

Public Sector - Transport - General,

1985

January — August.

# Priscilla Maxongo still detained

*5/11/35*

EAST LONDON — Miss Priscilla Maxongo of the Mdantsane Committee of Ten, which was elected by commuters to negotiate with the CTC Bus Company during the bus boycott, is still in detention

This was confirmed yesterday by Colonel Avery Ngaki, the Ciskei police liaison officer. He said Miss Maxongo was in good health.

No charges have been brought against her and the police were still investigating, he said.

Miss Maxongo was detained in July last year with four other members of the Committee of Ten who were subsequently charged and released on bail.

The names of the four members are: The chairman, Mr Mzwandile Mampunye, Mr Newell Faku, Mr Phillip Slotile and Mr Norman Sibewu. Their case has been postponed to January 11.

Miss Maxongo was twice admitted to Cecilia Makiwane Hospital in serious condition last year — DDR

CAPE TIMES 5/1/85 209

# Soldiers terrorize girls, boys on train

Own Correspondent

DURBAN — Twenty Jewish schoolchildren from Durban endured six hours of terror on a train this week during which soldiers allegedly assaulted some of the group in several attacks claimed to be "anti-semitic inspired"

One of the soldiers is alleged to have ripped off the shirt of a terrified 15-year-old girl, while others banged a young boy against a wall

## Holiday camp

A military spokesman in Pretoria yesterday said "an incident" was being investigated involving servicemen who arrived at Ladysmith by train on Thursday night after a border spell

A full report would be submitted to Military Headquarters. No-one had been arrested

Some of the parents said they would be taking legal action

The terror trip started

in Johannesburg where the youngsters had arrived from Cape Town by train en route for Durban after enjoying a holiday camp for Jewish youth

Security guards hired by the camp organizers decided not to continue the journey to Durban as they felt the children would be safe with the soldiers, and put them into the same carriage

One of the girls who witnessed the incident said the "12 or so" soldiers began drinking when the bar opened, and when one of the younger boys went to the toilet "the three who appeared to be in charge stopped him"

"He answered a whole lot of questions and then tried to move on. One of the soldiers grabbed him and banged him against the wall again and again and then left him lying on the floor"

She described how a soldier told the girls to lock their compartments

because his colleagues had just come from the border and were "letting off some steam"

A drunk soldier picked the lock of one compartment. When he got inside he attacked one of the girls and ripped off her shirt "His friends managed to pull him away in time," the witness said

The screaming girl's brother had to be restrained from going to help her because "the soldiers were twice as big as him"

The soldiers also allegedly threatened some of the group with a gun and a knife

At a siding two of the older boys clambered through a window and asked a Railways Policeman for help, but he allegedly said he "didn't want to get involved". On their return the boys were beaten up, one sustaining a broken nose

## All over

At Ladysmith one of the nine-year-old boys pulled the emergency brake and ran for help, coming back with the military police who arrested the soldiers

"When it was all over the conductor — who had been a couple of carriages down — told us to lock our doors," the witness said

Last night a spokesman for the South African Transport Services said nothing had been reported to them. He called on the children's parents to come forward and make statements to the Railway Police as a full investigation would be made

# Action against train police

Own Correspondent

DURBAN — Promises of a full military inquiry into the train ride ordeal endured last week between Johannesburg and Durban by a group of Jewish children who were allegedly terrorized by drunken soldiers have not appeased their parents — they are now considering taking action against the Railways Police

"The Railways Police did nothing to try to protect the children — when one was approached by two of the kids, he said there was nothing he could do and he didn't want to get involved", said one mother

But Brigadier Cassie Pelsler, head of the Railways Police in Natal, yesterday accused the children of "blowing things out of proportion"

"If they want us to do something about it, they must come forward and make statements," he said

He said that if necessary action would be taken against the policeman alleged to have ignored the children's plight — if they "could find where this policeman was supposed to be"

Among the allegations made by the children are

- That soldiers besieged the compartment of a 14-year-old girl and tried to rape her
- That boys were badly assaulted by the servicemen — one had his nose broken, one had a cigarette stubbed out on his back, another was banged against the wall of a compartment, while others were punched in the stomach
- That the soldiers threatened some of the group with a gun and a knife

A nine-year-old boy jumped through a window of the still-moving train as it slowed at Ladysmith station and called the military police, who arrested the soldiers

# Minister 'regrets' train incident

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THE Minister of Transport Affairs, Mr Hendrik Schoeman, yesterday said he regretted an incident on a Johannesburg-Durban train last week when a group of national servicemen allegedly interfered with children.

And the organizers of the children's trip also expressed regret at the incident but said they were satisfied that adequate security arrangements on the train had been provided by their senior councillors.

Reacting in a statement released in Cape Town yesterday to reports of the incident, Mr Schoeman said the Transport Services had always been concerned about the safety of all its passengers, and if any problem should arise the necessary steps would be taken to prevent such incidents.

He said the South African Railways Police was geared to maintain law and order and would, as in the past, do everything in its power to protect the travelling public.

Meanwhile, a Defence Force spokesman said yesterday that the conduct of the soldiers was still under investigation.

The Railways Police met military officers yesterday but any action to be taken against the arrested soldiers has not yet been divulged.

Mr Schoeman said said an investigation had been instituted and he appealed to any person who had information about the matter to telephone the Railways Police in Durban at (031) 310-3135.

In a statement yesterday, the National Council of Habonim, which organizes annual camps for Jewish children at Onrus in the Cape, said it regretted the incident.

"However, we are satisfied that adequate supervision was provided by the Madrichim (senior councillors) of Habonim on the train.

"It has always been Habonim policy that security on public trains be left in the hands of authorities, namely the Railways Police.

"In the past, the services provided by the authorities have always been of a satisfactory nature.

"As far as Habonim is concerned, any further inquiries that take place should be dealt with by the necessary authorities, that is the Defence Force and the Railways Police.

"It is regrettable that an incident of this nature has damaged such an exceptionally successful camp" — Staff Reporter and Own Correspondent

CAPL Tents 18/1/85 (267)

## Soldiers sent to DB

Own Correspondent

JOHANNESBURG — Two national servicemen were court-martialled in Durban yesterday and found guilty of assaulting five Jewish schoolchildren on a train early this month.

The soldiers were sentenced to a total of five months in detention, Defence Force headquarters announced in Pretoria yesterday.

One was charged with four counts of assault and with being under the influence of alcohol. He was sentenced to 90 days in detention barracks.

The other was found guilty on one count of assault and of malicious damage to property. He was sentenced to 60 days.

They are both from 5 SA Infantry training battalion in Ladysmith. The Defence Force yesterday declined to name them.

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## SADF silent on names of 'terror train' soldiers

Argus Correspondent

DURBAN — A Defence Force spokesman has refused to say why the names of two servicemen found guilty of assaulting schoolchildren on the so-called "terror train" are being kept secret.

A closed court-martial in Durban yesterday found the two servicemen guilty of assaulting members of a group of Jewish children returning from a holiday camp earlier this month on a train from Johannesburg to Durban.

The two men from 5 SAI Training Battalion in Ladysmith were sentenced yesterday to 90 and 60 days in detention barracks respectively on charges of assault, malicious damage to property and being under the influence of alcohol.

The Defence Force spokesman confirmed that according to normal military practice, the period the two men served in detention barracks would not be counted as part of their normal training, which meant they would serve an additional 90 and 60 days after the date on which they would normally have completed their training.

The court-martial proceedings are subject to confirmation and review by the Officer Commanding Natal Command, Brigadier M B Anderson, and the Chief of the South African Defence Force, General Jannie Geldenhuys.

Brigadier Cas Pelsler, head of the Railways Police in Natal, said the RP docket on the incident had been sent to the senior public prosecutor in Ladysmith, Mr Frans Lombard.

# CTC fares <sup>269</sup> may increase ~~from~~ <sup>26/1/85 D. Dispatch</sup> April 1

EAST LONDON — CTC bus fares may rise in April, according to a company announcement yesterday

CTC's managing director, Mr Hans Kaiser, said the fuel price hike had forced the company to apply to the Ciskeian and South African road transportation board for an increase

It was still too early to say how much fares would rise. However, the company would continue to negotiate for the best possible passenger subsidy to ease the burden on the commuter.

"I am prepared to take the initiative to discuss the implementation of the fares with anybody with a genuine interest in the fares," Mr Kaiser said. That would include municipal bodies, township councils and tribal authorities, he said

Asked whether this included the Committee of Ten, Mr Kaiser reiterated CTC would consult anyone who had legitimate commuter interests

The fuel price hike would increase CTC's fuel bill by R1,9 million in 1985, he said. "This increase, together with the spiralling cost of wages, spare parts and tyres, will result in CTC suffering a loss of over

R1,75 million in 1985

"We simply cannot absorb cost increases of this magnitude and, therefore, are forced to apply for an increase in fares," he said

If the application was approved, the new fares would be implemented on April 1

The move follows announcements by bus firms around the country that they are to increase fares. However, the East London municipality has indicated that it does not intend to increase fares on the city's bus routes

The chairman of the Committee of Ten, Mr Mzwandile Mampunye, could not be reached for comment on the planned CTC fare hike yesterday

In Johannesburg, Putco announced hikes in its fares yesterday and appealed to employers to help workers meet the increases

The fuel price increase would cost the company nearly R20 million a year, a Putco statement said

"To cover this extra cost, Putco is increasing its tariffs from next Friday by the maximum allowable in terms of the Road Transportation Act," the statement said.

Putco operates some 3

200 buses covering 180 million km a year and carries a million passengers a day

It uses 7,5 million litres of diesel a month

The increased petrol price came under fire in Ciskei yesterday.

The treasurer of the Ciskei Chamber of Commerce and Mayor of Zwelitsha, Mr R T Mabona, said the increase would adversely affect Ciskeian businessmen

He added the South African economy was already ravaged, and Ciskei as a developing state was going to be affected extensively

Because of difficulties Ciskeian businessmen encountered getting their goods through the South African Railways — not being notified in time about the arrival of goods was one complaint — they had asked firms to deliver their goods by trucks

"We are already competing with giant chain-stores which get discounts which we do not enjoy. The increase is going to ravage us," Mr Mabona said

He added most Ciskeian shopowners still had old stocks of paraffin and were selling it at the old prices

Meanwhile, the Transvaal Indian congress (TIC) has warned that the huge petrol price hike has created a situation with all the potential for further social and political upheaval

It urged commerce and industry to be cautious about passing on the increase to consumers.

The TIC said the blame lay not merely with "the government's grave mishandling of the economy," but it was also the result of its desperate attempts to bolster the homelands policy, to meet the ever-escalating costs of apartheid, and to provide for the "ruthless suppression" of Namibia.

The statement said it did not make sense to compare the petrol price to the price in other countries because "the currencies of those countries have a higher value than the rand." — DDR-SAPA-DDC.



ARGUS 29/1/85 (269)

# Minister sees rail crowding

The Minister of Transport today studied train overcrowding at first hand. Staff Reporter DICK USHER reports.

LENGTHENING of platforms on the commuter line from Nyanga and Bonteheuwel to increase train capacity and relieve congestion is about 86 percent complete

The estimated completion date is June next year

This emerged from a visit to Mitchell's Plain railway line by the Minister of Transport, Mr Hendrik Schoeman, and a group of parliamentarians today

After travelling by train from Mitchell's Plain to Bonteheuwel to witness the rush hour overcrowding, Mr Schoeman told the party at a question-and-answer session that South African Transport Services estimates of the capacity shortage at peak hours was about 30 percent

Measures to relieve the congestion already completed at an estimated cost of R38,9-million included a double line from Strandfon-

tein (now Kapteinsklop) completed in 1980, the Langa-Pinelands double line completed in 1984 and the lengthening of platforms at various stations

One of the main projects in progress is the lengthening of additional platforms to accommodate 14-coach trains instead of the 11-coach trains now operating

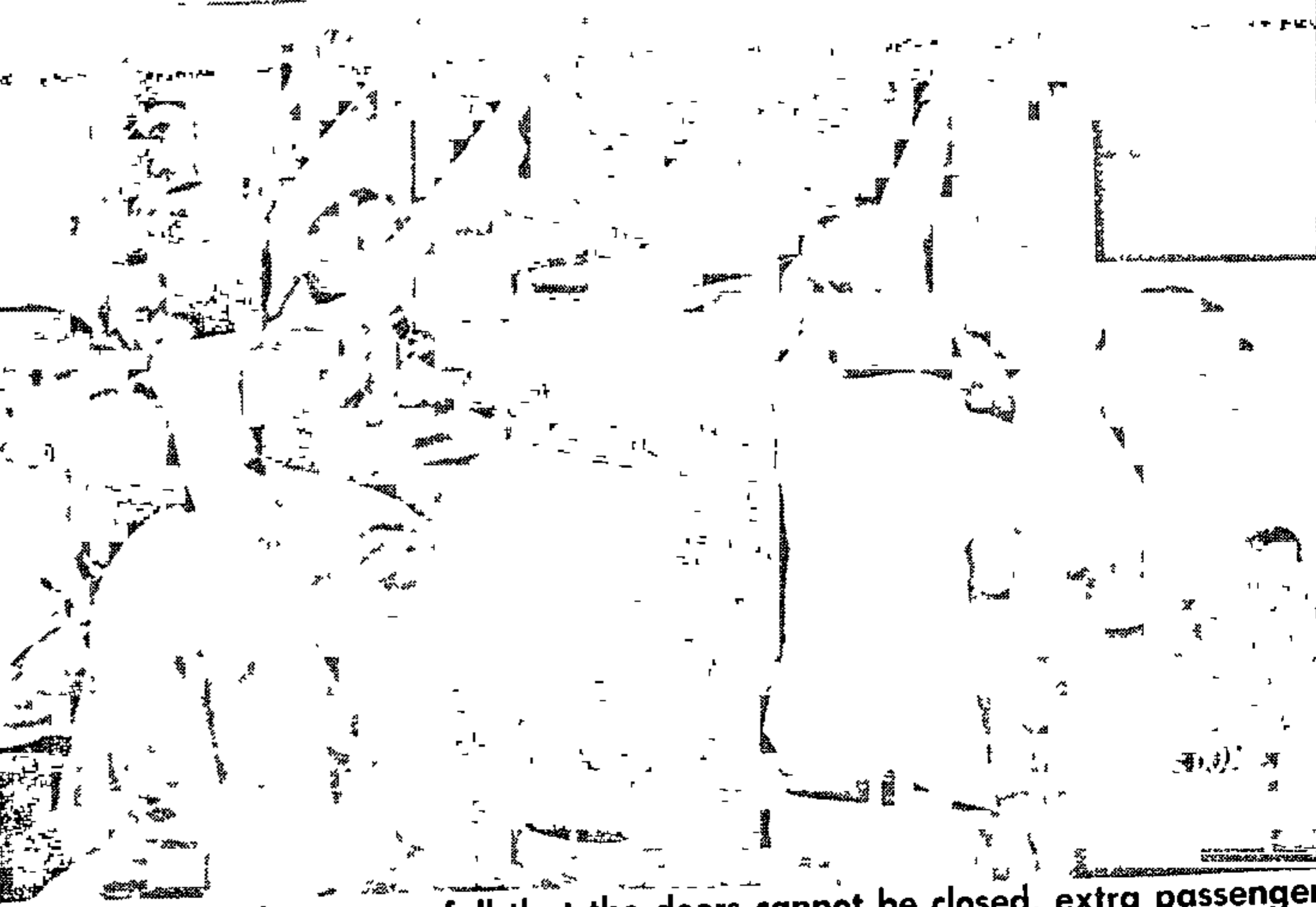
Mr Schoeman said this would give approximately 30 percent more capacity to peak hour trains

Work which is about 55 percent complete is a quadrupling of the line at Maitland-Salt River and the lengthening of platforms to take 14-coach trains, sextupling the line at Salt River-Woodstock and lengthening platforms, quadrupling the line at Langa-Bonteheuwel and the lengthening of platforms at other stations.

The estimated cost is R53-million and work is due to be finished by June 1986

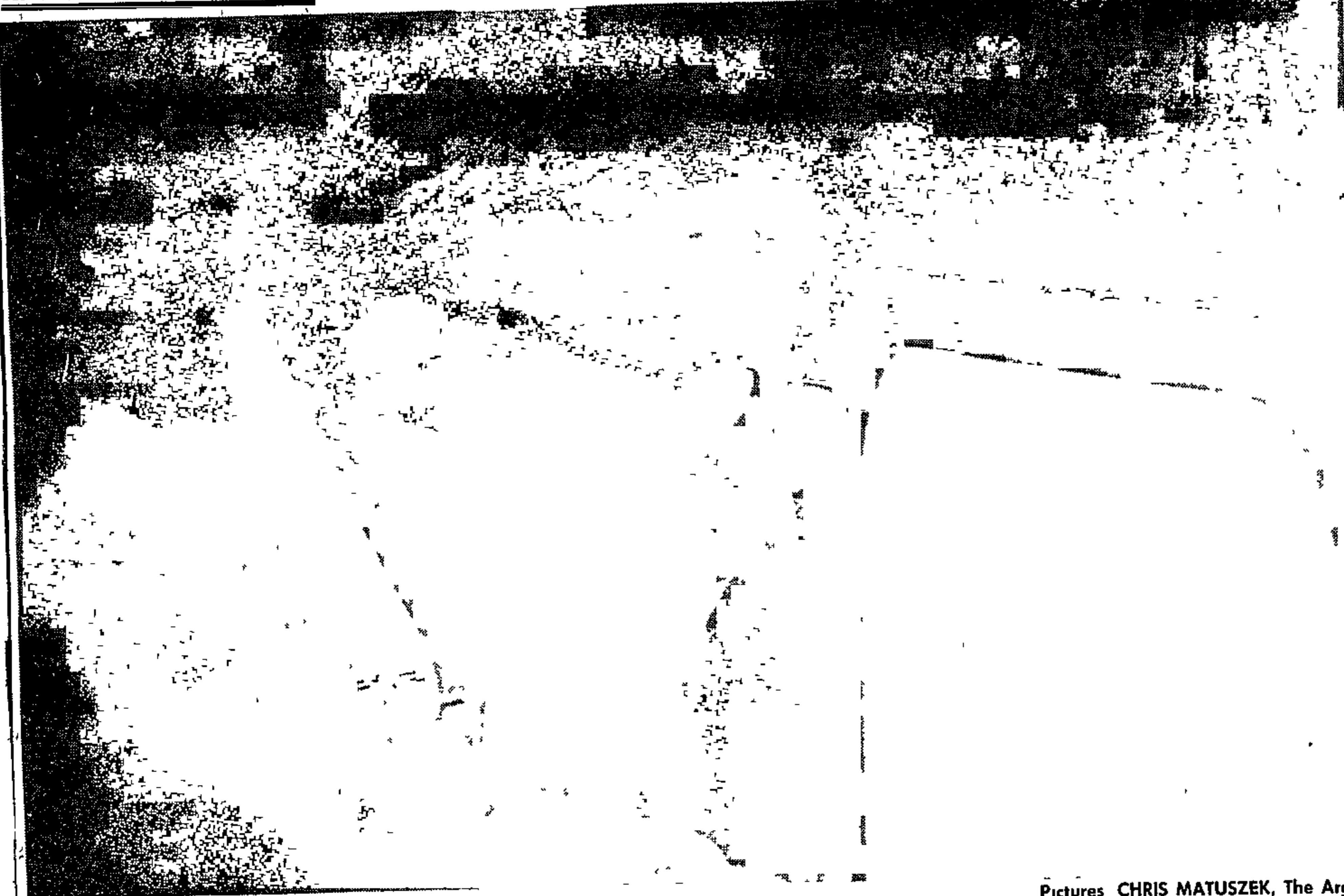
Pictures CHRIS MATUSZEK, The Argus

The Minister of Transport, Mr Hendrik Schoeman, is in pensive mood as he watches crowds of commuters scrambling for places on a peak hour train.



When the coaches are so full that the doors cannot be closed, extra passengers jam their way on to every available point outside the trains to take a dangerously precarious ride to their destination.

## RAILWAY CONGESTION



Dozens of passengers, unable to push their way into crammed coaches, do their commuting swinging from slender holds anywhere they can find a space on the train.

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Bonteheuwel station at its early morning peak. The people unable to force their way into one of the coaches or find a hanging space on the outside will wait for the next train to start the battle again.



# International air fares to rise up to 25% from March 1

ARGUS, 29/1/85

Staff Reporter

INTERNATIONAL air fares from South Africa will increase by between eight and 25 percent from March 1.

However, South African Airways officials say the new prices are because of "the currency adjustment factor" and not the increase in the fuel price.

Fares are worked out internationally in "Fictitious Construction Units" and it is up to each country to adjust it according to exchange rates.

A spokesman for SAA said the rand's decreasing value against the dollar had meant that fares would increase by up to 25 percent in some cases.

## Another increase

He could not say whether the petrol-price increase would further affect prices, but a spokesman for a major travel agency said she expected a further increase in April.

Single fares to Europe, the Middle East and America will increase by 25 percent. Return fares to America go up 10 percent, but by eight percent to all other destinations.

People travelling from March 1 will be liable for the new tariffs even if they buy their tickets before the increase date.

However, Apex tickets bought now for flights after March 1 are available at the old price.

39) (a) Is any one from your house in hospital now? [ ] 1 yes [ ] 2 no

(if yes): (b) What is the sickness? .....

.....

40) From whom did you last seek health advice?

[ ] 1 Sister/nurse [ ] 2 Doctor [ ] 3 Village health worker

[ ] 4 Relative [ ] 5 Friend [ ] 6 traditional healer

[ ] 7 Other (specify ..... ) [ ] 9 no-one

41) How long ago was it when you last sought health advice?

[ ] [ ] [ ] (weeks) [ ] [ ] [ ] (months) [ ] 99 never

42) Have any of your children been immunised against:

TB (BCG) (given at 1 month) [ ] 1 yes [ ] 2 no

DPT and polio (given at 3 to 6 months) [ ] 1 yes [ ] 2 no

Measles (given at 7 to 9 months) [ ] 1 [ ] 2 no

General

43) Are the children in your household well? [ ] 1 yes [ ] 2 no

(if no: fill in a health questionnaire for each sick child)

44) What is the major problem facing your household?

.....  
.....

45) What is the major problem facing your community?

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.....  
.....

39 a 2

b

40 0

41(m) 0

(w)

42 a 1

b 2

c 2

43 1

44 2 0

45 4 0

# Sharp rise in air fares, cargo tariffs

THE Minister of Transport Affairs, Mr Hendrik Schoeman, yesterday announced big increases in domestic and international air fares and cargo tariffs

Mr Schoeman announced that domestic passenger fares would rise by 11 percent and domestic cargo tariffs by 15 percent. International rates would go up by eight and 10 percent respectively.

The new tariffs come into effect tomorrow.

The Official Opposition has reacted with shock to the increases.

The Progressive Federal Party's spokesman on Transport, Mr John Malcomess, said the "enormous increases" in domestic tariffs seemed excessive.

In the last South African Transport Services budget 38 percent of the SAA's expenses were spent on "flying operations". If half was spent on fuel, the fares should go up by no more than 8 percent, he said.

## 'Fighting for inflation'

"This government appears to be fighting harder for inflation than against it," he said.

From Friday fares from Cape Town to Johannesburg would go up from R222 to R247 (single first class), from R197 to R219 (single business class), and from R171 to R190 (single economy class).

The flexiflight return and late night singles on the Cape Town Johannesburg run would go from R206 and R90 to R228 and R95 respectively. Standby singles would go up from R137 to R152.

London fares would go up from R4 010 (first class), R2 648 (gold class) and R1 052 (Apex) to R4 331, R2 860 and R1 137 respectively.

To New York the fares increase from R4 310, R2 050, and R1 460 to R4 741, R2 255 and R1 606.

Mr Schoeman said the hikes had become unavoidable because of rising operating expenditure, mainly as a result as the weakening rand against other international currencies, particularly the US dollar.

—Political Correspondent and Sapa

● Bus fares rise: Unions 'shocked', page 3

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# PE subsidy R29m less, says Savage

(269) E Post 31/1/85

By DIRK VAN ZYL  
Political Correspondent  
CAPE TOWN — Port Elizabeth was being given R29 million less by the Government in a transport subsidy for black train commuters than it was proportionately entitled to, the deputy chief Opposition spokesman on Finance, Mr Andrew Savage, told the Evening Post today  
In an interview Mr Savage (PFP, Walmer) said Port Elizabeth had had to bear the full burden of the economic disadvantages it had, but the additional burdens placed on the area by the Government had never been properly examined  
Mr Savage said that one of the burdens was a "hidden subsidy" in which, when South Africa's four main metropolitan areas were considered, Port Elizabeth did not share proportionately  
Losses sustained by the South African Transport Services (SATS) on commuter services were borne

by the country as a whole and were, as such, a hidden subsidy  
In the 1982/3 financial year, SATS had had a total loss on passenger services of R802 million, which included a R339 million contribution from the Exchequer  
Mr Savage said the loss on black commuter transport in the four metropolitan areas was about R280 million  
Distributed on the basis of third class suburban passenger journeys, the loss was accumulated in a ratio of 55% (R154 million) in the PWV area, 23% (R64 million) in the Durban area, 21% (R59 million) in the Cape Peninsula and only 1% (R3 million) in the Port Elizabeth region  
This was because of the nature of suburban transport in the four areas  
"This is totally inequitable  
"If the massive subsidy were to be apportioned to

the four centres in proportion to their economically active population, Port Elizabeth would be entitled to R32 million, that is R29 million more than it has been getting," Mr Savage pointed out  
Meanwhile, Sapa reports that the South African Transport Service's annual report, tabled in Parliament this week, revealed that "staff cutbacks and increased productivity" led to a R74,3 million surplus in 1983/84, when a deficit of R634,2 million had been budgeted  
Dr E L Grove, the SATS general manager, said the SATS surplus for the report period ending March, 1984, followed a deficit of R413 million in the previous financial year  
"Meticulous planning and the implementation of various productivity and savings campaigns" had made the surplus possible  
"This achievement was attained whilst the tonnage of goods and mineral traf-

fic carried declined by a mere 0,6%," he said "The fact that almost the same volume of traffic was handled compared with the preceding year, is proof that productivity improved significantly"  
Revenue from this traffic increased by 9,3% from R2 637,8 million to R2 883,9 million due to rates increases at the beginning of 1983  
For the first time since the 1978/79 financial year South African Airways reflected a surplus of R4 549 825 compared with the previous year's deficit of R98 203 050  
Dr Grove said that SATS had reached agreement with various personnel associations over positions which had been traditionally filled by whites  
These could now be filled by coloureds, Indians and blacks "provided that such positions have been occupied temporarily by these groups of employees for at least four years"

# 'Remember last year?'

By BENITO PHILLIPS

IF THE Ciskei Transport Company increases busfares on April 1, it will spark off yet another major bus boycott in Duncan Village and Mdantsane, workers warned this week

Their warning came shortly after CTC managing director Hans Kaiser released a statement that his company was forced to apply to the Ciskeian and SA Road Transport Boards for an increase because of the recent fuel price hike.

The boycott also resulted in 6 000 CTC workers being retrenched. Almost 200 buses were withdrawn from operation too

Ninety residents were reportedly shot by soldiers during the boycott and many were severely assaulted by vigilantes at the Sisa Dukashe Stadium.

Several others were detained

No decision has yet been taken about when the inquests of those shot dead would be held, but relatives have already issued a summons against the Ciskeian Government and its police force for civil damages amounting to over R3-million

Although the boycott is still continuing — with many workers

still boarding trains — CTC officials told City Press this week that the number of boycotters had dropped from 90 percent to 60 percent

In his statement, Mr Kaiser said it was still too early to say by how much fares would increase, but his company would continue negotiating for the best possible passenger subsidy to ease the commuters' burden

● The Mdantsane Taxi Association working committee is up in arms and plans to seek legal advice on the registration and confiscation of their taxi vehicles by the Ciskeian authorities.



# Botswana alleges protection for Sats

*1001 269 S. Times 3/2/85*

By Ciaran Ryan

THE Road Transportation Board has been accused of refusing permits to hauliers from neighbouring states and South African carriers allege harassment by the Railway Police

They claim that a campaign is being waged against them to protect SA Transport Services' market share

Maduo Maoto, Botswana's Secretary for Transport, says "The Customs Union is supposed to allow unimpeded movement of goods between member countries, but this does not happen in practice

"We believe the main rea-

son is that SA Railways wants to protect its market share We are not saying that we want the same number of permits as South African hauliers, but we expect some reciprocity Swaziland and Lesotho are in a similar position to us"

## Rare

South African hauliers have in the past been allowed to transport through Botswana cargo for Zaire, Zambia and Malawi But permits for Botswana hauliers to pick up loads in South Africa are rarely granted, it is alleged

Goods destined for Botswana must be carried by a South African haulier or Sats, resulting in a drain on Botswana's foreign currency

Botswana has allegedly stopped issuing new permits to South African hauliers in retaliation and is said to be considering a reduction of existing permits

Hauliers predict that South African exports will suffer because goods carried by road are usually required at short notice — and Sats is unable to respond Pilferage on the railways is said to be much higher than in road transport

Zimbabwe bars foreign trucks, so most northbound traffic from SA passes through Botswana

Mr Maoto says transport companies in Botswana have been refused permits by SA, except occasionally where the railway no longer oper-

ates, such as from Zeerust and Potgietersrus

"Exporters based in Cape Town do not want to use the railway for half the journey and then switch to trucks This causes delays and increases the risk of breakages"

## Agreement

Ronnie Meyer, deputy Director-General of SA's Department of Transport, replies "We are not discriminating against Botswana and other neighbouring states If they are unhappy, they should make approaches to the Road Transportation Board and state their case We have been trying to formulate an agreement with them for some time"

Mr Meyer says aggrieved hauliers may object to decisions on permits Objections by Sats are not always upheld

SA road hauliers also claim harassment by Sats, saying the Railway Police are instructed to check permits of northbound trucks in an attempt to curb pirate operators But legitimate operators are inconvenienced

An estimated 20 trucks and their cargoes were seized near the Free State town of Villiers recently and impounded by Sats.

## Urgent

One international haulier told Business Times "They are trying to intimidate our suppliers so that the business will go to the railways We are losing exports

"I had an urgent order for 6 000 tons of water pipes for Malawi and I was refused a permit on the grounds that the railways should transport the goods But the delay in using rail was such that the supplier cancelled the order

"The Minister of Transport is supposed to look after the interests of all transporters, but he is only interested in the railways"

Johan Hugo, public relations officer with South African Transport Services, denied the charges of harassment

PFPP says Govt 'must be mad'

# Rail fares jump by a massive 30 percent

By David Braun, Political Correspondent

Passenger rail fares are to rocket by between 20 and 30 percent from Wednesday.

The Minister of Transport Affairs, Mr Hendrik Schoeman, announced today that

- First class suburban and mainline fares are to rise by 30 percent.
- Second class mainline fares are to be increased by 25 percent.
- Third class suburban and mainline fares are to go up by 20 percent.
- SA Transport Services Road Transport fares are to go up by 12,5 percent

The increases will further boost the inflation rate, which was already expected to shoot up to a record 20 percent this year following the 40 percent rise in the fuel price.

Reacting to the increases the Progressive Federal Party spokesman on transport affairs, Mr John Malcolm, said the Government "must have gone absolutely, bloody mad"

He said the 20 percent rise in third class fares was almost pleading for urban unrest

He accused the SATS of grabbing more than its due in terms of the fuel price increase. A large part of the SATS rail network was electrified, he said

Mr Schoeman said the increases were owing to circumstances beyond his control, and were much to his regret

"Apart from such factors as the rand/dollar exchange rate and the downswing in traffic, the recent increases in electricity costs and the fuel price have necessitated the adjustments with effect from Wednesday.

"Electricity and fuel comprise 15 percent of SATS's operating expenditure, and it is anticipated this will rise from R908-million to more than R1 205-million a year," he said

The recent increase in fuel prices, as well as the increase in the price of tyres and the influence of the weak rand/dollar exchange rate on the import price of spare parts made the increase on fares unavoidable.

An example of how the new fares will increase tariffs is the fare between Naledi in Soweto and Johannesburg. A weekly third class ticket will increase from R2,80 to R3,30. A monthly ticket will rise from R11 to R13,50

The cost of a weekly first class ticket between Pretoria and Johannesburg will rise from R16,50 to R21,50.

An 11 percent increase in air fares was implemented last week.

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# Bus fare hikes hit the Vaal

## Railways fares rise attacked

### What the commuters say

Mail Reporters

THE general manager of the Vaal Transport Corporation, Mr F M Brick, announced yesterday that bus fares in the Vaal Triangle would go up from tomorrow.

He said the increase was due to the high cost of fuel. "We have more or less 120 different routes and the increase percentage of the fares will vary," Mr Brick said.

Fares have been increased on the following routes:

- On the Evaton-Sasolburg route from 65c to 75c
- On the Evaton-Vereeniging route from 45c to 53c
- On the Bophelong-Sasolburg route from 47c to 55c
- Five-day weekly tickets for scholars valid during school terms only have also been increased by about 30c

Weekly tickets sold at the new fares can be purchased from today at the normal outlets and at the normal times.

The increases will stretch from Evaton as far as Heidelberg and Parys as well as raised its fares on all routes in the area and elsewhere last week.

In Soweto taxi fares were increased by 8% from last Friday.

THE shock rail fares increases drew a sharp reaction from consumer and business organisations yesterday and a tariff increase of consumer goods would follow.

The organisations also said they feared that the 20% to 30% increase could spark off major problems which could be crippling to the country.

Among these were:

- Unrest in black townships could flare up again.
- Inflation — already severely affected by increases in the petrol price and air fares — would spiral.
- The increases would cause a move away from public transport.
- Thousands of workers would put pressure on their employers for higher wages.

The chief economist of Barclays Bank, Dr Johan Cloete, said the increase could spark off further disturbances and aggravate the current climate of unrest in urban townships.

"Taken with the recent increase of 10% in Putco bus fares, the 20% hike in third class urban commuter fares will impose further hardships on the black community, already under tremendous pressure," Dr Cloete said.

The president of the Soweto Civic Association, Dr Nthato Moflana, said employers should be compelled by the Government to compensate workers for the higher fares or the Government should adequately subsidise commuter fares.

"Workers did not choose to live 25km from their places of work, they were compelled to by the apartheid system," Dr Moflana said.

Mr Adam Jacobs, Volkskas economist,

said the fear now was that goods tariffs would also be raised soon. If that happened it would hit exporters hard.

Reaction also came from the Trade Union Council of South Africa (Tucsa), which said the increase, following close on the heels of the Putco increases at the beginning of the month, would cause "tremendous hardship".

"The increase will hit hardest at people who have no choice in where they live and, because of policies, are forced to commute often long distances to work," Tucsa said in a statement.

It called for an exemption from the fuel price increase to be granted to all passenger transport services.

The Associated Chambers of Commerce said organised commerce regretted that the price increase decision was taken without consulting the private sector, and prior to the Railway Budget, scheduled for February 20.

"It is, therefore, impossible for Assocom to judge whether increases of this magnitude are justified in prevailing economic circumstances. Unless rises in administered prices are kept within reasonable limits, Assocom believes that it will be difficult to reduce the rate of inflation and curb inflationary expectations by orthodox policies only."

The Consumer Council said "This drastic tariff increase will force the consumer away from public transport and will, despite the present fuel prices, lead to a greater utilisation of private transport."

Mr Leon Bartel, president of the Afrikaanse Handelsinstituut, said the increase in fares was "drastic" and would increase pressure for higher wages from thousands of workers.

Miss Beverley Davids: This increase is absolutely ridiculous

Mr Charles Cornelissen: The train is still cheaper than using my car

Miss Helen Thomson: Train travel still cheaper than car

Mr Eric Mkhize: The increase is very bad news.

Miss Janet Thomson: A 30% increase is not too drastic

### SUBURBAN THIRD CLASS Single

ROUTE	PRESENT	FARE INCREASE	NEW
Naledi — Johannesburg	R0,60	R0,10	R0,70
Mabopane — Belle Ombre	R0,70	R0,10	R0,80
Krugersdorp — Johannesburg	R0,80	R0,20	R1,00

Weekly	Monthly
Naledi — Johannesburg R2,10	R2,50
Krugersdorp — Johannesburg R2,10	R2,50
Mabopane — Belle Ombre R3,10	R3,70

Monthly	Weekly
Mabopane — Belle Ombre R12,40	R2,50
Naledi — Johannesburg R11,10	R2,50
Krugersdorp — Johannesburg R11,10	R2,50

Weekly	Monthly
Naledi — Johannesburg R1,10	R1,40
Krugersdorp — Johannesburg R1,10	R1,70
Pretoria — Johannesburg R2,10	R3,50

Weekly	Monthly
Naledi — Johannesburg R9,10	R12,00
Krugersdorp — Johannesburg R10,10	R13,50
Pretoria — Johannesburg R16,10	R21,50

Weekly	Monthly
Naledi — Johannesburg R34,10	R44,00
Krugersdorp — Johannesburg R39,10	R49,00
Pretoria — Johannesburg R62,10	R80,00

Weekly	Monthly
Naledi — Johannesburg R10,00	R14,00
Krugersdorp — Johannesburg R11,00	R15,00
Pretoria — Johannesburg R18,00	R24,00

Weekly	Monthly
Naledi — Johannesburg R10,00	R14,00
Krugersdorp — Johannesburg R11,00	R15,00
Pretoria — Johannesburg R18,00	R24,00

Weekly	Monthly
Naledi — Johannesburg R10,00	R14,00
Krugersdorp — Johannesburg R11,00	R15,00
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Naledi — Johannesburg R10,00	R14,00
Krugersdorp — Johannesburg R11,00	R15,00
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Naledi — Johannesburg R10,00	R14,00
Krugersdorp — Johannesburg R11,00	R15,00
Pretoria — Johannesburg R18,00	R24,00

Weekly	Monthly
Naledi — Johannesburg R10,00	R14,00
Krugersdorp — Johannesburg R11,00	R15,00
Pretoria — Johannesburg R18,00	R24,00

### INTERCITY THIRD CLASS

JOHANNESBURG TO	FARE
Markeng	R10,00
Pretoriusburg	R12,00
Bloemfontein	R13,50
Durban	R23,50
Queenstown	R26,00
East London	R33,00
Cape Town	R46,00

JOHANNESBURG TO	FARE
Markeng	R2,00
Pretoriusburg	R2,50
Bloemfontein	R2,50
Durban	R5,00
Queenstown	R5,50
East London	R6,50
Cape Town	R9,00

JOHANNESBURG TO	FARE
Bloemfontein	R26,00
Durban	R45,50
East London	R63,00
Port Elizabeth	R68,00
Cape Town	R88,00

JOHANNESBURG TO	FARE
Bloemfontein	R6,50
Durban	R11,50
East London	R16,00
Port Elizabeth	R16,00
Cape Town	R22,00

JOHANNESBURG TO	FARE
Bloemfontein	R35,50
Durban	R62,00
East London	R86,00
Port Elizabeth	R92,00
Cape Town	R120,00

JOHANNESBURG TO	FARE
Bloemfontein	R10,50
Durban	R18,00
East London	R26,00
Port Elizabeth	R27,00
Cape Town	R36,00

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Bloemfontein	R10,50
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## Rail shock blamed on SATS subsidy cut

From the Government That's a hell of a lot of money!

The rail and road fares increases were necessary for the "survival" of SATS, Mr Lessing said.

The latest fares in-creases were only expected to bring in an extra R70-million, he said.

"We act as an agent for the Government to provide these essential services, but now the Government is turning into problems itself, including the serious drought and the very bad rand/dollar situation," Mr Lessing said.

"So the Government's ability as to what it can pay has also been limited very severely."

"On the whole, our cost coverage for all our passenger services is probably about 30% — that means we only get 30c in the rand for what we spend."

"The last increase we had was in April 1984 and we had in the back of our minds that we would have another lesser tariff increase around October last year."

"But the economic situation was pretty bad and we thought we should try and hang out for another couple of months and see whether things improved and if we could ride it out."

