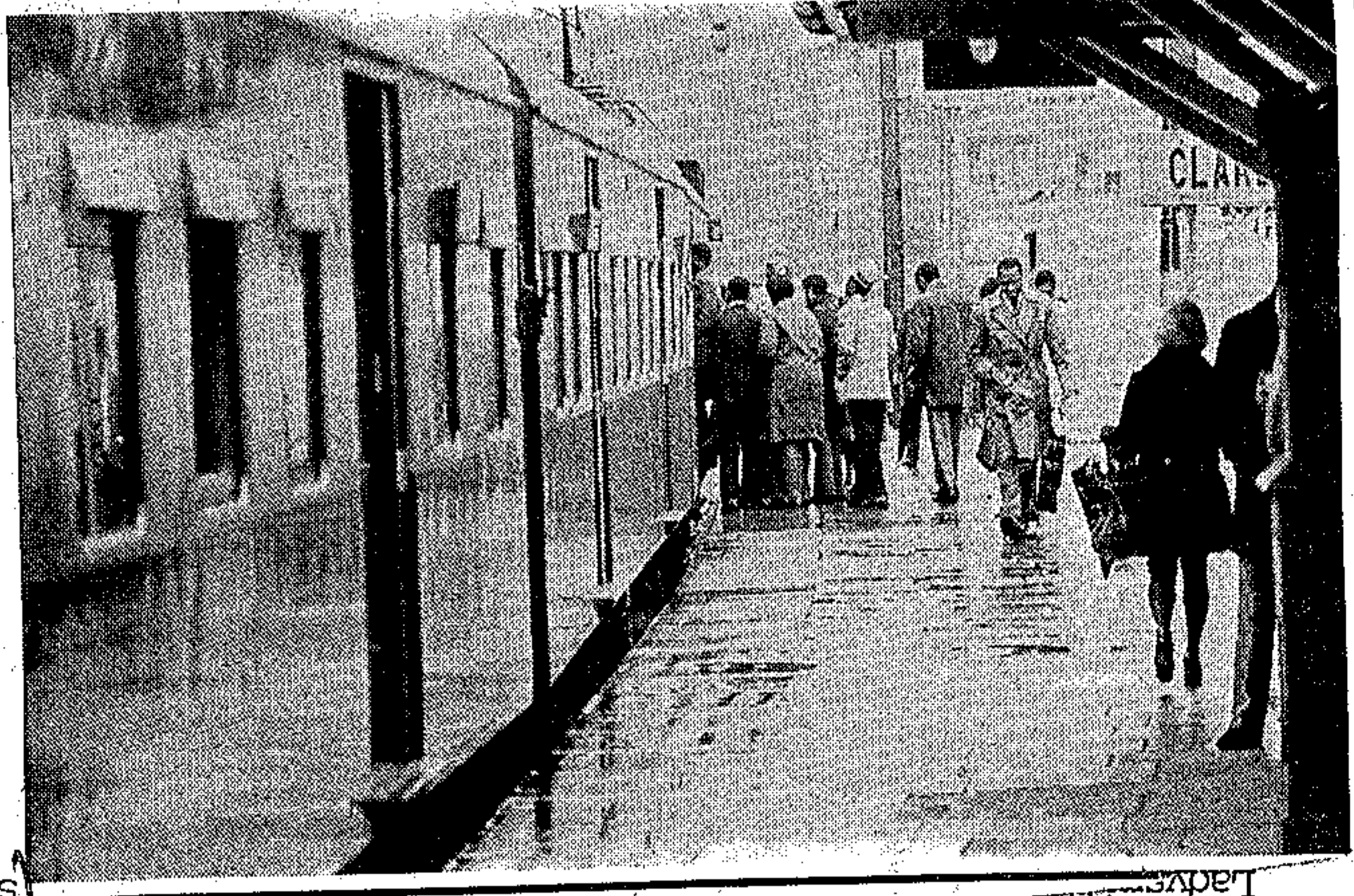
"You aren't allowed in. Can't you read the notice?" He pointed with emphasis at a "non-whites only" sign.

Other coloured staff on the

Oberholzer, Germiston, Klerksdorp and Potchefstroom. Although it is true that he would have been supported by six different committees, it would appear that to charge a single State official with the task of furthering the vital interests of the majority of African workers in 16 magisterial districts in the industrial hub of the country was to demand of him truly heroic efforts.¹⁷

During this period of labour unrest, the only African member of the Johannesburg Regional Bantu Labour Committee who was an employee, rather than a self-employed or retired person, seriously questioned the efficacy of the system when he stated: "very few workers know of the existence of the regional committees and fewer know that they have the right to form works committees. The only time we come in contact with workers is when there is already a dispute at a particular firm".¹⁸

By June 1975, however, the number of these committees had been increased from 12 to 17 by the addition of the following areas: Bloemfontein; O.F.S. Goldfields (Welkom, Virginia, Oendaaalrus, Kroonstad); Witbank (Witbank, Middelburg); Ladysmith (Newcastle, Vryheid,



Native (later Bantu) Minister of Labour by 1973 the Board was man, an official on other members were 5 100. As a full-time an unsuccessfully

...ive pulls slowly forward in the direction of Johannesburg onto a parallel track. Then it reverses, inching to a halt alongside the dining car of the now frontless and rearless train.

● 4. Now the black coaches are backed till they touch the stationary guards van. This is the dramatic centrepiece of the exercise. New back meets old back. A swarm of eager railwaymen lock the two sections together. The first coaches have now become the last; the front of the train has become its back.