From Page 1

page

# New fares train commuters will pay from tomorrow

## SATS rail and bus fares go up tomorrow

\* Examples of single fare increases from Johannesburg

<b>SUBURBAN 1ST CLASS</b> UP 30% R101,8 R237,0 - R3,50	<b>SUBURBAN 3RD CLASS</b> UP 20% Soweto (Naledi) R598,70c	<b>MAIN LINE 1ST CLASS</b> UP 30% Capet Town R120 - R156	<b>MAIN LINE 2ND CLASS</b> UP 25% Durban R45,5c - R512	<b>MAIN LINE 3RD CLASS</b> UP 20% Pretoriusburg R122,4,50	<b>SATS BUS 3RD CLASS</b> UP 12,5% Umhlathe R95 - R41
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# Govt cuts back SATS subsidy

By COLIN HOWELL

A STAGGERING R400-million cut in the Government's expected subsidy to the South African Transport Services (SATS) for "socio-economic services" for 1985/6 yesterday emerged as a major reason for the shock increases in rail and road passenger fares

The Rand Daily Mail yesterday established that SATS, which anticipates a R888-million



# Live! AS IN HOUSES

By CHRIS FREIM  
Political Correspondent

PARLIAMENT. - first joint session House of Assembly sider legislation, opened into an unexpectedly lively exchange as MPs argued to lish conventions for joint sittings

An attempt by an MP, Mr Pat Pooval of the Opposition Sol Party, to question the ister of Law and Or Louis le Grange, appeared to be a ranging political issue ruled out of order b it was unconnected Second Reading spe ing delivered by Grange

In terms of the Ct ion and the rules ders of the new ment, the three Hou meet for Second R speeches on genei faurs, but may not the measures or vo There were 17 Reading... speeches

## Body in car boot; 2 held by police

By JOHN MILLER

WESTERN Transvaal police have arrested a national serviceman in Johannesburg and another man in Orkney following the discovery of the charred remains of a young woman in the boot of a burnt-out car on Saturday. They are continuing their search for two more national servicemen, who along with the arrested man are absent-without-leave from the army

Orkney police found the car on Saturday morning about 15km from the town after a man had staggered into the Kleksdorp police station charge office on Friday night to report an attack.

The dead woman, Mrs Ginny Gougeone, 21, was in a car with her boyfriend Mr

from the Treasury for the period

This after having asked the Government for R825-million.

From tomorrow, rail fares would go up by between 20% and 30% and road fares by 12,5%, the Minister of Transport Affairs, Mr Hendrik Schoeman, announced in Cape Town yesterday

The announcement comes in the wake of a 40% fuel price rise last month, followed by air fares increases of between 8% and 11% and wide-ranging bus tariff increases.

Mr Schoeman said that owing to circumstances "beyond his control", he was compelled to introduce rail and road fares adjustments

But a spokesman for SATS said last night "The matter hasn't been finalised yet, but we expect to be given between R400-million and R430-million less than the R825-million we asked the Government for"

And this amount is a massive R210-million less than the R605-million handed out by the Government for SATS' "socio-economic services" in the current financial year

The Progressive Federal Party spokesman on Finance, Mr Harry Schwarz, last night told GERALD REILLY of the Mail's Pretoria Bureau "We have asked for a cut-back in Government spending — not in essential socio-economic subsidies which would threaten the stability of the country.

"Certain socio-economic expenditure incurred to maintain stability is essential and this includes subsidies to cheapen commuter urban rail fares

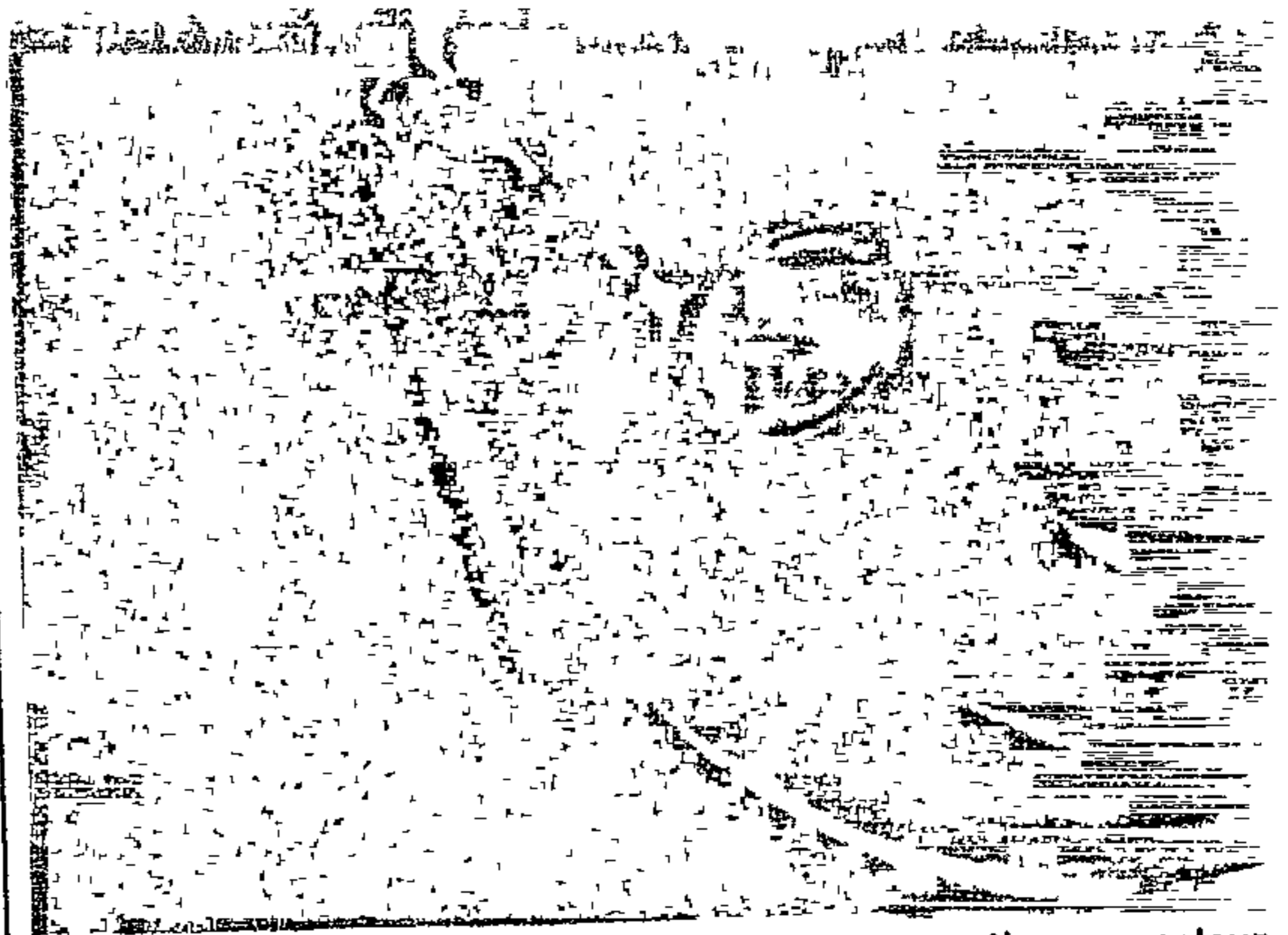
"I find this remarkable and disturbing that when the country is caught up in an inflationary spiral, the costs of the majority of the country's workforce are to be raised to the extent they have

"It is incredible they can do this in the middle of a depression," Mr Schwarz said

Apart from factors such as the rand/dollar exchange rate and the downswing in traffic, the recent increase in electricity costs and the fuel price had necessitated the adjustments, Mr Schoeman said

He said electricity and fuel comprised 15% of SATS' operating expenditure. It was expected this bill would rise from R980-million to more than R1 250-million

And, at a Press conference in Johannesburg, the SATS' assistant general manager, passenger services and road transport, Mr Barry Lessing, said "SATS will be getting R450-million less than we thought we'd be getting



Kiddies hero — Noddy of Toyland — might have a car the same colour as the Ferrari Dino was one of the 60 famous-name cars which came under the warehouse in Bedfordview East.

## Robbers in a Rolls

London Bureau

LONDON — Two smartly-dressed armed robbers yesterday stole diamonds worth R700 000 from De Beer's London headquarters — before calmly making their getaway in a Rolls Royce

The robbers entered a lift with four security guards who were carrying the diamonds in two small bags — then calmly held them up with a pistol and a shotgun.

Police said the robbery was over in seconds as the two men drove off in a waiting maroon Rolls Royce

"They were obviously professionals Nobody was hurt but they made it clear that they would shoot if they had to," said Scotland Yard

## Kaunda denies in move on M

By BARRY STREEK

CAPE TOWN — Zambia's President Kenneth Kaunda yesterday emphatically denied any involvement in the latest moves to release the jailed leader of the African National Congress, Nelson Mandela

He said Mandela should be released unconditionally and denied trying to influence the ANC to negotiate about "limited objectives", such as the release of Mandela

Dr Kaunda was contacted yesterday after newspaper reports that the release had been discussed at length with him and he was a "key figure" in lengthy negotiations in a deal to have Mandela released.

It was also reported that he was pressurising the ANC to accept "limited objectives"

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## A whole new ball game

By GREG STRUTHERS

FOR Ellis Park it will be a whole new ball game — in fact, so new that it has never been played before

Plans to invent a unique summer ball game to be played at the Superbowl on Wednesday nights from November were announced by Ellis Park Stadium chairman Johan Claasen yesterday.

The sport will not be affiliated to any local or international sports bodies

"We haven't finalised the rules yet but it will be a game

full of blood, sweat, action and colour," said Ellis Park Stadium manager Robert Denton

"The Americans have Gridiron and the Australians have Australian Rules Football, and we believe there is a market in South Africa for a summer game that will in no way conflict with rugby or soccer.

"We are still drawing up the rules of the game It will be a simple game with simple rules that will probably involve passing or throwing a ball by hand It will also be a high scoring

game

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## NPSL sets date

By SY LERMAN

THE NPSL yesterday brought forward its "Independence Day" to February 23 — when it will take sole control of the "Champion of Champions" tournament

The giant professional organisation had initially announced it would start the era of independence from Sanfa early in March with the 1985 league championship

"The sooner we implement the position the better," said NPSL general manager Carl ... yesterday

ONCE again the Rand Daily ing competition for readers all-expenses trip to Durban International Jockey Test

The lucky winner will be two nights at the five-star ment at the Test, PLUS R

On show will be a Sp Basil Marcus competing a best jockeys

as first date

# Bus fare hikes hit the Vaal

## Railways fares rise attacked

By SOPHIE TEMA

THE general manager of the Vaal Transport Corporation, Mr F M Brick, announced yesterday that bus fares in the Vaal Triangle would go up from tomorrow.

He said the increase was due to the high cost of fuel. We have more or less 120 different routes and the increase percentage of the fares will vary," Mr Brick said.

Fares have been increased on the following routes

- On the Evaton-Sasolburg route from 65c to 75c
- On the Evaton-Vereiging route from 45c to 53c
- On the Bophelong-Sasolburg route from 47c to 55c.
- Five-day weekly tickets for scholars valid during school terms only have also been increased by about 30c

Weekly tickets sold at the new fares can be purchased from today at the normal outlets and at the normal times

The increases will stretch from Evaton as far as Heidelberg and Parys ● Putco also raised its fares on all routes in the area and elsewhere last week ● In Soweto taxi fares were increased by 8% from last Friday

Mail Reporters

THE shock rail fares increases drew a sharp reaction from consumer and business organisations yesterday and organised business voiced the fear that a tariff increase of consumer goods would follow

The organisations also said they feared that the 20% to 30% increase could spark off major problems which could be crippling to the country

Among these were

- Unrest in black townships could flare up again,
- Inflation — already severely affected by increases in the petrol price and air fares — would spiral,
- The increases would cause a move away from public transport,
- Thousands of workers would put pressure on their employers for higher wages

The chief economist of Barclays Bank, Dr Johan Cloete, said the increase could spark off further disturbances and aggravate the current climate of unrest in urban townships

"Taken with the recent increase of 10% in Putco bus fares, the 20% hike in third class urban commuter fares will impose further hardships on the black community, already under tremendous pressure," Dr Cloete said

The president of the Soweto Civic Association, Dr Nthato Molana, said employers should be compelled by the Government to compensate workers for the higher fares or the Government should adequately subsidise commuter fares

"Workers did not choose to live 25km from their places of work, they were compelled to by the apartheid system," Dr Molana said

Mr Adam Jacobs, Volkskas economist,

said the fear now was that goods tariffs would also be raised soon. If that happened it would hit exporters hard

Reaction also came from

- The Trade Union Council of South Africa (Tucsa), which said the increase, following close on the heels of the Putco increases at the beginning of the month, would cause "tremendous hardship"
- "The increase will hit hardest at people who have no choice in where they live and, because of policies, are forced to commute often long distances to work," Tucsa said in a statement

It called for an exemption from the fuel price increase to be granted to all passenger transport services

- The Associated Chambers of Commerce said organised commerce regretted that the price increase decision was taken without consulting the private sector, and prior to the Railway Budget, scheduled for February 20

"It is, therefore, impossible for Assocom to judge whether increases of this magnitude are justified in prevailing economic circumstances. Unless rises in administered prices are kept within reasonable limits, Assocom believes that it will be difficult to reduce the rate of inflation and curb inflationary expectations by orthodox policies only"

- The Consumer Council said "This drastic tariff increase will force the consumer away from public transport and will, despite the present fuel prices, lead to a greater utilisation of private transport"
- Mr Leon Bartel, president of the Afrikaanse Handelsinstituut, said the increase in fares was "drastic" and would increase pressure for higher wages from thousands of workers

### What the commuters say

**Miss Beverley Davids:**  
This increase is absolutely ridiculous

**Mr Charles Cornelissen:**  
The train is still cheaper than using my car.

**Mr C Taylor:**  
Some people will be in for a hard time.

**Miss Helen Thomson:**  
Train travel still cheaper than car

**Mr Eric Mkhize:**  
The increase is very bad news.

**Miss Janet Thomson:**  
A 30% increase is not too drastic

ROUTE	Suburban	Third Class	Single
Naledi — Johannesburg			
Mabopane — Belle Ombre			
Krugersdorp — Johannesburg			

ROUTE	Weekly
Naledi — Johannesburg	
Krugersdorp — Johannesburg	
Mabopane — Belle Ombre	

ROUTE	Monthly
Mabopane — Belle Ombre	
Naledi — Johannesburg	
Krugersdorp — Johannesburg	

ROUTE	First Class	Single
Naledi — Johannesburg		
Krugersdorp — Johannesburg		
Pretoria — Johannesburg		

ROUTE	Weekly
Naledi — Johannesburg	
Krugersdorp — Johannesburg	
Pretoria — Johannesburg	

ROUTE	Monthly
Naledi — Johannesburg	
Krugersdorp — Johannesburg	
Pretoria — Johannesburg	

## Rail shock

From the Government, "That's a hell of a lot of money."

The rail and road fares increases were necessary for the "survival" of SATS, Mr Lessing said

The latest fares increases were only expected to bring in an extra R70-million, he said

"We act as an agent for

1984

# Prices

## Increased

Now was that goods tariffs raised soon. If that happened porters hard

South Africa and the increase, following of the Putco increases at if the month, would cause

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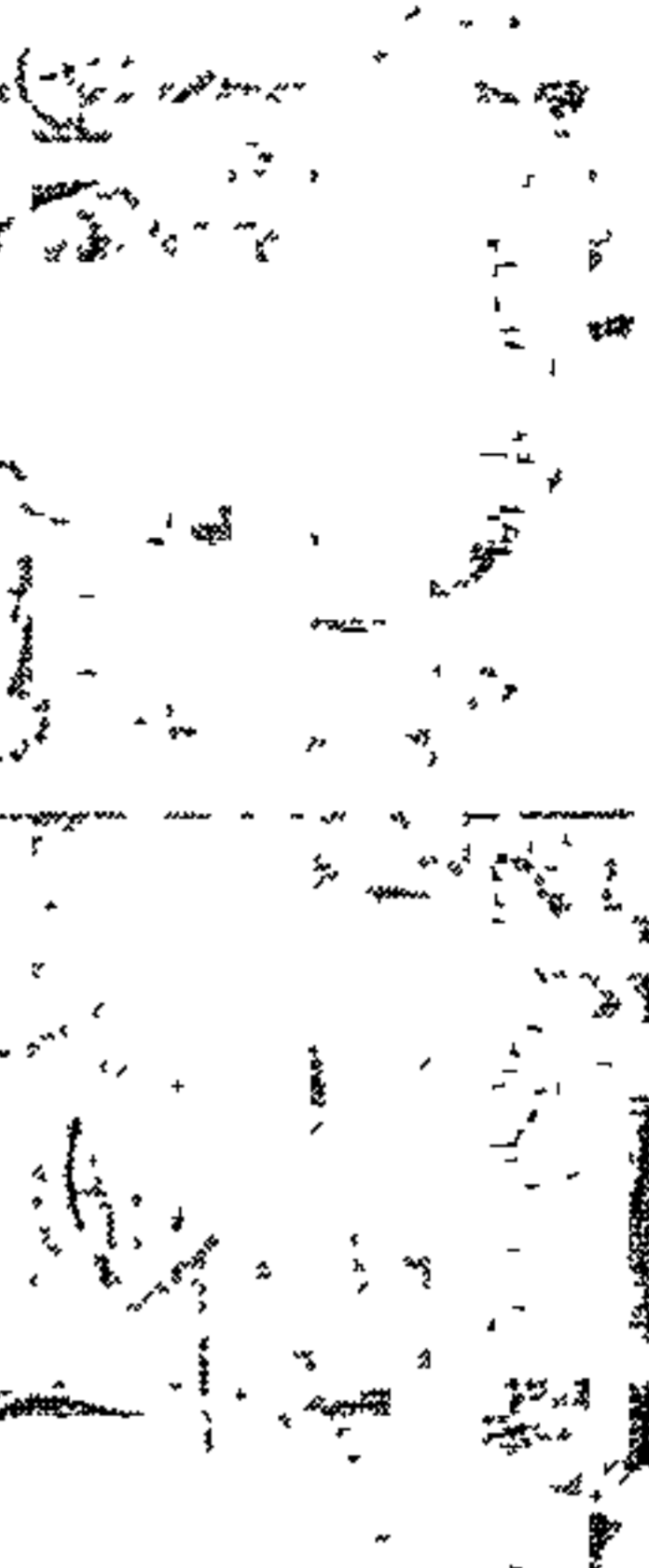
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Mr C Taylor: Some people will be in for a hard time.

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#### SUBURBAN THIRD CLASS Single

ROUTE	PRESENT	FARE INCREASE	NEW
Naledi — Johannesburg	R0,60	R0,10	R0,70
Mabopane — Belle Ombre	R0,70	R0,10	R0,80
Krugersdorp — Johannesburg	R0,60	R0,20	R0,80
Weekly			
Naledi — Johannesburg	R2,80	R0,50	R3,30
Krugersdorp — Johannesburg	R2,90	R0,60	R3,50
Mabopane — Belle Ombre	R3,10	R0,60	R3,70

MONTHLY	PRESENT	FARE INCREASE	NEW
Mabopane — Belle Ombre	R12,00	R2,50	R14,50
Naledi — Johannesburg	R11,00	R2,50	R13,50
Krugersdorp — Johannesburg	R11,50	R2,50	R14,00

#### FIRST CLASS Single

Naledi — Johannesburg	R1,20	R0,40	R1,60
Krugersdorp — Johannesburg	R1,30	R0,40	R1,70
Pretoria — Johannesburg	R2,70	R0,80	R3,50

#### Weekly

Naledi — Johannesburg	R9,20	R2,80	R12,00
Krugersdorp — Johannesburg	R10,00	R3,50	R13,50
Pretoria — Johannesburg	R16,50	R5,00	R21,50

#### Monthly

Naledi — Johannesburg	R34,00	R10,00	R44,00
Krugersdorp — Johannesburg	R38,00	R11,00	R49,00
Pretoria — Johannesburg	R62,00	R18,00	R80,00

#### INTERCITY THIRD CLASS

JOHANNESBURG TO	PRESENT	NEW
Matikeng	R10,00	R2,00
Pietersburg	R12,00	R2,50
Bloemfontein	R13,50	R2,50
Durban	R23,50	R5,00
Queenstown	R26,00	R5,50
East London	R33,00	R6,50
Cape Town	R46,00	R9,00

#### SECOND CLASS

JOHANNESBURG TO	PRESENT	NEW
Bloemfontein	R26,00	R6,50
Durban	R45,50	R11,50
East London	R63,00	R16,00
Port Elizabeth	R68,00	R16,00
Cape Town	R88,00	R22,00

#### FIRST CLASS

JOHANNESBURG TO	PRESENT	NEW
Bloemfontein	R35,50	R10,50
Durban	R62,00	R18,00
East London	R86,00	R26,00
Port Elizabeth	R92,00	R27,00
Cape Town	R120,00	R36,00

### Rail shock blamed on SATS subsidy cut

From the Government That's a hell of a lot of money

Mr Lessing said "The latest fares increases were only expected to bring in an extra R70-million, he said "We act as an agent for

the Government to provide these essential services, but now the Government is running into problems itself, including the serious drought and the very bad rand/dollar situation," Mr Lessing said

ability as to what it can pay has also been limited very severely "On the whole, our cost coverage for all our passenger services is probably about 30% — that means we only get 30c in the rand for what we spend

"The last increase we had was in April 1984 and we had in the back of our minds that we would have another lesser tariff increase around October last year

"But the economic situation was pretty bad and we thought we should try and hang out for another couple of months and see whether things improved and if we could ride it

From Page 1

CAF Times 5/2/85

# Subsidy to SATS cut by <sup>26%</sup> R400m

Own Correspondent

JOHANNESBURG — A staggering R400-million cut in the government's expected subsidy to the South African Transport Services (SATS) for "socio-economic services" for 1985/6 yesterday emerged as a major reason for the shock increases in rail and road passenger fares

The SATS, which anticipates a R888-million loss on passenger services for 1985/6, only expects to receive a R395-million subsidy from the State Treasury for that period

An SATS spokesman said last night "The matter hasn't been finalized yet, but we expect to be given between R400-million and R430-million less than the R825-million we asked the government for"

The Progressive Federal Party spokesman on Finance, Mr Harry Schwarz, last night said "We have asked for a cut-back in government spending — not in essential socio-economic subsidies which would threaten the stability of the country

"Certain socio-economic expenditure incurred to maintain stability is essential and this includes subsidies to cheapen commuter urban rail fares

### 'Incredible'

"It is incredible they can do this in the middle of a depression," Mr Schwarz said

At a press conference, the SATS assistant general manager, passenger services and road transport division, Mr Barry Lessing, said "SATS will be getting R450-million less than we thought we'd be getting from the government

"On the whole, our cost coverage for all our passenger services is probably about 30 percent — that means we only get 30c in the rand for what we spend," he said

UPC



CAPE Times 5/2/85

# Outrage over new rail fares

269  
444

Staff Reporter

TRADE unionists and community organizations voiced outrage and shock yesterday at the 20 to 30 percent increase in rail fares which comes into effect tomorrow

First-class passengers' fares will increase by an average of 30 percent, second-class by 25 percent and third-class by 20 percent

However, the increases — which affect both suburban and main line fares — are as high as 33 percent for third-class and 35 percent for first-class passengers on some routes

### Road fares up

In addition, SATS road passenger fares will go up by an average of 12,5 percent

Spokespersons for several organizations warned that the increases, which follow a flood of price increases in the past few weeks, could cause a backlash of protest and unrest from angry communities whose 1984 wage increases had already been overtaken by cost-of-living increases

A spokesman for the General Workers' Union, who described the increase as "provocative in the extreme", pointed to

recent bus, fuel and rent increases "Workers simply cannot shoulder this burden any longer," he said

A spokesman for the Food and Canning Workers' Union said he did not believe there was any justification for the increases

### 'Asked to pay'

"The public is being asked to pay for the costs of the new Constitution," he said

The general secretary of the Federation of South African Trade Unions (Fosatu), Mr Joe Foster, said that while the increases were not unexpected, "one would have thought the government would have had a better sense of judgement than to increase fares now when people face so many other increases"

Mrs Sheena Duncan, national president of the Black Sash, said the government should not be surprised if the increase led to further expressions of anger

The Trade Union Council of South Africa condemned the increases, saying they would cause tremendous

◆◆◆◆  
To page 2



CT 5/2/85 (269)  
A From page 2

hardship The hardest-hit would be those who because of government policies were forced to commute long distances to work

### Retrenchments

"This section of our community can least afford any rise in the cost of living, and has already been terribly affected by retrenchments and unemployment," a spokesman said "Tucsa believes that fare increases should have been avoided by granting all passenger transport services exemption from the fuel price increase, and we urgently appeal to the government, for this, exemption to be granted"

The Progressive Federal Party spokesman on Transport Affairs, Mr John Malcomess, said yesterday "This latest inflationary increase will spell economic disaster for millions of South Africans Those worst affected are not allowed to express their opinion by voting against the government"

The New Republic Party spokesman on transport affairs, Mr Vause Raw, said the latest increases would hit the public "like a typhoon leaving what is left of family budgets blown to smithereens"

● Table showing increases, page 3

# Shock and concern over fare increases

Staff Reporter

ORGANISED commerce today expressed shock and concern at the sudden train-fare increases which come into effect tomorrow

Increases are 20 to 30 percent on all main line and suburban fares

Mr Brian MacLeod, director of Cape Town Chamber of Commerce, said the increases were greatly regretted

"They were taken without consultation with the private sector and we would have expected them to be introduced during the railways budget debate — when they could have been debated in Parliament — and not to have the Minister foist these increases on everyone," he said

"Whether increases of this magnitude are justified is difficult to say until one has examined the figures but we believe administered prices such as these should be held down to 10 percent

## Most heavily

"I cannot see us bringing down inflation and curbing inflationary expectations until they are held at this reasonable limit"

The increases would hit black commuters most heavily, he said

"Employers are going to find it difficult because of the recession to assist employees with wage increases

"It will be up to the poor black commuter to pay by depriving himself of other things," said Mr MacLeod

Mr Gilbert Colyn, chairman of the Afrikaanse Sakekamer, said the increases had come as "rather a shock"

"The concern is that we have been trying to encourage people to use public transport and this could have a negative effect

"Although train services have been heavily subsidised over the years it might have been better if the in-

creases had been smaller but more often," he said

The Tourism Association of Southern Africa considers the increases to be a matter of utmost concern

"At a time when the board is spending a large sum of money internationally to capitalise on the exchange rate benefits for incoming tourists, such increases are difficult to justify," said the board's chairman in a statement

Rail-users can expect more shocks when goods tariffs are increased in the SA Transport Services budget on February 20, reports The Argus Political Correspondent

These increases, announced yesterday by the Minister of Transport Affairs, Mr Hendrik Schoeman, will follow the rises in rail-passenger fares

He said tariff increases had become unavoidable after the last increase in electricity costs and fuel prices in addition to the slump in the rand-dollar exchange rate and a decrease in traffic

Mr Schoeman said details of the February 20 budget were still being worked out but in political circles steep increases were regarded as inevitable

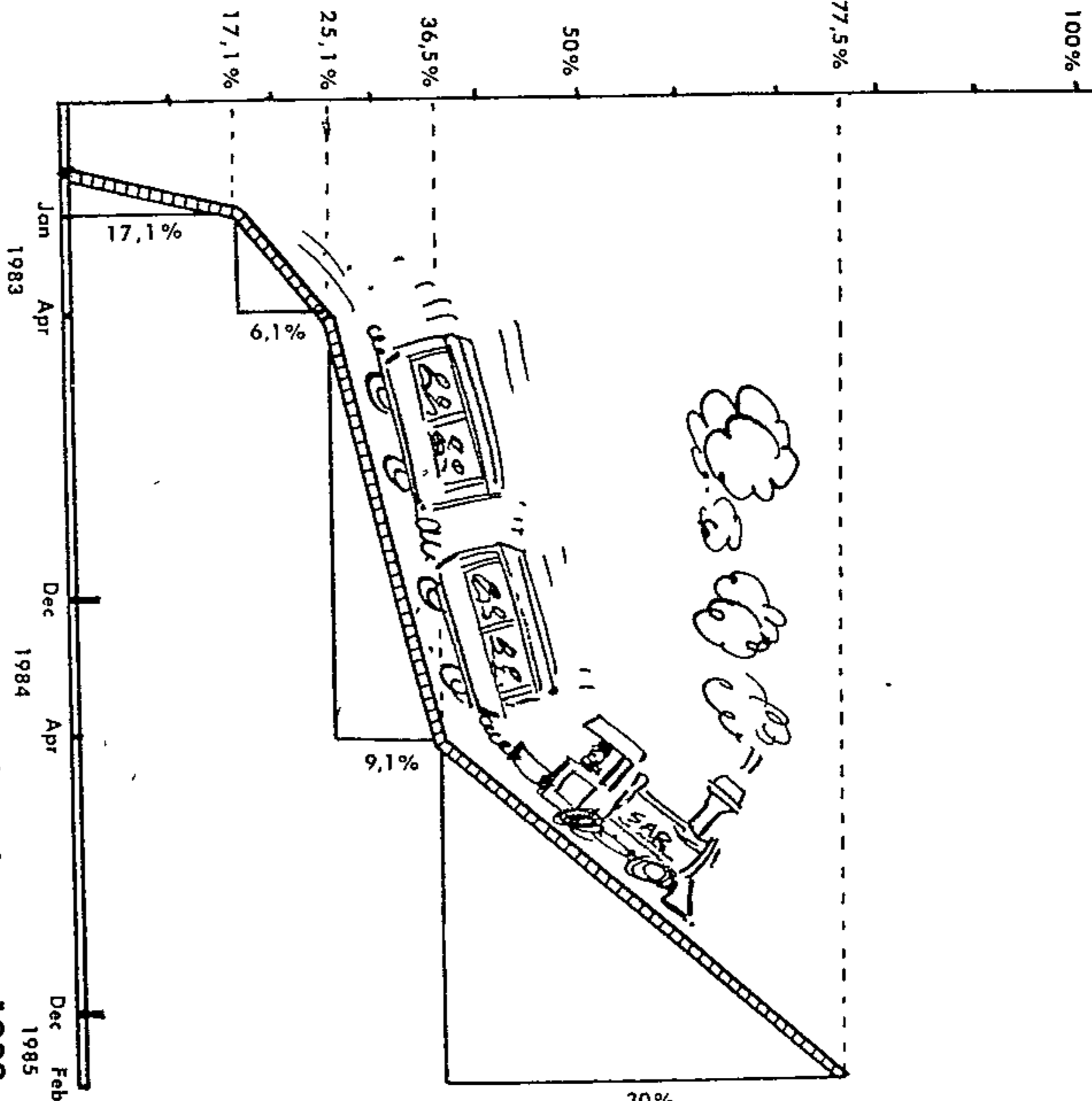
## Disaster

Last February goods traffic tariffs were increased by between 9,8 percent and 15,2 percent

An Opposition spokesman has predicted that the latest increases will spell economic disaster for millions of South Africans

Mr John Malcomess MP, Progressive Federal Party spokesman on transport matters, said those affected most were not, by discriminatory laws, allowed to live close to their work

"The Minister is using the opportunity for a general increase at a time when the public is most vulnerable He is doing precisely what the private sector was asked by his colleague, the Minister of Finance, not to do," he said



The graph shows how fares have risen since January 1983.

# Court told of old leak in lost pleasure boat

Shipping Reporter

A COURT of marine inquiry was told that the 30-metre pleasure boat Intervaves, which sank off Hout Bay last year soon after 13 passengers and crew were rescued by the NSRI, had sprung a leak three months before the incident

A principal ship surveyor for the Department of Transport, Mr

Under cross-examination by Mr J A le Roux, for the Aegis Insurance Company, Mr O'Brien said the repair firm had not noticed any similar problems at the time

Mr O'Brien admitted later that in his experience he would have expected to find more incidents of bad corrosion and would have looked for them

## OBJECTION

An objection by the legal representative for Mr Fiskaen, another part-owner, Mr Frederick Neuwstadt, and the master, Mr Jacop Jo-

# Train travel not the cheapest any more

(269)  
D. D. D. D.  
6/2/85

**JOHANNESBURG** — It used to be cheaper to go by train — but today's 30 per cent increase in rail tariffs has made air and road travel more economical in some instances

If you use a normal economy flight or a large car to get to your destination, you will still be paying more than if you went on a second class train fare — but if you fly on a midnight flight or use a small car you will beat train prices

Expenses on a train — such as bedding and meals — will also push up the total cost compared to air travel where food is inclusive

Similarly, road travel costs could be increased if the traveller decided to stay over

Comparing the three choices — rail, road and air — using Johannesburg as an example, to

East London the difference for a single journey is

● By car: small — R51,62, medium — R73,61; large — R90,82

● By train second class — R79, first class — R112

● By air normal economy class — R143, late night — R71,50

The Transport Minister, Mr Hendrik Schoeman, yesterday announced rail fare increases of between 20 and 30 per cent and road transportation increases of 12,5 per cent.

Third class fares on suburban and main lines go up by 20 per cent, first class fares by 30 per cent, and second class fares on main lines by 25 per cent

Announcing the increases yesterday, Mr Schoeman said "Apart

from factors such as the rand/dollar exchange rate and the downswing in traffic, the recent increase in electricity costs and the fuel price have necessitated the adjustments

"Electricity and fuel comprise 15 per cent of Transport Services' operating expenditure and it is expected that it will rise from R980 million to more than R1 250 million a year"

A staggering R400-million cut in the government's expected subsidy to the SATS for "socio-economic services" for 1985/6 has also emerged as a major reason for the increase

The SATS, which expects an R888-million loss on passenger services for 1985/6 only expects to receive a R395-million subsidy from the State Treasury for that period

This after having asked the government for R825-million

● Eggs are also going up on the non-stop price increase merry-go-round, and it is reliably learnt that cigarettes are expected to be hit by an excise duty increase, possibly today or Friday

This could not be confirmed by the Department of Customs and Excise in Port Elizabeth

But a spokesman for a national supermarket chain said there was no smoke without fire, adding that the higher government tax could be slapped on with today's normal weekly deliveries

Eggs the poor man's protein go up in the Eastern Cape by as much as six cents a dozen for extra large on February 18 — DDC

# 'Back to the buses' drive

Municipal Reporter

An 18-month bus-fare freeze and incentives to persuade companies to introduce staggered hours to spread the load on peak-hour buses are being considered to encourage more Johannesburg commuters to use public transport

Mr Danie van Zyl, chairman of the Johannesburg City Council's transportation committee, yesterday announced a massive "back to the buses" drive which will include a R70 000 advertising campaign

He said improvements to the park-and-ride service and the pas-

sage of buses through rush-hour traffic would be announced within a few weeks

Mr van Zyl said bus fares would be frozen until June to attract bus passengers

"If we get a good response, fares might be frozen, or raised only slightly, during the next 18 months

"If there is no response by June, we must consider increasing bus fares for the following year," Mr van Zyl said yesterday

He said the recent petrol price rise meant a trip to the city cost 13 c a kilometre in a medium-size car, compared with 7,3 c a kilo-

metre by bus using an average coupon

Mr Les Pettey, general manager of the transport department, said it was too early to gauge the effect of the petrol price rise on bus patronage

"I have reports that some buses are fuller than before," he said

Mr Gert Tighy, a senior transport department official, said a recent experiment showed that 16 percent of employers who introduced staggered working hours reported productivity increases

He said most employees were keen on staggered hours but there was resistance from employers

# Transkei trail link planned

*269*  
*D. Aspinall*

**EAST LONDON —** The Transkei Government is considering building a new railway line — likely to cost hundreds of millions of rands — between Umtata, Kokstad and Umzimkulu, according to a Durban newspaper.

The newspaper reported that the new line would link the Umtata area of Transkei with the Umzimkulu section of the country. At the moment there are only road links between the two sections.

But South African Transport Services officials were convinced the line would not be economically viable, it said.

Transkei's secretary general for works, Mr Ashton Dunjwa, said his government was considering applications from the CSIR, two British firms of consulting engineers and a German

company to do the detailed feasibility study for the project

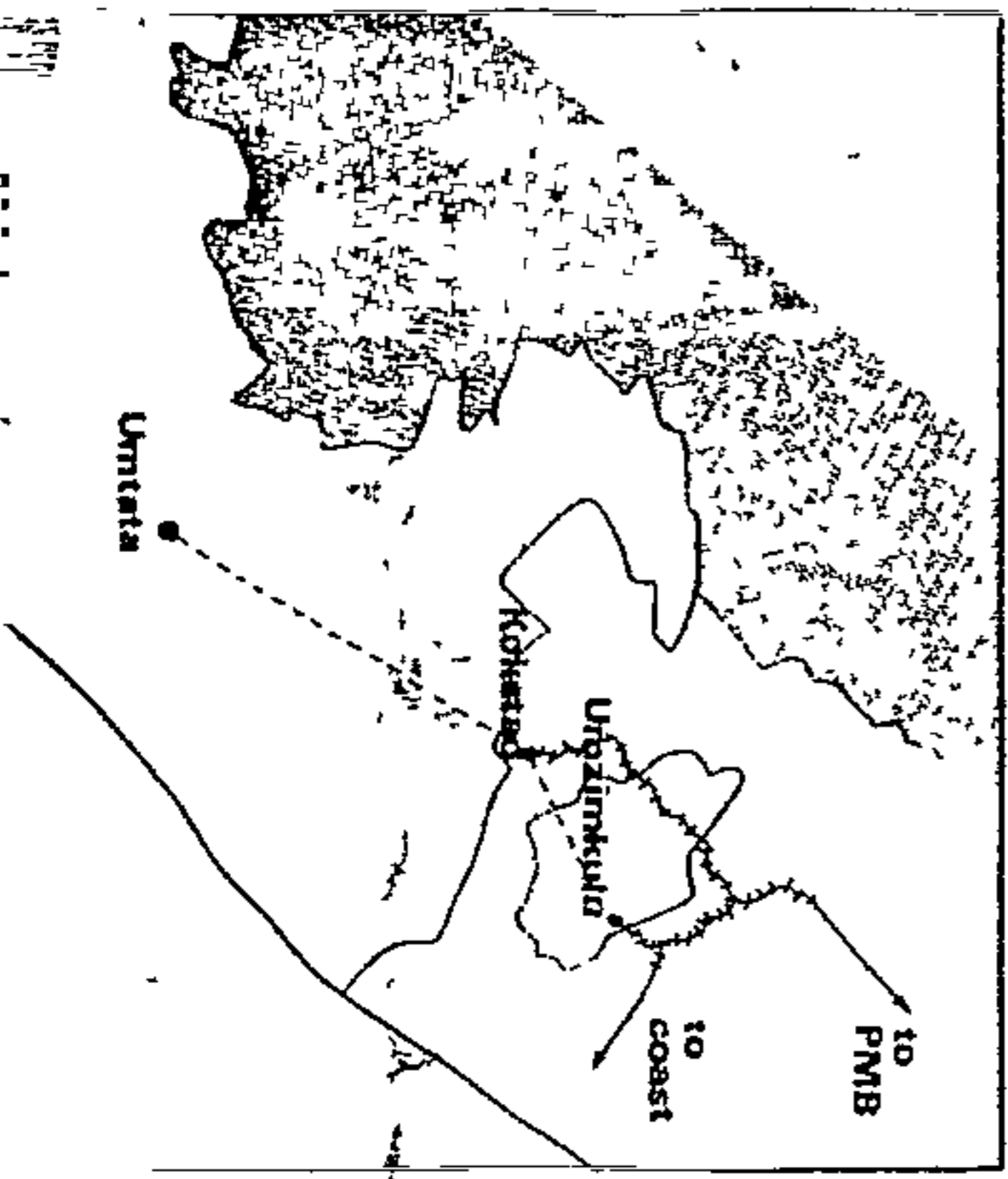
One of the firms, the Henderson-Busby Partnership, is the same company which is doing a feasibility study for a Trans-Kalahari railway line to carry Botswana coal through Windhoek to the coast at Walvis Bay

One of the partners, Mr Robert Busby, who is in South Africa at the moment, said he had held informal talks with the Transkeian Government

His company had already looked into the possibility of an Umtata-Kokstad railway line.