● 5. With a hoot the steam engine, pulling the demoted front, puffs grandly forward. It stops in the distance. The points are switched. Then it reverses. The new rear containing the former front is at-

Each train is held up at Touws River for an average of 14 minutes while two engines perform a kind of "musical coaches", shuffling them like a pack of cards in the interests of government policy.

Mr Bloomberg also investigated the reaction of black passengers and local railway staff to the exercise. One passenger confessed: "We don't feel a thing."

This is Mr Bloomberg's report.

barred my way.

"You aren't allowed in. Can't you read the notice?" He pointed with emphasis at a "non-whites only" sign.

Other coloured staff on the train said: "We don't want to talk to white people. We prefer to converse among ourselves. We're used to separate coaches. We prefer it that way, now."

But a Mr Harris of Kimberley was bemused. He commented: "This is the first time it's happened to me. And it's quite funny. We always believed we had to be in the front in case of accidents. If the train were to crash, coloured people would get hurt first. Suddenly to my surprise, we were withdrawn from danger, and put at the back."

train. It will be the first to enter Cape Town, and coaches no 1 and 2 now make up its tail. They will be the last to enter Cape Town.

"We do this because Cape

SAR FM 27/10/78

Pragmatism, politics

Railways GM Kobus Loubser's business-first policy was confirmed at the Assocom meeting in Maritzburg last

week when the railways administration was tackled over the use of ports and port charges.

P E. Conradie, superintendent of harbours and pipelines, gave berth occupancy figures for January to August which show conclusively that in helping Zambia, SA is helping itself. Percentage berth occupancies were: Durban 69,2; Cape Town 74,3; Port Elizabeth 66,3; and East London 33,5. The message is that East London can do with all the Zambian traffic it can get, so SA port users have no cause to complain about being shouldered out by Zambian traffic.

Conradie shrugged off criticism about high port charges by telling the complainants to come up with workable counter-proposals and the railways would be happy to consider them. He did concede, however, that port publicity needed an overhaul and announced that information brochures were being updated and expanded and that special brochures for each port were in preparation and would be distributed in the new year.

What commerce is trying to do is to induce railways to cover its costs by handling a greater volume of traffic at lower margins. The administration for its part is not at all sure that harbours can be subjected to supermarket treatment and is reluctant to risk a loss if it doesn't work.

SAR & H shows

R38m surplus for year

1/11/78 (269)
R.D.M.

THE RAILWAYS and Harbours audited figures for the financial year to March 31, 1978, show a net surplus of R38 100 000 compared with the estimated surplus of R34 200 000, says the Minister of Transport, Mr S L Muller.

He said in a statement in Pretoria yesterday: "Although a higher level of imports and exports, as well as airfreight traffic, was experienced, pipeline traffic and the passenger and goods services of the railways did not altogether meet expectations.

"The result was a net deterioration of just under R2-million on the revenue estimates. However, the department was able to effect a saving of nearly R6-million in expenditure, with a resultant improvement of approximately R4-million on the anticipated working results.

"The results for the first six months of the current financial year are very satisfactory.

"The net surplus of R60-million is an improvement of R32 500 000 on the budget forecast. The revenue level of R1 579-million for the six months reflects an improvement of R8 400 000 on the budget, while a saving in expenditure of R24 100 000 has been realised.

"The improvement in revenue is mainly in respect of harbours, airways and pipelines. Although goods services also show a slight improvement on the estimate, this benefit has been entirely neutralised by the deterioration experienced thus far in respect of passenger services, particularly main-line journeys and parcels traffic.

"The value of both imports and exports is at a higher level than was expected, and this has had the result that particularly the estimates for wharfage and bulk-handling installations at the harbours have been exceeded.

"The improved airways results are largely due to an improvement in passenger and freight traffic on the international services.

"The improvement in respect of the pipelines is mainly the result of an increase in diesel fuel conveyed.

"The saving of R24 100 000 on the expenditure estimates for the period April to September, 1978, is chiefly the result of a saving in labour costs.

"This is a direct outcome of the administration's intensive labour-saving measures, aimed at a smaller but more effective labour force.

"The sustained improvement in operating efficiency has also made a positive contribution, while the shortfall in the anticipated volume of goods traffic to be handled was a further contributory factor.

"A saving was also effected in respect of stores requirements, partly by using reclaimed material, but this again has been largely discounted by a larger increase in

commodity prices than was allowed for in the estimates.

"Concerning the prospects for the remainder of the financial year, there are two main factors that have a bearing on the matter.

"Mainly on account of the closing of factories and businesses during the summer holidays, traffic volumes drop, with the result that revenue is at a much lower level than the average for the preceding months of the financial year.

"In fact, for the months December to February a shortfall of nearly R40-million is budgeted for, which will considerably reduce the accumulated surplus of R60-million.

"The other factor is the payment of the staff-saving bonus at the end of January 1979 which will further reduce the accumulated surplus.

"The favourable working results are, however, largely the result of the cooperation of the staff in the administration's efforts towards improving efficiency, and it was precisely for this reason that I decided to plough back a portion of the saving in labour costs to the staff.

"Indications at this stage are that the financial year will, nevertheless, close with a small surplus," said Mr Muller. — Sapa.

U.S. sues Railways

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Court Reporter 14/11/78 N M

THE U.S. Government, which lost cargo when the Indoda sank in Durban harbour after a collision, is suing South African Railways and Harbours and the vessel's owners and charterers for damages.

In papers before Mr. Justice Howard yesterday, Mr. S. Dwyer stated the Americans shipped cargo to Durban in 1976.

Some goods, intended for a Lesotho consignee, were incorrectly placed on board

the Indoda by the Railways for transshipping to Maputo, Mr. Dwyer said.

On November 30 the Indoda sank in Maydon Channel after a collision with the Presidente Oribe. Seawater damaged the cargo beyond repair.

The Judge granted the U.S. Government leave to join the vessel's charterers, Unicorn Lines (Pty.) Ltd., with the S.A.R. and H. and the owners, Smith's Coasters (Pty.) Ltd., as respondents in an action for R9 180 damages.

It's a daily dice with death—and many lose

Sunny skies and not too much rain make ideal conditions for "train hauling" — latest lethal craze among the "staffriders" who ride the trains of the West Rand.

By SHERYL RAINE

In days gone by sailors were punished by being keelhauled — bound and dragged under the keel of a sailing ship, from one side to the other, while the vessel was in motion.

Today's train hauler voluntarily slips out of the compartment window of a moving train, hoists himself on to the roof of the coach, works his way across the roof and down the other side to let himself back into the carriage through the opposite window.

There are no ropes to secure him and death is quick by electrocution for the unlucky. Amputations are the lesser penalties.

But these unique stuntmen goad each other on to compete for prizes of prestige which only they understand.

Last year 79 people died in accidents along the Soweto line — 50 of them were staffriders.

At least 65 people were injured and most of them suffered amputations.

In the Johannesburg area alone 47 people were killed, and the cause of most of these accidental deaths is sheer foolishness according to Brigadier J J Claassen, Deputy Commissioner of the Railway Police.

"The 'staffriders' are mainly unemployed devils who spend their riding the trains playing games," says Claassen.

But there are members of the commuting public who perform less spectacular but equally foolish stunts — like trying to get on and leave moving trains, leaning out of windows, travelling on the roof of the train or sitting on the top of the train trucks."

On September, a

gatekeeper at Newclare station, tells how Samson Chiloane (20) was killed in April when he tried to jump on to a moving train.

"It was about 5 pm when train number 0133 received the signal to depart. The automatic doors closed and the train pulled out.

"Then a man came running on to the platform. I shouted to him to stop but he tried to grab one of the window posts of the train as it passed.

"His hands slipped and he disappeared between the train and the platform.

Mutilated

"His mutilated body was found 32 m from where he fell. The train did not stop because the driver was not even aware that there had been an accident."

It was later found that Samson's blood alcohol level was 0.23 — the maximum level allowed for car drivers is 0.08.

Train driver Mr F van der Merwe told a Johannesburg inquest magistrate how Benedict Selema (33) "went up in smoke" on April 23.

"I was stationary at Naledi Station early in the evening and got the signal to depart. I turned on the power, started to pull out, then the power cut out.

"All I could see when I went to investigate was a puff of smoke above one of the middle carriages.

"When we got to New Canada Station we turned off the power and found the body of a man on the roof. How or why he got up there I just do not know."

It was later revealed in court that Benedict was drunk at the time. He decided to ride on top of the train instead of inside and received a 3 000 volt electric shock from overhead high tension wires.

Detective-Sergeant Hendrik Oosthuizen, the investigating officer in most cases of accidental death on the Soweto lines, has submitted more than 70 reports to the Johannesburg inquest courts this year.

In most cases alcohol is involved.

Among those who died was Shuqu Makhomboti (19).

He sustained a fractured skull when he was struck by the concrete pillar of a bridge while leaning out of a moving train.

Others were struck down by trains while illegally crossing railway lines at unguarded crossings.

The Railway Police accept full responsibility for accidental deaths, but are at their wits end as to how to stop them.

"Fines of up to R50 (or three months) for boarding moving trains and crossing lines at forbidden places have little effect," says Brig W H Brits, Assistant Commissioner Operational Railway Police.

"We successfully prosecuted 3 756 people for these offences last year, but our roving policemen who travel on the trains all day cannot keep up with the 400 000 daily commuters who use the West Rand service."

Brig Claassen explained further:

"We know the trains are crowded, especially

during peak hours, but there is no need to throw away your life or limbs getting on and off trains.

"By early next year we hope to have lengthened the platforms from Driehoek to Naledi stations so that 14-coach trains instead of the present 12-coachers can be used.

"So far we have spent R2.6-million on this pro-

ject to relieve overcrowding.

"I have never seen staffriders and train haulers operating in the rain or cold. Summer is the season for tomfoolery.

"What we have to do is persuade all train-users to exercise the same caution in fine weather as they do to keep themselves warm and dry."



Daredevils in action.

6 The Star Wednesday November 15 1978

(212) (2121)



The staff riders are mainly unemployed daredevils who spend hours riding the trains and playing games, says Brigadier J J H Claasen.

Ed. 15/11/78
SAA (269)

denies racism on its planes

CANBERRA. — South African Airways has rejected allegations that it practised apartheid by stopping a South African coloured man now living in Tasmania from taking part in a package tour of South Africa.

A Tasmanian Labour opposition senator, Mr Justin O' Byrne, alleged in parliament last week that the airline had refused to sell tickets to the man, of Indian descent and now an Australian citizen, despite his offer to opt out of the holiday and social aspect of the trip and just to take advantage of the cheap flight.

In a letter to members of parliament yesterday, tabled in the senate by the Minister for Administrative Services, Sen Fred Chaney, the airline denied that it practised any form of segregation on its planes.

Sen Chaney said the letter also claimed there was no segregation on either international or domestic flights and there was no preferential treatment for the whites.