"We were interested and knew they were and we looked at it for them, but it was not official," he said

"I think it is an 'interesting' proposition, although we have not



**FARMERS DEMAND ACTION**  
**NO MORE TALK**

**FARMERS HAVE BEEN PUSHED**

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His company had already looked into the possibility of an Umtata-Kokstad railway line

"We were interested and knew they were and we looked at it for them, but it was not official," he said

"I think it is an 'interesting' proposition, although we have not done an economic study yet. We have looked at it topographically"

Mr Dunjwa said the link had been mooted as far back as 1906, and several studies had been done since then

"When we became independent in 1976 we took the matter up because we want to link up with Umzimkulu

"Rail services are very expensive, but at least we will be able to transport our goods to South Africa for export.

"We have sufficient cargo to transport and there are a lot of people commuting over that route

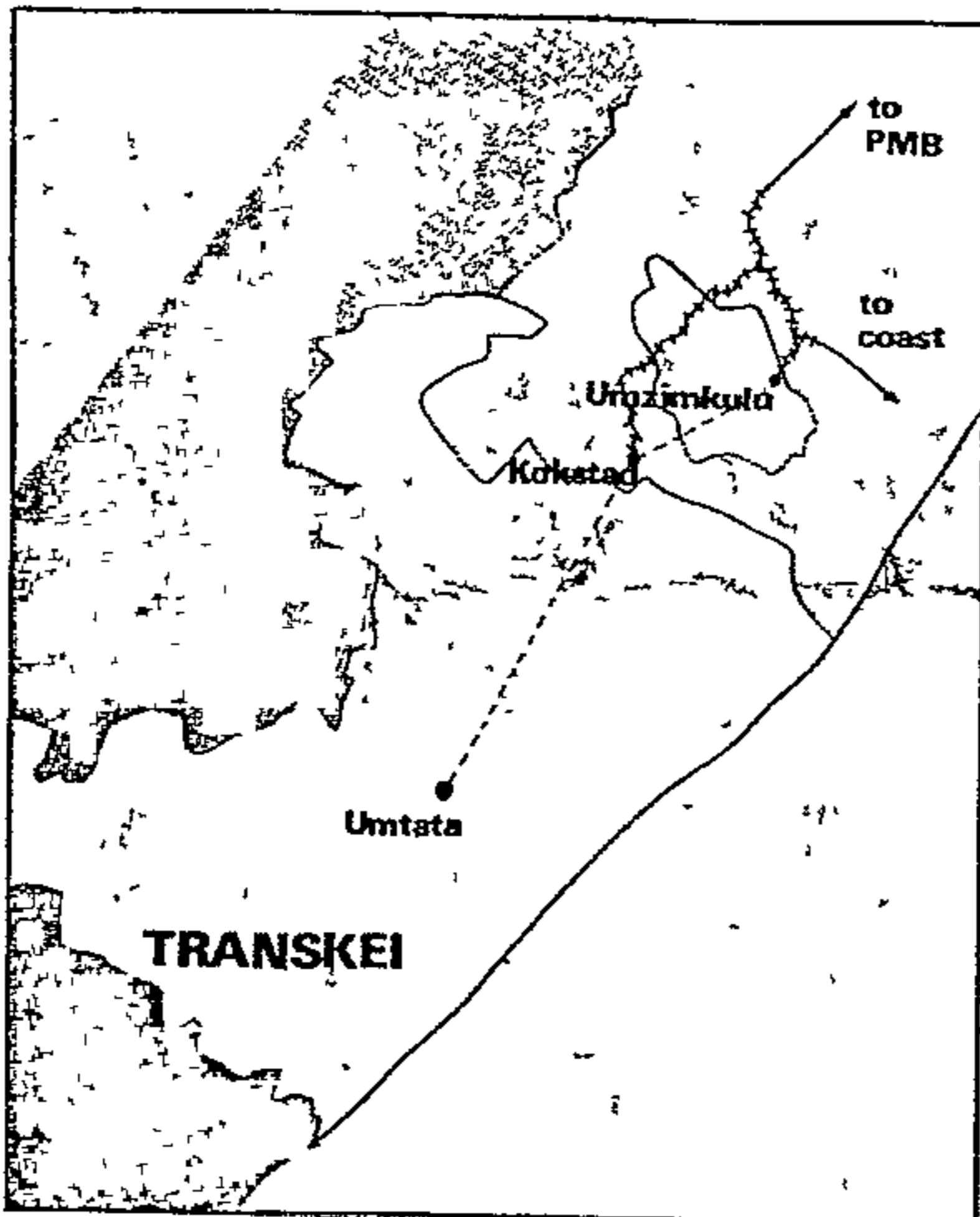
"The link-up is very important to us as a country

"It is vital and viable and we feel this is the time we must do it"

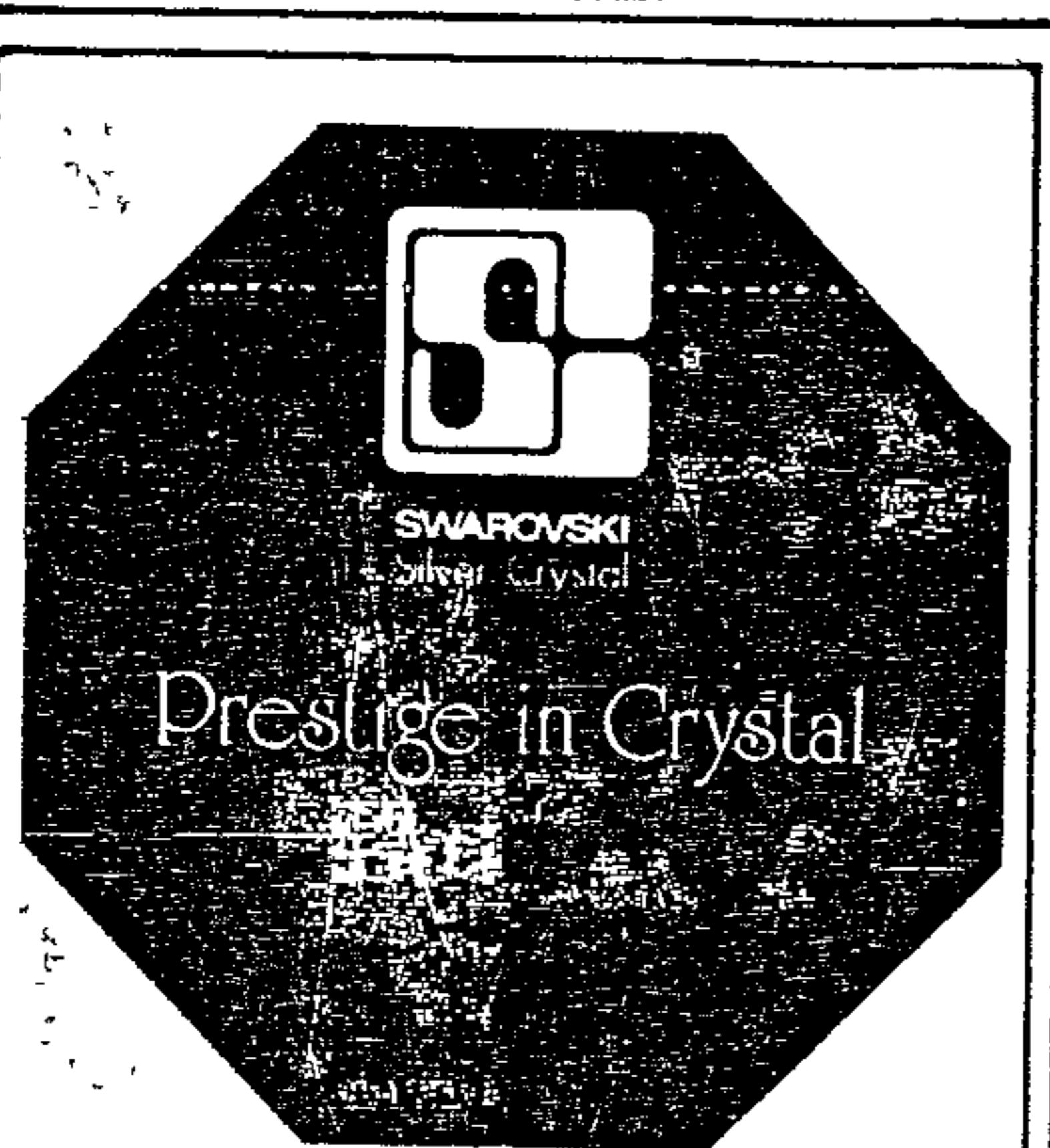
Mr Dunjwa said the object was not a link to Durban, because the Transkei already had access to a port at East London

A South African Transport Services public relations spokesman said the SATS had been approached by one of the firms for its opinion on whether the line would be viable

"We told them we had done several studies and we could never find any economic justification for the line," he said —



The broken line shows the proposed rail link between Umtata and Umzimkulu. The line would join up with the existing line between Kokstad and Pietermaritzburg, and a narrow gauge line from Umzimkulu to the line between Donnybrook and the Natal coast



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For the Department's day-to-day public relations functions use are being made of an internal press liaison section which has been operative at departmental Headquarters since 1973 and which is staffed by professional persons who are skilled in journalism and public relations. In addition, Public Relations Officers are located in all the Department's Regional Directorates to handle local

press enquiries and to give advice and guidance to individuals and business concerns on Post Office services.

[Rest of reply laid upon the Table with leave of House]

(2) The required information with regard to the contracts that were either completed or awarded during 1984 for specific *ad hoc* tasks is as follows...

(a)

KNIP Compton (Pty) Ltd

Opinion poll re the image of the Post Office and its services R51 700

(b)(i)

(ii)

Young and Rubicam—  
McKinstry Schonfeldt

Marketing of investment services R1,5 million maximum

Ogilvy Mather Direct

Joint marketing campaign (Post Office, Volkskas, Standard Bank and United Building society) on the sharing of automatic teller machines (Multinet) R75 000

Cinevision Motion Picture Producers

Production of a TV commercial on tax free investments R43 650

Market Research Africa (Pty) Ltd

Participation in Index of Financial Institutions (IFI) (Measurement of personal finances, users' demographics, financial holdings and media consumption in White adults in the RSA) R37 323

V.Z. Ogilvy and Mather

Advertising campaign for Beltel R250 000

Marplan Research (Pty) Ltd

Market research rew Beltel R75 000

Q. 61. 63 12/2/85  
 Sasol. dismissal of workers  
 Dr A L BORAINÉ asked the Minister of Mineral and Energy Affairs

(1) Whether he has (a) been informed of and/or (b) received any representations on a decision to dismiss a number of Sasol workers in November 1984, if not, why was he not informed of this decision, if so, (i) how many workers were involved and (ii) by whom was the decision taken.

(2) whether (a) he, (b) any member of the Department and/or (c) any member of any body falling under his Department was involved or participated in this decision, if so,  
 (3) (a) which person or persons were involved, (b) what was the nature of this involvement and (c) what were the circumstances surrounding the decision,  
 (4) whether we will make a statement on the matter?

THE MINISTER OF MINERAL AND ENERGY AFFAIRS.

(1) (a) and (b) No. Sasol is a private company and as in the case of any private company, the Sasol board of directors and its management act autonomously in matters of such nature.

(i) According to information furnished by Sasol approximately 5 100 employees were dismissed

(ii) The Sasol management

(2) (a), (b) and (c) No

(3) Falls away

(4) No.

Mr H SCHWARZ Mr Chairman, arising out of the hon the Minister's statement that Sasol is a private company, does he care to inform the House of the extent of the shareholding of the State in that private company?

The MINISTER. Mr Chairman, the hon member must please table that question.

Mr H SCHWARZ. Mr Chairman, further arising out of the hon the Minister's reply, and as he is in charge of Mineral and Energy Affairs, does he suggest that he does not know the extent of the State's shareholding in that company?

The MINISTER. No, but I want the hon member to table the question

Mr H SCHWARZ Mr Chairman, further arising out of the hon the Minister's reply, I want to ask whether it is proper for an hon Minister to say that he knows the information a member is asking, but will not give it?

Answered Q. 61. 65  
 Admission to schools  
 12/2/85  
 Mr A SAVVAGE asked the Minister of Education.

(1) Whether any Black children are unable to gain admission to schools in 1985, if so, how many black children

were unable to gain such admission as at the latest specified date for which figures are available;

(2) whether any steps are being taken to provide additional school facilities for Black pupils, if not, why not, if so, (a) what steps and (b) in which areas?

THE DEPUTY MINISTER OF DEVELOPMENT AND OF LAND AFFAIRS (for the Minister of education)

(1) According to our records approximately 1 200 pupils have not gained admission. This number is influenced by two very important factors namely.

(a) that pupils often apply for admission at more than one school so that the records very likely give an over estimation of the number of pupils seeking admission; and

(b) that each year a large number of pupils of the national and independent states seek admission in the Department's schools, whereas the Department's planning for accommodation is based on the projected accommodation needs for its own pupils.

(2) Yes (a) and (b) New schools and classrooms are continuously being erected on a considerable scale in all seven regions of the Department. It is expected that 969 classrooms for secondary education and 1 468 classrooms for primary education will be completed during the current financial year.

Answered Q. 61. 66  
 Rail Computer Services  
 12/2/85  
 Mr A SAVVAGE asked the Minister of Transport Affairs

Whether the South African Transport Services made a profit or sustained a loss on rail computer services in the 1983-84

financial year, if so, (a) what was the amount of such profit or loss and (b)(i) in which areas and (ii) in respect of which services was the profit made or loss sustained the highest?

The MINISTER OF TRANSPORT AFFAIRS

A loss was sustained

- (a) R472 million  
(b) (i) All areas  
(ii) Third Class

Mr A SAVAGE Mr chairman, arising from the hon the Minister's reply, is that before or after the State subsidy?

The MINISTER. The losses in respect of commuters and ordinary passengers combined amount to almost R900 million. The State subsidy is R405 million. If you still want to know anything, old chap, just ask I know everything [Interjections]

Mr H H SCHWARZ. Mr Chairman, arising out of the hon the Minister's reply, does he seek to infer that some Cabinet Ministers know more than others?

Mr D J N MALCOMESS Mr Chairman, further arising out of the hon the Minister's reply, perhaps he could tell us how many shares the State holds in Sasol

The MINISTER. 52 per cent

†Mr P C CRONJE. Mr Chairman, arising out of what the hon member has said, namely that the loss before the deduction of the State subsidy was R900 million, I have here a letter from the Minister with today's date on it in which he says that it was R777 million. What must I believe at this stage?

†The MINISTER. The question of the hon member for Walmer refers to last year's figures, but the figure of almost R900 million refers to this year. I have furnished last year's figures to the hon member for Greytown.

St Wendolin's 12/2/85  
20 Mr R M BURROWS asked the Minister of Co-operation and Development.

(1) Whether any persons who have moved from the township of St Wendolin's will be allowed to return, if not, why not, if so, when will they be able to return,

(2) whether the development plans for this township will allow for housing schemes, if not, why not, if so, (a) what type or types of housing are envisaged and (b) what degree of latitude will be allowed in this regard,

(3) whether outside agencies will be allowed to contribute to the planning of this township, if not, why not,

(4) whether rentable houses will be allowed to be built, if not, why not,

(5) whether the Savannah Park area previously formed part of this township, if so,

(6) whether this area will again form part of the township of St Wendolin's, if not, why not, if so, (a) when and (b) for what purpose will it be used?

†The DEPUTY MINISTER OF DEVELOPMENT AND OF LAND AFFAIRS.

(1) Yes. When the town developer makes sites available for this purpose

(2) Because the town is being developed by a private developer housing schemes financed by the National Housing Commission will not be applicable

(a) and (b), (3) and (4) This rests with the town developer

(5) No

(6) Falls away

Hilton: car accident

\*21 Mrs H SUZMAN asked the Minister of Law and Order:

(1) Whether an investigation has been held into a car accident at Hilton, Natal, on or about 24 December 1984, in which a Black male pedestrian was killed, if not, why not, if so, with what result,

(2) whether any charges have been laid in this connection; if so, (a) what charges and (b) against whom?

The MINISTER OF LAW AND ORDER:

(1) Yes, the investigation has been concluded and the case docket referred to the senior public prosecutor for a decision

(2) Yes.

(a) A charge of culpable homicide.

(b) A sergeant in the South African Police.

Sea Point: TV2/TV3/TV4

\*22. Mr C W EGLIN asked the Minister of Foreign Affairs

(1) Whether the SABC is taking any steps in respect of enabling television licence holders in the Sea Point area to view TV2, TV3 and TV4 programmes; if so, (a) what steps and (b) on what date is it anticipated that these licence holders will be able to commence viewing the above programmes;

(2) whether the SABC is taking similar steps in respect of any other areas; if so, in respect of what other areas?

†The DEPUTY MINISTER OF FOREIGN AFFAIRS

(1) Yes (a) and (b) TV2 has been re-

ceived in Sea Point since 1 February 1985 and TV4 will be received on TV2's channel as from 30 March 1985.

(2) The transmitters of TV2 and TV3 which will also carry TV4, will be supplemented by erecting sixteen gap fillers at various places in the country as well as thirteen additional main transmitters

The areas where the gap fillers are being erected, are as follows.

Simonstown, Hout Bay, Welgemoed, Paarl, Stellenbosch, Franschoek, Bezuidenhout Valley, Mondeor, Menlo Park, Overport, Port Elizabeth City, Kroonstad, Newcastle, Ladysmith, Heidelberg (TV1) and Nylstroom

The areas where the main transmitters are being erected, are as follows

Potgietersrus, Rustenburg, Grahams-town, Port Shepstone, Donnybrook, Christiana, Eshowe, Queenstown, Schweizer-Reike, Zeerust, Bethlehem, Kumanan and Nelspruit.

Mozambique: renting of state-owned property

\*23. Mr C W EGLIN asked the Minister of Foreign Affairs

(1) Whether any representatives of the South African Government have held talks with representatives of the Mozambique Government concerning the renting of state-owned land in Mozambique to South African farmers; if so, (a) when, (b) where is the land situated, (c) what area of land is involved and (d) what are the details of the proposals,

(2) whether any agreement has been reached; if not, why not, if so, (a) when and (b) what is the nature of the agreement?



(ii) The representations were referred to the Committee of Inquiry into the training of Apprentices and Artisans which has just completed its investigation. The final report and recommendations have not yet been submitted to me as Minister of Manpower.

Transportation Board has received any applications for members of all race groups to travel on buses in Durban; if so, (a) what was the nature of these applications and (b) (i) when and (ii) from whom were they received,

(2) whether these applications were granted, if not, why not, if so, when?

The MINISTER OF TRANSPORT AFFAIRS:

(1) Yes

(a) (i) To allow whites to use certain black services over specific routes, and

(ii) for the conveyance of white and non-white organized parties between specific points

(b) (i) On 2 March 1984 and 14 June 1983 respectively

(ii) From Durban Transport Management Board and Mampine Transport (Pty) Ltd

(2) No. Local Road Transportation Boards are autonomous Statutory Bodies and are not obliged to disclose reasons for the granting or refusal of permits. For this reason a reply cannot be submitted.

\*40. Mr B B GOODALL—Mineral and Energy Affairs. [Reply standing over]

Own Affairs:

\*1. Mr R W HARDINGHAM—Agriculture and Water Supply. [Reply standing over]

\*2. Mr P G SOAL—Local Government, Housing and Works. [Reply standing over]

\*3. Mr P G SOAL—Local Government, Housing and Works [Reply standing over]

(2) Falls away  
MAOF Airline flight: passengers

\*38 Mr D J N MALCOMMESS asked the Minister of Home Affairs.

(1) Whether immigration officials at Jan Smuts Airport refused entry to South African nationals from a diverted MAOF Airline flight on or about 15 October 1984, if so, why,

(2) whether the aircraft in question returned to Jan Smuts Airport later on the same day, if so,

(3) whether these passengers were allowed clearance on their second arrival at this airport, if so, why,

(4) whether any conditions were attached to this clearance, if so, (a) why and (b) what conditions,

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

The MINISTER OF HOME AFFAIRS

(1) No. The Department of Transport is responsible for landing rights and facilities at State Airports. The honourable member should therefore address the rest of the question to the honourable Minister of Transport Affairs.

Durban Local Road Transportation Board

\*39 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

(1) Whether the Durban Local Road

\*4 Mr H E J VAN RENSBURG—Education and Culture [Reply standing over]

\*5 Dr M S BARNARD—Health Services and Welfare [Reply standing over]

\*6 Mr A B WIDMAN—Local Government, Housing and Works [Reply standing over]

For written reply

General Affairs.

Exercise Thunder Charlot

The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Defence

What was the cost, in connection with Exercise Thunder Charlot, of (a) salaries of (i) members of the Permanent Force, (ii) members of the Citizen Force and (iii) national servicemen, (b) (i) petrol and (ii) aviation fuel, (c) (i) diesel and (ii) gas, (d) lubricants, (e) rations, (f) losses of equipment, (g) damage to (i) vehicles and (ii) other equipment, (h) claims by members of the public against the South African Defence Force, (i) printing and publications, (j) visits by (i) VIP's and (ii) members of the Press corps and (k) ammunition?

The MINISTER OF DEFENCE

(a) (i) R1 222 582

(ii) R3 678 928

(iii) R 90 040

(b) (i) R 59 933

(ii) R 666 225

(c) (i) R 450 734

(ii) R 13 512

(d) R 29 845

(e) R1 175 911

(f) R 27 357

(g) (i) and (ii) The cost analysis of these items has not been completed

(h) None

(i) R 8 400

(j) (i) R 99 191

(ii) R 17 234

(k) R16 289 644

In addition to the above mentioned costs the following expenditures also occurred:

— Transport of participating troops from and to their homes/bases R 694 166

— Sundries R 144 613

Concerning the costs with relation to salaries, fuel, rations and ammunition it should be pointed out that:

a The Permanent Force members and National Servicemen who took part in the exercise serve on a full-time basis and they would in any event have had to be paid. The Citizen Force units took part in the exercise during their annual training camp and their members would also have had to be paid if their camps had been held at another venue or over another period. This also applies to rations for the participating National Servicemen and Citizen Force members

b A substantial amount of the fuel which was used by aircraft and vehicles during the exercise would have been used during the annual training of the participating units

c Ammunition has a limited shelf life. Annually a certain minimum amount of ammunition has to be expended to avoid reaching a stage where a large

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[Rest of reply laid upon the Table with leave of House].

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Young and Rubicam—McKinstry Schonfeldt	Marketing of investment services	R1.5 million maximum
Ogilvy Mather Direct	Joint marketing campaign (Post Office, Volkskas, Standard Bank and United Building society) on the sharing of automatic teller machines (Multinet)	R75 000
Cinevision Motion Picture Producers	Production of a TV commercial on tax free investments	R43 650
Market Research Africa (Pty) Ltd	Participation in Index of Financial Institutions (IFI) (Measurement of personal finances, users' demographics, financial holdings and media consumption in White adults in the RSA)	R37 323
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Marplan Research (Pty) Ltd	Market research for Beltel	R75 000

*Hansen*  
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 \*17 Dr A L BORRAINE asked the Minister of Mineral and Energy Affairs

- Whether he has (a) been informed of and/or (b) received any representations on a decision to dismiss a number of Sasol workers in November 1984, if not, why was he not informed of this decision, if so, (i) how many workers were involved and (ii) by whom was the decision taken,
- whether (a) he, (b) any member of the Department and/or (c) any member of any body falling under his Department was involved or participated in this decision, if so,
- (a) which person or persons were involved, (b) what was the nature of this involvement and (c) what were the circumstances surrounding the decision,
- whether we will make a statement on the matter?

HOA

**THE MINISTER OF MINERAL AND ENERGY AFFAIRS**

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(i) According to information furnished by Sasol approximately 5 100 employees were dismissed

(ii) The Sasol management

- (a), (b) and (c) No
- Falls away.
- No

Mr H SCHWARZ: Mr Chairman, arising out of the hon the Minister's statement that Sasol is a private company, does he care to inform the House of the extent of the shareholding of the State in that private company?

The MINISTER: Mr Chairman, the hon member must please table that question

Mr H SCHWARZ: Mr Chairman, further arising out of the hon the Minister's reply, and as he is in charge of Mineral and Energy Affairs, does he suggest that he does not know the extent of the State's shareholding in that company?

The MINISTER: No, but I want the hon member to table the question

Mr H SCHWARZ: Mr Chairman, further arising out of the hon the Minister's reply, I want to ask whether it is proper for an hon Minister to say that he knows the information a member is asking, but will not give it?

*Hansen*  
 Q. 61.65  
 Admission to schools  
 \*18 Mr A SAVVAGE asked the Minister of Education.

- Whether any Black children are unable to gain admission to schools in 1985, if so, how many black children

HOA

were unable to gain such admission as at the latest specified date for which figures are available.

(2) whether any steps are being taken to provide additional school facilities for Black pupils, if not, why not; if so, (a) what steps and (b) in which areas?

**THE DEPUTY MINISTER OF DEVELOPMENT AND OF LAND AFFAIRS (for the Minister of education)**

(1) According to our records approximately 1 200 pupils have not gained admission. This number is influenced by two very important factors namely

(a) that pupils often apply for admission at more than one school so that the records very likely give an over estimation of the number of pupils seeking admission, and

(b) that each year a large number of pupils of the national and independent states seek admission in the Department's schools, whereas the Department's planning for accommodation is based on the projected accommodation needs for its own pupils

(2) Yes (a) and (b) New schools and classrooms are continuously being erected on a considerable scale in all seven regions of the Department. It is expected that 969 classrooms for secondary education and 1 468 classrooms for primary education will be completed during the current financial year

*Hansen*  
 Q. 61.66  
 Rail Commuter Services  
 \*19 Mr A SAVVAGE asked the Minister of Transport Affairs

Whether the South African Transport Services made a profit or sustained a loss on rail commuter services in the 1983-84

HOA

financial year, if so, (a) what was the amount of such profit or loss and (b)(i) in which areas and (ii) in respect of which services was the profit made or loss sustained the highest?

**THE MINISTER OF TRANSPORT AFFAIRS**

A loss was sustained

- (a) R472 million.  
 (b) (i) All areas  
 (ii) Third Class

Mr A SAVAGE Mr chairman, arising from the hon the Minister's reply, is that before or after the State subsidy?

The MINISTER The losses in respect of commuters and ordinary passengers combined amount to almost R900 million. The State subsidy is R405 million. If you still want to know anything, old chap, just ask. I know everything [Interjections]

Mr H H SCHWARZ: Mr Chairman, arising out of the hon the Minister's reply, does he seek to infer that some Cabinet Ministers know more than others?

Mr D J N MALCOMESS: Mr Chairman, further arising out of the hon the Minister's reply, perhaps he could tell us how many shares the State holds in Sasol

The MINISTER 52 per cent

†Mr P C CRONJÉ Mr Chairman, arising out of what the hon member has said, namely that the loss before the deduction of the State subsidy was R900 million, I have here a letter from the Minister with today's date on it in which he says that it was R777 million. What must I believe at this stage?

†The MINISTER The question of the hon member for Walmer refers to last year's figures, but the figure of almost R900 million refers to this year. I have furnished last year's figures to the hon member for Greytown

*Howard*

*St Wendonlin's 12/2/85*

\*20 Mr R M BURROWS asked the Minister of Co-operation and Development:

- (1) Whether any persons who have moved from the township of St Wendonlin's will be allowed to return; if not, why not; if so, when will they be able to return,
- (2) whether the development plans for this township will allow for housing schemes, if not, why not, if so, (a) what type or types of housing are envisaged and (b) what degree of latitude will be allowed in this regard;
- (3) whether outside agencies will be allowed to contribute to the planning of this township, if not, why not,
- (4) whether rentable houses will be allowed to be built, if not, why not,
- (5) whether the Savannah Park area previously formed part of this township, if so,
- (6) whether this area will again form part of the township of St Wendonlin's, if not, why not, if so, (a) when and (b) for what purpose will it be used?

†The DEPUTY MINISTER OF DEVELOPMENT AND OF LAND AFFAIRS

- (1) Yes. When the town developer makes sites available for this purpose
- (2) Because the town is being developed by a private developer housing schemes financed by the National Housing Commission will not be applicable
- (a) and (b), (3) and (4) This rests with the town developer.
- (5) No.
- (6) Falls away.

Hoa

**Hilton: car accident**

\*21. Mrs H SUZMAN asked the Minister of Law and Order

- (1) Whether an investigation has been held into a car accident at Hilton, Natal, on or about 24 December 1984, in which a Black male pedestrian was killed; if not, why not, if so, with what result,
- (2) whether any charges have been laid in this connection; if so, (a) what charges and (b) against whom?

**THE MINISTER OF LAW AND ORDER**

- (1) Yes, the investigation has been concluded and the case docket referred to the senior public prosecutor for a decision
- (2) Yes

(a) A charge of culpable homicide

(b) A sergeant in the South African Police

Sea Point: TV2/TV3/TV4

\*22 Mr C W EGLIN asked the Minister of Foreign Affairs

- (1) Whether the SABC is taking any steps in respect of enabling television licence holders in the Sea Point area to view TV2, TV3 and TV4 programmes, if so, (a) what steps and (b) on what date is it anticipated that these licence holders will be able to commence viewing the above programmes,
- (2) whether the SABC is taking similar steps in respect of any other areas, if so, in respect of what other areas?

†The DEPUTY MINISTER OF FOREIGN AFFAIRS

- (1) Yes (a) and (b) TV2 has been re-

Hoa

ceived in Sea Point since 1 February 1985 and TV4 will be received on TV2's channel as from 30 March 1985

- (2) The transmitters of TV2 and TV3 which will also carry TV4, will be supplemented by erecting sixteen gap fillers at various places in the country as well as thirteen additional main transmitters

The areas where the gap fillers are being erected, are as follows

Simonstown, Hout Bay, Welgemoed, Paarl, Stellenbosch, Franschoek, Bezuidenhous Valley, Mondeor, Menlo Park, Overport, Port Elizabeth City, Kroonstad, Newcastle, Ladysmith, Heidelberg (TV) and Nylostroom

The areas where the main transmitters are being erected, are as follows.

Potgietersrus, Rustenburg, Grahams-town, Port Shepstone, Donnybrook, Christna, Eshowe, Queenstown, Schweizer-Re-neke, Zeerust, Bethlehem, Kumanan and Nelspruit

Mozambique: renting of state-owned property

\*23 Mr C W EGLIN asked the Minister of Foreign Affairs

- (1) Whether any representatives of the South African Government have held talks with representatives of the Mozambique Government concerning the renting of state-owned land in Mozambique to South African farmers, if so, (a) when, (b) where is the land situated, (c) what area of land is involved and (d) what are the details of the proposals,

- (2) whether any agreement has been reached, if not, why not; if so, (a) when and (b) what is the nature of the agreement?

(ii) The representations were referred to the Committee of Inquiry into the training of Apprentices and Artisans which has just completed its investigation. The final report and recommendations have not yet been submitted to me as Minister of Manpower.

(2) Falls away.

**MAOF Airline flight: passengers**

\*38 Mr D J N MALCOMESS asked the Minister of Home Affairs.

(1) Whether immigration officials at Jan Smuts Airport refused entry to South African nationals from a diverted MAOF Airline flight on or about 15 October 1984, if so, why,

(2) whether the aircraft in question returned to Jan Smuts Airport later on the same day; if so,

(3) whether these passengers were allowed clearance on their second arrival at this airport; if so, why;

(4) whether any conditions were attached to this clearance; if so, (a) why and (b) what conditions,

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

**The MINISTER OF HOME AFFAIRS**

(1) No. The Department of Transport is responsible for landing rights and facilities at State Airports. The honourable member should therefore address the rest of the question to the honourable Minister of Transport Affairs.

*269* *Hain'said Q. 61. 87*  
Durban Local Road Transportation Board

\*39. Mr D J N MALCOMESS asked the Minister of Transport Affairs:

(1) Whether the Durban Local Road

Transportation Board has received any applications for members of all race groups to travel on buses in Durban; if so, (a) what was the nature of these applications and (b) (i) when and (ii) from whom were they received;

(2) whether these applications were granted; if not, why not; if so, when?

**The MINISTER OF TRANSPORT AFFAIRS**

(1) Yes.

(a) (i) To allow whites to use certain black services over specific routes, and

(ii) for the conveyance of white and non-white organized parties between specific points

(b) (i) On 2 March 1984 and 14 June 1983 respectively.

(ii) From Durban Transport Management Board and Marnpine Transport (Pty) Ltd

(2) No. Local Road Transportation Boards are autonomous Statutory Bodies and are not obliged to disclose reasons for the granting or refusal of permits. For this reason a reply cannot be submitted.

\*40 Mr B B GOODALL—Mineral and Energy Affairs [Reply standing over]

*Own Affairs*  
\*1. Mr R W HARDINGHAM—Agriculture and Water Supply [Reply standing over]

\*2. Mr P G SOAL—Local Government, Housing and Works. [Reply standing over]

\*3. Mr P G SOAL—Local Government, Housing and Works [Reply standing over]

\*4 Mr H E J VAN RENSBURG—Education and Culture. [Reply standing over]

\*5. Dr M S BARNARD—Health Services and Welfare. [Reply standing over]

\*6 Mr A B WIDMAN—Local Government, Housing and Works [Reply standing over]

*For written reply:*

*General Affairs:*

*Hemond Q. 61/89*  
*12/2/85*

The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Defence.

What was the cost, in connection with Exercise Thunder Chariot, of (a) salaries of (i) members of the Permanent Force, (ii) members of the Citizen Force and (iii) national servicemen, (b) (i) petrol and (ii) aviation fuel, (c) (i) diesel and (ii) gas, (d) lubricants, (e) rations, (f) losses of equipment, (g) damage to (i) vehicles and (ii) other equipment, (h) claims by members of the public against the South African Defence Force, (i) printing and publications, (j) visits by (i) VIP's and (ii) members of the Press corps and (k) ammunition?

**The MINISTER OF DEFENCE**

(a) (i) R1 222 582

(ii) R3 678 928

(iii) R 90 040

(b) (i) R 59 933

(ii) R 666 225

(c) (i) R 450 734

(ii) R 13 512

(d) R 29 845

(e) R1 175 911

(f) R 27 357

(g) (i) and (ii). The cost analysis of these items has not been completed.

(h) None

(i) R 8 400

(j) (i) R 99 191

(ii) R 17 234

(k) R16 289 644

In addition to the above mentioned costs the following expenditures also occurred

— Transport of participating troops from and to their homes/bases R 694 166

— Sundries R 144 613

Concerning the costs with relation to salaries, fuel, rations and ammunition it should be pointed out that.

a The Permanent Force members and National Servicemen who took part in the exercise serve on a full-time basis and they would in any event have had to be paid. The Citizen Force units took part in the exercise during their annual training camp and their members would also have had to be paid if their camps had been held at another venue or over another period. This also applies to rations for the participating National Servicemen and Citizen Force members

b A substantial amount of the fuel which was used by aircraft and vehicles during the exercise would have been used during the annual training of the participating units

c. Ammunition has a limited shelf life. Annually a certain minimum amount of ammunition has to be expended to avoid reaching a stage where a large

# Discrepancies in recent train fare increases

By Zenaide Vendeiro,  
Transport Reporter

269 QUAL  
S few  
13/2/85

An inflexible no-small-change rule by the South African Transport Services (SATS) has led to wide discrepancies between train fare increases announced a week ago and actual increases.

The Minister of Transport Affairs, Mr Hendrik Schoeman, announced on February 4 that first class tickets were to rise by 30 percent, second class tickets by 25 percent and third class tickets by 20 percent.

But a SATS spokesman yesterday said ticket offices no longer worked with copper and five cent coins, and fares were increased to the nearest 10 cents. This, he said, reduced costs.

In the majority of examples of new fares supplied by SATS, the no-small-change rule has worked to the advantage of the commuters, but some third class fares — which were to have risen by only 20 percent — have rocketed by a massive 33,3 percent.

For example, a third class single ticket between Johannesburg and Krugersdorp went up from 60c to 80c — an increase of 33,3 percent. The fare between Berea Road and kwaMashu also went up by 33,3 percent from 45 to 60c.

MONDAY, 18 FEBRUARY 1985

(1) (a) What maximum tonnage of iron ore per annum was the Sishen-Saldanha railway line designed to carry and (b) what total tonnage of iron ore (i) was carried and (ii) was it estimated at the time the scheme was originally authorized would be carried during each of the latest specified three years for which figures are available.

Indicates translated version

For written reply

General Affairs

Commodore D Gerhardt: Silvermine communications centre

4. The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Defence

(1) Whether the Silvermine communications centre monitored the Falklands War, if so,

(2) whether Commodore Dieter Gerhardt had access to classified information so monitored, if so, to what extent?

The MINISTER OF DEFENCE

(1) No

(2) Falls away

269 Hansard Q. 601. 117 Sishen-Saldanha railway line 18/2/85

Mr D J N MALCOMESS asked the Minister of Transport Affairs

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) 24 million tons per annum

(b) 1981/82

(i) 14,3 million tons (ii) 18 million tons

1982/83 9,1 million tons

1983/84 9,2 million tons

(2) Yes, a guarantee against working losses

(3) Yes 1981/82 R3,1 million

1982/83 R6,9 million

1983/84 —

(4) (a), (b)(i) and (ii) Yes Except for an outstanding amount of R0,96 million brought forward from the 1982/83

financial year The payment thereof is at present being negotiated

HoA



MONDAY, 18 FEBRUARY 1985

†Indicates translated version

For written reply

General Affairs

Commodore D Gerhardt: Silvermine communications centre

4 The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Defence

(1) Whether the Silvermine communications centre monitored the Falklands War, if so,

(2) whether Commodore Dieter Gerhardt had access to classified information so monitored, if so, to what extent?

The MINISTER OF DEFENCE

(1) No.

(2) Falls away.

269 Henwood Q. 601. 117 Sishen-Saldanha railway line 18/2/85

6. Mr D J N MALCOMES asked the Minister of Transport Affairs

The MINISTER OF TRANSPORT AFFAIRS.

(1) (a) 24 million tons per annum

(b)	1981/82	1982/83	1983/84
(i)	14.3 million tons	9.1 million tons	9.2 million tons
(ii)	18 million tons	18 million tons	18 million tons

(2) Yes, a guarantee against working losses.

(3) Yes 1981/82 R3,1 million 1982/83 R6,9 million 1983/84

(4) (a), (b)(i) and (ii) Yes Except for an outstanding amount of R0,96 million brought forward from the 1982/83 financial year The payment thereof is at present being negotiated

(iii) Burst tyres	Internal		International
	A300	B737	B747
March 1984	..	..	..
April 1984	..	..	..
May 1984	..	..	..
June 1984	..	..	..
July 1984	..	..	..
August 1984	..	..	..
September 1984	..	..	..
October 1984	..	..	..
November 1984	..	..	..
December 1984	..	..	..

269  
 204 Mr A SAVVAGE asked the Minister of Transport Affairs.

What was the extent of the subsidy granted to bus operators in respect of commuter traffic in each of the four main metropolitan areas in the 1983-84 financial year?

The MINISTER OF TRANSPORT AFFAIRS

Pretoria	R36 136 387
Johannesburg	R22 196 215
Durban	R24 560 894
Cape Town	R12 305 234
Total	R95 198 730

For the attention of the hon member it is mentioned that the payments effected above include amounts derived from the respective transport accounts as well as monies appropriated by the Treasury

TUESDAY, 19 FEBRUARY 1985

†Indicates translated version  
 For oral reply  
 General Affairs  
 State President  
 Departments/bodies: programmes for improvement of attitudes

\*1 Mr D J DALLING asked the State President

HoA

Internal A300 B737 International B747

(1) Whether he has issued directives to all Departments and other Government bodies concerned with functions relating to Blacks in the socio-economic sphere to submit programmes for the improvement of attitudes in the performance of their functions, if not, (a) why not and (b) when does he intend issuing such directives, if so,	1	1	1
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(2) (a) what is the full text of these directives, (b) what is the full list of Departments and other Government bodies to which these directives have been issued, (c) on what date were these directives despatched and (d) when is it anticipated that the resulting programmes will be implemented?

The STATE PRESIDENT.

(1) and (2) I refer the hon member to my speech during the Opening of Parliament on 25 January 1985. Attention is being given to ways and means as to how this matter should be handled.

Mr D J DALLING: Mr Chairman, arising out of the reply given by the State President, could he tell the House whether he intends to give a reply to the specific questions asked?

The STATE PRESIDENT: Mr Chairman, yes, at a later stage, once the proceedings I have instituted have been finalized.