Sen Cheney, who was replying to a South Australian Liberal, Mr Don Jessop, said the Minister of Transport, Mr Peter Nixon, had also given an assurance that there was nothing in the licensing, tariff or traffic information manual used by the airline or travel industry, to preclude people travelling on South African Airways on grounds of race or religion.

"The only additional point I would make is that I think the government has made it very clear that the attitude adopted by South African Airways in this letter is one which it would expect would be adopted and that it would welcome," Sen Chaney said.

He also expressed concern that South African Airways had apparently had difficulty in establishing details of the alleged incident.

"It has apparently tried to find out the details but, according to the letter, has not been able to obtain

In a later question, Sen O' Byrne quoted from an Australian Broadcasting Commission radio interview in which the man was reported to have said in reply to a question on why he had not made inquiries on the issue: "I didn't make any inquiries, because I didn't want to stir anything up. You know, I have relatives in South Africa and people do visit me from there and it is rather dangerous to make such inquiries, but I believe that my application was turned down because my name gives me away." — Sapa-Reuter.

DA
10/11/78
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Airways to cut some fares

EAST LONDON — South African Airways new domestic excursion rates will slash some fares by as much as 30 per cent.

The new system comes into operation on January 15.

The Saturday excursion fare offers users a discount of 30 per cent on a normal round trip. It permits travel only on Saturdays each way for seven to 28 days.

The 10 to 21 day excursion dispenses with the 30-day advance booking required at present, subject to seats being available. It offers a 20 per cent discount on normal fares.

The Saturday seven to 28-day excursion reduces the round trip to Johannesburg to R78 from R112 from East London, East London to Durban to R56 from R80, to Cape Town to R83 from R118, to Port Elizabeth to R35 from R50, to Bloemfontein to R56 from R80.

The 10 to 21-day excursion reduces the East London to Johannesburg fare to R90 from R112, Durban to R64 from R80, Cape Town to R94 from R118, Port Elizabeth to R40 from R50. — DDR.

SAS nou bo in ²⁶⁹ wêreld

Deur ALPHONS DU TOIT

MET die amptelike ingebruikneming Vrydag van die gesentraliseerde verkeersbeheer en wisselstroomelektrifikasie tussen Broodsnyersplaas en Richardsbaai, is die Spoorweë se steenkoollyn nou een van die mees gesofistikeerde spoorlyne ter wêreld.

Mnr. Louwrens Muller, Minister van Vervoer, wat die plegtighede waargeneem het, sê dat die gesentraliseerde verkeersbeheer tesame met 'n uitgebreide telekommunikasienetwerk 'n uiters doeltreffende stelsel verteenwoordig. Dit is teen 'n koste van R45 miljoen aangebring.

„Die nuwe stelsel vervang die oue, waarvolgens elke stasie oor 'n bedryfspersoneel van drie, wat skofte van agt uur elk werk, sou moes beskik.

„Nou is daar net drie beheerpunte langs die hele roete van meer as 500 km. Die beheerpunte is op Ermelo, Vryheid en Richardsbaai,” het min. Muller gesê.

Die hele stelsel is aan rekenaars verbind en elke trein is in radioverbinding met die beheerpunte. Die rekenaars is aangebring om saam met die GVB-apparaat te werk sodat roetes outomaties vir die treine opgestel word, en sinjale dan die ry-aspekte toon volgens programmering van die rekenaar.

Die groot voordeel van die GVB gepaard met 'n rekenaarstelsel is dat die dra vermoë van die enkelspoorlyn geweldig verhoog word.

Die hele GVB-stelsel is in

Suid-Afrika ontwerp en vervaardig en die plaaslike inhoud oorskry 90 persent. 'n Interessante kenmerk van die GVB is ingeboude monitors op verskillende plekke langs die lyn. Elke steenkooltrein wat daar verbyloop, word elektronies ondersoek en indien een van die naafbusse warm geloop is, word dit onmiddellik aan die naaste beheerpunt gerapporteer. Die beheerpunt word vertel presies watter naafbusprobleme veroorsaak en die trein kan op die eerste sylyn stilhou.

Voordele

Oor die elektrifikasie het mnr. Muller gesê: „Daar is oorspronklik beplan om van dieselkrag gebruik te maak. Maar die oliekrisis van 1973 het ons weer daarvoor laat besin. Daar is toe besluit om die hele spoorlyn te elektrifiseer.”

Die eerste deel, tussen Broodsnyersplaas en Ermelo, maak gebruik van die beproefde 3 kV gelykstroom-stelsel wat die land reeds 50 jaar betroubaar bedien het.

Maar met die oog op die reuse-treine met 'n massa van 6 000 t is daar besluit om op die tweede deel, tussen Ermelo en Richardsbaai, van die meer moderne 25kV wisselstroom-stelsel gebruik te maak.

Daar is heelwat voordele aan die 25kV WS-stelsel verbonde. Die krag in die drakabels is laer in die WS-stelsel. Gevolglik is die bedrading ligter en die spantorings ook ligter en goedkoper.

Die leiding van elektriese krag tot die lokomotief is ook meer doeltreffend teen die hoë spanning, en energieverliese word aansienlik verminder. Heelwat minder substasies word ook benodig. Die totale koste van die elektrifika-

sie van die hele enkelspoorlyn van 772 km het ongeveer R34 miljoen beloop.

Spesiale klas 7E WS-lokomotiewe word vir die WS-lyn gebruik. Hulle het 'n massa van 126 t en 'n maksimum-snelheid van 90 km/h. Die elektriese toerusting vir die eerste honderd van dié lokomotiewe word deur 'n Europese konsortium teen 'n koste van R81 miljoen gelewer.

Hierdie lokomotiewe is reeds suksesvol getoets met ekstra swaar vragte van 160 ton met 'n massa van 12 000 t. Twee krageenhede bestaande uit drie lokomotiewe elk word vir dié enorme treine benodig.

Bale geld

Die rangeerwerf op Ermelo is so ingerig dat sowel GS as WS-treine dit kan gebruik. Dit behels natuurlik 'n doeltreffende stelsel van oorskakeling om die regte soort krag by die regte lokomotief te lei.

Die steenkoollyn, soos dit nou alombekend staan, is teen 'n totale koste van R450 miljoen gebou. Van beplanning tot voltooiing het minder as ses jaar geneem. Die hawe op Richardsbaai het R435 miljoen gekos. Na verwagting sal steenkooluitvoere ten 1983 ongeveer 30 miljoen t per jaar beloop en teen 1986 sowat 40 miljoen t wat 'n buitelandse valutainkomste van tot meer as R1 miljard per jaar sal kan verdien.

Om met die verwagte uitvoere tred te hou, sal die Spoorweë binne die volgende sewe jaar nagenoeg R300 miljoen aan verbeterings op die spoorlyn aanbring. Dit sluit R10 miljoen in vir 'n derde kaai op Richardsbaai.

ERASMUS DEBATE

New bus links for Jo'burg suburbs

By DEREK SMITH
City Editor

DETAILS of Johannesburg's bold new bus system — partly designed to put more retailing punch into the central business district (CBD) — have been finalised.

Passengers will now be able to reach their destinations in and around the central city more easily.

Kensington travellers, for example, will be able to travel through to Braamfontein without changing buses; Hillbrow in the north and Forest Hill in the southern suburbs will have similar connections.

Travellers from the northern and western suburbs and dormitory towns will also be able to reach many destinations directly without the present extra busride and footslog away.

But, a spokesman points out, it is impossible to provide a direct service from every boarding point to every destination. So where through-routes don't exist, quick changes will be provided from new terminals.

Many of the routes will tie up with the new-look Eloff Street which will carry two buses a minute during peak periods.

Existing terminal points at Vanderbijl Square, Loveday Street South, Commissioner Street and north of the City Hall are to be retained.

Additional terminals will be created at Sanlamsentrum, bounded by Pritchard, Jeppe, Delfers and

Street, Braamfontein.

The Ferreira Street terminal will be particularly busy, serving bus routes from:

- Fairlands, Berario, Kensington B, Ferndale and Sydenham via Eloff Street;
- Yeoville, Bellevue East, Bellevue and Berea, via Delfers and Main streets;
- Sovereign Street, Kensington, via Main Street.

The Sanlamsentrum terminal will serve passengers from Newlands, Greymont, Chrisville, Mondeor and, possibly, Triomf if sufficient trolley buses are available.

The Bertha Street, Braamfontein, terminal will take buses serving Kibler Park, Kensington, South Hills and Linmeyer.

The Delfers Street terminal will serve Waverley, Cyrildene and Malvern.

In addition, the Rosettenville route will be extended to the new Johannesburg Hospital via Eloff and Plein streets. Hillbrow and Forest Hill will be similarly connected, providing a direct link between the northern part of the central city and the southern suburbs.

The city centre service will also be re-routed, going up Main Street and to the Civic Centre along the existing route, but then swinging to Joubert Street, Smit Street, the Joubert Park busway and into Plein and Eloff streets.

With all plans, including the Eloff Street busway, now passed by the City Council, the necessary construction work is likely to

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New shopping centre backs bus service

8/12/78 (269) R10M

By DEREK SMITH
City Editor

JOHANNESBURG is considering a plan to extend its eastern bus service to include the Eastgate regional shopping centre — the biggest in the southern hemisphere. The centre straddles the Bedfordview/Johannesburg border, but most of it is in Bedfordview.

Johannesburg's condition is that the cost of the service is underwritten. The major tenants and the developers have been happy to oblige and will guarantee that extension of the service from the present Kensington terminus, does not cost Johannesburg ratepayers an additional cent.

The plan, says Eastgate manager Mr Brian Hanks, calls upon the developers and the major tenants to pay for every seat on every bus which runs the extra kilometre to the shopping centre.

The Johannesburg Transport Department will then credit the account with every seat actually taken. The participants are hoping, therefore, that the bill will not be all that large.

At worst — if the buses run empty — it would cost the parties concerned R250 a day on weekdays and R150 on Saturday mornings.

"We feel it is worth it", says Mr Hanks, "and we will certainly give it a fair test, even if it does cost us money to begin with."

But the word has now reached the established

shopping centre, Bedford Gardens, which is only a stone's throw from Eastgate and expects a tough fight with its giant neighbour, opening on March 14.

So Bedford Gardens wants the extension to Eastgate to be extended once more. But Johannesburg hasn't yet been given the undertakings it needs from Bedford Gardens, and nothing has been finally agreed.

The Eastgate plan has yet to be considered by the council's utilities committee but, as no losses can be incurred, the committee's consent to the plan is confidently expected.

The negotiations are taking place at a time when Bedfordview is studying the need for bus facilities of its own.

With the new shopping centres, a rapidly expanding flatland and big new office complexes planned, the need to provide public transport is becoming keenly felt in the village.

A service for black staff is specially needed, and studies are now being done to establish where the workers come from, where they go to and how they are transported at present.

A decision will be made only after the results of the study are known.

The indication at this stage, though, is that Bedfordview will not start a transport department of its own but will negotiate with Johannesburg and Germiston to extend their services into the village.