Mr D J DALLING Mr Chairman, further arising out of the reply given by the State President, could he tell the House when he anticipates he will be ready to give those replies?

The STATE PRESIDENT Mr Chairman, when the proceedings have been finalized

Mr D J DALLING Mr Chairman

The CHAIRMAN OF THE HOUSE Order: I will allow the hon member for Sandton one final supplementary question

Mr D J DALLING: Mr Chairman, there is only one more question I should like to put to the State President. Could he tell us whether he has sent out any directives at all at this stage?

The STATE PRESIDENT Mr Chairman, I am prepared to reply to that question when the proceedings have been finalized.

Ministers

Question standing over from Tuesday, 12 February 1985

261  
 40 Mr B B GOODALL asked the Minister of Mineral and Energy Affairs

(1) Whether Escom suffered losses of approximately R57 million in the recent past, if so,

(2) whether the management of Escom recently admitted that such losses had occurred, if so, (a) how were these losses incurred, (b) who authorized the transfer of the funds concerned and (c) in what manner was this money lost;

(3) whether these losses were reflected in Escom's books, if not, why not;

(4) whether any Escom officials were informed of these losses, if not, why not, if so, (a) which officials and (b) when were they informed,

(5) whether these officials took any action as a result, if not, why not, if so, what action,

(6) whether any other such losses have been incurred by Escom, if so

(7) whether these losses were reflected in its books if not why not, if so, (a) what total amount was lost in this manner, (b) when were these losses incurred and (c) who was aware of these losses?

†The MINISTER OF MINERAL AND ENERGY AFFAIRS

(1) Yes  
 (2) Yes

(a), (b) and (c) In 1974 Escom concluded a contract with an American contractor for the enrichment of uranium which would serve as fuel for the Koeberg Nuclear Power Station. In terms of the contract Escom had to supply the contractor with enriched uranium for enrichment. The relevant American administration has, however, prohibited the return to South Africa of the enriched uranium and consequently Escom had to obtain enriched uranium from other sources. The unenriched material was, however, supplied in order to avoid breach of contract by Escom.

Approximately a year ago Escom and the American contractor agreed to suspend the contract and Escom has taken steps to dispose of the enriched as well as unenriched material. Losses were, however, suffered as a result of the collapse of the uranium market and the high uranium prices to which Escom were contractually bound which are reflected by the fact that in the last quarter of 1984, as a result of escalation, Escom had to

HoA



(iii) Burst tyres	Internal	B737	International	B747
March 1984	—	—	—	—
April 1984	—	—	—	—
May 1984	—	—	—	—
June 1984	1	—	—	—
July 1984	—	—	—	—
August 1984	1	—	—	—
September 1984	—	—	—	—
October 1984	—	—	—	—
November 1984	—	—	—	—
December 1984	1	—	—	—

269  
Q 61.127 *Howland*  
Bus operators 18/2/85  
204 Mr A SAVAGE asked the Minister of Transport Affairs:

What was the extent of the subsidy granted to bus operators in respect of commuter traffic in each of the four main metropolitan areas in the 1983-84 financial year?

The MINISTER OF TRANSPORT AFFAIRS.

Pretoria	R36136387
Johannesburg	R22196215
Durban	R24560894
Cape Town	R12305234
Total	R95198730

For the attention of the hon member it is mentioned that the payments effected above include amounts derived from the respective transport accounts as well as monies appropriated by the Treasury.

TUESDAY, 19 FEBRUARY 1985

Indicates translated version.  
For oral reply:  
General Affairs  
State President  
Departments/bodies: programmes for improvement of attitudes

\*1 Mr D J DALLING asked the State President:

HoA

Mr D J DALLING, Mr Chairman, further arising out of the reply given by the State President, could he tell the House when he anticipates he will be ready to give those replies?

The STATE PRESIDENT Mr Chairman, when the proceedings have been finalized

Mr D J DALLING Mr Chairman,

The CHAIRMAN OF THE HOUSE Order! I will allow the hon member for Sandton one final supplementary question.

Mr D J DALLING Mr Chairman, there is only one more question I should like to put to the State President. Could he tell us whether he has sent out any directives at all at this stage?

The STATE PRESIDENT Mr Chairman, I am prepared to reply to that question when the proceedings have been finalized

Ministers.

Question standing over from Tuesday, 12 February 1985

266 *Howland*  
Q 61.129 *Howland*  
Escom 19/2/85

\*40 Mr B B GOODALL asked the Minister of Mineral and Energy Affairs

(1) Whether Escom suffered losses of approximately R57 million in the recent past, if so,

(2) whether the management of Escom recently admitted that such losses had occurred; if so, (a) how were these losses incurred, (b) who authorized the transfer of the funds concerned and (c) in what manner was this money lost;

(3) whether these losses were reflected in Escom's books, if not, why not;

(4) whether any Escom officials were informed of these losses; if not, why not; if so, (a) which officials and (b) when were they informed,

(5) whether these officials took any action as a result, if not, why not if so what action;

(6) whether any other such losses have been incurred by Escom, if so,

(7) whether these losses were reflected in its books; if not, why not, if so, (a) what total amount was lost in this manner, (b) when were these losses incurred and (c) who was aware of these losses?

The MINISTER OF MINERAL AND ENERGY AFFAIRS.

(1) Yes  
(2) Yes

(a), (b) and (c) In 1974 Escom concluded a contract with an American contractor for the enrichment of uranium which would serve as fuel for the Koeberg Nuclear Power Station. In terms of the contract Escom had to supply the contractor with unenriched uranium for enrichment. The relevant American administration has, however prohibited the return to South Africa of the enriched uranium and consequently Escom had to obtain enriched uranium from other sources. The unenriched material was, however, supplied in order to avoid breach of contract by Escom. Approximately a year ago Escom and the American contractor agreed to suspend the contract and Escom has taken steps to dispose of the enriched uranium as well as unenriched material. Losses were, however, suffered as a result of the collapse of the uranium market and the high uranium prices to which Escom were contractually bound which are reflected by the fact that in the last quarter of 1984, as a result of escalation, Escom had to

HoA

**THE MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING**

	Other American countries
(1) 4 370 000	3 800
(2) (a) 4 75 000	Other . . . . . 12 600
	Estimates based on available information.

(b) Economically active persons

(i)	(ii)
Zimbabwe	56 000
Other African countries	20 100
German Federal Republic . . . . .	24 700
Greece	9 200
Italy	18 000
Netherlands	20 500
Portugal	49 400
United Kingdom	226 900
Other European countries	28 400
United States of America	5 400

261 Mr A B WIDDMAN asked the Minister of Constitutional Development and Planning:

(a) How many persons in each population group were economically active in the Republic as at the latest specified date for which figures are available and (b) how many such persons were employed in the public sector?

**THE MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING**

	Whites	Coloureds	Asians	Blacks
(a) Economically active population as at 30 June 1984	2 062 000	1 010 000	289 000	6 087 000
(b) Public sector employees Total	624 928	166 508	33 721	754 449
Central Government	153 553	71 552	16 654	152 351
Provincial Administrations	132 208	27 988	4 654	99 252
Local authorities	61 100	28 800	6 400	139 000
National States	—	—	—	112 900
SA Transport Services	109 710	18 377	1 990	110 160
Post and Telecommunications	53 157	10 327	1 997	29 112
Other government bodies	16 098	1 396	91	12 677
Public corporations . . . . .	73 200	4 500	700	87 600
Agricultural control boards . . . . .	2 136	335	23	909
Universities . . . . .	23 766	3 233	1 212	10 488

**THE MINISTER OF TRANSPORT AFFAIRS:**

(a)	(b)
Cape Town . . . . .	46 290 886
Durban . . . . .	5 048 684
Johannesburg . . . . .	48 044 725
Pretoria . . . . .	3 846 088
Cape Town . . . . .	120 707 140
Durban . . . . .	123 994 811
Johannesburg . . . . .	237 458 971
Pretoria . . . . .	75 790 437

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263 Mr A SAVAGE asked the Minister of Transport Affairs.

What was the total number of (a) first and (b) third-class passengers transported by the rail services of the South African Transport Services in each of the four main metropolitan areas of the Republic in the 1983-84 financial year?



Cape Times 21/2/85 (4A) 269

## Khayelitsha rail link

Political Correspondent

CONSTRUCTION on a rail link to Khayelitsha was likely to begin in about six months, the Minister of Transport Services, Mr Hendrik Schoeman, announced yesterday.

Mr Schoeman said at a press conference that work on the new 12km line — which will cost about R62 million — would probably start in September or October and would take 18 months to complete.

Fares for the new service had not been calculated yet but the Department of Transport would be subsidizing the route, he said.

Until the line was completed, City Tramways would ferry passengers to Cape Town.

Delivering the second reading of the Transport Services Appropriation Bill in Parliament later, Mr Schoeman said legislation to provide for the rail link would be introduced during the current session.

Construction would begin as soon as Parliament approved the legislation, he said.

ARGUS 21/2/85

# Khayelitsha rail link ~~269~~ 269 'high priority'

Political Correspondent

WORK on a railway line linking Khayelitsha with Cape Town will begin in about six months and will be completed in 18 months, according to the Minister of Transport Services, Mr Hendrik Schoeman

In his transport services budget speech in Parliament he said the provision of such a link had become a matter of high priority but provision for this could not be included in the budget estimates because of the time factor

Legislation to provide for this would be introduced this session

At a Press conference Mr Schoeman said work on the new 12km line would cost about R62-million Work would probably start in September and would take 18 months to complete

# Attack ON rail, road increase

Political Staff

PARLIAMENT. — All three opposition parties in the Assembly yesterday criticized the new transport increases, saying they had not been entirely necessary and would increase the cost of living

Mr John Malcomess, chief opposition spokesman, said the increases would not have been necessary if the government had paid SATS compensation for its losses on socio-economic passenger services

Mr R F van Heerden, the Conservative Party's spokesman, said the increases were "shocking" when taken together with recent air and rail fare increases and the massive rise in the price of petrol and electricity

## 'Deficit'

Mr Vause Raw, chief spokesman for the New Republic Party, said the country could have expected better than a "deficit" budget

Mr Malcomess congratulated SATS management and staff on their achievement in the current year as a profit seemed on the cards "despite a severe economic downturn"

Mr Van Heerden said farmers would be hit by the 12,5 percent increase on livestock transport, sugar cane, power paraffin and diesel.

"The shock waves will spread further in the next few weeks and further increases can be expected in the price of food as well as manufactured goods

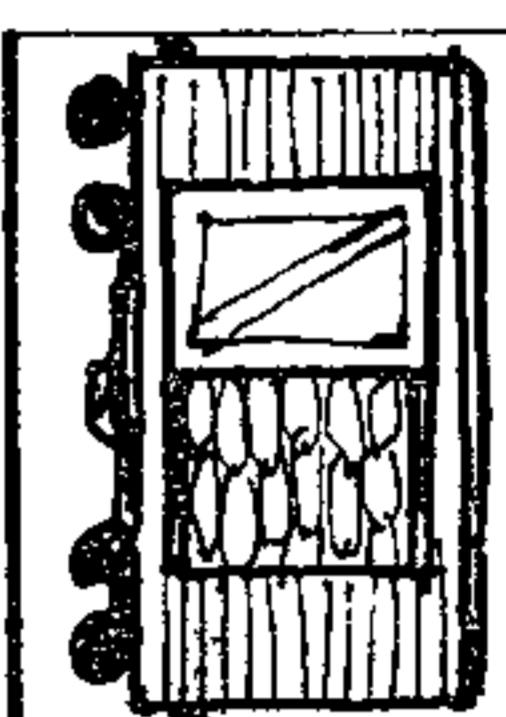

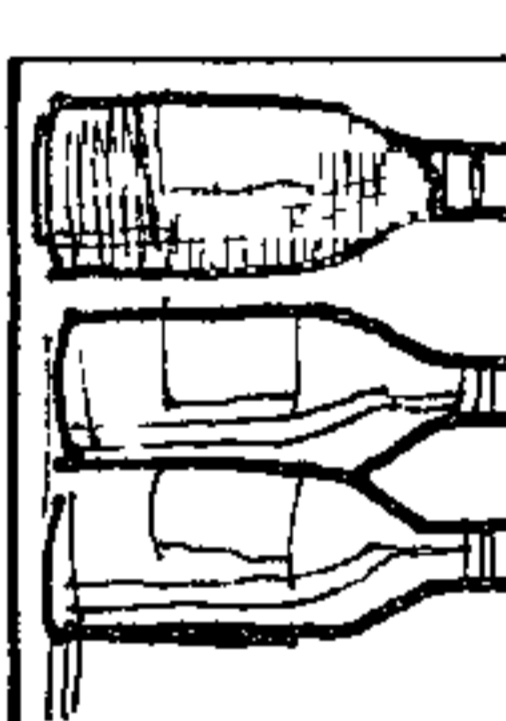
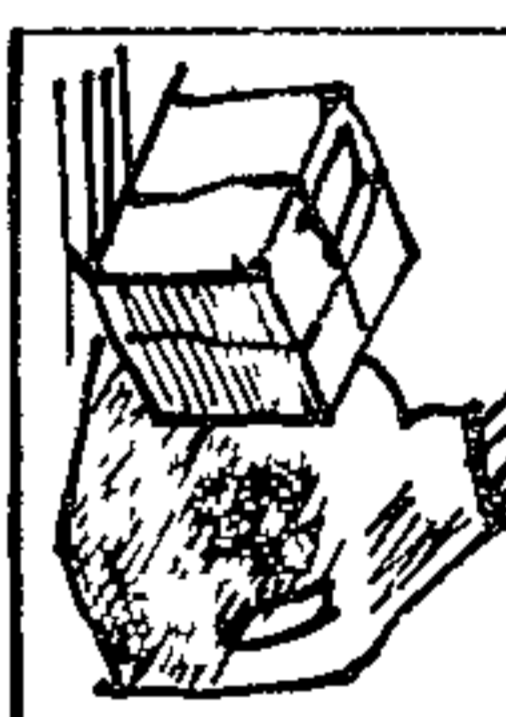
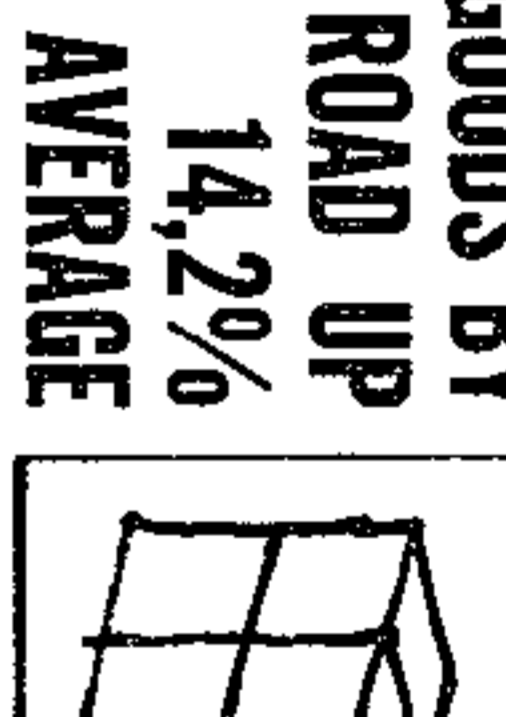

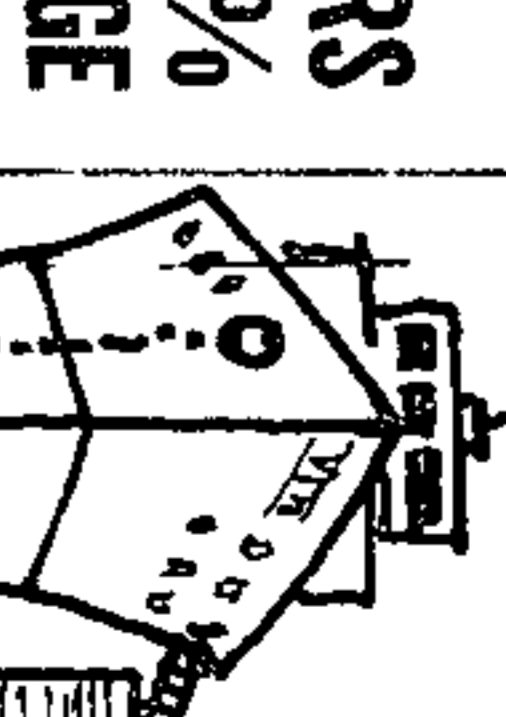

## Bright spots

"Add to all this another increase in petrol, an increase in GST which is certainly going to follow, the high interest rates which are being paid at present and the picture looks bleak."

Mr Raw said the only bright spots in the budget were the achievement of the SATS personnel in conveying an increased traffic load with a 16 percent reduction in staff and the saving on capital budget

● Sapa reports Mr Schoeman as announcing in the House that the SWA/Namibian administration would assume full responsibility for rail and road services in the territory from April 1

● He also announced that the financial and organizational structure of SATS would be investigated by Dr W J de Villiers, chairman of the recent commission of inquiry into Escom

<b>LIVESTOCK</b> LARGE De Aar/Jhb R23,98 R26,98 EACH	<b>TRUCK RENTAL</b> CEMENT 449km R969 R1 055,90	<b>EXPORT COAL</b> Vryheid/Durban R14,70 R15,60 PER TON	<b>DECIDUOUS</b> FRUIT 935km R122,00 R140 cents PER 20kg	<b>WINE</b> Paarl/Pretoria R2,14 R2,21 PER CASE	<b>PARCEL &amp; POST</b> UP 12%	<b>GOODS BY ROAD UP AVERAGE</b> 14,2%	<b>PARCEL/POST GOODS</b> UP 12% UP 14,8%	<b>SHIPPING DUES</b> UP 20%	<b>PIPELINE DIESEL &amp; RELATED PRODUCTS (NOT PETROL)</b> UP 10%
<b>GOODS BY RAIL UP AVERAGE</b> 7,90%	<b>EXAMPLES</b>								

# Khayelitsha railway to be built

CAPE TOWN — Legislation to provide for the construction of a rail link to the new Cape township of Khayelitsha will be introduced in the present session of Parliament.

The construction of the 12km line would begin as soon as Parliament approved the legislation, the Minister of Transport Services, Mr Hendrik Schoeman, said.

Provision of a rail link to Khayelitsha had become a matter of high priority, but the costing of the project had not been included in the Transport budget because of the time factor, he said at a Press conference in Cape Town.

Mr Schoeman said a Cape Town bus company had undertaken to transport residents of Khayelitsha to and from the city until the rail link was completed — Sapa

# R100m cut in new budget

CAPE TOWN — South African Transport Services' capital budget is to be scaled down to R1 650-million in the 1985/86 financial year from last year's R1 750 million.

The Minister of Transport Affairs, Mr Hendrik Schoeman, said in his budget speech yesterday it was expected that only R1 528-million of the R1 750-million budgeted for in the provision of infrastructure last year would be used.

"In accordance with the government's fiscal policy, the capital budget for 1985/86 has also been scaled down in an orderly manner and provision is made for an amount of R1 650-million," Mr Schoeman said.

"In real terms, this is a considerable reduction in capital investment."

The Minister said Sats would be able to balance its books for the 1984/85 year despite losses on passenger services that had increased from R300-million seven years ago to almost R890-million in the 1984/85 book year — Sapa

# Sats goods tariffs rise up to 14,8%

By CHRIS FREIMOND  
 Political Correspondent

CAPE TOWN — Rail and road goods transport tariffs and harbour charges are to be increased from April 1 by an average of between 6,3% and 14,8%, the Minister of Transport Services, Mr Hendrik Schoeman, said yesterday.

Presenting his budget to a joint sitting of Parliament yesterday, Mr Schoeman said the increases would mean a 7,5% increase in Sats revenue, which was expected to amount to R8 158-million in the coming year.

Expenditure was likely to be R8 350-million. It was hoped that the expected R192-million deficit would be made up during the year by increased efficiency, higher productivity and greater savings, he said.

Without tariff adjustments and the recently announced passenger fare increases, the deficit in the coming year would have been more than R750-million.

# Hoping for 'upswing' to cut losses

CAPE TOWN — A turnaround in the economy could produce a similar turn-around in SA Transport Services' fortunes — transforming an expected deficit of R192-million for the 1985/86 financial year into a much smaller loss, or even a "break-even" situation, the Minister of Transport, Mr Hendrik Schoeman, said yesterday.

He was speaking at a Press conference in Cape Town after he had introduced SA Transport Services' budget for Second Reading at a joint sitting of all three Houses of Parliament.

He said the department had managed to break even this year after a deficit had been expected.

"If there is an economic upswing in 1985/86 we might be able to reduce the R192-million deficit budgeted for, or possibly break even again."

After announcing increased goods service tariffs to raise revenue by 7,6%, or R227-million, Mr Schoeman pledged "greater efficiency, more savings and higher productivity."

Sats' 1984/85 capital expenditure had been trimmed from a budgeted R1 750-million to R1 528-million, and the 1985/86 capital outlay budgeted for was R1 650-million, R100-million below last year's budget figure.

With the inflation rate currently around 13% this represented a considerable reduction on capital investment in real terms.

Staff reduction from 279 000 in June 1982 to the present 235 000, a cut of 44 000 or 16%, also contributed towards substantially increased productivity.

When Transport Services' total labour input for the first half of the financial year was compared with traffic on the different services, it reflected an increase of as much as 10% in labour productivity.

"During the latest 12 months for which figures are available, operating productivity increased by 12,9%," Mr Schoeman said.

Various ways of enhancing productivity had been employed in "an endeavour to invest funds as far as possible only in assets, which make a positive contribution to Sats' financial position" — Sapa

# BRICKS

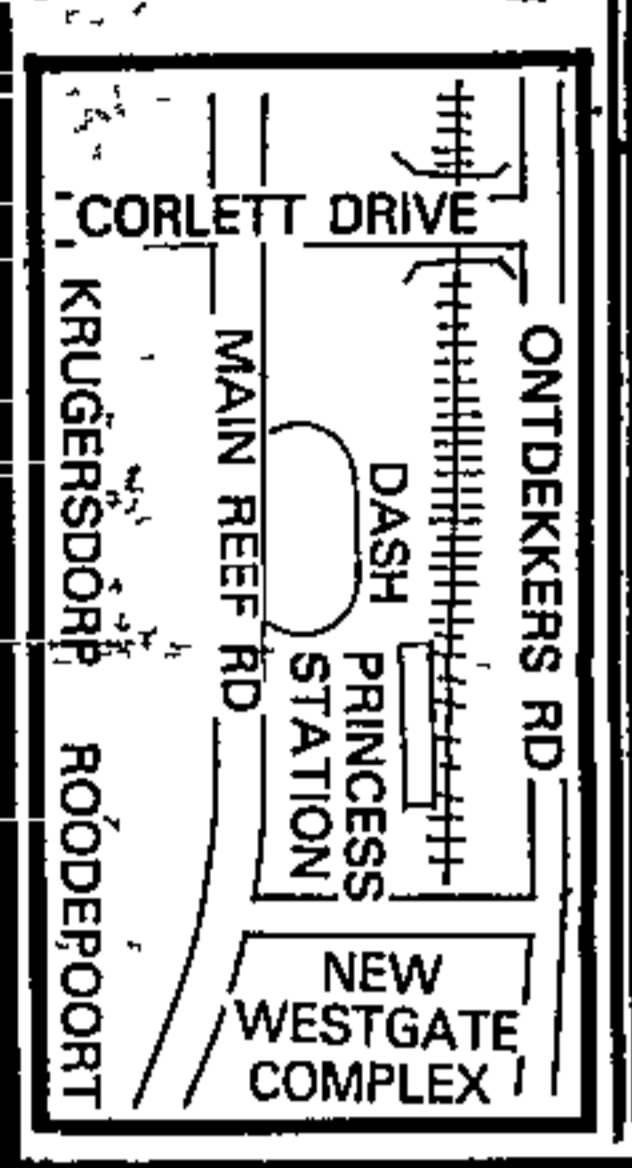
S7 Cement stocks (S A B S)	R107,50
Concrete Rockface (five colours)	R170,00
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# Reins to be handed over

CAPE TOWN — The South West African administration would assume full responsibility for rail and road services in the territory on April 1, the Minister of Transport Services, Mr Hendrik Schoeman, said.

Introducing his department's 1985-86 budget, he said that, in accordance with Government policy, South African Transport Services' assets — about R80-million — necessary to operate rail and road services in SWA would be transferred from the beginning of the new financial year.

After April, Sats would operate in SWA only as a

# Qualified praise for 'restraint'

By GERALD REILLY  
 Pretoria Bureau

ORGANISED commerce and industry had qualified praise for the restraint shown by the Minister of Transport Affairs, Mr Hendrik Schoeman, in his budget.

The president of the Afrikaanse Handelsinstituut, Mr Leon Bartel, welcomed the fact that goods tariff increases were not of the same magnitude as the 20% to 30% increase in passenger fares, and said he hoped it would not be necessary to announce interim tariff increases later in the year.

The president of the Assosiation of Transport and Road Operators, Mr Michael Weir

These would hit farmers and consumers at a "most inopportune time." Delayed costs of agricultural goods and products would rise, while the income from agriculture would decrease in the short term, said Mr Kobus Jooste, SAAU president.

It was clear, too, that Sats would welcome a phasing out of certain uneconomical services. "In the case of many farming products tariffs were increased by more than 7,5%," he said.

The policy of decreasing rates over longer distances might also lead to additional tariff increases of up to 10,5%.

Mr Jooste said it was not surprising that the industry would be disappointed at the "excessively high fuel pipeline charges by excluding petrol" from the inflation rate.

Mr Jooste said it was not surprising that the industry would be disappointed at the "excessively high fuel pipeline charges by excluding petrol" from the inflation rate.

Among the goods tariff increases announced by Mr Schoeman yesterday were:

- An average increase of 8% for coal
- A levy of 20c per 100kg for traffic on or to branch lines
- 10% on the pipeline charges for diesel and power paraffin
- 12,5% on livestock
- 12% on posts and parcels on both rail and road transport
- 14,8% on Sats road transport goods tariffs

Last month Mr Schoeman announced average air fare increases of 6,9% and average air cargo rate increases of 5,4%, and rail passenger fare increases of an average of 22% with effect from February 6.

In his speech yesterday, Mr Schoeman also said:

- Sats' personnel complement had been reduced by 44 000 since 1982 from 279 000 to 235 000. However, no employees were dismissed, they were merely not replaced unless consistently vacant.

And the SA Agricultural Union warned of increased prices because of the world.

And the SA Agricultural Union warned of increased prices because of the world.

(269)

# Train shooting D. Disputch case accused 21/2/85 claim assaults

EAST LONDON — Two of the accused in an attempted murder case were allegedly assaulted by the South African Railways Police, the regional court heard here yesterday

Mr S. Moses, 27, Mrs S. Jafta, 30, Mr L. George, 24, Mr M. Sikweyiya, 20, Mr L. Sango, 31 and Mr C. Nagodla, 27, all of Mdantsane pleaded not guilty to a charge of attempting to murder Mr Vusimzi Mncono on March 9 last year

The court heard that shots were fired on a train travelling between Mdantsane and East London after a policeman was accused of being a "pimp" because he did not join in singing freedom songs

It was disclosed that Mr Mncono is a security policeman for the Railways Police.

The court heard that when the train approached the Highgate subway, passengers jumped out of the windows of the coach in which the shots were fired

While cross-examining state witnesses, defence counsel, Mr P. Langa, said that Mrs Jafta and Mr Sikweyiya had been assaulted by the Railways Police at their Gasson Building offices following the train incident.

The allegations of assault were denied by Railways Police giving evidence

Mrs Jafta was alleged-

ly hit by the police a number of times with an open hand and kicked

She claims a part of a statement made regarding the incident was not made by her.

Mr Sikweyiya alleges that on March 11 last year the Railways Police locked him in a Mount Ruth station office and assaulted him.

Mr Sikweyiya alleges that the complainant, Mr Mncono was one of the men who was involved in the assault.

On the following day Mr Sikweyiya alleges he was taken to the Gasson Centre by the Railways Police and subjected to further assaults

He alleges that the police ordered him to remove his clothes. They covered him in a blanket, placed a tube over his face, and sat on him in an attempt to suffocate him.

The procedure was repeated four times and Mr Sikweyiya was asked to sign a statement

When he refused, the police allegedly wrapped him in towels and beat him with a baton.

Mr Sikweyiya still declined to sign the statement and the police then pricked his private parts with pins, it was alleged.

Mr Sikweyiya then submitted and signed the statement

The case was postponed until April 2.

The magistrate was Mr S. van Zyl and the prosecutor was Mr D. Charters. Mr Langa represented the six — DDR

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

Other American countries 3 800  
Other 12 600

(1) 4 370 000  
(2) (a) 475 000

Estimates based on available information

(b) (a) (i) (ii)

Zimbabwe	56 000
Other African countries	20 100
German Federal Republic	24 700
Greece	9 200
Italy	18 000
Netherlands	20 500
Portugal	49 400
United Kingdom	226 900
Other European countries	28 400
United States of America	5 400

Economically active persons

261 Mr A B WIDDMAN asked the Minister of Constitutional Development and Planning:

(a) How many persons in each population group were economically active in the Republic as at the latest specified date for which figures are available and (b) how many such persons were employed in the public sector?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

	Whites	Coloureds	Asians	Blacks
(a) Economically active population as at 30 June 1984	2 062 000	1 010 000	289 000	6 087 000
(b) Public sector employees Total	624 928	166 508	33 721	754 449
Central Government	153 553	71 552	16 654	152 351
Provincial Administrations	132 208	27 988	4 654	99 252
Local authorities	61 100	28 800	6 400	139 000
National States	—	—	—	112 900
SA Transport Services	109 710	18 377	1 990	110 160
Post and Telecommunications	53 157	10 327	1 997	29 112
Other government bodies	16 098	1 396	91	12 677
Public corporations	73 200	4 500	700	87 600
Agricultural control boards	2 136	335	23	909
Universities	23 766	3 233	1 212	10 488

269 *Howard Q. 61. 219*  
Rail services: first/third-class passengers

21/2/85

263 Mr A SAVAGE asked the Minister of Transport Affairs

What was the total number of (a) first and (b) third-class passengers transported by the rail services of the South African Transport Services in each of the four main metropolitan areas of the Republic in the 1983-84 financial year?

The MINISTER OF TRANSPORT AFFAIRS

	(a)	(b)
Cape Town	46 290 886	120 707 140
Durban	5 048 684	123 994 811
Johannesburg	48 044 725	237 458 971
Pretoria	3 846 088	75 790 437

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ONE Tent 22/2/85 269

# SATS probes incident on train to City

Staff Reporter

BLACK passengers were incensed yesterday when they were ordered to leave a compartment four stations from Cape Town because a conductor changed the sign on it from "non-white" to "white"

Mr Abe Mouton, an administration staffer at the House of Delegates, said yesterday the incident had occurred on a train from the northern suburbs into town

A passenger on the train, Mrs Cecelia Thomas of Bellville-South, said afterwards "It's a damned disgrace that we should be chased around like animals, specially since the white carriages were almost empty"

The passengers said a white conductor had told them in a "polite" manner that they would have to leave the coach at the next stop, as he had changed the boards. Whites only had four coaches, he told them, and "they must have five".

One passenger then left the coach and an-

other said he would have to be thrown out.

"The conductor then sent an off-duty barrier guard. She was very rude and told us 'You must get out, you don't belong here, this coach is for whites only,'" said Mr J Norman of Kensington

Passengers then pointed out that not all the signboards had been changed and refused to move despite her screaming, he said

"She didn't shout at a coloured woman in another section because she looked white," said another passenger

A spokesman for South African Transport Services said last night. "Those are reversible signs, and depending on the occupancy of the coaches, can be changed."

On allegations that the barrier guard had been very rude and was "always rude to blacks", he said "That is not acceptable at all, we take strong disciplinary measures in such cases"

He said he would investigate the claims.

300

More <sup>(269)</sup>  
people ~~(70)~~  
on buses  
says <sup>23/2/85</sup> CTC

EAST LONDON — There had been a slow but steady improvement in the use of buses by commuters, Mr Hans Kaiser, managing director of CTC Bus Company said

The bus company has been subjected to a boycott begun by commuters in July 1983 following a fare tariff increase.

Mr Kaiser disclosed that new buses would be introduced to re-inforce his fleet. The new buses would be delivered next month, he said, — DDR

cleansing and rehabilitation The Department of Transport is responsible for the prevention and combating of pollution of the sea by oil

Castillo de Belfer

\*8 Mr R R HULLEY asked the Minister of Transport Affairs.

- (1) Whether any crude oil has continued to leak from the submerged stern section of the sunken tanker *Castillo de Belfer*; if not,
- (2) whether, according to observations, any crude oil is still so trapped in the said section of the sunken tanker, if so, what estimated quantity of crude oil is still so trapped,
- (3) whether the situation is being monitored, if so, what form of monitoring is taking place,
- (4) whether he will make a statement on the matter?

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

- (1) No, not since 1 February 1984
- (2) Yes, according to an estimate by the owners/insurers between 60 000 and 75 000 tons
- (3) Yes, on a monthly basis by Kuswag vessels and on a continuous basis by fishing vessels operating in the area
- (4) No

Bonus bonds

\*9 Dr W J SNYMAN asked the Minister of Finance:†

- (a) What amount was collected in respect of bonus bonds from 1 March 1984 to the specified date on which sales thereof were discontinued and (b) which amount was paid out by the State in the corresponding period in the previous year in respect of draw prizes and interest?

†The DEPUTY MINISTER OF FINANCE

- (a) R77 736 565—up to 31 October 1984
- (b) Draw prizes and interest amounting to R10 468 700,00 and R10 228 059,28 respectively were paid out during the period 1 March 1983 to 31 October 1983

†Dr W J SNYMAN, Mr Speaker, arising out of the reply of the hon Minister of Finance, can we then assume that the actual reason for discontinuing the bonus obligation scheme is the relative small difference between the answer on the (a) and (b) parts?

†The DEPUTY MINISTER, Mr Speaker, if the hon member has any further questions, he can Table them

*Hansard Q. 61. 252*  
*Members killed/wounded 26/2/85*

\*10 The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Defence

How many members of the South African Defence Force were (a) killed and (b) wounded in 1984?

The MINISTER OF DEFENCE:

- (a) 123 members were killed in military operations and training exercises.
- (b) The hon the Leader of the Official Opposition is referred to the reply to part (b) of the written question number 167 of 2 February 1984.

*Hansard*  
*Surplus foods 26/2/85*  
*Q. 61 252*

\*11 Mr P R C ROGERS asked the Minister of Agricultural Economics

Whether his Department is notified of surplus foods available for distribution amongst welfare organizations, if so, what are the particulars of the procedure followed in this regard?

†The DEPUTY MINISTER OF AGRICULTURAL ECONOMICS

No. No person or body is obliged to notify the Department of surplus food products. Where controlled foodstuffs are involved, the agricultural marketing boards contact welfare organizations directly

Surplus foods

\*12 Mr P R C ROGERS asked the Minister of Trade and Industry

Whether his Department is notified of surplus foods available for distribution amongst welfare organizations; if so, what are the particulars of the procedure followed in this regard?

The DEPUTY MINISTER OF TRADE AND INDUSTRY.

No. The respective Agricultural Marketing Boards are responsible for surplus disposals and, where necessary, communicate directly with welfare organizations

Surplus fruit/milk

\*13. Mr P R C ROGERS asked the Minister of Trade and Industry.

Whether any surplus (a) fruit and (b) milk from foreign countries was dumped in the Republic of South Africa during the latest specified 12-month period for which figures are available; if so, (i) on what dates, (ii) in which areas of the Republic and (iii) why?

The DEPUTY MINISTER OF TRADE AND INDUSTRY

(a) and (b) Section 56 of the Customs and Excise Act, 1964 (Act 91 of 1964) provides, among others, that imported goods are deemed to have been dumped if—

“their export price to the Republic is less than the price at which identical or comparable goods are being sold in the ordinary course of trade in any market

in the territory of origin of such imported goods.”

During the past twelve months the Board of Trade and Industries did not receive any application for action against dumping in respect of either fruit or milk

(1), (ii) and (iii) Fall away

*Hansard Q. 61 254*  
*South West Africa: capital/revenue accounts 26/2/85*  
\*14 Mr W V RAW asked the Minister of Transport Affairs

Whether the South African Transport Services keep separate (a) capital and (b) revenue accounts for their operations in the territory of South West Africa, if not, in what manner are profits and losses on specific services in this territory calculated?

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

- (a) and (b) No. Services in South West Africa are operated as an integral part of SA Transport Services. The profits and losses are calculated scientifically and are based on modern and widely recognized accounting practice and principles

International airline: agreement

\*15 Mr D J N MALCOMMESS asked the Minister of Transport Affairs.

- (1) Whether the South African Airways have reached an agreement with an international airline, the name of which has been furnished to the South African Transport Services for the purpose of the Minister's reply regarding passengers from Cape Town making use of the services of this airline by travelling as far as Harare; if so, (a) what are the terms of this agreement and (b) why was it entered into;
- (2) whether any similar agreements have been entered into with any other international airlines, if so (a) with

which airlines, (b) what are the terms of the agreement in each case and (c) why were they entered into?

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

(1) and (2) No

**Abortion and Sterilization Act**

\*16 Mrs H SUZMAN asked the Minister of Health and Welfare

(1) Whether he will consider appointing a commission of inquiry into the functioning of the Abortion and Sterilization Act, No 2 of 1975, if not, why not,

(2) whether he received any representations during the last three years concerning the appointment of such a commission of inquiry; if so, (a) when, (b) from which organizations and (c) what was (i) the nature of the representations and (ii) his response thereto?

The MINISTER OF HEALTH AND WELFARE

(1) No According to assessment, the Acts serving its purpose

(2) Yes.

(a) (i) 23 November 1984 —

(ii) 29 November 1984

(iii) 20 August 1984

(iv) 30 May 1984

(b) (i) FAMSA —

(ii) National Council of Women

(iii) Afrikaanse Christelike Vrouevereniging.

(iv) Pro Life

(c) (i) Almost every representa-

tion dealt with the question of appointing a commission of inquiry into the needs for legal change to the existing Abortion and Sterilization Act as amended

(ii) The State President appointed a Commission of Inquiry into Health Services on 2 May 1980. In view of the terms of reference of this Commission and the present economic climate I do not deem it expedient to appoint another commission at this stage

Mrs H SUZMAN. Mr Speaker, arising out of the hon the Minister's reply, could he tell me on what the assessment that the Abortion and Sterilization Act is working well, is based, and whose assessment that is?

The MINISTER. On the assessment of the department

Mrs H SUZMAN That is not good enough.

\*17 Mr W V RAW—Foreign Affairs [Reply standing over]

*Hansard Q 61. 256*  
Strikes 26/2/85

\*18 Dr A L BORAINNE asked the Minister of Law and Order

How many Black workers were arrested for striking illegally in 1984?

The MINISTER OF DEFENCE (for the Minister of Law and Order)

415 Black workers

Strikes

\*19 Dr A L BORAINNE asked the Minister of Manpower

How many Black workers were (a) charged with and (b) convicted of illegal strikes and related conduct in 1984?

†The MINISTER OF MANPOWER

(a) The Department of Manpower has no knowledge of any prosecutions instituted against Black workers in respect of strike action or related conduct during 1984

(b) Falls away

*Hansard Q. 61. 257*  
Sishen-Saldanha railway line  
26/2/85

\*20 Mr D J N MALCOMESS asked the Minister of Trade and Industry

(1) Whether he has received a report from any commission regarding the Sishen-Saldanha railway line, if so, (a) when and (b) from which commission,

(2) whether he will lay the report upon the Table; if not, why not, if so, when,

(3) what were the main recommendations of the commission;

(4) whether he intends taking any action as a result of the report; if not, why not; if so, (a) what action and (b) when?

The DEPUTY MINISTER OF TRADE AND INDUSTRY

(1) Yes.

(a) During September 1984

(b) The Committee of Inquiry into the future of the Sishen-Saldanha Project

(2) No The report is intended for internal departmental purposes and contains information which cannot be divulged without being prejudicial to Iscor's commercial interests

(3) (i) That exports of iron ore should be continued for the following main reasons

— valuable foreign exchange

amounting to more than R200 million per annum can be earned,

— the extensive infrastructure that has been created will be utilised, and

— the estimated income is more than the incremental cost which will be incurred through continued exports

(ii) that the financial liability attached to the harbour, the loading facilities and the railway line which presently rests with the South African Transport Services be taken over by the Treasury, and

(iii) that the project be privatized in accordance with certain guidelines

(4) Yes (a) and (b)—Iscor continues with the export of iron ore

— The Treasury has taken over the capital liability of the railway line and the harbour facilities that have not been redeemed on 30 September 1984 although these assets will remain the property of the South African Transport Services

— The South African Transport Services will be exempted from the payment of interest on the capital investment in the rail and harbour facilities

— An agreement is in the process of being concluded between Iscor, the South African Transport Services and the Treasury in respect of the repayment of the outstanding capital relating to the rail and harbour facilities.

— The necessary legislation

implement some of the decisions will be introduced as soon as possible but the new arrangement came into operation on 1 October 1984

— A new agreement between the South African Transport Services and Iscor is in the process of being concluded to accommodate the new arrangement.

— A board of control, consisting of representatives of the Department of Trade and Industry, the Department of Finance, the South African Transport Services, Iscor and two representatives from the private sector is being appointed to monitor the iron ore export project on a continual basis and to report to Government

Mr D J N MALCOMESS: Mr Speaker, arising out of the hon the Deputy Minister's reply that the SATS would in fact not be responsible for paying interest on the capital sum invested in the harbour and in the whole scheme, I understand that to mean that they will not be paying interest on something like R800 million. Is that correct? How much money will the Treasury not receive as a result of this decision? This will of course be at the cost of the taxpayer.

The DEPUTY MINISTER: I suggest that the hon member read my reply to his question. That matter is dealt with in my reply. I will repeat it to him. It reads as follows:

An agreement is in the process of being concluded between Iscor, the South African Transport Services and the Treasury in respect of the repayment of the outstanding capital relating to the rail and harbour services.

Mr D J N MALCOMESS: Mr Speaker, further arising out of the hon the Deputy Minister's reply, I want to ask him whether that does not relate to the repayment of the capital and not to the interest, to which my question related. Secondly, does the hon the Deputy Minister not believe that the scheme

has been so unprofitable that it would in fact have been a much wiser decision to have used the Port Elizabeth iron ore export scheme instead of this one in the first place?

The DEPUTY MINISTER: Whatever the reply to that may be, the point is that hindsight is an exact science, as Dr De Kock is so often quoted as saying. I want to say to that hon member that legislation in this regard will probably be tabled during this session of Parliament. Furthermore, this is a far-reaching step. There are far-reaching issues involved, arising from this particular study and other studies that are being made as far as Iscor is concerned. I would suggest to that hon member that he broaches the matter again in the Budget debate when these matters come under discussion, because it is a wide-ranging debate with far-reaching consequences. I do not think that this is the right time to reply to individual questions across the floor, which could in fact be prejudicial to Iscor's commercial interests.

Mr A SAVVAGE: Mr Speaker, further arising out of the hon the Deputy Minister's reply, is it not so that in a circumstance like this, the writing-off of interest is exactly the same as the writing-off of the capital sum?

The DEPUTY MINISTER: Mr Speaker, I would suggest that the hon member table that question for the Minister's attention.

#### Action taken against certain persons

\*21 The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Defence

(1) Whether any action has been taken against the persons referred to in subparagraphs (a), (b), (c), (e), (f) and (g) of paragraph 3(2) on pages 120 and 121 of Part II of the Report of the Auditor-General for the Financial Year 1983-84 [RP 62—1984], if not, why not; if so, what actions;

(2) whether these persons have been charged; if not, when will each of them be charged; if so, what was the charge in each case;

(3) whether these persons were charged in a (a) court and/or (b) court martial, if so, what was the (i) verdict and (ii) sentence in each case?

(2) against those concerned in all the cases

(3) The member referred to in paragraph 3(2)(c), is under arrest and the investigation will be completed soon, after which he will be formally charged if the investigation discloses an offence. The rest have all been charged and the particulars are as follows

(1) Yes Legal action was instituted

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

Serial	OG Paragraph	Charge	Type of Court	Verdict	Sentence
1	a	Fraud and theft	Magistrate's Court, Simonstown	Guilty	18 months imprisonment suspended for 5 years. The loss has been recovered in full.
2	3(2)(b)	Accused No 1. Fraud	Court Martial	Guilty	Fine of R400,00. His share of the loss has been recovered in full.
		Accused No 2. Committed suicide before the trial.			The recovery of the loss is currently being handled by the State Attorney.
3	3(2)(e)	Theft	Magistrate's Court, Pretoria	Guilty	Fine of R500,00 or 7 months imprisonment plus a further 12 months imprisonment suspended for 5 years. The full loss has been recovered.
4	3(2)(f)	Fraud	Court Martial	Guilty	Eighteen months' detention, discharge from the SA Defence Force and repayment of the loss. The full loss has been recovered.

which airlines, (b) what are the terms of the agreement in each case and (c) why were they entered into?

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

- (1) and (2) No.

Abortion and Sterilization Act

\*16 Mrs H SUZMAN asked the Minister of Health and Welfare:

- (1) Whether he will consider appointing a commission of inquiry into the functioning of the Abortion and Sterilization Act, No 2 of 1975, if not, why not,
- (2) whether he received any representations during the last three years concerning the appointment of such a commission of inquiry, if so, (a) when, (b) from which organizations and (c) what was the nature of the representations and (ii) his response thereto?

non dealt with the question of appointing a commission of inquiry into the needs for legal change to the existing Abortion and Sterilization Act as amended

(ii) The State President appointed a Commission of Inquiry into Health Services on 2 May 1980. In view of the terms of reference of this Commission and the present economic climate I do not deem it expedient to appoint another commission at this stage

Mrs H SUZMAN Mr Speaker, arising out of the hon the Minister's reply, could he tell me on what the assessment that the Abortion and Sterilization Act is working well, is based, and whose assessment that is?

The MINISTER. On the assessment of the department

Mrs H SUZMAN That is not good enough

\*17 Mr W V RAW—Foreign Affairs [Reply standing over]

*Hansard Q 61. 256*  
Strikes 26/2/85

\*18 Dr A L BORAINÉ asked the Minister of Law and Order:

How many Black workers were arrested for striking illegally in 1984?

The MINISTER OF DEFENCE (for the Minister of Law and Order):

415 Black workers

Strikes

\*19 Dr A L BORAINÉ asked the Minister of Manpower:

How many Black workers were (a) charged with and (b) convicted of illegal strikes and related conduct in 1984?

†The MINISTER OF MANPOWER:

- (a) The Department of Manpower has no knowledge of any prosecutions instituted against Black workers in respect of strike action or related conduct during 1984
- (b) Falls away

*Hansard Q. 61. 257*  
*Sishen-Saldanha railway line*  
*26/2/85*

\*20 Mr D J N MALCOMESS asked the Minister of Trade and Industry:

- (1) Whether he has received a report from any commission regarding the Sishen-Saldanha railway line, if so, (a) when and (b) from which commission,
- (2) whether he will lay the report upon the Table; if not, why not, if so, when,
- (3) what were the main recommendations of the commission,
- (4) whether he intends taking any action as a result of the report, if not, why not, if so, (a) what action and (b) when?

amounting to more than R200 million per annum can be earned, — the extensive infrastructure that has been created will be utilised, and — the estimated income is more than the incremental cost which will be incurred through continued exports,

(ii) that the financial liability attached to the harbour, the loading facilities and the railway line which presently rests with the South African Transport Services be taken over by the Treasury, and

(iii) that the project be privatized in accordance with certain guidelines

(a) and (b)—Iscor continues with the export of iron ore

— The Treasury has taken over the capital liability of the railway line and the harbour facilities that have not been redeemed on 30 September 1984 although these assets will remain the property of the South African Transport Services.

— The South African Transport Services will be exempted from the payment of interest on the capital investment in the rail and harbour facilities

— An agreement is in the process of being concluded between Iscor, the South African Transport Services and the Treasury in respect of the repayment of the outstanding capital relating to the rail and harbour facilities

— The necessary legislation to

The DEPUTY MINISTER OF TRADE AND INDUSTRY

- (1) Yes

(a) During September 1984

(b) The Committee of Inquiry into the future of the Sishen-Saldanha Project

- (2) No The report is intended for internal departmental purposes and contains information which cannot be divulged without being prejudicial to Iscor's commercial interests
- (3) (1) That exports of iron ore should be continued for the following main reasons: — valuable foreign exchange

— The necessary legislation to

implement some of the decisions will be introduced as soon as possible but the new arrangement came into operation on 1 October 1984

A new agreement between the South African Transport Services and Iscor is in the process of being concluded to accommodate the new arrangement

A board of control, consisting of representatives of the Department of Trade and Industry, the Department of Finance, the South African Transport Services, Iscor and two representatives from the private sector is being appointed to monitor the iron ore export project on a continual basis and to report to Government

Mr D J N MALCOMMESS Mr Speaker, arising out of the hon the Deputy Minister's reply that the SATS would in fact not be responsible for paying interest on the capital sum invested in the harbour and in the whole scheme, I understand that to mean that they will not be paying interest on something like R800 million. Is that correct? How much money will the Treasury not receive as a result of this decision? This will of course be at the cost of the taxpayer

The DEPUTY MINISTER: I suggest that the hon member read my reply to his question. That matter is dealt with in my reply. I will repeat it to him. It reads as follows:

An agreement is in the process of being concluded between Iscor, the South African Transport Services and the Treasury in respect of the repayment of the outstanding capital relating to the rail and harbour services.

Mr D J N MALCOMMESS. Mr Speaker, further arising out of the hon the Deputy Minister's reply, I want to ask him whether that does not relate to the repayment of the capital and not to the interest, to which my question related. Secondly, does the hon the Deputy Minister not believe that the scheme

HOA

has been so unprofitable that it would in fact have been a much wiser decision to have used the Port Elizabeth iron ore export scheme instead of this one in the first place?

The DEPUTY MINISTER: Whatever the reply to that may be, the point is that hindsight is an exact science, as Dr De Kock is so often quoted as saying. I want to say to that hon member that legislation in this regard will probably be tabled during this session of Parliament. Furthermore, this is a far-reaching step. There are far-reaching issues involved, arising from this particular study and other studies that are being made as far as Iscor is concerned. I would suggest to that hon member that he broaches the matter again in the Budget debate when these matters come under discussion, because it is a wide-ranging debate with far-reaching consequences. I do not think that this is the right time to reply to individual questions across the floor, which could in fact be prejudicial to Iscor's commercial interests.

Mr A SAVVAGE. Mr Speaker, further arising out of the hon the Deputy Minister's reply, is it not so that in a circumstance like this, the writing-off of interest is exactly the same as the writing-off of the capital sum?

The DEPUTY MINISTER: Mr Speaker, I would suggest that the hon member tables that question for the Minister's attention

Action taken against certain persons

\*21. The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Defence:

- (1) Whether any action has been taken against the persons referred to in subparagraphs (a), (b), (c), (e), (f) and (g) of paragraph 3(2) on pages 120 and 121 of Part II of the Report of the Auditor-General for the Financial Year 1983-84 [RP 62-1984], if not, why not; if so, what actions,
- (2) whether these persons have been charged, if not, when will each of them be charged; if so, what was the charge in each case,

(3) whether these persons were charged in a (a) court and/or (b) court martial; if so, what was the (1) verdict and (ii) sentence in each case?

The MINISTER OF DEFENCE (Reply laid upon the Table with leave of House)

(1) Yes Legal action was instituted

against those concerned in all the cases

(2) en (3) The member referred to in paragraph 3(2)(c), is under arrest and the investigation will be completed soon, after which he will be formally charged if the investigation discloses an offence. The rest have all been charged and the particulars are as follows

Serial	OG Paragraph	Charge	Type of Court	Verdict	Sentence
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2	3(2)(b)	Accused No 1. Fraud	Court Martial	Guilty	Fine of R400,00. His share of the loss has been recovered in full
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		Accused No 2. Committed suicide before the trial			The recovery of the loss is currently being handled by the State Attorney
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3	3(2)(e)	Theft	Magistrate's Court, Pretoria	Guilty	Fine of R500,00 or 6 months imprisonment plus a further 12 months imprisonment suspended for 5 years. The full loss has been recovered.
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4	3(2)(f)	Fraud	Court Martial	Guilty	Eighteen months' detention, discharge from the SA Defence Force and repayment of the loss. The full loss has been recovered.
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HOA

cleansing and rehabilitation. The Department of Transport is responsible for the prevention and combating of pollution of the sea by oil

*Castillo de Belver*

\*8. Mr R R HULLEY asked the Minister of Transport Affairs

- (1) Whether any crude oil has continued to leak from the submerged stern section of the sunken tanker *Castillo de Belver*, if not,
  - (2) whether, according to observations, any crude oil is still so trapped in the said section of the sunken tanker: if so, what estimated quantity of crude oil is still so trapped,
  - (3) whether the situation is being monitored if so, what form of monitoring is taking place.
  - (4) whether he will make a statement on the matter?
- +The MINISTER OF MANPOWER (for the Minister of Transport Affairs).

(1) No, not since 1 February 1984

(2) Yes, according to an estimate by the owners/insurers between 60 000 and 75 000 tons

(3) Yes, on a monthly basis by Kuswag vessels and on a continuous basis by fishing vessels operating in the area

(4) No

**Bonus bonds**

\*9. Dr W J SNEYMAN asked the Minister of Finance:†

- (a) What amount was collected in respect of bonus bonds from 1 March 1984 to the specified date on which sales thereof were discontinued and (b) which amount was paid out by the State in the corresponding period in the previous year in respect of draw prizes and interest?

+The DEPUTY MINISTER OF FINANCE:

(a) R77 736 565—up to 31 October 1984.

(b) Draw prizes and interest amounting to R10 468 700,00 and R10 228 059,28 respectively were paid out during the period 1 March 1983 to 31 October 1983

+Dr W J SNEYMAN: Mr Speaker, arising out of the reply of the hon Minister of Finance, can we then assume that the actual reason for discontinuing the bonus obligation scheme is the relative small difference between the answer on the (a) and (b) parts?

+The DEPUTY MINISTER: Mr Speaker, if the hon member has any further questions, he can Table them

*Howeard Q 6/1 252*  
Members killed/wounded  
26/2/85

\*10. The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Defence

How many members of the South African Defence Force were (a) killed and (b) wounded in 1984?

The MINISTER OF DEFENCE

(a) 123 members were killed in military operations and training exercises

(b) The hon the Leader of the Official Opposition is referred to the reply to part (b) of the written question number 167 of 2 February 1984

**Surplus foods**

\*11. Mr P R C ROGERS asked the Minister of Agricultural Economics

Whether his Department is notified of surplus foods available for distribution amongst welfare organizations, if so, what are the particulars of the procedure followed in this regard?

+The DEPUTY MINISTER OF AGRICULTURAL ECONOMICS.

No. No person or body is obliged to notify the Department of surplus food products. Where controlled foodstuffs are involved, the agricultural marketing boards contact welfare organizations directly.

**Surplus foods**

\*12. Mr P R C ROGERS asked the Minister of Trade and Industry:

Whether his Department is notified of surplus foods available for distribution amongst welfare organizations; if so, what are the particulars of the procedure followed in this regard?

The DEPUTY MINISTER OF TRADE AND INDUSTRY.

No. The respective Agricultural Marketing Boards are responsible for surplus disposals and, where necessary, communicate directly with welfare organizations

**Surplus fruit/milk**

\*13. Mr P R C ROGERS asked the Minister of Trade and Industry

Whether any surplus (a) fruit and (b) milk from foreign countries was dumped in the Republic of South Africa during the latest specified 12-month period for which figures are available, if so, (i) on what dates, (ii) in which areas of the Republic and (iii) why?

The DEPUTY MINISTER OF TRADE AND INDUSTRY

(a) and (b) Section 56 of the Customs and Excise Act, 1964 (Act 91 of 1964) provides, among others, that imported goods are deemed to have been dumped if—

“their export price to the Republic is less than the price at which identical or comparable goods are being sold in the ordinary course of trade in any market

in the territory of origin of such imported goods”

During the past twelve months the Board of Trade and Industries did not receive any application for action against dumping in respect of either fruit or milk.

(1) (ii) and (iii) Fall away

*Howeard Q. 6/1. 254*  
South West Africa: capital/revenue accounts  
26/2/85

\*14. Mr W V RAW asked the Minister of Transport Affairs

Whether the South African Transport Services keep separate (a) capital and (b) revenue accounts for their operations in the territory of South West Africa, if not, in what manner are profits and losses on specific services in this territory calculated?

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

(a) and (b) No. Services in South West Africa are operated as an integral part of SA Transport Services. The profits and losses are calculated scientifically and are based on modern and widely recognized accounting practice and principles

**International airline: agreement**

\*15. Mr D J N MALCOMESS asked the Minister of Transport Affairs

(1) Whether the South African Airways have reached an agreement with an international airline, the name of which has been furnished to the South African Transport Services for the purpose of the Minister's reply, regarding passengers from Cape Town making use of the services of this airline by travelling as far as Harare, if so, (a) what are the terms of this agreement and (b) why was it entered into,

(2) whether any similar agreements have been entered into with any other international airlines, if so, (a) with



WEDNESDAY, 27 FEBRUARY 1985

Indicates translated version

For written reply

General Affairs

Flights delayed owing to loading of meals

201 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

Whether any South African Airways flights were delayed owing to the late loading of meals at (a) Jan Smuts and (b) D F Malan Airports in 1984; if so, how many in each case?

THE MINISTER OF TRANSPORT AFFAIRS

Yes

(a) 102 This constitutes 0,72 per cent of all flights leaving Jan Smuts Airport and can largely be attributed to late and/or drastic changes in seating configuration of a flight, e.g., large numbers of standby passengers, unaccompanied minors, etc., which in turn necessitates a change in the catering requisites

(b) Nil

Cost per cup of tea at airports

242 Mr D J N MALCOMMESS asked the Minister of Transport Affairs.

(a) What is the cost per cup to the South African Airways of the provision of tea by caterers to passengers on delayed flights at its airports in (i) Johannesburg, (ii) Cape Town (iii) Durban, (iv) East London, (v) Port Elizabeth and (vi) George and (b) in respect of what date is this information furnished?

THE MINISTER OF TRANSPORT AFFAIRS.

HOA

(a) (i) 66 cents

(ii) 55 cents

(iii) 55 cents

(iv) 72 cents

(v) 61 cents

(vi) 60 cents

(b) 20 February 1985

Branch lines closed 269  
Hawesend Q. 61, 336  
27/2/85

249. Mr E K MOORCROFT asked the Minister of Transport Affairs:

(1) Whether any branch lines were closed by the South African Transport Services in the latest specified period of 12 months for which figures are available, if so, (a) which lines and (b) for what reasons,

(2) whether the South African Transport Services intend to close any other branch lines in the forthcoming year, if so, (a) which lines and (b) for what reasons?

THE MINISTER OF TRANSPORT AFFAIRS.

March 1984 to February 1985

(1) Yes.

(a) Molteno—Jamestown.  
Fort Beaufort—Seymour

(b) Economic reasons.

(2) (a) and (b)

The economy of all branch lines are being monitored continually in collaboration with the community concerned. The closure of branch lines will only be considered when necessitated by prevailing circumstances and after all concerned have been notified in good time

Hawesend  
Cape Town area: offences  
257 Mr S S VAN DER MERWE asked the Minister of Transport Affairs.

(1) How many cases of (a) murder, (b)

robbery, (c) rape, (d) assault with intent to do grievous bodily harm, (e) common assault, (f) theft, (g) burglary and (h) malicious damage to property were reported in 1984 at the Railways Police posts at Cape Town Station, Woodstock Station and Table Bay Harbour, respectively,

(2) how many of each of the crimes mentioned were allegedly committed (a) on trains, (b) aboard ship and (c) elsewhere?

THE MINISTER OF TRANSPORT AFFAIRS

FAIRS

(1)	Cape Town Station	Table Bay Harbour
(a)	52	5
(b)	215	8
(c)	10	7
(d)	68	45
(e)	93	15
(f)	155	244
(g)	84	39
(h)	119	29

(a) 52

(b) 215

(c) 10

(d) 68

(e) 93

(f) 155

(g) 84

(h) 119

(2) (a) (b) (c)

Murder . . . . . 1 — 56

Robbery . . . . . 68 — 155

Rape . . . . . — — 17

Assault with intent to do grievous bodily harm . . . . . 16 3 94

Common assault . . . . . 17 1 90

Theft . . . . . 77 34 288

Burglary . . . . . — 8 115

Malicious damage to property . . . . . 19 2 127

Woodstock Station does not have its own Railways Police post Cases which occur at that station are reported at the police post at Cape Town Station

Local transportation boards: permits

287 Mr W V RAW asked the Minister of Transport Affairs

HOA

(1) Whether the South African Transport Services lodged any objections during 1984 or the latest specified 12-month period for which figures are available, against applications to local transportation boards for (a) public, (b) private and (c) temporary permits; if so, how many in each case,

(2) whether any such objections were upheld; if so, how many in each case?

THE MINISTER OF TRANSPORT AFFAIRS.

January to December 1984

(1) (a) Yes—8 028

(b) Yes—1 477

(c) No

(2) (a) Yes—7 853

(b) Yes—1 381

(c) Falls away

Lorries impounded

312 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

Whether any lorries were impounded in (a) October, (b) November and (c) December 1984 by the South African Railways Police, if so, how many in each of these months?

THE MINISTER OF TRANSPORT AFFAIRS

Yes

(a) 12

(b) 20

(c) 14

Diverted/delayed flights

318. Mr D J N MALCOMMESS asked the Minister of Transport Affairs

HOA

27/2/85

# Man claims (269) railway police assaulted him

EAST LONDON — The police would conduct an extensive investigation into any alleged crime reported to them, Major Ronnie Coetsee railway police liaison officer, said yesterday

Major Coetsee was reacting to a complaint by Mr Tembinkosi Qelo of Zone 12, Mdantsane, who alleged he was assaulted by railway police on Sunday

Major Coetsee said people who had complaints should report such complaints to the police

Mr Qelo had alleged he was picked up by railway police while travelling to a bus stop from a beachfront hotel

He said police ordered him to a van and he was taken to the charge office in Station Street, where he was locked in a locker

Later, he said, he was taken to the charge office and made to skip for 30 minutes

Mr Qelo said while he was skipping he was assaulted with gun butts and open hands

There were about five uniformed police involved in the assault, he said

He did not know why he had been picked up and assaulted

He said when police stopped assaulting him, they took a tube containing a black substance and put it in his hands. The substance was then rubbed on his face

Mr Qelo said he had not laid a charge because he did not know which charge office he would have to report the incident to — DDR



Mr T Qelo, who says railway police painted his face. A black substance on Mr Qelo's face was still clearly visible yesterday.

## Hunt for mission bakkie

QUEENSTOWN — Police are still searching for the bakkie of Brother Karl Stamm who was found murdered on a farm near here on Monday

The police regional liaison officer, Lieut Dot van der Vyver, said yesterday no trace had yet been found of the 1981 Isuzu light pick-up with the registration, CH 14473

She said a post-mortem showed the 62-year-old Catholic missionary had been shot in the right side and throat and then evidently stabbed numerous times all over the body.

Anyone seeing the missing vehicle is asked to contact Captain J P Claasen of the Queenstown police at 4739 (office) or 4957 (home)

WEDNESDAY, 27 FEBRUARY 1985

Indicates translated version.

For written reply

General Affairs.

Flights delayed owing to loading of meals

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Whether any South African Airways flights were delayed owing to the late loading of meals at (a) Jan Smuts and (b) D F Malan Airports in 1984; if so, how many in each case?

The MINISTER OF TRANSPORT AFFAIRS

Yes

(a) 102. This constitutes 0,72 per cent of all flights leaving Jan Smuts Airport and can largely be attributed to late and/or drastic changes in seating configuration of a flight, e.g., large numbers of standby passengers, unaccompanied minors, etc., which in turn necessitates a change in the catering requisites.

(b) Nil.

Cost per cup of tea at airports

242. Mr D J N MALCOMESS asked the Minister of Transport Affairs:

(a) What is the cost per cup to the South African Airways of the provision of tea by caterers to passengers on delayed flights at its airports in (i) Johannesburg, (ii) Cape Town (iii) Durban, (iv) East London, (v) Port Elizabeth and (vi) George and (b) in respect of what date is this information furnished?

The MINISTER OF TRANSPORT AFFAIRS.

HOA

(a) (i) 66 cents

- (ii) 55 cents
- (iii) 55 cents
- (iv) 72 cents
- (v) 61 cents
- (vi) 60 cents

(b) 20 February 1985

269 *Hawwood Q. 61. 336*  
Branch lines closed 27/2/85

240 Mr E K MOORCROFT asked the Minister of Transport Affairs

(1) Whether any branch lines were closed by the South African Transport Services in the latest specified period of 12 months for which figures are available, if so, (a) which lines and (b) for what reasons,

(2) whether the South African Transport Services intend to close any other branch lines in the forthcoming year, if so, (a) which lines and (b) for what reasons?

The MINISTER OF TRANSPORT AFFAIRS

March 1984 to February 1985

(1) Yes

(a) Molteno—James town.  
Fort Beaufort—Seymour.

(b) Economic reasons

(2) (a) and (b)

The economy of all branch lines are being monitored continually in collaboration with the community concerned. The closure of branch lines will only be considered when necessitated by prevailing circumstances and after all concerned have been notified in good time

*Hawwood*  
Cape Town area: offences 27/2/85  
Co. 1. 336

257 Mr S S VAN DER MERWE asked the Minister of Transport Affairs

(1) How many cases of (a) murder, (b)

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(2) how many of each of the crimes mentioned were allegedly committed (a) on trains, (b) aboard ship and (c) elsewhere?

The MINISTER OF TRANSPORT AFFAIRS

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(a)

(b)

(c)

(d)

(e)

(f)

(g)

(h)

(2) (a) (b) (c)

Murder..... 1 — 56

Robbery..... 68 — 155

Rape..... — — 17

Assault with intent to do grievous bodily harm..... 16 3 94

Common assault..... 17 1 90

Theft..... 77 34 288

Burglary..... — 8 115

Malicious damage to property..... 19 2 127

Woodstock Station does not have its own Railways Police post. Cases which occur at that station are reported at the police post at Cape Town Station.

Local transportation boards: permits

287 Mr W V RAW asked the Minister of Transport Affairs

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

(1) Whether the South African Transport Services lodged any objections during 1984 or the latest specified 12 month period for which figures are available against applications to local transportation boards for (a) public rate and (c) temporary permits and how many in each case.

The MINISTER OF TRANSPORT AFFAIRS:

January to December 1981

(1) (a) Yes—8 028

(b) Yes—1 477

(c) No

(2) (a) Yes—7 853

(b) Yes—1 381

(c) Falls away

Lorries impounded

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

Whether any lorries were impounded (a) October, (b) November and (c) December 1984 by the South African Railways Police; if so, how many in each of these months?

The MINISTER OF TRANSPORT AFFAIRS:

Yes.

(a) 12

(b) 20.

(c) 14.

Diverted/delayed flights

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

HOA

Cape Times 1/3/85 26.9

# Coloured train facilities 'putrid'

HOUSE OF REPRESENTATIVES — Conditions for coloureds on trains were "putrid" and discrimination could be seen daily, said Mr Anthony Reeves (Labour Party Klipspruit West)

He also appealed to the Minister, Mr Hendrik Schoeman, to bring about parity in pay between white and non-white railway employees within a year and not the proposed five years

Coloureds had to wait hours for overcrowded trains, toilet systems were "unbelievable" and he had seen up to 16 people forced into a second class long-distance train compartment designed for four

Mr Reeves said coloured workers with up to 35 years' service earned about R440 a month, against the white starting salary of R800

● Construction of a rail passenger line to the coloured township of Atlantis, west of Cape Town, was of equal importance to the proposed link to the black township of Khayelitsha, Mr Nicholas Isaacs (LP Bishop Lavis) said yesterday

The people of Atlantis were unemployed and desperately needed transport to areas where they could find work, he said in the House

● The South African Council on Sport, Sacos, yesterday blamed the Labour Party and coloured management committees for the crisis at Uitenhage high schools, which were closed by the Department of Education and Culture on Monday

The statement, released in Port Elizabeth, follows allegations by the Rev Allan Hendrickse, leader of the LP, that Sacos was 'orchestrating' unrest at the Uitenhage schools

U  
D  
C

Cape Times 2/3/45

# Trains still segregated

269

**THE** Minister of Transport Affairs, Mr Hendrik Schoeman, said yesterday that separate travelling facilities in trains had not been done away with and there was no change in existing arrangements.

He was reacting to comments by Indian MPs, who told Sapa on Thursday night they welcomed what they believed was a government move to open first-class rail coaches to all races.

However, the minister said in a statement that his speech in the House of Delegates had been misinterpreted by members and that separate travelling facilities would remain for the present.

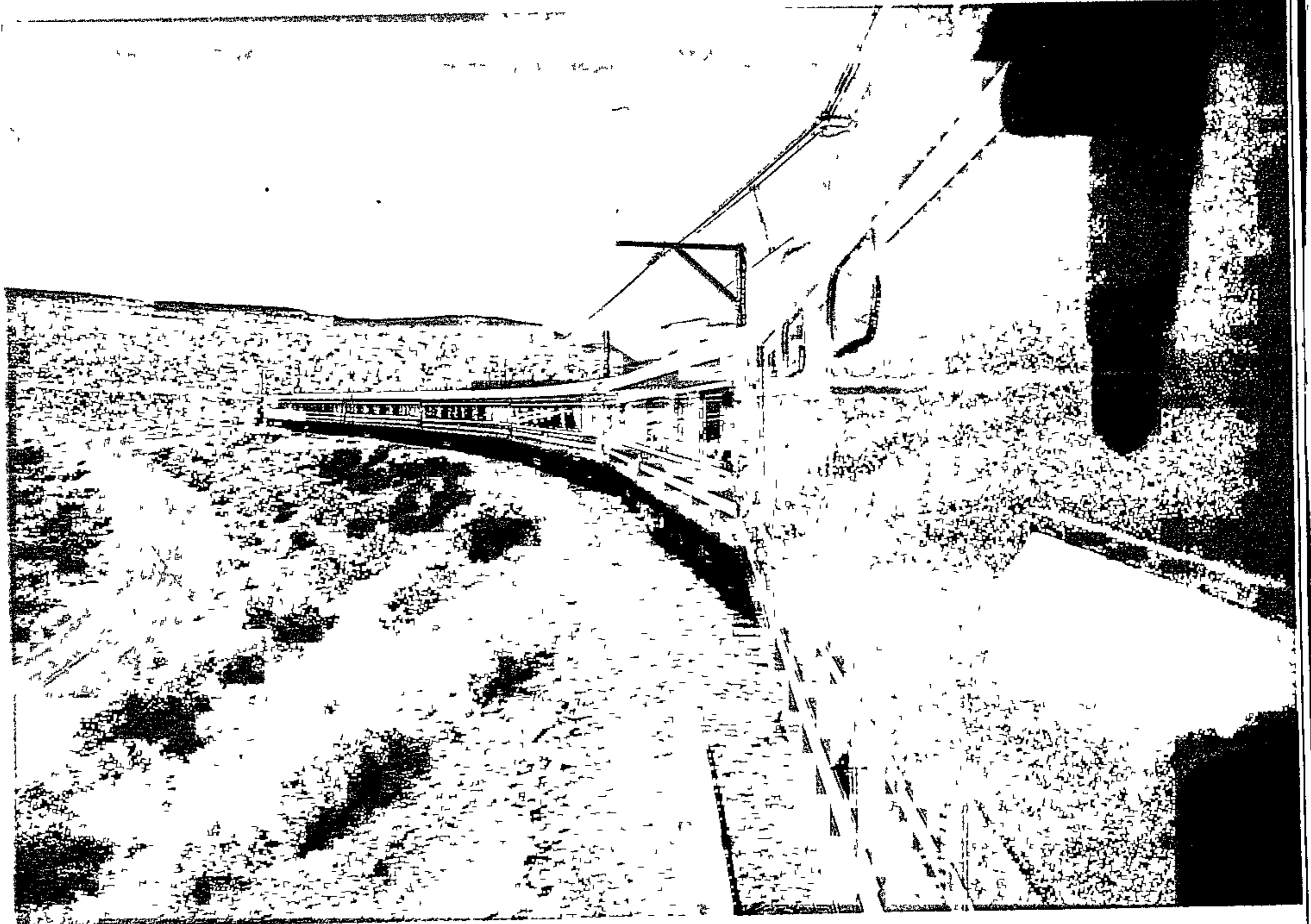
Any member of any race group could buy a suburban or mainline passenger train ticket for any class applicable to the particular service. This ticket entitled him to equal facilities, Mr Schoeman said — Sapa

One of the world's most exclusive trains is in the red...and dwindling passenger loads are causing alarm among railway executives. However there is 'no question' of it being withdrawn.



# Blue Train Blues

W/ENKGS  
2/3/85  
269



The Blue Train — an unusual picture as this world-beater passes through the Karoo.

**T**HE Blue Train, its immaculate blue-and-white livery shimmering in the midday heat, pulled into Cape Town with split-hair punctuality, at the end of its 1 600km journey from Johannesburg.

In awe and expectancy, somewhat conscious of my grubby tie, I waited for the passengers to disembark.

After reading the comments of the Minister of Transport Affairs, Mr Hendrik Schoeman, last week, I knew there was a bunch of elite and influential people on board.

"The Blue Train is a snob train," he told the House of Assembly on Monday. It could only be used in these days of economic stringency by the few "fat cats" who were still around.

The train halted. Electric doors slid open. The passengers began to file out.

At first glance, they all appeared to be fairly ordinary. No feline features, hardly an upturned nose among them. Apart from the odd porter wheeling sacks of money, nothing ostentatious at all.

In fact, after interviewing a random selection, they turned out to be (largely) British tourists, taking advantage of the favourable position of the pound vis-à-vis the rand.

There were also a few South Africans, on a "dream holiday". Arriving and departing passengers were indignant at the Minister's "fat cat" comment.

"I am very offended by the Minister's statement," said Mr R Preisig of Switzerland, in Cape Town to attend a medical conference.

"For me, it's been a boyhood dream to travel on the Blue Train. It ranks in the same class as the Orient Express."

He said the fare compared favourably with an overnight ride from Rome to Hamburg — an equivalent distance — but the Blue Train was far more luxurious.

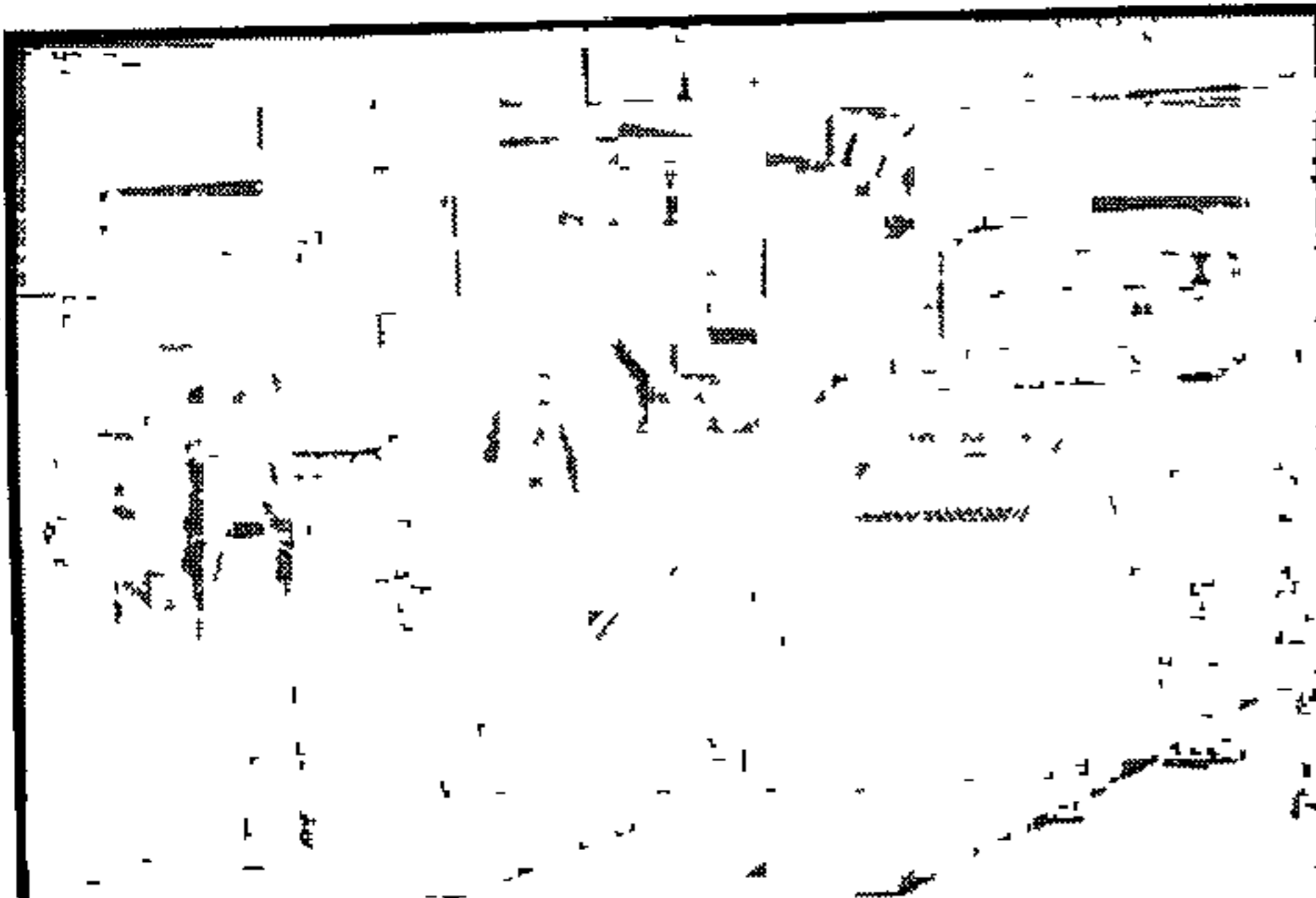
Mr and Mrs R Moore of Gloucestershire, England, said "You could hardly call us fat cats."

"It was not inexpensive, but for us it was the voyage of a lifetime."

"We hooked after seeing it on a television programme, Seven Great Train Journeys of the World."

"It's rubbish, a really silly thing to say", said Mr P Dimmock, an English tourist.

"You would think the Government would be trying to attract tourists, not chase them away."



Within minutes of the train's arrival, passengers' cars are offloaded and ready to drive away.

## WHAT WENT WRONG?

ACCORDING to the chief director of passenger services, Mr Hendrik Hammerman, capacity plunged from 75 percent to a low of 55 percent in recent months.

A particularly dismal Christmas Eve saw only nine of a possible 92 passengers take their seat for the Johannesburg run.

He blamed tour operators who made block booking for foreign tourists and then cancelled at the last minute.

Traditionally 80 percent of the train passengers have come from outside South Africa. We have bent over backwards in the past to please tour operators who have been allowed to cancel a week before departure without penalty.

Now Sats has instituted heavy cancellation penalties.

But rail enthusiasts will be comforted by a spokesman's assurance that at this stage there is no question of the world-renowned service being withdrawn.

Sitting in his plush compartment, about to attack the complimentary bottle of chilled champagne, he said he "could see what the Minister was getting at".

"However, this is not the sort of thing one does every day. This is a special treat for us, as it is my wife's birthday."

What Mr Schoeman was pointing out in his forthright way was that the Blue Train was a luxury mode of travel. Prices range from R450 to R750 — for a single trip. You could fly a family of four on the late night flight to Johannesburg for the price of the cheapest ticket.