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t in the 1980- tural resource ng. In summary: per cent growth

we have to rely t per annum range, same reason viz. 1970 241 thousand ically) ⁵⁵ and that exports is that

they will treble in the 1980-2000 period i.e. grow at about 5,7 per cent per annum. It is only iron ore and coal - which have substantial domestic demands - which have projected growth rates out of the 5-6 per cent per annum range. We shall allow the 5,5-5,6 per cent projections to stand.

Iron ore

Here there is some divergence between Plewman and von Wielligh. The latter proposes a 7,4-8,3 per cent per annum growth range - the whole of which lies well outside the Plewman range of 4,7-5,4 per cent per annum.

Integration on Cape buses a success

CAPE TOWN — The virtual abolition of apartheid on Cape Town's buses has been a major success and apart from isolated objections, the public has favoured the change.

Mr J. Barnard, managing director of Tollgate Holdings' Cape Tramways, told Tollgate's annual meeting yesterday that the integrated service had been introduced 18 months ago and the operation had gone smoothly.

There had been little opposition. The bus company was running integrated and all-white buses which had replaced the previous black, white and mixed buses.

Mr Barnard, in an interview after the meeting, said it was planned to decrease the number of whites-only buses in view of the wide acceptance of the integrated service. — DDC.

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operative or joint stock company forms through which small holders of
there is considerable discussion in the Report on the need to develop co-
herd sizes of at least fifty are desirable. Following on from this premise
size so that animal take-off can reach efficient levels. It is felt that
There is proper concern that herd sizes in Botswana should be of an optimum

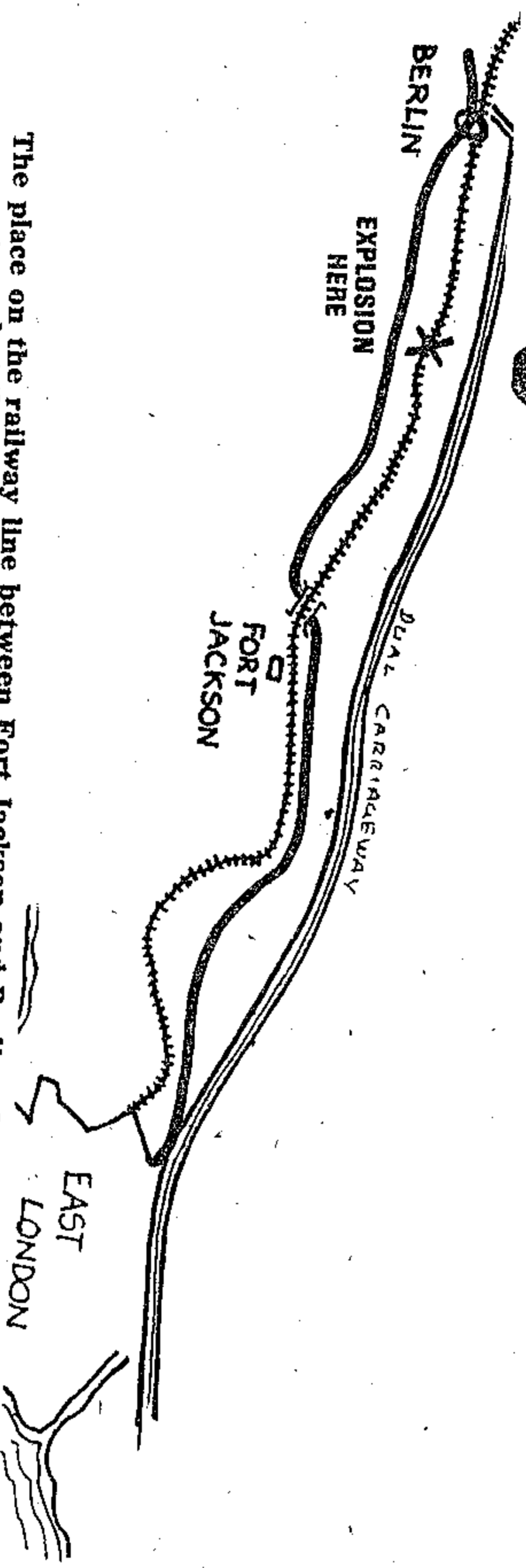
proposals appear to be awkward and undesirable.
as small or big and to serve as agents for the Revenue Department. Those
Botswana Meat Commission or other bodies should attempt to classify clients
avoid the proposal contained in the Report on Rural Development that the
which assist liveslock owners in the use of that asset. It would also
as a separate charge for the use of an asset which in turn pays for services
be subsidised. The tax on the share holding should be seen, and explained,
veterinary, breeding and other services for liveslock should remain free or
elsewhere. The need to provide effective services suggests that the
to retain access to land and its competitive edge over markets in Europe and
and extended to cover more of Botswana's liveslock for the country has
and off-take. It is important that liveslock services should be sustained
help establish optimum rental prices in terms of herd size, composition
community affairs. For instance, government can learn to use the tax to
extend local and national government interest into the management of
The mechanism whereby government taxes held by each household would
hold would pay a higher tax rate. The tax would act as an asset's tax.
It would provide a better system of taxation of the bigger cattle owners
who today benefit from several subsidised or free services. The tax paid
to buy-in grazing rentals would include the tax payment per share as the
basic component of the price.

It's Sabotage

40 18/12/78

269

Says Butler



The place on the railway line between Fort Jackson and Berlin where an explosion occurred at the weekend. The section of line that was replaced is indicated.