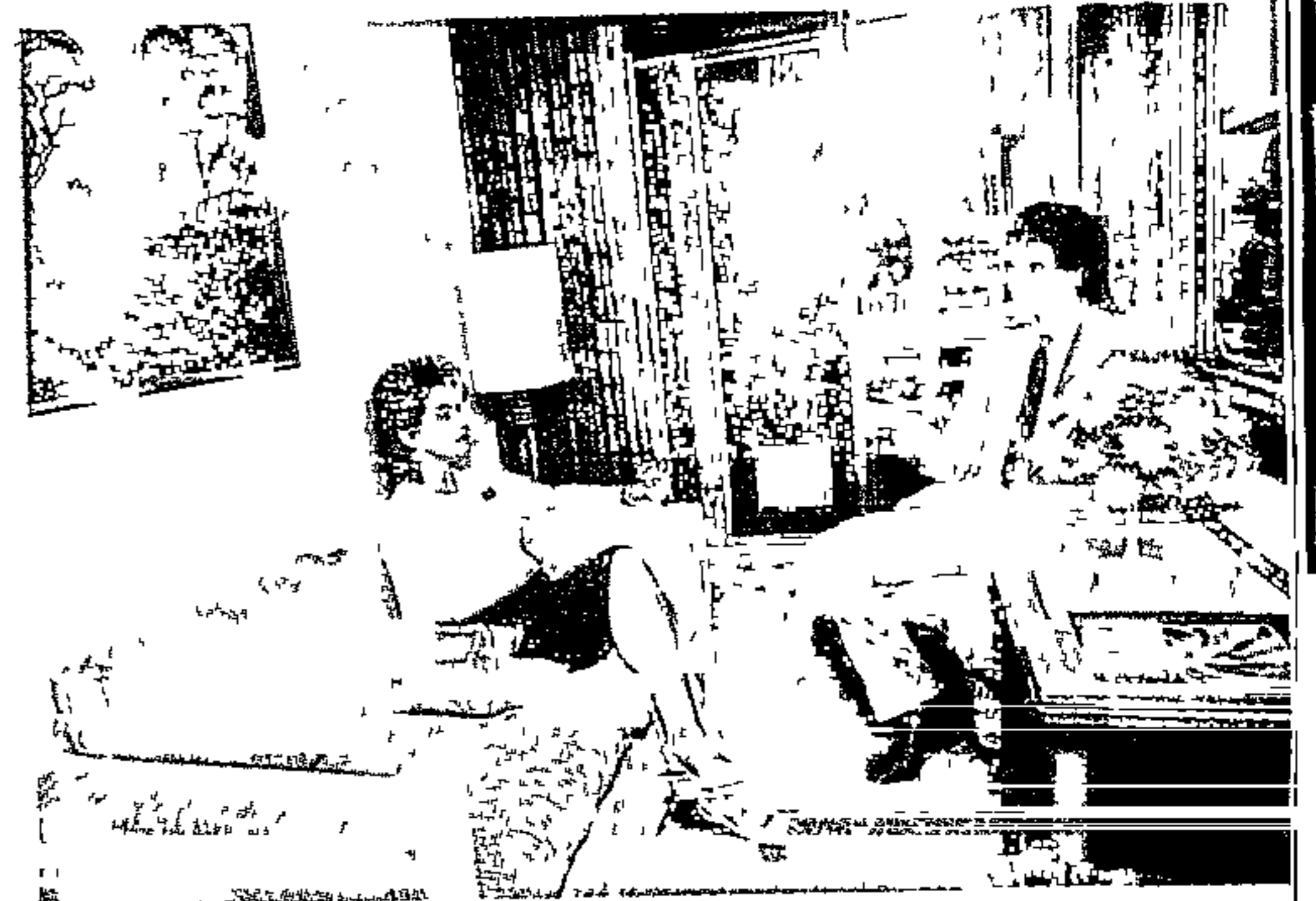
But it certainly wouldn't be quite the same. The Blue Train is the pride of the South African Transport Services. Among train buffs worldwide, it is spoken of in the same hushed tones reserved for the Orient Express.

Its luxuriousness is legendary, its standards exceptional. And as Sats spokesman Leon Els points out, its record is impeccable.

"We have not had one written complaint since its inception," he said proudly.

Without exception, passengers enthused about the high standards. The comment of one Durban tourist sums up the general feeling: "It was a marvellous journey. The service was superb and the food outstanding."

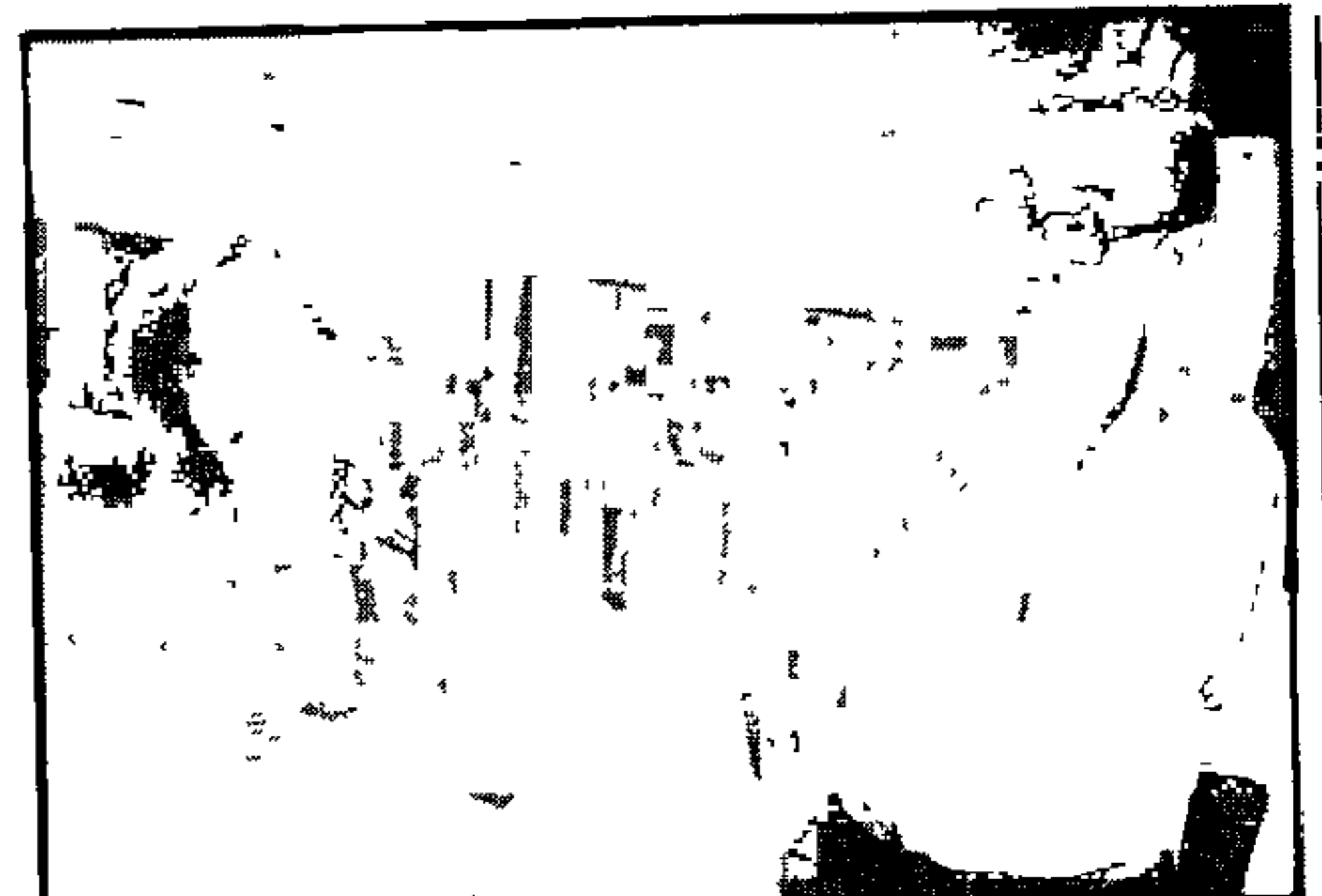
"My only criticism is that it wasn't long enough," she said.



Two passengers relax in one of the Blue Train's plush compartments.



Mr and Mrs R Moore, English tourists, caught the Blue Train from Johannesburg to Cape Town. "The voyage of a lifetime," they said.



"Fat cats? What do you mean fat cats?" Mr and Mrs R Wilson, of England seem nonplussed by Transport Affairs Minister, Hendrik Schoeman's statement.

*CMT Times 5/3/85* ~~20,1%~~ *20,1%* *20,1%*

# Sasol earnings show 20,1% growth

**SASOLBURG** — The income of Sasol Ltd attributable to shareholders for the six months ended December 29 last year was R245,5m (43,6c a share) compared with R204,4m (36,6c a share) for the same period in 1983.

This represents a growth of 20,1 percent which largely corresponds to earnings growth in preceding periods.

An interim dividend of 16,5c a share has been declared for the half year (14c).

The directors in a report released yesterday say that as forecast at the end of the preceding financial year, the provision for tax increased considerably.

The amount provided increased by R153m compared to the first half of the previous financial year.

"The financial results of our industry depend to

a large extent on continuous and steady operations, control of production costs and on the market prices of crude oil and petroleum products," their report says.

"At the Sasol I and Sasol II plants of the oil-from-coal production division and the related collieries production was consistently good.

"At Sasol II production optimization resulted in a material improvement in production. Good production at Natref improved the financial results of the refining division considerably compared with the corresponding period the previous year.

"Since the half year ended in 1983, Sasol III has attained full normal production which also positively influenced these results."

They say that in spite of a further weakening in the dollar market prices of crude oil and petrol-

eum products, the strengthening of the dollar against the rand led to a significant net increase in the local producer prices of liquid fuels.

The chemical division also benefited in respect of exports from the strengthening of the dollar against the rand.

The results of the fertilizer division, however, were unsatisfactory "as a result of the prevailing unfavourable circumstances in the fertilizer industry."

In the interests of the group, "a flexible dividend policy is applied in respect of Sasol III due to future uncertainty regarding crude-oil prices and exchange rates. It has been decided to maintain the previous interim dividend of R25m."

The profit attributable to Sasol Ltd for the half year therefore includes R12,5m being the com-

pany's share of the interim dividend declared by Sasol III.

Sasol III's before and after tax profit for the half year was R225m (R73m). Apart from the strengthening of the dollar against the rand, it reflects the achievement of full production at Sasol III.

Sasol III's profit does not include provision for tax as the company has a loss for tax purposes.

Of the future outlook, the directors say "The profit expectations in respect of the oil-from-coal production division for the remaining six months of the financial year will be influenced largely by the dollar market prices of crude oil and petroleum products and the international value of the rand."

"If the present circumstances continue, it is expected that the profit growth for the current financial year will not be

less favourable than the rate achieved in the past."

About the repayment of loans, the directors say they "believe that in times like these it is in the interest of the Sasol companies on the one hand and the country's interests on the other, to diminish Sasol's indebtedness to the government sector substantially."

"The present favourable cash flow outlook permits the exercising of the contractual right to accelerate repayment of the loans. At this stage it is anticipated that Sasol Ltd will repay approximately R400m and Sasol III approximately R300m of these loans at the end of the financial year."

"The repayment of foreign loans which are fully covered against exchange rate risks will proceed in terms of the existing agreements." — Sapa

(269) O. Disputch  
7/3/55

# Sats constable says he feared racist label

EAST LONDON. — A Sats policeman told the magistrates court here yesterday that he had not interfered with an indecent assault on two people last year because he was afraid that his co-employees would label him a "black boetie"

Constable Peter Davies, 25, of Colley Avenue, Cambridge, said this while being cross examined by his co-accused's defence counsel, Mr S Clarke

Constable Davies and Sergeant Pieter van Heerden, 27, of Maple Creek, Dorchester Heights, both Sats policemen, have been charged with assault and crimen injuria

The state alleged that Sgt Van Heerden and Constable Davies assaulted Nancy and Solly on February 20 last year. They allegedly picked the two up at an intersection in Vincent and took them to the Sats sheds in Cambridge where Nancy was beaten with a sjambok and made to strip

Solly was also made to strip and the two were then forced by the policemen to perform certain acts

The state alleged that the policemen used their fists to beat Solly

At a previous hearing Const Davies pleaded guilty to all the charges of assault and crimen injuria while Sgt Van Heerden pleaded guilty to the charges of assault

The court entered a plea of not guilty to all the charges both Const Davies and Sgt Van Heerden are facing

Const Davies told the court that two weeks back he had considered turning state evidence in the case

Const Davies has submitted a statement to the court regarding the incident.

He said that he had not interfered with the assault because of his pride, but conceded under cross-examination that if Sgt Van Heerden was about to cut somebody's throat he would have taken action and probably confronted Sgt Van Heerden with his firearm

Const Davies said he had not thought the assault was that wrong, until he felt, "the whole incident was getting out of hand"

Sgt Van Heerden, in his defence admitted to having participated in the assault on Nancy and Solly, but denied being party to the indecent assaults on the two

When he heard Nancy screaming at the back of the van, Sgt Van Heerden said he went to investigate

"The woman spoke of sex and I lost my temper and struck her with a sjambok," he said

In a final address to the bench, the state prosecutor, Mr W Rothmann, said that the state evidence and that of Const Davies was corroborated

The evidence of Sgt Van Heerden was improbable, he said

In a submission to the bench, Mr Clarke said that Nancy saw in court she could make things worse for Sgt Van Heerden. "It was commonplace that Sgt Van Heerden had assaulted her, but there was no medical evidence he had struck her hard blows on the bare back with a sjambok," he said

Mr Clarke said that Solly's dignity could not have been impaired if he could not recall what had happened on the day in question

The case was postponed until March 14 for judgment

The magistrate was Mr P S Sauerman — DDR



- (4) what is the total estimated cost relating to each of these commissions and committees?

**THE MINISTER OF ENVIRONMENT AFFAIRS AND TOURISM**

- (1) (a) None  
(b) Two
- (2) Yes  
(a) Two

(b) (i) Committee of Inquiry into the Marketing of Indigenous Timber and Blackwood in the Southern Cape and Tsitsikamma Forest Regions

(ii) Committee of Inquiry into the Marketing of Crayfish and Perlemoen in South Africa

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

(4) (i) Committee of Inquiry into the Marketing of Indigenous Timber and Blackwood in the Southern Cape and Tsitsikamma Forest Regions Approximately R1 500

(ii) Committee of Inquiry into the Marketing of Crayfish and Perlemoen in South Africa. Approximately R1 900

**Commissions/departamental committees**

418 Mr K M ANDREW asked the Minister of Co-operation, Development and Education

- (1) How many (a) commissions and (b) departmental committees of inquiry were appointed in respect of the Department of Education and Training in 1984,

(2) whether any of the reports of such

HOA

commissions and committees have been completed, if so, (a) how many and (b) of which commissions and committees;

- (3) whether any of the reports of such commissions and committees have been made public, if so, (a) how many and (b) of which commissions and committees,

- (4) what is the total estimated cost relating to each of these commissions and committees?

**THE MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION**

- (1) (a) One  
(b) One

- (2) (a) Two

(b) (i) The report by 'The Commission of Inquiry into the violence that took place at the University of Zululand on 29 October 1983'. It is anticipated that the report will be completed early in March 1985

(ii) The report by the 'Departmental Committee to conduct a survey of the possible reasons which could prevent the normalising of the teaching process in the Vaal Triangle from January 1985'

- (3) No.

- (4) (i) The Commission: R200 000,00

(ii) The Committee R10 000,00

**Commissions/departamental committees**

420 Mr K M ANDREW asked the Minister of Communications.

- (1) How many (a) commissions and (b) departmental committees of inquiry

were appointed in respect of the Department of Posts and Telecommunications in 1984,

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- (4) what is the total estimated cost relating to each of these commissions and committees?

**THE MINISTER OF COMMUNICATIONS**

- (1) None,

- (2), (3) and (4) fall away

**Currency fluctuations**

429 Mr D J N MALCOMESS asked the Minister of Transport Affairs:

Whether the South African Transport Services is affected by currency fluctuations, if so, what (a) was the cost to the South African Transport Services of currency fluctuations in the 1984-85 financial year as at the latest specified date for which figures are available and (b) is the estimated additional cost of such fluctuations in respect of the balance of the said financial year?

**THE MINISTER OF TRANSPORT AFFAIRS**

Yes.

- (a) Approximately R190 million up to 31 January 1985 and

(b) approximately R30 million for the balance of the financial year in respect of foreign loan commitments as well as fuel, material, and aircraft

HOA

sparcs purchased overseas. These figures do not include the following:

- (i) The benefit SA Airways derived from overseas ticket sales; and

(ii) savings in expenditure due to forward cover on loans not being taken out in all cases

269 *Howard*  
R. Col. 482 11/3/85  
432 Mr D J N MALCOMESS asked the Minister of Transport Affairs

Whether any members of the South African Railways Police Force manned any road-blocks in 1984 within the area controlled by the Port Elizabeth regional office of the South African Transport Services, other than within property owned by South African Transport Services, if so, on how many occasions?

**THE MINISTER OF TRANSPORT AFFAIRS**

Yes, on 388 occasions

*Howard*  
*Doornsluiter, Dannhauser*  
11/3/85

433 Mr R A F SWART asked the Minister of Co-operation Development and Education:

With reference to his reply to Question No 8 on 13 April 1984, how many (a) adult (i) males and (ii) females and (b) children are living on the farm Doornsluiter near Dannhauser in Natal?

**THE MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION**

- (a) (i) 68

(ii) 72

- (b) 286

*Howard*  
*R. Col. 482*  
11/3/85  
437. Dr M S BARNARD asked the Minister of Health and Welfare.

→

(4) what is the total estimated cost relating to each of these commissions and committees?

**THE MINISTER OF ENVIRONMENT AFFAIRS AND TOURISM**

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(2) Yes.

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269 *Howard*  
Road-blocks *R. Col. 482* 11/3/85  
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**THE MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION**

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*Howard* *R. Col. 482* 11/3/85  
*Cholera*  
457 Dr M S BARNARD asked the Minister of Health and Welfare

# City's rush-hour crawl: New hope

It's the city's hover boys!

ARGUS 12/3/85

By MICHAEL MORRIS  
Municipal Reporter

HOPES of solving Cape Town's traffic congestion problems were raised today after a helicopter tour of the Peninsula road network by the Minister of Transport, Mr Hendrik Schoeman.

As peak-hour motorists crawled to work along heavily congested routes, Mr Schoeman, the Administrator, Mr Gene Louw, and city officials flew overhead to assess the problem for themselves.

Today's tour was arranged to impress on Mr Schoeman the need for more money to tackle improvements

Millions of rands have been slashed from roads subsidies, bringing vital transport projects in the Peninsula to a standstill and city planners argue that nothing can be done without an injection of funds

## Severe strain

Without improvements, they say, increasing congestion is putting a severe strain on the metropolitan area's transport system

Among recommended projects is a scheme to co-ordinate traffic lights and cut millions of rands from the city's annual fuel bill

After the tour, Mr Schoeman said changes were planned in legislation governing the National Roads Fund which would enable some of this money to be channeled into city projects

He said this would amount to "a few hundred million rands"

Mr Schoeman also suggested

● Charging tolls on some city roads to generate funds for local projects,

● Building larger multi-lane freeways,

● Long-term plans to re-site railway installations on the city's doorstep to leave space for new feeder routes and,

● Encouraging greater use of public transport

"I am very sympathetic with the problems experienced here," he said

The hour-long helicopter tour today covered all major feeder routes from the southern suburbs, northern areas and the Cape Flats

Inadequacies highlighted during the tour included

● The Langa bus interchange,

● The intersection of Klipfontein Road and Jan Smuts Drive,

● The congested Modderdam Road,

● Bellville, Claremont, Elsies River and Mowbray bus terminuses and

● The Koeberg Road interchange, one of the earliest urban interchanges built in Cape Town

It's up, up and away for the Administrator, Mr Gene Louw, and the Minister of Transport Affairs, Mr Hendrik Schoeman, who saw the Peninsula's crawl-hour traffic problems from the air this morning. City officials were also on the helicopter trip to view traffic problems aggravated by a shortage of funds for road projects.

Picture DOUG PITHEY, The Argus

# Jo'burg <sup>Star</sup> <sup>269</sup> succeeds <sup>12/3/85</sup> with bus campaign

Municipal Reporter

The Johannesburg City Council's "back to the buses" campaign appears to have been a success, according to the council's transport department.

Mr Tom Maisey, manager operations, said drivers had reported an increase in passengers, particularly on long routes.

You can't compare one month with another and there is even a great difference between different days, so we will have to wait a few months for accurate figures, Mr Maisey said.

## MORE BUSES

It was possible that more buses would be provided if there was a continued increase in bus patronage.

"Two weeks ago we introduced a bus service from the north western suburbs to the city's two universities.

It has been so popular that we have had to go from a single to a double decker bus and are now considering providing extra buses," Mr Maisey said.

Last month Ir Danie van Zyl, chairman of the council's transportation committee, announced a bus fare freeze until June to encourage people to use public transport.

Commissions/departmental committees

The STATE PRESIDENT.

413 Mr K M ANDREW asked the State President

- (1) How many (a) commissions and (b) departmental committees of inquiry were appointed in respect of the National Intelligence Service in 1984,
- (2) whether any of the reports of such commissions and committees have been completed, if so, (a) how many and (b) of which commissions and committees,
- (3) whether any of the reports of such commissions and committees have been made public, if so, (a) how many and (b) of which commissions and committees,
- (4) what is the total estimated cost relating to each of these commissions and committees?

*How many*  
*Work-seekers 13/3/85*  
*Dr A L BORAINÉ asked the Minister of Manpower*

How many males and females, respectively, were registered at labour bureaux as work-seekers in terms of the Guidance and Placement Act, No 62 of 1981, at the end of each specified month in 1984?

The MINISTER OF MANPOWER

SCHEDULE

REGISTERED AS WORK-SEEKERS 1984

	JANUARY		FEBRUARY		MARCH		APRIL		MAY		JUNE	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Johannesburg	17 898	8 920	22 543	14 952	20 484	12 648	19 639	12 711	18 753	12 993	18 786	12 346
Cape Town	3 642	1 923	4 721	2 681	4 610	2 903	4 134	2 971	4 214	2 682	1 965	2 675
Durban	18 025	8 111	32 056	13 106	22 293	9 955	20 594	10 157	22 742	10 499	20 224	9 045
Pretoria	5 980	3 883	6 441	4 250	6 923	4 326	6 965	4 024	6 388	3 859	6 049	4 047
Port Elizabeth	6 604	3 765	8 700	4 962	7 547	4 561	6 965	3 912	7 030	3 880	6 385	3 328
Bloemfontein	2 369	1 746	3 904	2 144	3 505	2 020	3 402	1 929	2 983	1 984	2 994	1 732
East London	1 984	1 106	2 321	1 184	1 683	904	1 394	811	1 275	1 984	1 543	873
Kimberley	1 545	896	2 103	925	1 987	932	1 813	706	1 766	676	1 908	744
George	268	383	319	311	239	331	239	321	275	341	294	147
Total	58 505	30 643	83 108	44 545	69 271	38 580	64 903	37 542	65 426	37 260	62 148	35 137

	JULY		AUGUST		SEPTEMBER		OCTOBER		NOVEMBER		DECEMBER	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Johannesburg	18 742	11 927	18 489	13 634	18 402	12 461	19 985	11 778	21 258	12 995	17 938	10 267
Cape Town	3 726	3 020	4 054	3 345	4 987	3 319	4 541	3 183	5 267	3 654	5 117	3 154
Durban	20 153	9 376	22 576	10 022	22 167	9 448	21 940	9 307	23 056	10 105	17 836	7 321
Pretoria	6 587	3 929	6 985	4 431	7 308	4 514	6 076	4 175	6 195	3 683	5 658	3 268
Port Elizabeth	6 143	3 438	7 124	3 868	6 657	3 348	6 914	3 350	7 765	3 687	5 880	3 037
Bloemfontein	2 977	1 600	2 920	1 653	2 122	1 745	3 285	1 746	3 301	1 780	2 733	1 482
East London	2 052	993	2 120	1 077	2 122	1 369	2 120	1 347	2 358	1 162	1 591	790
Kimberley	1 740	716	1 763	730	1 553	639	1 595	616	1 886	607	1 557	565
George	347	335	248	297	277	339	252	322	298	305	275	246
Total	62 427	35 334	66 279	39 057	66 401	37 172	66 708	35 824	71 384	37 978	58 585	30 130

Advertisements in foreign newspapers

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

With reference to his reply to Question No 15 on 10 February 1984, what was the total cost to his Department of advertising in foreign newspapers for the 1983-84 financial year?

The MINISTER OF FOREIGN AFFAIRS

The total cost to the Department of Foreign Affairs of advertising in foreign

	Whites	Coloureds	Indians	Blacks
(a) (i)	41	2	—	13
(ii)	41	2	—	15 \$
(b) (i)	5 460	1 123	—	21 756
(ii)	3 421	500	—	20 564 \$

§ Includes two hired buildings with 3 243 beds, 3 161 beds in these buildings were utilized at the time

The MINISTER OF TRANSPORT AFFAIRS

newspapers for the 1983/84 financial years was R1 318 161  
*269* *Hostel buildings/beds 13/3/85*  
 • 515 Mr G B D McINTOSH asked the Ministers of Transport Affairs

How many hostel (a) buildings and (b) beds for single White, Coloured, Indian and Black males, respectively, were (i) owned and/or (ii) utilized by the South African Transport Services as at 31 July 1984?

A further 14 629 Coloured and Black employees are housed in 164 fully equipped section hostels, erected at strategic points along railway lines.  
*Henwood of Col 6/13*  
*Namibia death in detention 13/3/85*  
 523 Mrs H SUZMAN asked the State President

- (1) Whether a certain person, whose name has been furnished to the State President's Office for the purpose of his reply, died while in detention under Proclamation AG 9 in South West Africa/Namibia, if so, (a) when (i) was he taken into custody and (ii) did he die, (b) what were the circumstances surrounding his death and (c) what is the name of this person,
- (2) whether an inquest was held into the death of this person, if not, why not, if so, what were the findings,
- (3) whether an investigation was held into the death of this person if not, why not if so (a) who was in charge of the investigation and (b) what were the findings
- (4) whether any persons have been (a) arrested, (b) charged and (c) tried as a result of this investigation, if not, why not if so, (i) who in each case and (ii) what was the outcome?

The STATE PRESIDENT

- (1) Yes
  - (a) (i) 22 January 1985
  - (ii) During the night of 26/27 January 1985
- (b) He hanged himself with his stockings
- (c) Thomas Nikanor

ARGUS 13/3/85  
269

# City's peak-hour headache

MICHAEL MORRIS, Municipal Reporter, writes on the growing problems of commuter traffic planners in the Peninsula.

STARTING the day in bumper-to-bumper traffic is part of the working routine for thousands of Peninsula motorists who join crawling queues to get to work and crawl home on clogged roads in the evening.

Some of them, like President Mr P W Botha — according to Transport Minister Mr Hendrik Schoeman — have learnt the first law of commuting and start early to avoid the jam.

But with increasing car-ownership, declining use of public transport and dwindling funds, the peak-hour drag is a growing headache for city planners.

The palliative, they say, is money.

## Helicopter tour

With that in mind, they gave Mr Schoeman and the Administrator Mr Gene Louw a bird's eye view of peak traffic conditions on a helicopter tour over major commuter routes yesterday.

Mr Schoeman raised hopes of a solution to the funds shortage when he announced that changes were planned in National Roads Fund legislation that would give city projects an injection of finance.

The dimensions of the problem and the kind of finance required to solve it are spelt out in a metropolitan transport planning report.

These are some of the prob-

## Fines for lone car drivers?

THE Government may consider fining people who travel alone in their cars in the congested cities of South Africa, the Minister of Transport Services, Mr Hendrik Schoeman, said in an interview.

Mr Schoeman said that although this was a "drastic" option, "we must come to the stage where we fine people if there is only one person in the car".

Mr Schoeman was commenting on the congestion of traffic in South Africa's major cities after an aerial tour of Cape Town.

"Can we afford to have thousands and thousands of people coming into the city with only one person in the car?" Mr Schoeman asked.

He said the problems could be resolved to some extent when more money became available. — Sapa

lem areas described in the report which Mr Schoeman saw from the air yesterday.

● **Hospital bend** — carrying 88 000 vehicles a day — which is the most heavily loaded section of road in the metropolitan area. The average morning peak-hour volume is 6 500 vehicles an hour, increasing to 7 200 in the evening.

● **Mowbray bus interchange** — the Peninsula's busiest bus interchange used by 2 000 buses a day. Planners say it is too small and buses cannot turn properly in the area provided.

● **Durban Road/Klipfontein Road** where road widening is "badly needed" to relieve congestion. Its morning peak-hour volume is 1 900 vehicles an hour.

● **Klipfontein Road/Jan Smuts Drive intersection** where congestion occurs because Jan Smuts Drive does not extend southwards to Racecourse Road. Planners say R5,3-million is needed to extend a single carriageway southwards.

● **Klipfontein Road/Vanguard Drive intersection** — Klipfontein Road is the most heavily loaded bus route in the Peninsula carrying 1 100 buses a day. Heavy traffic there upsets bus timetables but improvements have been postponed because of lack of funds.

● **Nyanga station** where a R400 000 pedestrian bridge — to eliminate the "dangerous" Duinefontein Road crossing — and a R200 000 bus offloading area are needed.

● **Modderdam Road**, a congested arterial road with unco-ordinated traffic lights where a R2,2-million plan to co-ordinate traffic lights — and save more than R3,5-million a year in fuel — has been postponed because of the funds shortage.

● **Bellville bus terminus**, which needs to be developed urgently. The project is being held up by lack of funds.

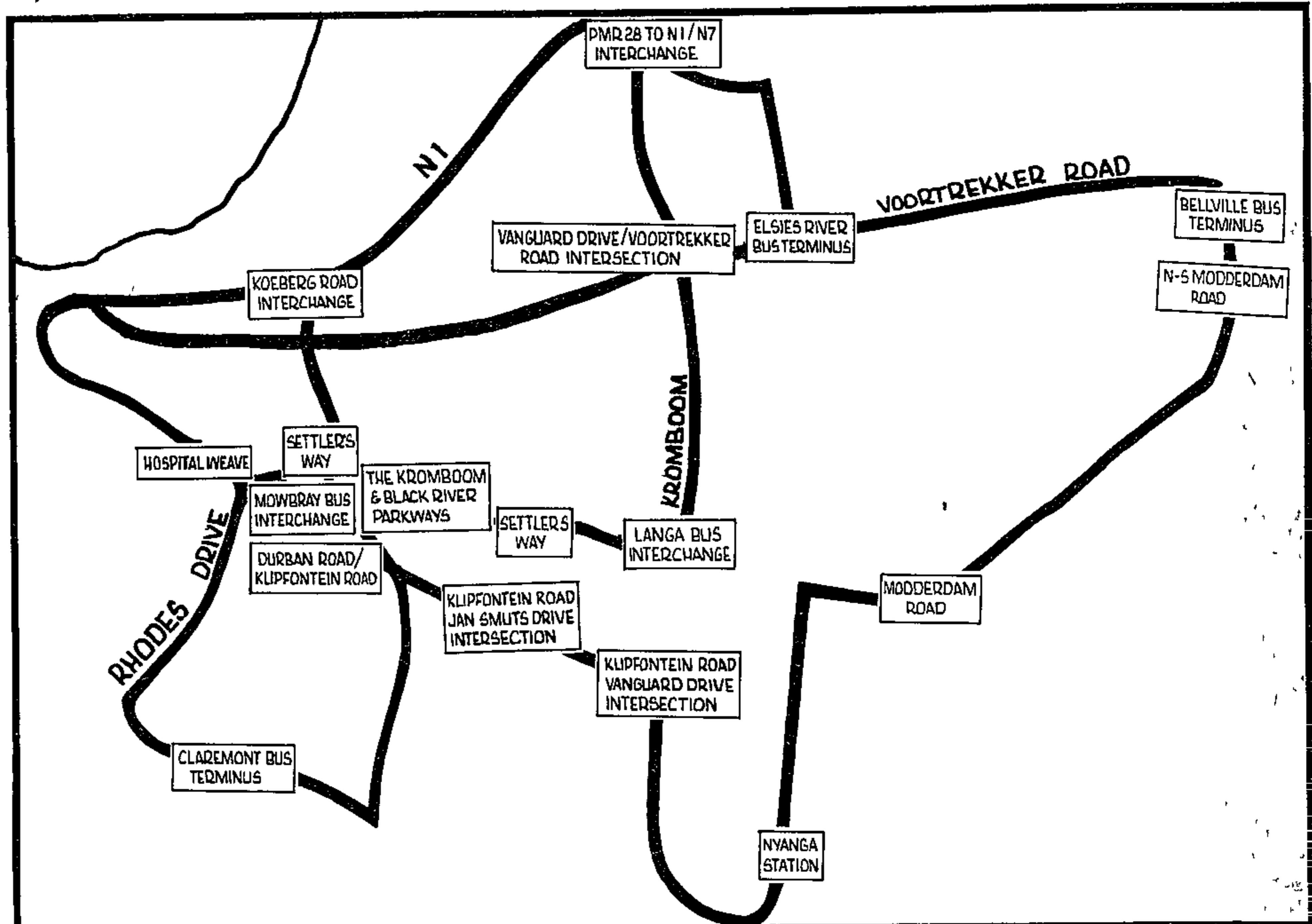
● **Vanguard Drive/Voor-trekker Road intersection** — one of the most heavily loaded in the Peninsula. A proposed interchange would cost R12,5-million and an interim plan R2-million. But no funds are available.

● **Langa bus interchange** — described as "typical of the inadequate facilities provided" — needs an all-weather surface, shelters for pedestrians, improved toilet facilities and space for hawkers. R1,9-million is needed.

● **Settlers Way east of Black River** which carries 27 400 vehicles a day and becomes congested with traffic entering from Kromboom and Liesbeeck Parkways.

● **Claremont bus terminus** where R5-million is needed to upgrade the terminus and replace the Stanhope Road link.

● **Koeberg Road interchange** — one of the earliest urban interchanges built in Cape Town and now heavily overloaded and due for reconstruction.



The map shows the main traffic problem areas of the Peninsula as seen by the Minister of Transport, Mr Hendrik Schoeman and the Administrator, Mr Gene Louw, in a helicopter flight.



Picture. PETER STANFORD, The Argus

A bird's-eye view showing traffic congestion along the Black River Parkway during peak hour yesterday afternoon. The photograph was taken from a light aircraft.

Commissions/departmental committees

The STATE PRESIDENT

413 Mr K M ANDREW asked the State President

- (1) How many (a) commissions and (b) departmental committees of inquiry were appointed in respect of the National Intelligence Service in 1984,
- (2) whether any of the reports of such commissions and committees have been completed, if so, (a) how many and (b) of which commissions and committees,
- (3) whether any of the reports of such commissions and committees have been made public, if so, (a) how many and (b) of which commissions and committees,
- (4) what is the total estimated cost relating to each of these commissions and committees?

(1) (a) and (b) None  
 (2) (a) and (b) Fall away  
 (3) (a) and (b) Fall away  
 (4) Falls away

*How many males and females, respectively, were registered at labour bureaux as work-seekers in terms of the Guidance and Placement Act, No 62 of 1981, as at the end of each specified month in 1984?*

*The MINISTER OF MANPOWER*

*480 Dr A L BORRINE asked the Minister of Manpower*

*13/3/85*

SCHEDULE

REGISTERED AS WORK-SEEKERS 1984

	JANUARY		FEBRUARY		MARCH		APRIL		MAY		JUNE	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Johannesburg	17 898	8 920	22 543	14 952	20 484	12 648	19 639	12 711	18 753	12 593	18 786	12 346
Cape Town	3 642	1 923	4 721	2 681	4 610	2 903	4 334	2 971	4 214	2 682	3 965	2 675
Durban	18 025	8 111	32 056	13 106	22 293	9 955	20 594	10 157	22 742	10 499	20 224	9 045
Pretoria	5 960	3 883	6 441	4 250	6 923	4 326	6 623	4 024	6 388	3 859	6 049	4 047
Port Elizabeth	6 604	3 765	8 700	4 962	7 547	4 561	6 965	3 912	7 030	3 880	6 385	3 528
Biochemton	2 369	1 746	3 994	2 144	3 505	2 020	3 302	1 929	2 983	1 984	2 994	1 732
East London	1 984	1 106	2 321	1 184	1 683	904	1 394	811	1 275	746	1 543	873
Kimberley	1 845	806	2 103	925	1 987	932	1 813	706	1 766	676	1 908	744
George	268	383	319	341	239	331	239	321	1 275	341	294	347
Total	58 595	30 643	83 108	44 545	69 271	38 580	64 903	37 542	65 426	37 260	62 148	35 137

	JULY		AUGUST		SEPTEMBER		OCTOBER		NOVEMBER		DECEMBER	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
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Biochemton	2 937	1 600	2 920	3 868	3 028	1 735	3 285	1 746	3 301	1 780	2 733	1 482
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With reference to his reply to Question No 15 on 10 February 1984 what was the total cost to his Department of advertising in foreign newspapers for the 1983-84 financial year?

The MINISTER OF FOREIGN AFFAIRS

The total cost to the Department of Foreign Affairs of advertising in foreign

	Whites	Coloureds	Indians	Blacks
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(a) (ii)	41	2	—	15
(b) (i)	5 460	1 123	—	21 756
(b) (ii)	3 421	500	—	20 564

§ Includes two hired buildings with 3 243 beds, 3 161 beds in these buildings were utilized at the time

The MINISTER OF TRANSPORT AND FAIRS

newspapers for the 1983-84 financial year was R1 318 161

*269* *How many hostel (a) buildings and (b) beds for single White, Coloured Indian and Black males, respectively, were (i) owned and/or (ii) utilized by the South African Transport Services as at 31 July 1984?*

*15* Mr G B D McINTOSH asked the Ministers of Transport Affairs

A further 14 629 Coloured and Black employees are housed in 164 fully equipped section hostels, erected at strategic points along railway lines

*523* *Namibia: death in detention*  
*Mrs H SUZMAN asked the State President*

- (1) Whether a certain person, whose name has been furnished to the State President's Office for the purpose of his reply, died while in detention under Proclamation AG 9 in South West Africa/Namibia, if so, (a) when (i) was he taken into custody and (ii) did he die, (b) what were the circumstances surrounding his death and (c) what is the name of this person.
- (2) whether an inquest was held into the death of this person, if not, why not, if so what were the findings.
- (3) whether an investigation was held into the death of this person, if not why not, if so, (a) who was in charge of the investigation and (b) what were the findings.
- (4) whether any persons have been (a) arrested, (b) charged and (c) tried as a result of this investigation if not why not, if so, (i) who in each case and (ii) what was the outcome?

The STATE PRESIDENT

- (1) Yes
- (a) (i) 22 January 1985
- (ii) During the night of 26/27 January 1985
- (b) He hanged himself with his stockings
- (c) Thomas Nikanor

ARGUS 15/3/83

## Richards Bay port has lost R148,8-million

Parliamentary Staff

RICHARDS Bay harbour has lost R148,8-million since it became operational in 1976

It has recorded a loss every year since it was commissioned as the country's main coal-exporting port, with the deficit dropping for the first time below R10-million last year. The highest loss of R25,9-million was recorded in 1980, the Minister of Transport, Mr Hendrik Schoeman, said in reply to Mr Vause Raw, the New Republic Party's transport spokesman.

Mr Raw said he was not surprised and had suspected the losses.

He said the losses confirmed his view that Richards Bay should not be created as a separate region of the SA Transport Services network but should remain under the control of Durban.

"If a separate region is created expenditure will be pushed up further".

● The income generated by the port has risen from R1,5-million in its first year of operation to R74,2-million last year. At the same time operating costs have risen from R16,5-million to R84,2-million.



(269) ~~269~~ Dispatch  
18/3/85

# Meeting decides to end Mdantsane bus boycott

EAST LONDON — The two-year boycott of CTC buses is over

The decision to suspend the boycott was taken at a meeting called by the Committee of Ten and held at the Duncan Village Community Centre yesterday

A majority of the speakers felt that the boycott had lasted too long and that many of their demands had been met by the managing director of the CTC, Mr Hans Kaiser

Dissatisfaction was expressed by others about

some of the important demands which had not been met as promised

These included a decrease in cash fares in the present recessionary climate, the construction of shelters at bus stops and the establishment of a route between railway stations and various Mdantsane zones

Dissension in various organisations representing women workers, scholars, sport and residents was given as one of the main reasons prompting the suspension of the boycott

One speaker said there was animosity and disagreement in homes, work situations and elsewhere about the purpose of the boycott being served

The commuters, he said, wanted to be consulted in future on decisions affecting their well-being

The chairman, Mr Mzwandile Mapunye, said in response to a question that, at a meeting with Mr Kaiser on Friday, it had been stated that a proposed fare increase on April 1 would depend on the

commuters

If they decided to use the buses in future, the increase would be suspended. If not, the bus company would go ahead with the decision in order to meet the rise in fuel prices

The meeting felt the Committee of Ten should continue to exist because of the work and sacrifices the members had made

It was also felt there could be further commuting problems that would need to be tackled — DDR

(2) Yes

(a) and (b) During the second half of 1984 a number of vehicles were seized in terms of the Customs and Excise Act, 1964. A criminal case in respect of the alleged contraventions served before the regional court in Johannesburg during February 1985. The case was postponed to June 1985.

Mr H H SCHWARZ Mr Speaker, arising out of the hon the Deputy Minister's reply, were there any incidents where there was no prosecution but where the matter was settled by means of a composition in terms of the Customs Act and the payment of duties without the confiscation of vehicles and without prosecution?

The DEPUTY MINISTER Mr Speaker, I am not aware of any such incidents but I will look into the matter and inform the hon member. I might add that other criminal investigations are at the moment also under way.

Mr H H SCHWARZ Mr Speaker, further arising out of the hon the Deputy Minister's Reply, does the matter extend far beyond the question of mere motor-cars and therefore include other articles that were imported in the same illegal manner?

The DEPUTY MINISTER Mr Speaker, the answer to that is that if the hon member will put his question on the Order Paper I will address that matter as well.

#### Publishing of certain magazine

\*24 Mr P H P GASTROW asked the Minister of Foreign Affairs

(1) Whether, with reference to his reply to Question No 3 on 23 March 1983, the public relations firm which publishes a certain magazine, the name of which has been furnished to the Minister's Department for the purpose of his reply, is doing so in terms of an agreement entered into with his

department; if so, (a) when does the agreement expire and (b) what amount did his Department pay this firm in 1984,

(2) (a) what are the circulation figures of the magazine, (b) in which countries is it circulated and (c) in which languages does it appear?

†The DEPUTY MINISTER OF DEVELOPMENT AND OF LAND AFFAIRS (for the Minister of Foreign Affairs)

(1) Yes

(a) The agreement with the public relations firm, which includes various briefs, is reviewed annually.

(b) In fiscal year 1984/85 the Department paid R384 000 to the public relations firm.

(2) (a) 11 000 per quarterly issue

(b) France, Monaco, Belgium, Luxembourg, Switzerland, Canada, Greece, West Germany, Italy, Britain, Morocco, South Africa, USA, Denmark, The Netherlands, Austria, Transkei, Ciskei, Bophuthatswana and Venda

(c) French and English

*269* *Q. 61* *19/3/85*  
*Khayelitsha*  
 \*25 Mr K M ANDREW asked the Minister of Transport Affairs

(1) Whether transport subsidies are available to the residents of Khayelitsha, if not, why not, if so, what subsidies,

(2) whether transport subsidies are related to transport costs from Old Crossroads, if so, what is the relationship, if not, how are these subsidies calculated,

(3) whether these transport subsidies are guaranteed for any period in the fu-

ture, if not, why not, if so, (a) for what period and (b) what is the nature of the guarantee?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes. Depending on the destination subsidies ranging from R1,80 to R8,80 are paid on a 10-trip chipcard valid for 14 days.

(2) No, not exclusively so. The extent of transport subsidies are determined by various factors including among other things distance travelled, terrain and local wages. In the relevant case provision has been made that commuters catching the bus at Khayelitsha pay the same fare as commuters who travel by bus from Nyanga or Crossroads to the same destinations.

(3) (a) and (b) This is a matter which falls to be dealt with by the National Transport Commission and will be considered by that body in terms of the provisions of the Black Transport Services Act, 1957 (Act 53 of 1957).

Mr K M ANDREW Mr Speaker, arising out of the hon the Minister's reply to the third section, is it a fact that a transport commission or board is currently investigating the provision of such a time guarantee?

The MINISTER Mr Speaker, we cannot give a definite guarantee. It all depends on the subsidies we can afford. For the foreseeable future I cannot see the possibility that the subsidies will be reduced. However, I must get the subsidies from the hon Minister of Finance, and we know what his position is.

Mr K M ANDREW Arising further out of the hon the Minister's reply, I do know what the hon Minister of Finance's position is. Given the fact that many subsidies were reduced when he recently increased rail tariffs, does he not feel that an essential part of helping to encourage people to move to Khayelitsha is that they can feel that the subsidies will not be withdrawn within a couple of years after they have moved there?

The MINISTER Mr Speaker, it all depends on the wages these people receive. If one calculates the costs one finds that more than 50% of the fare is subsidized. We will be very sympathetic towards subsidies but do not expect me to say that we will have the same subsidy for the next four or five years. We will try to keep this level of subsidy if it is possible, but I cannot give my word on it. I am too honest a man—I cannot tell lies [Interjections.]

Mr H H SCHWARZ Mr Speaker, arising further out of the hon the Minister's reply and in particular his reference to his honesty, does he not consider that with the new regional services levy, he will have the funds to pay the subsidies for these people?

The MINISTER It is possible.

\*26 Mr K M ANDREW asked the Minister of Co-operation, Development and Education

What is the size of the area of land without brick buildings at (a) Old Crossroads, including adjacent squatter settlements and open land, and (b) KTC, including adjacent squatter settlements and open land?

†The MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION

(a) Approximately 72 hectares of state owned land and approximately 26 hectares of privately owned land

(b) Approximately 50 hectares

*269* *Q. 61* *19/3/85*  
*Khayelitsha*  
 \*27 Mr P G SOAL asked the Minister of Co-operation, Development and Education

(1) Whether, with reference to the reply to Question No 14 on 1 February 1984, the East Rand Development Board has completed its investigation into the Katlehong riots in or about October 1983, if not, why not, if so, (a) when was the investigation com-

# Bus fares will have to go up

269

19/3/85

EAST LONDON — CTC bus fares would have to be increased in order to meet the increased fuel price, the managing director of the company, Mr Hans Kaiser, said yesterday.

However, the date of implementing the increases was flexible and would depend on commuter traffic, he said.

Mr Kaiser was commenting on a report of a meeting of commuters called by the Committee of Ten on Sunday where the chairman, Mr Mzwandile Mapunye, was quoted as saying a proposed fare increase on April 1 would depend on the commuters.

Mr Mapunye was quoted as telling the meeting in response to a question that if commuters decided to use the buses in future the proposed increase would be suspended.

Mr Kaiser said an incorrect impression might have been given that there would be no increase in bus fares if commuters returned to using CTC buses.

He said what he had told Mr Mapunye at a meeting between them on Friday was that the date for implementing the increases was flexible, but it was made clear that fares would have to be increased to meet the higher fuel price.

Reacting to the decision of the meeting to suspend the two-year-long boycott of CTC buses, Mr Kaiser said he was "obviously delighted".

He said the two years had imposed great hardship on the company and commuters, many of whom had to get up early in the morning to make alternative transport arrangements.

"It has cost our company about R6 million."

Mr Kaiser said CTC had 106 new buses on order which would be delivered in batches of 20 a month, starting from the end of this month, to cope with the expected increase in commuter demand.

He said he expected CTC to return to its former strength of 250 buses, employing about 1 000 Ciskeians.

"We hope to re-employ those who lost their jobs as a result of the boycott," he said.

He said those retrenched would receive first priority when the company started re-employing staff.

Mr Kaiser said yesterday there had been no noticeable increase in the number of bus-users.

"I expect it will take some time before the news of the end of the boycott filters through to the commuters" — DDR

## Own Affairs

## Veterinarians

47 Mr E K MOORCROFT asked the Minister of Education and Culture

- (1) How many (a) White, (b) Black, (c) Coloured and (d) Asian veterinarians are being trained at present at each specified university falling under his Department,

- (2) In respect of what date is this information furnished?

## THE MINISTER OF EDUCATION AND CULTURE

- (1) Of the universities falling under the Department of Education and Culture, only the University of Pretoria trains veterinarians. The particulars are as follows

White	656
Black	Nil
Coloureds	2
Asian	1

- (2) The information furnished, is in respect of 1983

WEDNESDAY, 20 MARCH 1985

†Indicates translated version

For written reply

General Affairs

*H. J. van der Merwe*  
"Transit"/"Daylight Sitter"

325 Mr W V RAW asked the Minister of Transport Affairs

- What profit or loss was made on (a) "Transit" and (b) "Daylight Sitter" trains in the latest specified (i) 6-month and/or (ii) 12-month period for which figures are available?

## THE MINISTER OF TRANSPORT AFFAIRS

- (a) A loss of R468 517 was sustained during the period 1 January to 31 December 1984

- (b) A loss of R2 084 730 was sustained during the period 1 December 1983 to 30 November 1984

The economy of all rail passenger services is at present being analyzed with a view to rationalizing these services

## Termination of certain services

327 Mr W V RAW asked the Minister of Transport Affairs

- (1) Whether the South African Transport Services (a) have considered and (b) are considering the termination of certain services in (i) the Republic of South Africa and (ii) South-West Africa, if so, (aa) which services and (bb) when will they be terminated,

- (2) whether an investigation has been made into the effect the termination of these services will have on the revenue and expenditure of the South African Transport Services, if so, what effect will it have on (a) the cost of road maintenance and (b) transport costs of present rail users?

## THE MINISTER OF TRANSPORT AFFAIRS.

- (1) (a) (i) Yes

(a) and (bb) The following branch lines were closed as indicated

Estcourt—Weenen 1 September 1983

Fort Beaufort—Seymour 1 April 1984

Molteno—Jamestown 1 April 1984

- (ii) (aa) and (bb) No

- (b) (i) (aa) and (bb) The economy of all branch lines are being monitored continually in collaboration with the community concerned. The closure of branch lines will only be considered when necessitated by prevailing circumstances and after all concerned have been notified in good time

- (ii) No SA Transport Services' assets in South-West Africa are being transferred to the Government of South-West Africa with effect from 1 April 1985 from which date the Administrator-General will accept full responsibility for rail and road service matters in the territory

- (aa) and (bb) Fall away

- (2) (a) and (b) Yes. Although the effect which the closing of branch lines has on the revenue and expenditure of Transport Services is calculated beforehand, the side effect on road maintenance is not calculable. However, the closing of branch lines has no effect on former users of these services as traffic is now conveyed by road at rail tariffs

## Commissions/departamental committees

409 Mr K M ANDREW asked the Minister of Home Affairs

- (1) How many (a) commissions and (b) departamental committees of inquiry were appointed in respect of his Department in 1984,

- (2) whether any of the reports of such commissions and committees have been completed, if so, (a) how many and (b) of which commissions and committees,

- (3) whether any of the reports of such

commissions and committees have been made public, if so, (a) how many and (b) of which commissions and committees,

- (4) what is the total estimated cost relating to each of these commission and committees?

## THE MINISTER OF HOME AFFAIRS

- (1), (2), (3) and (4) In respect of the former Department of Internal Affairs and the present Department of Home Affairs no commissions of inquiry were appointed in 1984. Only one Departamental Committee, who investigated possible misconduct by certain officials, was appointed in 1984 by the then Director-General of Internal Affairs. The report of the Committee has not been made public and the cost amounted to R2 070

437. Mr R W HARDINGHAM asked the Minister of Co-operation, Development and Education

- (1) What was the total number of houses built in Black townships administered by the Natala Development Board in the latest specified year for which figures are available,

- (2) what number of houses are planned for the next five years,

- (3) what is the estimated housing backlog in respect of these Black Townships?

## THE MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION

- (1) The latest year for which statistics are available in 1984. No houses were constructed in townships administered by this Board during 1984. The majority by far of the Black people who are employed in the area served by the Board reside in KwaZulu

- (2) None at present. The KwaZulu-Natal Planning Council under the chairmanship of Dr L F Rye is engaged in

(2) Yes

(a) and (b) During the second half of 1984 a number of vehicles were seized in terms of the Customs and Excise Act, 1964. A criminal case in respect of the alleged contraventions served before the regional court in Johannesburg during February 1985. The case was postponed to June 1985.

Mr H H SCHWARZ Mr Speaker, arising out of the hon the Deputy Minister's reply, were there any incidents where there was no prosecution but where the matter was settled by means of a composition in terms of the Customs Act and the payment of duties without the confiscation of vehicles and without prosecution?

The DEPUTY MINISTER Mr Speaker, I am not aware of any such incidents but I will look into the matter and inform the hon member I might add that other criminal investigations are at the moment also under way.

Mr H H SCHWARZ Mr Speaker, further arising out of the hon the Deputy Minister's Reply, does the matter extend far beyond the question of mere motor-cars and therefore include other articles that were imported in the same illegal manner?

The DEPUTY MINISTER Mr Speaker, the answer to that is that if the hon member will put his question on the Order Paper I will address that matter as well.

#### Publishing of certain magazine

\*24 Mr P H P GASTROW asked the Minister of Foreign Affairs

(1) Whether, with reference to his reply to Question No 3 on 23 March 1983, the public relations firm which publishes a certain magazine, the name of which has been furnished to the Minister's Department for the purpose of his reply, is doing so in terms of an agreement entered into with his

department, if so, (a) when does the agreement expire and (b) what amount did his Department pay this firm in 1984,

(2) (a) what are the circulation figures of the magazine, (b) in which countries is it circulated and (c) in which languages does it appear?

†The DEPUTY MINISTER OF DEVELOPMENT AND OF LAND AFFAIRS (for the Minister of Foreign Affairs)

(1) Yes

(a) The agreement with the public relations firm, which includes various benefits, is reviewed annually.

(b) In fiscal year 1984/85 the Department paid R384 000 to the public relations firm.

(2) (a) 11 000 per quarterly issue

(b) France, Monaco, Belgium, Luxembourg, Switzerland, Canada, Greece, West Germany, Italy, Britain, Morocco, South Africa, USA, Denmark, The Netherlands, Austria, Transkei, Ciskei, Bophuthatswana and Venda.

(c) French and English

\*25 Mr K M ANDREW asked the Minister of Transport Affairs

(1) Whether transport subsidies are available to the residents of Khayelitsha, if not, why not, if so, what subsidies,

(2) whether transport subsidies are related to transport costs from Old Crossroads, if so, what is the relationship, if not, how are these subsidies calculated,

(3) whether these transport subsidies are guaranteed for any period in the fu-

ture, if not, why not, if so, (a) for what period and (b) what is the nature of the guarantee?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes. Depending on the destination subsidies ranging from R1,80 to R8,80 are paid on a 10-trip clipcard valid for 14 days.

(2) No, not exclusively so. The extent of transport subsidies are determined by various factors including among other things distance travelled, terrain and local wages. In the relevant case provision has been made that commuters catching the bus at Khayelitsha pay the same fare as commuters who travel by bus from Nyanga or Crossroads to the same destinations.

(3) (a) and (b) This is a matter which falls to be dealt with by the National Transport Commission and will be considered by that body in terms of the provisions of the Black Transport Services Act, 1957 (Act 53 of 1957).

Mr K M ANDREW Mr Speaker, arising out of the hon the Minister's reply to the third section, is it a fact that a transport commission or board is currently investigating the provision of such a time guarantee?

The MINISTER Mr Speaker, we cannot give a definite guarantee. It all depends on the subsidies we can afford. For the foreseeable future I cannot see the possibility that the subsidies will be reduced. However, I must get the subsidies from the hon Minister of Finance, and we know what his position is.

Mr K M ANDREW Arising further out of the hon the Minister's reply, I do know what the hon Minister of Finance's position is. Given the fact that many subsidies were reduced when he recently increased rail fares, does he not feel that an essential part of helping to encourage people to move to Khayelitsha is that they can feel that the subsidies will not be withdrawn within a couple of years after they have moved there?

The MINISTER Mr Speaker, it all depends on the wages these people receive. If one calculates the costs one finds that more than 50% of the fare is subsidized. We will be very sympathetic towards subsidies but do not expect me to say that we will have the same subsidy for the next four or five years. We will try to keep this level of subsidy if it is possible, but I cannot give my word on it. I am too honest a man—I cannot tell lies [Interjections]

Mr H H SCHWARZ Mr Speaker, arising further out of the hon the Minister's reply and in particular his reference to his honesty, does he not consider that with the new regional services levy, he will have the funds to pay the subsidies for these people?

The MINISTER It is possible.

\*26 Mr K M ANDREW asked the Minister of Co-operation, Development and Education

What is the size of the area of land without brick buildings at (a) Old Crossroads, including adjacent squatter settlements and open land, and (b) KTC, including adjacent squatter settlements and open land?

†The MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION

(a) Approximately 72 hectares of state owned land and approximately 26 hectares of privately owned land.

(b) Approximately 50 hectares.

\*27 Mr P G SOAL asked the Minister of Co-operation, Development and Education

(1) Whether, with reference to the reply to Question No 14 on 1 February 1984, the East Rand Development Board has completed its investigation into the Katlehong riots in or about October 1983, if not, why not, if so, (a) when was the investigation com-

CANC. TINK 20/3/85  
248 269

# No guarantee on Khayelitsha subsidies

Political Correspondent

HOUSE OF ASSEMBLY — Khayelitsha residents could not be guaranteed that the transport subsidies currently available to them would be retained in future, the Minister of Transport Affairs, Mr Hendrik Schoeman, said yesterday.

Replying to a question from Mr Ken Andrew (PFP Gardens), Mr Schoeman said "We would be very sympathetic towards subsidies but cannot say that the same subsidies would be retained for the next four to five years."

Mr Schoeman said that the issue of subsidies would be dealt with by the National Transport Commission but hinted that the new regional services levies could be used to stabilize the transport cost.

He said the subsidies received by Khayelitsha residents ranged from R1,80 to R8,80 on a 10-trip clipcard valid for 14 days.

Mr Schoeman said the subsidies were not directly related to transport costs from Old Crossroads but were determined by factors such as distance travelled, terrain and local wages.

"In the relevant case provision has been made that commuters catching the bus at Khayelitsha pay the same fare as commuters who travel by bus from Nyanga or Crossroads to the same destinations."

● Old Crossroads, KTC and adjacent squatter settlements occupied about 148 hectares of State and privately owned land, the Minister of Co-operation, Development and Education, Dr Gerrit Viljoen, said yesterday in reply to a PFP question. Old Crossroads covered 72 hectares of State-owned land and about 26 hectares of private land.

# PFP hits at press 'muzzle'

*CAPL Tuit 20/3/85 269*

HOUSE OF ASSEMBLY  
— Clause 18c of the South African Transport Services Amendment Bill was the third of a series of similar measures introduced by the government to muzzle the press. Mrs Helen Suzman (PFP Houghton) said during second-reading debate on the Transport Services Amendment Bill.

The clause provides that no person may publish any untrue information about the Railways Police without having reasonable grounds for believing it to be true and places the onus of proof on that person.

Mrs Suzman said the clause was very similar to the clause in the Prisons Act that made it very difficult to report on prisons without fear of prosecution, and was almost identical to that in the Police Act.

There were existing channels to which the minister could have recourse if the press reported inaccurately.

The Media Council, which could impose a fine of up to R10 000 — the same as that envisaged by the bill, was at

present hearing a complaint brought by the police against The Star. If a report was libellous, the minister had recourse to civil law.

When cases surfaced in which railways police "chucked" a coloured man off a train — as happened recently — would the press have to either take a chance or refrain from reporting for fear of being taken to court because of some small inaccuracy?

● Replying to the debate, Mr Hendrik Schoeman said Mrs Suzman knew of the terrorism occurring in South Africa, of the activities of the African National Congress and of the infiltration of terrorists on a large scale.

"Our experience is that with conditions today we've got to have this clause to bring us in line with the South African Police."

Mr Schoeman said he was also in favour of a free press.

Mrs Suzman had complained of newspapers being taken to court for small inaccuracies, but "an inaccuracy is an inaccuracy" — Sapa

# Lack of unions 'a threat to industrial peace' Boraine

APR 6 43 20/3/85  
Parliamentary Staff

LABOUR relations in the South African Transport Services were the subject of a heated exchange between the Minister of Transport affairs, Mr Hendrik Schoeman, and the PFP's chief spokesman on Manpower, Dr Alex Boraine, in the House of Assembly

Speaking during the second reading of the SATS Amendment Bill, Dr Boraine accused Mr Schoeman of allowing workers no freedom of association

The lack of freedom of association and "genuine" collective bargaining was a risk to industrial peace in the transport sector, Dr Boraine said

SATS workers were denied the "fundamental right" to join the union of their choice. He said "The Minister will never be able to control the situation with in-house staff associations that have no teeth

The 11 in-house unions, re-

cognised by SATS, had no access to the industrial court and there was no security of tenure for black, coloured or Indian workers

At one stage Mr Schoeman interjected "We don't want any disruption"

Later replying in the debate, Mr Schoeman said "Are you asking that SATS be dominated by the General Workers Union?"

"What I'm fighting for is freedom of association," Dr Boraine replied

Mr Schoeman said "We have got labour peace in the docks and I communicate with the SATS labour unions regularly. You (Dr Boraine) said our staff associations had no teeth but they are satisfied that I fight to improve their labour situation" Mr Schoeman said

"They don't need a father. They need to fight for themselves," said Dr Boraine across the floor



C. T.  
20/3/8  
Schoeman's 'iron' rule

269 Political Correspondent

HOUSE OF ASSEMBLY — The Transport Minister, Mr Hendrik Schoeman, ruled the mighty SATS empire with a "rod of iron" in a bid to maintain Victorian labour relations, Dr Alex Boraine (PFP Pinelands) charged yesterday

During debate on the Transport Services Amendment Bill, he said there was no freedom of association or collective bargaining in SATS.

There was no security for black, coloured and Indian as only the 110 000 white employees were classified "permanent". SATS employed 241 000 workers yet was out of step with the rest of South Africa in labour relations

## Own Affairs

## Veterinarians

47 Mr E K MOORCROFT asked the Minister of Education and Culture

- (1) How many (a) White, (b) Black, (c) Coloured and (d) Asian veterinarians are being trained at present at each specified university falling under his Department,
- (2) In respect of what date is this information furnished?

## The MINISTER OF EDUCATION AND CULTURE.

(1) Of the universities falling under the Department of Education and Culture, only the University of Pretoria trains veterinarians. The particulars are as follows

White	656
Black	Nil
Coloureds	2
Asian	1

- (2) The information furnished, is in respect of 1983

WEDNESDAY, 20 MARCH 1985

†Indicates translated version

For written reply

General Affairs

*Hans and Q. Col. 783*  
"Transit"/"Daylight Sitter"  
20/3/85

325 Mr W V RAW asked the Minister of Transport Affairs

What profit or loss was made on (a) "Transit" and (b) "Daylight Sitter" trains in the latest specified (i) 6-month and/or (ii) 12-month period for which figures are available?

## The MINISTER OF TRANSPORT AFFAIRS

(a) A loss of R468 517 was sustained during the period 1 January to 31 December 1984

(b) A loss of R2 084 730 was sustained during the period 1 December 1983 to 30 November 1984

The economy of all rail passenger services is at present being analyzed with a view to rationalizing these services

## Termination of certain services

327 Mr W V RAW asked the Minister of Transport Affairs.

(1) Whether the South African Transport Services (a) have considered and (b) are considering the termination of certain services in (i) the Republic of South Africa and (ii) South-West Africa, if so, (aa) which services and (bb) when will they be terminated,

(2) whether an investigation has been made into the effect the termination of these services will have on the revenue and expenditure of the South African Transport Services, if so, what effect will it have on (a) the cost of road maintenance and (b) transport costs of present rail users?

## The MINISTER OF TRANSPORT AFFAIRS

(1) (a) (i) Yes

(a) and (bb) The following branch lines were closed as indicated

Estcourt—Weenen 1 September 1983

Fort Beaufort—Seymour 1 April 1984

Molteno—Jamestown 1 April 1984

(ii) (aa) and (bb) No

(b) (1) (aa) and (bb) The economy of all branch lines are being monitored continually in collaboration with the community concerned. The closure of branch lines will only be considered when necessitated by prevailing circumstances and after all concerned have been notified in good time

(ii) No SA Transport Services' assets in South-West Africa are being transferred to the Government of South-West Africa with effect from 1 April 1985 from which date the Administrator-General will accept full responsibility for rail and road service matters in the territory

(aa) and (bb) Fall away

(2) (a) and (b) Yes Although the effect which the closing of branch lines has on the revenue and expenditure of Transport Services is calculated beforehand, the side effect on road maintenance is not calculable. However, the closing of branch lines has no effect on former users of these services as traffic is now conveyed by road at rail tariffs

## Commissions/departamental committees

409 Mr K M ANDREW asked the Minister of Home Affairs

(1) How many (a) commissions and (b) departamental committees of inquiry were appointed in respect of his Department in 1984,

(2) whether any of the reports of such commissions and committees have been completed, if so, (a) how many and (b) of which commissions and committees,

(3) whether any of the reports of such

commissions and committees have been made public, if so, (a) how many and (b) of which commissions and committees,

(4) what is the total estimated cost relating to each of these commission and committees?

## The MINISTER OF HOME AFFAIRS

(1), (2), (3) and (4) In respect of the former Department of Internal Affairs and the present Department of Home Affairs no commissions of inquiry were appointed in 1984. Only one Departamental Committee, who investigated possible misconduct by certain officials, was appointed in 1984 by the then Director-General of Internal Affairs. The report of the Committee has not been made public and the cost amounted to R2 070

*Natala Development Board 20/3/85*  
437 Mr R W HARDINGHAM asked the Minister of Co-operation, Development and Education

(1) What was the total number of houses built in Black townships administered by the Natala Development Board in the latest specified year for which figures are available,

(2) what number of houses are planned for the next five years,

(3) what is the estimated housing backlog in respect of these Black Townships?

## The MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION

(1) The latest year for which statistics are available in 1984. No houses were constructed in townships administered by this Board during 1984. The majority by far of the Black people who are employed in the area served by the Board reside in KwaZulu

(2) None at present. The KwaZulu-Natal Planning Council under the chairmanship of Dr L F Rive is engaged in

# SATS 'took action' after train incident

Staff Reporter

THE SATS said this week that disciplinary action had been taken against two white railway employees after an incident last month in which black passengers were rudely ordered from a coach after some signboards had been changed from white to non-white.

SATS spokesman Mr Leon Els declined to describe the disciplinary measures but said they "could vary from a fine to a transfer to another department"

A passenger in the incident, who declined to be identified, said Mr Els's explanation was "grossly inadequate"

He said. "These people may only have been fined R5, and this is not commensurate with the humiliation suffered"

The incident was reported in the Cape Times on February 22. Passengers said the female barrier guard had been "very rude" and had ordered passengers off the coach by saying "You

must get out, you don't belong here, this coach is for whites only."

One passenger, Mrs Cecilia Thomas of Bellville South, said it was a "damned disgrace" that they should be "chased around like animals" — specially since the white carriages had been almost empty.

At the time, the conductor gave various explanations for ordering passengers to leave. He first said that whites must have five coaches, and subsequently that white passengers had complained

## 'Forgotten'

When it was pointed out to him that there had been almost no white passengers in the other coaches, he said they had forgotten to change the signboards at Cape Town station

Regarding allegations that the barrier guard was always rude to blacks, Mr Els said at the time that was unacceptable and that SATS took "strong" disciplinary measures in such cases

# BACK TO BUSES

(269) 24/3/85 By JABULANI SIKHAKHANE C. Press

THE two-month Empangeni bus boycott could end within a week now that a settlement has been reached between the Commuters' Committee and company representatives.

Commuters' Committee leader S Z Chonco, this week said commuters had agreed to end the boycott as soon as "free enterprise took place practically".

Mr Chonco told City Press Empangeni Transport would give up some of its route permits to three local bus operators for two years.

He said the three bus operators are meeting with company representatives and could finalise the end of the boycott this week.

Commuters have accepted the terms of the settlement.

After 20 months of hardship, deaths and foot-slogging, the Mdantsane bus boycott ends...

269

# ITS OVER

MDANTSANE'S bus boycott is over — but for how long?

Only 24 hours after commuters in the Eastern Cape township called off their protest, the Ciskei Transport Corporation said it was putting up its fares again — the very issue that sparked off the boycott.

The announcement was made by CTC managing director Hans Kaiser before the dust had even settled on the meeting at which the workers called off their dispute.

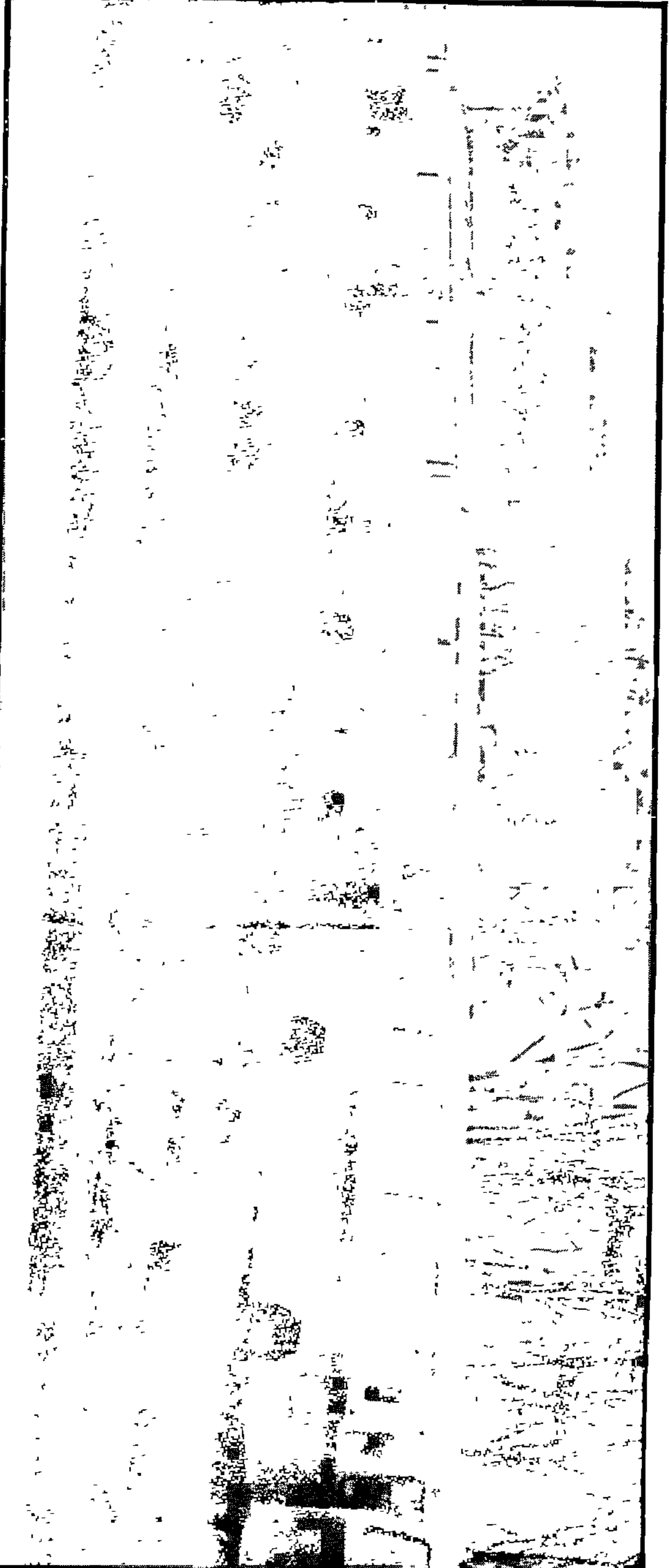
It reaffirms an announcement earlier this year that CTC had received Transport Board clearance for an April 1 price hike

Confusion surrounds the pending increase, however — at this week's commuter meeting, Committee of Ten chairman Mzwandile Mampunye told workers CTC

# OR IS IT

# ?

would not increase fares if they went back on the buses  
If they didn't go back, he said, CTC would have to put up fares because of the petrol price increase  
But Mr Kaiser told City Press after the meeting that no pledge had been made



## BY BENITO PHILLIPS

"Don't get the wrong impression," he said "Fares will still have to go up"  
Mr Kaiser's announcement is sure to affect the workers' decision to go back to the buses — a decision taken after 20 months of suffering

Commuters recalled their suffering at this week's meeting, saying the boycott had lasted too long  
It had also caused chaos among civic organisations in Mdantsane and Duncan Village, according to commuters, who said whole families had been torn apart by the boycott  
Some of those families are still trying to extract justice from the Ciskei Government — in the form of R3,5-million worth of

claims against the Ciskei Justice Department  
These cases are still waiting to be heard in the Bisho Supreme Court  
Commuters weren't the only people who suffered — more than 600 CTC employees were laid off. The company is said to have lost more than R6-million during the boycott  
Those losses — and protests from commuters — prompted the CTC to offer itself

to private enterprise. But no one would buy it  
Now CTC is planning to expand again — 106 new buses have been ordered "to meet the expected commuter increase", and Mr Kaiser says the company is hoping to re-employ some of the workers who were laid off  
It all now seems to depend on the pending price increases — and whether workers will accept them

Services motor vehicles were involved in accidents in the 1983-84 financial year and (b) what was the total estimated cost involved?

The MINISTER OF TRANSPORT AFFAIRS

- (a) 5 654 motor vehicles were involved in accidents  
These figures include all minor accidents, scratches, etc

(b) R3.5 million  
2691  
House/buildings standing empty  
Q. 807 25/3/85  
528 Mr J H VISAGIE asked the Minister of Transport Affairs +

Whether any (a) houses and (b) buildings belonging to the South African Transport Services are standing empty at present, if so, (i) how many in each case, (ii) why, (iii) what is the value of these (aa) houses and (bb) buildings and (iv) what does the South African Transport Services intend doing with the (aa) houses and (bb) buildings?

The MINISTER OF TRANSPORT AFFAIRS

- (a) Yes
- (i) 879, mostly in remote places
- (ii) For several reasons, inter alia, the closing of stations and depots which resulted in the transfer of personnel
- (iii) (aa) Particulars are not readily available
- (iv) (aa) Continuous endeavours are made to rent the houses privately, or to make it available to pensioners at a nominal rent, or to sell it by tender or public auction
- (b) Yes
- (i) A survey is at present being

made. Mostly this comprises station buildings, pump stations, etc

(ii) The withdrawal of uneconomical services, doubling and electrification of railway lines, etc

(iii) (bb) A survey is at present being made

(iv) (bb) Depending on what is determined by the survey, the possible utilization of the buildings for other purposes, the sale or demolishing thereof will have to be considered

Johannesburg: underground transport system

535 Mr A FOURIE asked the Minister of Transport Affairs +

- (1) Whether his Department is at present considering an underground or similar transport system for Johannesburg, if so,
- (2) whether his Department has commissioned consulting engineers to (a) carry out investigations and (b) make submissions in this regard, if so, who are these consulting engineers,
- (3) whether he intends making submissions to Parliament for consideration and implementation, if so, when,
- (4) (a) what is the estimated cost of the transport system and (b) in what way will such a contract be financed,
- (5) whether the (a) Department of Transport Affairs, (b) Transvaal Provincial Council and (c) Johannesburg City Council will contribute to the cost of such a project, if so, what percentage of the total cost will be contributed by each?
- The MINISTER OF TRANSPORT AFFAIRS
- (1) Yes Different mass transit systems are being investigated

system has been identified and relevant costs have been determined

Apprenticeship contracts

537 Dr A L BORAINÉ asked the Minister of Manpower

(a) How many apprenticeship contracts were in operation in 1984 in respect of White, Coloured and Indian persons, respectively and (b) how many in each race group were registered in respect of each trade?

The MINISTER OF MANPOWER

(3) As soon as the consortium's findings and final recommendations have been considered by the National Transport Commission I will discuss the matter at an appropriate opportunity in Parliament

(4) (a) The total estimated capital cost for example for a steel-on-steel transit system which will be located mainly in tunnels is R1 158 million This is, however, not necessarily the optimum system for Johannesburg and for this reason the consortium will also investigate various alternative systems such as buses, heavy rail and other systems An overall concept of costs is not available at this stage

(b) As soon as the most suitable system and costs have been identified by the consortium the type of financing will receive further attention

(5) (a), (b) and (c) A decisive reply can only be given after the most suitable

- (1) (a) Cape Province
- |          |  |
|----------|--|
| White    | 0  |
| Coloured | 4 (2 in December 1983 2 in April 1984)   |
| Asian    | 0  |
| Black    | 7 (1 in February 1984, 2 in April 1984, 2 in June 1984, 1 in August 1984, 1 in September 1984) |

system has been identified and relevant costs have been determined

Apprenticeship contracts

537 Dr A L BORAINÉ asked the Minister of Manpower

(a) How many apprenticeship contracts were in operation in 1984 in respect of White, Coloured and Indian persons, respectively and (b) how many in each race group were registered in respect of each trade?

The MINISTER OF MANPOWER

(a) Statistics concerning apprenticeship contracts in operation are not kept on a population groups basis and figures as requested are therefore not readily available

(b) Falls away

2691  
House/buildings standing empty  
Q. 810 25/3/85  
564 Dr M S BARNARD asked the Minister of Health and Welfare

(1) How many (a) cases of and (b) deaths from poliomyelitis were reported in respect of each race group in each province for each month from December 1983 to the latest specified month for which figures are available

(2) what steps are being taken to combat the spread of this disease?

The MINISTER OF HEALTH AND WELFARE

As at 31 December 1984

- (1) (a) Cape Province
- |          |  |
|----------|--|
| White    | 0  |
| Coloured | 4 (2 in December 1983 2 in April 1984)   |
| Asian    | 0  |
| Black    | 7 (1 in February 1984, 2 in April 1984, 2 in June 1984, 1 in August 1984, 1 in September 1984) |

(3) (a) disability caused or aggravated by military service, determined at least 20 per cent in terms of the provisions of the Military Pensions Act (Act 84 of 1976)

(b) death of spouse as a result of the performance of military service, or death subsequent to the performance of such service if immediately prior to his death he—

(i) was in receipt of a pension in terms of the Act, or

(ii) suffered from a pensionable disability of at least 20 per cent or, if less than 20 per cent, death is as a result of the pensionable disability

Vanderbijlpark proclaimed on 1984-11-23

(d) As on 1985-02-21

*2697 Howard*  
Buses: accidents 25/3/85  
428 Mr D J N MALCOMMESS asked the Minister of Transport Affairs:

(1) How many (a) accidents involving (i) privately-owned and (ii) South African Transport Services buses transporting Black persons occurred, and (b) persons were (i) killed and (ii) injured in these accidents, in the Cape Province in the latest specified 12-month period for which figures are available,

(2) whether the causes of the accidents had been established, if not, why not, if so, how many were due to (a)(i) overloaded and (ii) unroadworthy buses and (b) incompetent or careless drivers,

(3) whether any steps have been taken to prevent a recurrence of such accidents, if so, what steps; if not, why not,

(4) whether he intends to take any steps in this regard; if not, why not, if so, (a) what steps and (b) when?

#### THE MINISTER OF TRANSPORT AFFAIRS

Information with regard to privately-owned buses is not available in the Department of Transport and this part of the question must be directed to the Minister of Constitutional Development and Planning. With the exception of the reply in respect of Question (4) the remaining information is only applicable to SA Transport Services

(1) (a) (1) Falls away

(ii) 46

(b) (1) 4,

(ii) 2

(2) Yes, in respect of South African Transport Services

(a) (i) and (ii) Nil

(b) 30, of which more than 75 per cent were of a minor nature

(3) Yes, in the case of SA Transport Services departmental enquiries were held after each accident to determine the cause thereof and corrective training was given where found necessary

(4) The National Institute for Traffic- and Road Research of the Council for Scientific and Industrial Research is undertaking specific case studies

and if it appears that consequences can be related to specific causes appropriate preventative measures will be considered

*Howard*  
Income tax 25/3/85  
466 Mr B B GOODALL asked the Minister of Finance

(a) What were the total taxable earnings for Whites, Coloureds and Indians, respectively, in 1983 and (b) what was the (i) total taxable income earned in this year by each of these race groups and (ii) percentage increase or decrease for each such group over the previous year?