Reporter barred from scene

EAST LONDON — The explosion which damaged the railway line between Berlin and Fort Jackson took place in a cutting well protected from the nearby old main road between East London and King William's Town.

When I arrived there, about ten Railway policemen and officials stood near a maintenance vehicle, but none of the officials would comment.

When I asked if I could get over the fence to look at the damage, one official said: "No, definitely not. That is railway property."

The officials later left, but a policeman patrolled the fence and said I was not allowed over the fence when I approached him.

Yesterday, trains were running smoothly over the damaged section of the line which had been replaced by about three metres of new line.

Passengers who were delayed in Berlin because of the explosion were in good cheer as they climbed on board buses which the railways had provided to ferry them to East London.

One passenger, Miss L. van Wyk, said passengers were told there was a fault in the line and they would be taken to East London by bus.

"The railway people were very helpful, especially to the older people. They helped carry luggage and made us generally comfortable," Miss Van Wyk said.

EAST LONDON — Sabotage is believed to be behind the explosion that damaged a length of rail on the line between Berlin and Fort Jackson on Saturday.

"Every indication points to sabotage," said the System Manager for Railways in the region, Mr D. Butler. "Railway Police are investigating the explosion and I do not want to comment any further on that aspect."

The explosive tore out a 14 cm hole underneath one section of rail, but the crown of the rail was not damaged. It is not known when the explosion occurred or if trains had used the line before the explosion was discovered.

Mr Butler said a patrolman, Mr A. Pelane, left Berlin to patrol his section of the line at about 6am on Saturday. At 7.30 he noticed something was wrong with the rail and reported it to his station.

"The patrolman did his job well by spotting the damage," Mr Butler said. "We stopped all the trains from East London and the three trains that were coming in from the Reef

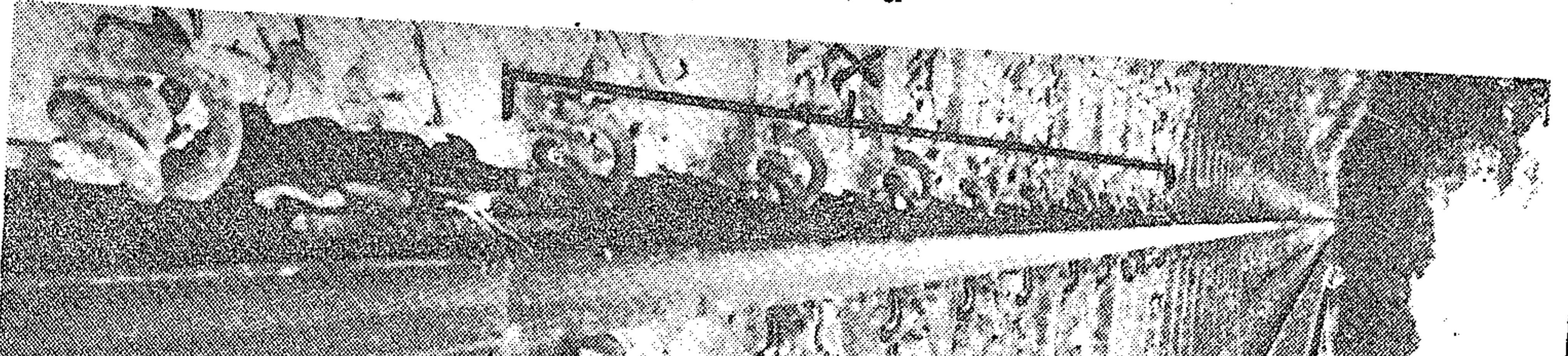
and Free State."

Mr Butler said only one small section of the line was damaged, but the line was kept closed from 9 am to 3.30 pm so that each track of the double line could be checked as far as possible.

Mr Butler said it was not yet known what type of explosive caused the damage, but police were analysing the material found in the area.

The passenger train from East London to the Reef was delayed in East London, while the three from up-country were kept at Berlin — one of the trains was a special carrying holidaymakers. All passengers were brought to East London by bus.

When the line was reopened on Saturday afternoon, railway technicians had replaced about three metres of track where the explosion had taken place. — DDR.



The section of railway line explosion at the we

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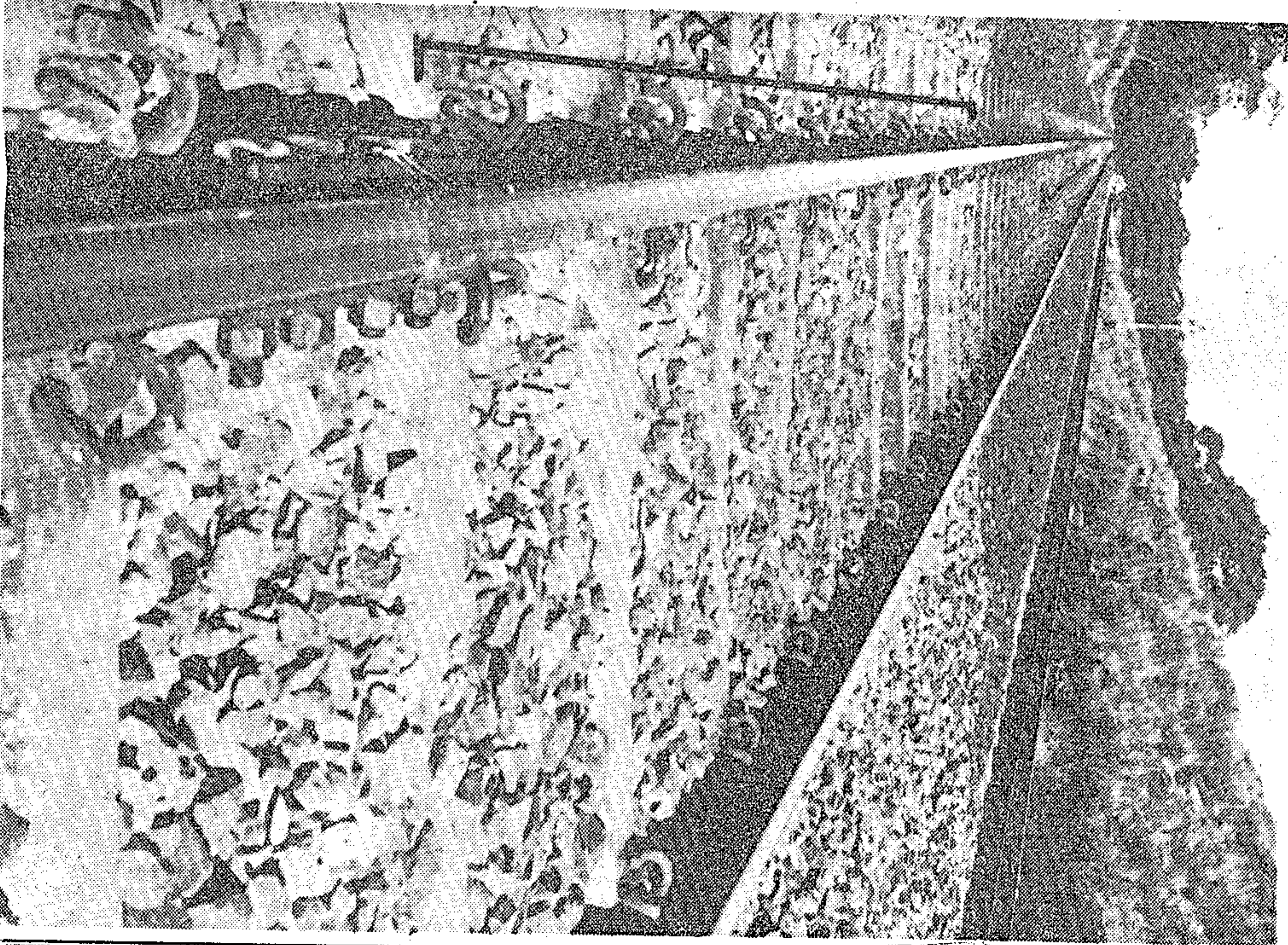
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The section of railway line between Fort Jackson and Berlin that was damaged by an explosion at the weekend. The piece that was replaced is indicated.

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New restrictions on diesel cars same as petrol

Cap Times
12/12/78 *269*

PRETORIA. — The government is imposing the same fuel restrictions on diesel driven cars and light commercials as on petrol driven vehicles from March 9 next year, the Minister of Economic Affairs, Mr Chris Heunis, announced yesterday.

Sales of diesel-driven passenger vehicles have more than trebled during 1978, compared with the sales during the same period in 1977. "Thus the Government has no alternative but to extend the fuel conservation measures to diesel driven vehicles in the following respects:

- The existing selling hours of petrol by filling stations, from 08h00 to 18h00 on Mondays to Saturdays, will also be made applicable to diesel driven passenger vehicles which are equipped with seating accommodation for not more than 12 persons including light commercial vehicles with a gross mass of not more than 3 500 kg and:

- The transportation of diesel with and the transferring of diesel into the tanks of the diesel driven vehicles mentioned above are also prohibited. This prohibition does not include the purchase and transportation of maximum quantities of 10 litres diesel from a reseller of diesel directly to the premises of the consumer.

Fuel conservation measures introduced by the government in 1973 to cope with the shortage of crude oil, gradually changed. It was no longer the availability of crude oil which caused the main concern but rather the cost.

Crude oil and petrol product imports increased from R190 million in 1972 to more than R1 300 million a year. Recent events in Iran reaffirmed that the position of oil importing countries, including South Africa, can be materially influenced by the disruption of production in any oil exporting country.

"A further factor which complicates the position for us is the fact that fixed percentages of finished products, particularly petrol and diesel, are obtained in refining a barrel of crude oil and for technical rea-

sons these percentages cannot be changed significantly.

"Furthermore, if it is taken into account that diesel is almost entirely used for production purposes and that large savings cannot, therefore, be made on this product, it is clear that if the demand for diesel should increase, we would be compelled either to refine more crude oil or to import additional diesel to meet the higher demand for diesel, the minister said.

The total actual consumption of diesel increased by about seven percent during the period 1975 to 1977 compared with a decline of about 3,5 percent in the total actual consumption of petrol.

By far the largest proportion of diesel is used for production purposes, but it is also true that the consumption of diesel by owners of private vehicles has increased substantially.

"I have warned in the past that if this tendency should persist, the government would have no alternative but to also extend the fuel conservation measures to the use of diesel for private purposes."

As is the case with petrol-driven vehicles, the owners of those diesel-driven vehicles which will be affected by the extension of the fuel conservation measures and who require diesel for essential purposes, will be at liberty to apply for permits on an annual basis to obtain diesel for such essential purposes.

"I wish to emphasise that the position of the heavier types of commercial vehicles, which are almost entirely used for production purposes, will not in any way be affected by the extension of the fuel conservation measures to diesel-driven vehicles. However, as in the past, the speed restrictions will continue to apply to all petrol and diesel-driven vehicles on our roads," Mr Heunis said. — Sapa