#### THE MINISTER OF FINANCE

	Whites	Coloureds	Indians
(a) (1) (1983)	23 736,9M	1 341,6M	1 138,8M
(b) (1) (1984)	19 555,7M	1 302,2M	994,3M
	+ 5,95%	+ 27,37%	+ 13,92%

#### Notes

(1) It is assumed that what is required under (a) and (b)(i) is the taxable income for the 1983 and 1984 tax years, respectively

(2) The statistics for the 1984 tax year are incomplete because  $\pm 23$  per cent of individual taxpayers have not yet been assessed. The percentage growth has therefore been calculated on the average income per taxpayer

#### THE MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION

and (ii) in terms of other legal provisions?

(1) (a) 40

(b) 33

(i) 36

(ii) 37

*Howard*  
474 Mr P G SOAL asked the Minister of Co-operation, Development and Education

(1) How many persons were moved from the (a) Johannesburg municipal area and (b) Greater Soweto area in 1984 to (i) national states and (ii) independent Black states,

(a) (i) 19

(ii) 23

(2) How many of these persons (a) moved voluntarily and (b) were moved (i) by decree, (ii) by court order

505 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

(a) How many South African Transport

#### THE MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

Yes, trade areas in municipal areas have been proclaimed in terms of section 19 of the Group Areas Act, 1966

(a) 7

(b) and (c)

Grahamstown proclaimed on 1984-03-02  
Cape Town (Wynberg) proclaimed on 1984-05-30

Witbank proclaimed on 1984-09-14  
Pietermaritzburg proclaimed on 1984-10-05

Queenstown proclaimed on 1984-10-05  
Volkstrust proclaimed on 1984-11-23

(3) (a) disability caused or aggravated by military service, determined at least 20 per cent in terms of the provisions of the Military Pensions Act (Act 84 of 1976)

(b) death of spouse as a result of the performance of military service, or death subsequent to the performance of such service if immediately prior to his death he—

(i) was in receipt of a pension in terms of the Act, or

(ii) suffered from a pensionable disability of at least 20 per cent or, if less than 20 per cent, death is as a result of the pensionable disability

Vanderbiltpark proclaimed on 1984-11-23

(d) As on 1985-02-21

*Howard Q. Col. 803*  
25/3/85  
428 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

(1) How many (a) accidents involving (i) privately-owned and (ii) South African Transport Services buses transporting Black persons occurred, and (b) persons were (i) killed and (ii) injured in these accidents, in the Cape Province in the latest specified 12-month period for which figures are available,

(2) whether the causes of the accidents had been established, if not, why not, if so, how many were due to (a)(i) overloaded and (ii) unroadworthy buses and (b) incompetent or careless drivers,

(3) whether any steps have been taken to prevent a recurrence of such accidents, if so, what steps, if not, why not,

(4) whether he intends to take any steps in this regard, if not, why not, if so, (a) what steps and (b) when?

The MINISTER OF TRANSPORT AFFAIRS

Information with regard to privately-owned buses is not available in the Department of Transport and this part of the question must be directed to the Minister of Constitutional Development and Planning. With the exception of the reply in respect of Question (4) the remaining information is only applicable to SA Transport Services

(1) (a) Falls away  
(ii) 46

(b) (i) 4

(ii) 2

(2) Yes, in respect of South African Transport Services

(a) (i) and (ii) Nil

(b) 30, of which more than 75 per cent were of a minor nature

(3) Yes, in the case of SA Transport Services departmental enquiries were held after each accident to determine the cause thereof and corrective training was given where found necessary

(4) The National Institute for Traffic and Road Research of the Council for Scientific and Industrial Research is undertaking specific case studies

and if it appears that consequences can be related to specific causes appropriate preventative measures will be considered

*Howard Q. Col. 806*  
25/3/85  
466 Mr B B GOODALL asked the Minister of Finance.

(a) What were the total taxable earnings for Whites, Coloureds and Indians, respectively, in 1983 and (b) what was the (i) total taxable income earned in this year by each of these race groups and (ii) percentage increase or decrease for each such group over the previous year?

The MINISTER OF FINANCE

	Whites	Coloureds	Indians
(a)	23 736,9M	1 341,6M	1 138,8M
(b)	19 555,7M	1 302,2M	994,3M
(i)	1983	+	+
(ii)	1984	27,37%	13,92%

Notes

(1) It is assumed that what is required under (a) and (b)(i) is the taxable income for the 1983 and 1984 tax years, respectively

(2) The statistics for the 1984 tax year are incomplete because  $\pm 23$  per cent of individual taxpayers have not yet been assessed. The percentage growth has therefore been calculated on the average income per taxpayer

474 Mr P G SOAL asked the Minister of Co-operation, Development and Education

(1) How many persons were moved from the (a) Johannesburg municipal area and (b) Greater Soweto area in 1984 to (i) national states and (ii) independent Black states,

(2) how many of these persons (a) moved voluntarily and (b) were moved (i) by decree, (ii) by court order

and (iii) in terms of other legal provisions?

The MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION.

(1) (a) 40  
(b) 33

(i) 36  
(ii) 37

(2) (a) 31  
(b) (i) 19  
(ii) 23

(iii) None  
Motor vehicles, accidents

505 Mr D J N MALCOMMESS asked the Minister of Transport Affairs

(a) How many South African Transport

381 Mr G B D MCINTOSH asked the Minister of Constitutional Development and Planning

Whether any open areas have been proclaimed in municipal areas in terms of section 19 of the Group Areas Act since 31 December 1983, if so, (a) how many, (b) in which municipal areas, (c) when and (d) in respect of what date is this information furnished?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

Yes, trade areas in municipal areas have been proclaimed in terms of section 19 of the Group Areas Act, 1966

(a) 7  
(b) and (c)

Grahamstown proclaimed on 1984-03-02  
Cape Town (Wynberg) proclaimed on 1984-05-30

Witbank proclaimed on 1984-09-14  
Pietermaritzburg proclaimed on 1984-10-05

Queenstown proclaimed on 1984-10-05  
Volksrust proclaimed on 1984-11-23



Services motor vehicles were involved in accidents in the 1983-84 financial year and (b) what was the total estimated cost involved?

The MINISTER OF TRANSPORT AFFAIRS

- (a) 5 654 motor vehicles were involved in accidents  
These figures include all minor accidents, scratches, etc

(b) R3.5 million  
2691 Houses/buildings standing empty  
Q. 61 807 25/3/85  
528 Mr J H VISAGIE asked the Minister of Transport Affairs †

Whether any (a) houses and (b) buildings belonging to the South African Transport Services are standing empty at present, if so, (i) how many in each case, (ii) why, (iii) what is the value of these (aa) houses and (bb) buildings and (iv) what does the South African Transport Services intend doing with the (aa) houses and (bb) buildings?

The MINISTER OF TRANSPORT AFFAIRS

- (a) Yes
- (1) 879, mostly in remote places
- (ii) For several reasons, inter alia, the closing of stations and depots which resulted in the transfer of personnel
- (iii) (aa) Particulars are not readily available
- (iv) (aa) Continuous endeavours are made to rent the houses privately, or to make it available to pensioners at a nominal rent, or to sell it by tender or public auction

(b) Yes

- (1) A survey is at present being

HoA

made Mostly this comprises station buildings, pump stations, etc

(ii) The withdrawal of uneconomical services, doubling and electrification of railway lines, etc

(iii) (bb) A survey is at present being made

(iv) (bb) Depending on what is determined by the survey, the possible utilization of the buildings for other purposes, the sale or demolishing thereof will have to be considered

Johannesburg, underground transport system

535 Mr A FOURIE asked the Minister of Transport Affairs †

- (1) Whether his Department is at present considering an underground or similar transport system for Johannesburg, if so,
- (2) whether his Department has commissioned consulting engineers to (a) carry out investigations and (b) make submissions in this regard, if so, who are these consulting engineers,
- (3) whether he intends making submissions to Parliament for consideration and implementation, if so, when,
- (4) (a) what is the estimated cost of the transport system and (b) in what way will such a contract be financed,
- (5) whether the (a) Department of Transport Affairs, (b) Transvaal Provincial Council and (c) Johannesburg City Council will contribute to the cost of such a project, if so, what percentage of the total cost will be contributed by each?

The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes Different mass transit systems are being investigated

(2) (a) and (b) Yes At the request of the National Transport Commission (NTC) a consortium of consulting engineers comprising the firms Keeve Steyn and Partners, Scott and De Waal, Stanway Edwards and Associates and Watermeyer, Legge, Piesold and Uhlman have been appointed to investigate the feasibility of introducing a rail rapid transit system for Johannesburg. The investigation will be conducted in three phases whereafter findings and recommendations will be submitted to the NTC for consideration

system has been identified and relevant costs have been determined

Apprenticeship contracts

537 Dr A L BORRINE asked the Minister of Manpower

(a) How many apprenticeship contracts were in operation in 1984 in respect of White, Coloured and Indian persons, respectively and (b) how many in each race group were registered in respect of each trade?

The MINISTER OF MANPOWER

(3) As soon as the consortium's findings and final recommendations have been considered by the National Transport Commission I will discuss the matter at an appropriate opportunity in Parliament

(a) Statistics concerning apprenticeship contracts in operation are not kept on a population groups basis and figures as requested are therefore not readily available

(b) Falls away

564 Dr M S BARNARD asked the Minister of Health and Welfare

(1) How many (a) cases of and (b) deaths from polomyelitis were reported in respect of each race group in each province for each month from December 1983 to the latest specified month for which figures are available

(2) what steps are being taken to combat the spread of this disease?

The MINISTER OF HEALTH AND WELFARE

As at 31 December 1984

- (1) (a) Cape Province White 0  
Coloured 4 (2 in December 1983, 2 in April 1984)  
Asian 0  
Black 7 (1 in February 1984, 2 in April 1984, 2 in June 1984, 1 in August 1984, 1 in September 1984)

HoA

# Crowd stones cars and trains

Argus Correspondent  
**PRETORIA.** — Hundreds of rail travellers from Hammanskraal ran riot at Petronella station about 30km north of Pretoria, stoning trains and cars on the old Warmbaths road, after their trains ran late

At least six people were hurt in a stampede from the trains and in the stone-throwing in which three trains and six vehicles were damaged

Police, backed by railways police armed with automatic rifles, shotguns and teargas and backed up by an armed scout car, closed off the Pretoria-Warmbaths road for about 3km on either side of the station after the crowd calmed down

The injured were taken to Kalafong Hospital with broken arms, legs, ribs and lacerations, said a spokesman

They were Solomon Mokube, Elizabeth Mhlongo, Leah Nabe, Lo Bisa Maake, Rachel Seabe and Lobisa Baloi.

Brigadier Frans Loots, railway police Commissioner for the Northern Transvaal, said one of the casualties was hurt when the commuters stampeded, while another was struck by a stone. "No one was arrested and no shots were fired," he said

Angry commuters said early morning trains had been running late for the past three weeks. The Hammanskraal train was stopped at Petronella station each day to allow the Pietersburg train to pass.

This resulted in them missing connecting trains at Bosman station or arriving late at work

Dr Gerhard Booysen, assistant regional manager for Sats, said there was a signal failure at 5 02am and a technician was sent out to repair it but it took time

Impatient commuters left the coaches and attacked Mr David Ntshodisane, 30, who told of the terror he experienced while ferrying

about 16 passengers from Hammanskraal to the city.

"I was driving along at about 5am when people stopped me. There were many of them. They suddenly started throwing rocks at my minibus. They broke windows and I got out and fled into the veld. One of the rocks thrown at the bus hit me on the shoulder but did not cut me

"It was frightening seeing all those people," he said

By 8am the crowd had started walking in an orderly manner back to Hammanskraal, while police followed some distance behind.

## Russians bug US typewriters

LONDON — Soviet officials planted listening devices inside typewriters in the American Embassy in Moscow. The devices were there for at least a year — Argus Foreign Service

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## The MINISTER OF JUSTICE

Statistics for the period 1 January 1984 until 31 August 1984 are as follows

- (a) 433 hours  
(b) 4 615 persons

Since 1 September 1984, the date on which judicial work was taken over from the Department of Co-operation and Development, the adjudication of all cases emanating from the various magistratal districts is dealt with by the Magistrates' Courts concerned.

*Howard*  
208 Mr R M BURROWS asked the Minister of Public Works:

- (1) How many (a) White, (b) Coloured, (c) Indian and (d) Black persons in the Public Service had obtained State-guaranteed housing loans as at the latest specified date for which figures are available?

- (2) (a) how many (i) White, (ii) Coloured, (iii) Indian and (iv) Black persons in the Public Service were in receipt of State housing subsidies as at the latest specified date for which figures are available and (b) what annual sum was spent in each case for (i) compulsory mortgage repayments and (ii) voluntary repayments?

## The MINISTER OF PUBLIC WORKS

- (1) Statistics in respect of State-guaranteed housing loans are not kept separately in respect of the various population groups 53 771 loans have however been granted to public servants up to 31 December 1984

- (2) Such statistics are not kept

## Commissions/departamental committees

408 Mr K M ANDREW asked the Minister of Transport Affairs.

- (1) How many (a) commissions and (b) departamental committees of inquiry were appointed in respect of the South African Transport Services in 1984,

- (2) whether any of the reports of such commissions and committees have been completed, if so, (a) how many and (b) of which commissions and committees,

- (3) whether any of the reports of such commissions and committees have been made public, if so, (a) how many and (b) of which commissions and committees,

- (4) what is the total estimated cost relating to each of these commissions and committees?

## The MINISTER OF TRANSPORT AFFAIRS

- (1), (2), (3) and (4) No commissions were appointed but Transport Services appointed several departamental Committees of Inquiry which is normal management practice and takes place according to need. Particulars in this regard are not readily available

## Sporting facilities

447 Mr M A TARR asked the Minister of Co-operation, Development and Education

What was the total amount spent by the Department of Co-operation and Development on the provision of sporting facilities in South Africa in the 1984-85 financial year?

## The MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION

- (a) Amount approved for sport facilities to date R4 698 440,10

- (b) Applications at present under consideration R1 261 500,00  
If (b) is approved before 31 March 1985, the total amount will be R5 959 940,10

- (c) The total amount already spent on the provision of sports facilities by the Department during the 1984-85 financial year stands at R4 107 989,86

*Howard*  
National states: persons employed  
27/3/85  
518 Mr R A F SWART asked the Minister of Co-operation, Development and Education

How many Blacks in each national state were employed in undertakings established (a) on an agency basis and (b) by development corporations for national states as at the latest specified date for which figures are available?

## The MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION

(a) (b) Total

Lebowa as at 31/12/1984	6 280	13 290	19 570
KwaZulu as at 28/2/1985	2 004	4 624	6 628
KwaNdebele as at 28/2/85	235	242	477
Gazankulu as at 31/3/1984	2 863	2 089	4 952
KaNwane as at 28/2/1985	1 057	626	1 683
Owaqwa as at 28/2/1985	9 550	86	9 636
Total	21 989	20 957	42 946

*Howard*  
Zambia locomotives  
269  
27/3/85  
527 Mr J H VISAGIE asked the Minister of Transport Affairs +

- (1) Whether diesel locomotives were lent or leased to Zambia in the latest specified period of two years for which figures are available, if so, (a) how many such locomotives were so (i) lent and/or (ii) leased, (b) what class of locomotives were they in each case and (c) on what date were these locomotives (i) lent and (ii) leased to Zambia in each case,

- (2) whether the rental in respect of the leased locomotives has been paid, if

not, why not, if so, (a) what amount in respect of each leased locomotive was agreed upon and (b) what total amount in rental had been paid as at the latest specified date for which figures are available,

- (3) whether any (a) maintenance and (b) repair work has been carried out in respect of the lent and/or leased locomotives, if so, (a) by whom and (b) how much did this work cost in each case,

- (4) whether the maintenance and repair work has been paid for; if not, why not, if so, by whom?

## The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes, during the period January 1983 to December 1984 several class 33-400 diesel locomotives were hired out to the Zambian Railways. Details of such locomotives are not readily available as they are being changed regularly for maintenance. At the end of December 1984 nine locomotives were hired out

- (2) All rental and insurance were paid in full up to July 1984. Arrears are being paid in three instalments. The first has already been received

- (a) Rental varied from R543 per day in January 1983 to R650 per day in December 1984

- (b) R6,3 million has been received up to February 1985

- (3) and (4) Yes, the hire tariff is comprehensive and includes normal maintenance charges except for light repairs and maintenance which is attended to by Zambian Railways for its own account. Supplies and spares for this purpose are provided by Transport Services. Locomotives are also insured against accidents and such repair costs are recovered therefrom. Separate costs are not readily available

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HoA

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Total	21 989	20 957	42 946

(1)

## The MINISTER OF TRANSPORT AFFAIRS

- (4) whether the maintenance and repair work has been paid for, if not why not, if so, by whom?

not, why not, if so, (a) what amount in respect of each leased locomotive was agreed upon and (b) what total amount in rental had been paid as at the latest specified date for which figures are available.

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HoA

# TRANSPORT DIPLOMACY

David Pincus

**There's nothing altruistic about the aid Transport Services gives to neighbouring states.**

**T**HE rail transport systems of most Southern African countries are interlinked. SA Transport Services is not only a full partner, but also a helpful and resourceful partner when assistance is called for.

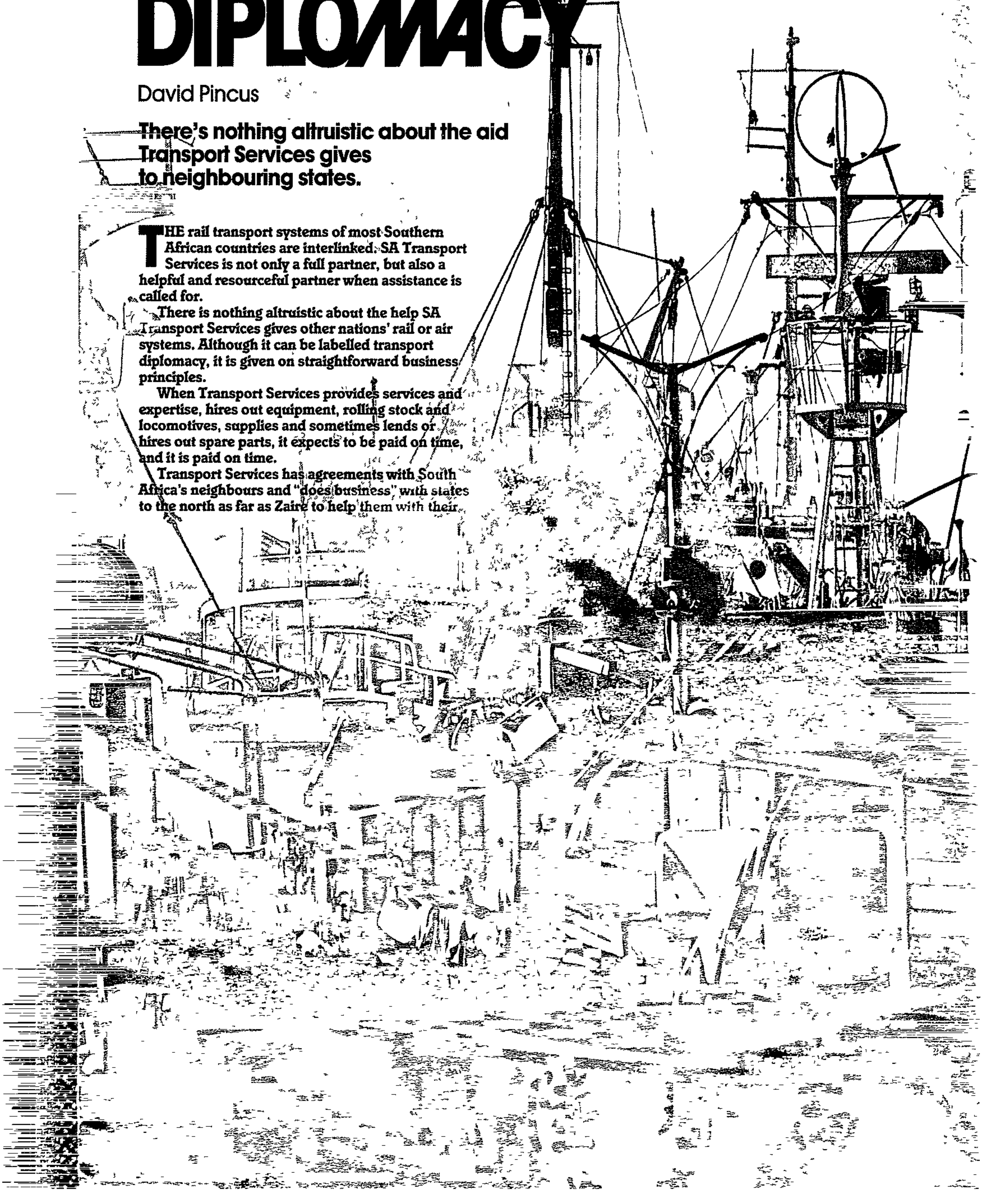
There is nothing altruistic about the help SA Transport Services gives other nations' rail or air systems. Although it can be labelled transport diplomacy, it is given on straightforward business principles.

When Transport Services provides services and expertise, hires out equipment, rolling stock and locomotives, supplies and sometimes lends or hires out spare parts, it expects to be paid on time, and it is paid on time.

Transport Services has agreements with South Africa's neighbours and "does business" with states to the north as far as Zaire to help them with their

269

Memorandum  
4/85



harbour

Van der Berg says "Transport Services examined a number of possibilities and presented several options to the Government of Botswana. We believe that the most suitable solution would be to build a line to link their coalfields with our existing line at Ellisras. That would give Botswana access to Richards Bay or Maputo."

### Zimbabwe

SA Transport Services' business agreement with NRZ is similar to its deal with DNPCF.

Air Zimbabwe operates 14 return flights a week and SAA 15 return flights a week between the two states, in a pool partnership.

NRZ has in the past hired locomotives from Transport Services but now has enough of its own. It does, however, call on Transport Services to give other assistance — for example, repairs to its rolling stock and training of its air crews. SAA also assists with making available aircraft components to Air Zimbabwe.

Transport Services operates three offices in Zimbabwe, one for its commercial representative, an SAA office in Bulawayo and one in Harare.

### Zambia

Although Zambia is linked by the Tanzam line to Dar es Salaam, a large proportion of its exports, mostly copper, and most of its imports are channelled through South African harbours.

SAA and Air Zambia also operate two flights each a week between Lusaka and Jan Smuts Airport.

There is no official agreement between Transport Services and Zambia's railway authorities, the uninterrupted flow of revenue earning rail traffic being governed by Transport Services' business agreement with the NRZ. At present 13 Transport Services diesel locomotives are leased to them.

### Zaire

The agreement with the NRZ also covers the free flow of rail traffic between South Africa and Zaire. About four years ago Transport Services sold 150 surplus goods wagons, 50 coaches and 1 500 tarpaulins to the Zairean railways and recently it

also sold a number of surplus goods wagons to Geca Mines in Zaire.

**Assistance is based on business principles . . .**

Zaire does not have its own national airline. Sabena, UTA and TAP provide its links with South Africa, but it has a private airline, Scribe Airlifts, with which SA Airways does business on the same basis as, for example, it does with Mozambique's LAM.

### Swaziland

There is a great deal of co-operation between Transport Services and Swaziland Railways (SR), which currently hires 19 steam locomotives and one diesel locomotive from South Africa.

The 121 km line linking Mpaka and Komatipoort, due to be completed by the end of this year, is being developed as a joint project. Transport Services is building the line from Komatipoort to Border Gate and SR from there to Mpaka.

Since 1977, Transport Services has seconded many of its senior officials to SR. Its chief executive is a Transport Services man. Transport Services also hires locomotive and aircraft spares to the Swazis, it repairs its rolling stock and aircraft, and acts as a mediator and agent for SR in the purchase of materials.

Since it phased out its propeller-driven aircraft, SAA flights have been replaced by Swazi Air between Johannesburg and Mbabane.

### Malawi

Malawi is tantalisingly close to the East African harbours of Nacala and Beira — in fact it has rail connections to both these ports — but relies almost totally on South Africa for its imports and exports. One reason for this is that Zimbabwe's NRZ is not yet in a position to carry Malawian goods by rail through Zimbabwe due to line capacity problems.

Transport Services recently concluded an agreement with a Malawian road haulier to carry that country's exports to the borders of Zimbabwe and South Africa. From there Transport Services carries them by rail to South African harbours. Imports for Malawi take the same route.

Apart from the two flights a week SAA operates between Lilongwe and Johannesburg, Air Malawi operates another three a week. There are also two freight flights a week from Johannesburg.

As with the other states in the Southern African region, Transport Services sells surplus coaches and goods wagons to Malawi. It also offers technical assistance when asked, and repairs its aircraft and rolling stock.

In fact, until he retired in June 1984, a former Transport Services man, Norman Husemeyer, was chief executive of Malawi Rail.

### Lesotho

Lesotho is one of those unfortunate landlocked countries and would have no rail access to the outside world if Transport Services did not operate a line between Maseru in the Free State and Maseru.

Lesotho is also served by road vehicles operated by SA Transport Services.

Lesotho Air operates the only air link between Lesotho and South Africa.

### Conference

Against the background sketched above, it is not surprising that general managers of all the rail systems in Southern Africa, except Tanzam and Angola, attended a conference hosted in Johannesburg by Transport Services on September 17, 1984. Its purpose was to identify and thrash out problems inhibiting the free flow of cross-border traffic.

After the conference the general managers spent several days in South Africa as guests of Transport Services.

Transport Services and the railways of South Africa's neighbours hold regular technical conferences in the first quarter of every year for civil, mechanical, electrical, signalling and telecommunication engineers to iron out their mutual problems.

# TRANSPORT DIPLOMACY

rail and air transport problems. The only exception is Angola where, because of the civil war, there are probably no railways operating on a regular basis anyway.

On an average day in January this year no fewer than 7 200 of SA's goods wagons carrying revenue-earning freight were on the lines of neighbouring states, against 900 of their wagons on South Africa's lines. This gives some idea of the magnitude of Transport Services co-operation and assistance.

According to Tienie van der Berg, assistant director, public relations, Transport Services earns between R12-million and R15-million a year from its expertise and helping other states in Southern Africa.

This does not include the millions of rands the harbours, railways and, in the case of Malawi, SAA as well, make from handling and conveying their imports and exports.

He says "Our relations with all those administrations have always been and still are extremely cordial. Maybe it's because we are all railwaymen that we understand each other."

Transport Services was largely responsible for establishing the guidelines and rules for what is called "transport diplomacy".

In a lecture to the Institute of Strategic Studies in Pretoria on September 26, 1979, by one of Transport Services' previous General Managers, it was explained that "a country's transportation infrastructure can be regarded as one of its most important assets, giving it a bargaining power."

"Transport diplomacy can be regarded as enabling the transport potential of a country to perform a maximum role in that country's relations with other countries for the furtherance of its own as well as common interest."

"The benefit of transport diplomacy is that it can be practised outside narrow political limits and can act as a counter to bipolar conflict. It can become one of the strongest links between countries, the channel of communication through which commerce and other forms of contact flow. It is a prerequisite for many forms of co-operation."

The rules Transport Services established and which are still adhered to are:

□ "Aid is offered only when asked for."

□ "Assistance is based on business principles. It is, in other words, offered at a cost."

□ "Assistance is given so that it will stimulate development without infringing on the sense of independence of the country concerned, but rather to help it help itself."

SA Transport Services has business agreements with the rail systems of Mozambique, Zimbabwe and Swaziland and, according to Van der Berg, "also does business with Zaire, Zambia, Malawi and all the national states."

## Mozambique

South Africa and Mozambique have been doing transport business together ever since President Paul Kruger decided the only way to bypass British

**"Aid is offered only when asked for"**

influence in Southern Africa was to build a railway line to link the ZAR (Zuid-Afrikaansche Republiek) with Delagoa Bay, chosen because the British had blocked his every other outlet to the Indian Ocean.

Such is the level of co-operation between the DNPCF, Mozambique's national rail system, and SA Transport Services that its Johan Bosch, of Transport Services, was at one stage the only official South African representative in Maputo.

The first official agreement between the two states on co-operation in rail matters was signed in the 1920s, and renewed in 1979.

Transport Services maintains a representative in Maputo and DNPCF has one in Johannesburg. Regular contact is maintained between the two administrations and high-level meetings are held every two months in Johannesburg or Maputo.

Transport Services, for example, helps with the procurement of material, and gives ex-

tensive technical support and assistance which includes repairs to DNPCF locomotives and goods wagons.

Van der Berg says "We are also advising on the upgrading of the railway line and the harbour handling facilities in Maputo, and acting as advisers for the contract awarded to Siemens for upgrading the signalling on the line between Ressano Garcia and Maputo."

"In terms of another agreement, SAA has undertaken to maintain the aircraft of LAM, the Mozambican national airline."

"DNPCF has several South African steam locomotives on hire, and LAM also obtains parts from SAA for its aircraft."

Mozambique's security problems are pushing up DNPCF's dependence upon Transport Services for assistance, as well as reducing the volume of revenue-earning traffic from South Africa.

The authorities in Mozambique have been forced at times to embargo traffic between South Africa and Maputo as a result of the line between the border and the harbour being sabotaged.

"We had to temporarily re-route this traffic to Port Elizabeth and East London," says Van der Berg. "And we've recently been asked to repair some bridges damaged by the Mozambique Resistance Movement."

## Botswana

Botswana depends entirely on South Africa for its imports and exports. It is in the unusual position of having one railway line running through it, which is operated for its own account by the Zimbabwean railway authority, NRZ.

Botswana will probably take over running of the line in 1987 and intends concluding business agreements with both NRZ and SA Transport Services.

In accordance with Transport Services' present aeronautical agreement with Botswana, SAA flies three return flights a week to Botswana and Botswana Air two a week to Jan Smuts Airport.

Botswana has vast coal deposits which it wants to export. In 1981, Transport Services did a pre-feasibility study at the request of the Botswana Government on getting that coal to a

**SIEMENS**

# Staying inside budgets, while exceeding expectations.

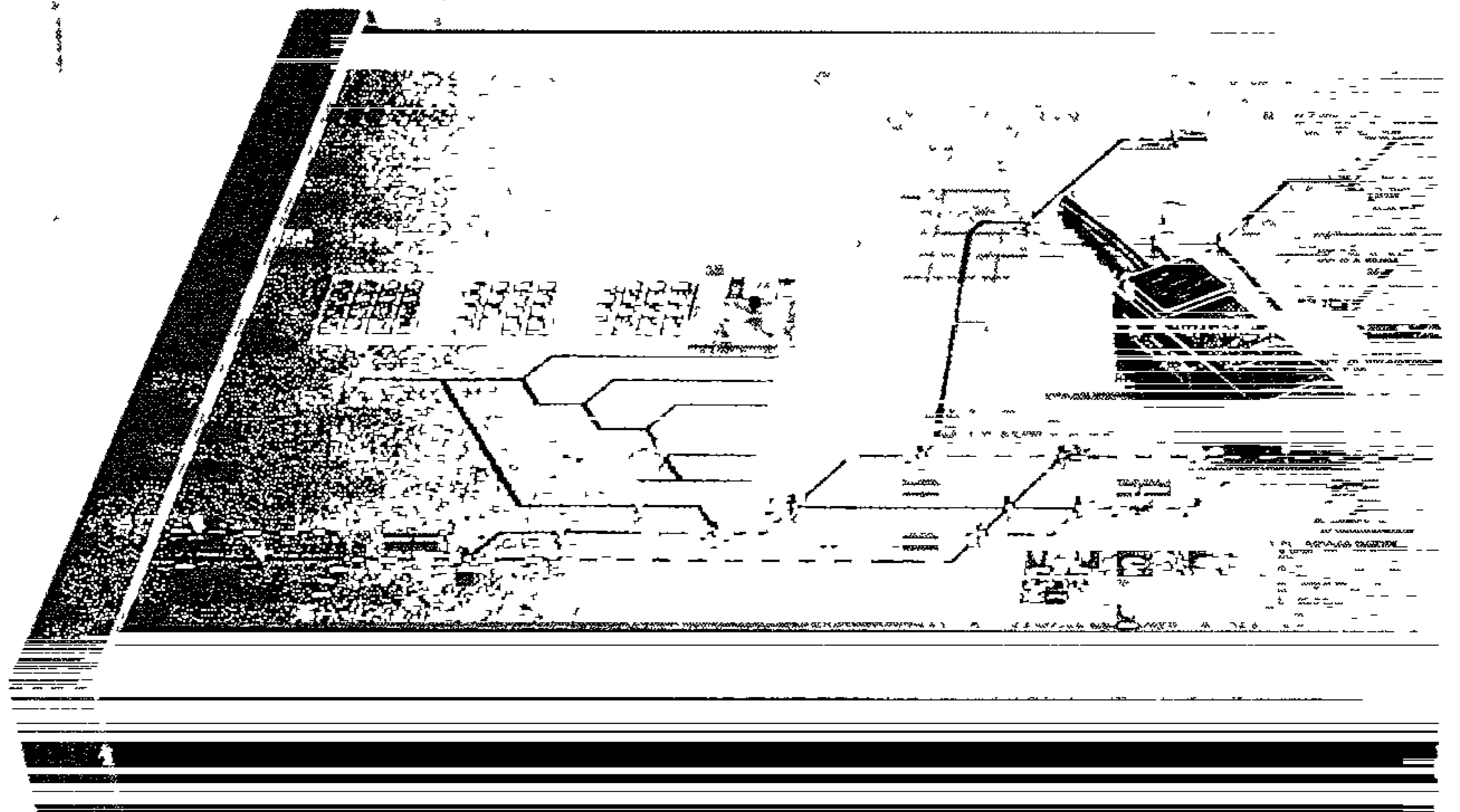
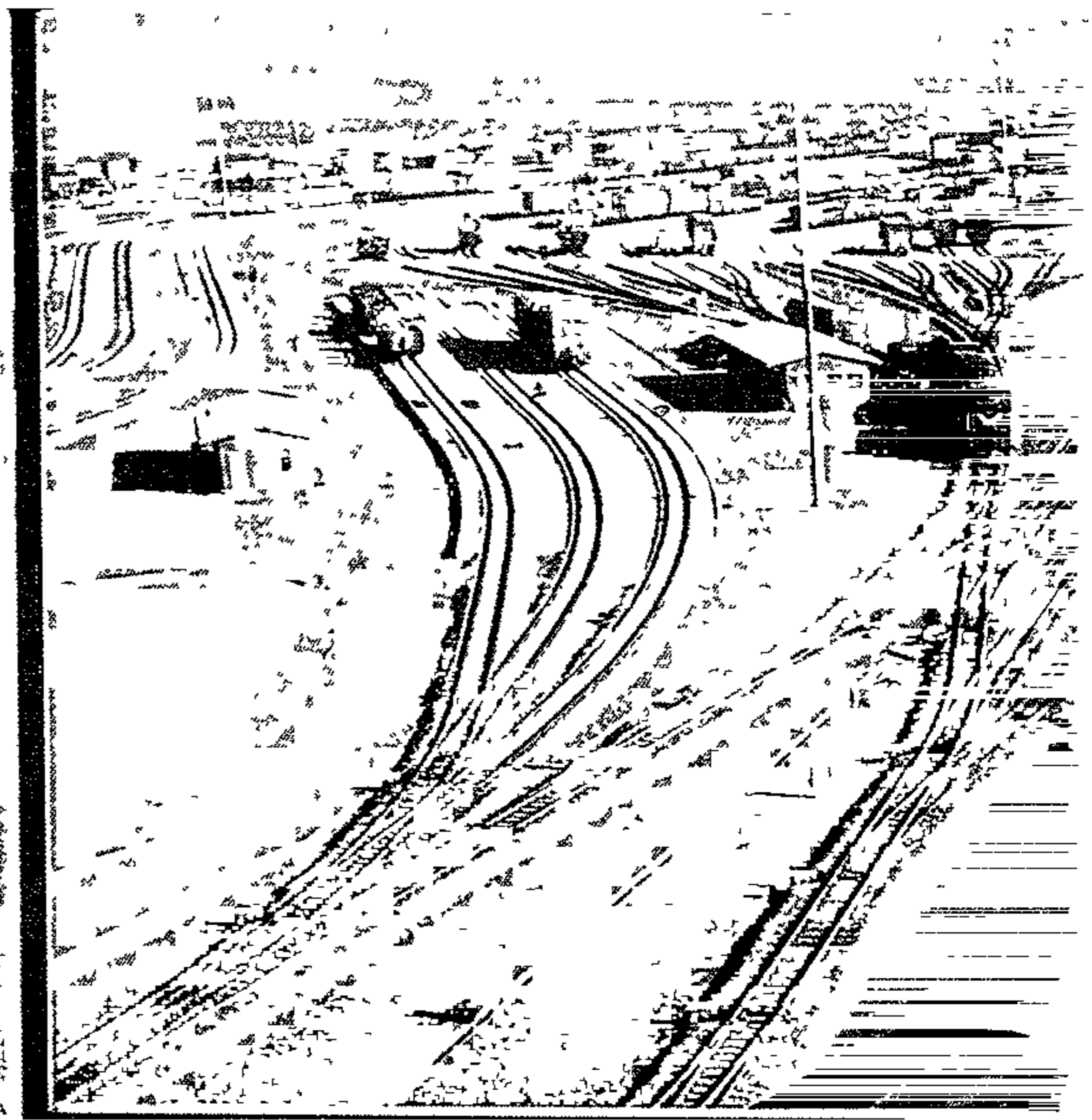
Every major project has its share of nightmares. Tolerances that can never match local conditions, over-runs in costs and schedules because of mis-matched elements. That's why Siemens provide solutions that don't just fit your problems, they more than answer them.

Our local conditions are far more rugged than those found in Europe, which can be a difficulty when you have import products. So Siemens manufacture most of their products and systems right here. With all the necessary modifications to suit the local environment and specifications.

That way, you get the advantage of the very highest level of research and development in the world, without the penalties of finding a product designed for Alaska sitting in the middle of the Karoo.

In addition, you get the economies of scale that provide international technology at a price that matches South African levels. Plus you have the advantage of the same technological skills available locally when it comes to installation or after-sales service. The end result is quality, technology and long-term serviceability that exceeds your requirements and reduces your costs. Now, and in the future.

**Siemens.**  
**Looking to the future.**





# Transport needs built-in controls, says Eksteen

72/4/85  
269  
By DAVID FURLONGER  
and BERENICE MARGOLIS

TRANSPORT services must be arranged on an organised, co-ordinated basis to earn the maximum advantages for the country, according to Mr Adriaan Eksteen, Director-General of Transport

He told a black transport conference in Johannesburg "Economic development and growth require stable and adequate transport. Responsibility for this cannot simply be left to the market mechanism.

"From a transport economic viewpoint, it is not the economic role of transport which is important. Attention must also be paid to the social, strategic and political functions associated with transport."

Mr Eksteen told the conference, organised by the National African Federated Chamber of Commerce (Nafcoc), that while the free market system rested on a basic principle of competition, built-in controls were needed.

"Although competition is the lifeblood of the free market system, no responsible government of authority could allow competition to result in a lowering of quality of service and safety standards to a level where it could pose a danger to the community as a whole.

"The free market philosophy in transport can be viable and can be in the interest of the economy on condition that the participants qualify for such free market competition."

Mr Noel Mlokothe, secretary of the National Association of Taxi and Transport Operators, complained that taxi operators were not being allowed to operate freely.

This was "simply because there are transport authorities and the competitive modes of transport which believe their vested interest will be harmed."

He said that of the 75 000 taxis operating in South Africa and the homelands, an estimated 50 000 were pirate taxis.

He said taxi operators were hamstrung by regulations.

Vehicles built to carry 10 passengers were licensed to carry only eight. At the same time as taxis were accused of touting for passengers from bus queues, bus companies were increasingly using their own minibuses on routes pioneered and serviced by black taxis.

Mr Mlokothe said the problems of black taxi operators had been discussed for years without a solution being found.

"How do we get Government and the transportation authorities to arrive at practical solutions to our problems soon?" he asked. "To delay means more problems."

Dr Ronald Kirby, director of transportation at Washington's Urban Institute in the United States, said President Ronald Reagan planned to cut US Federal transport subsidies by 66% to stimulate competition and increase efficiency.

In an interview at the Nafcoc conference, Dr Kirby said that if South Africa took the US route and deregulated public transport, it could learn from past US mistakes.

"Keep the competition open, allow room for entrepreneurs and give the public the service it wants — the very things the United States did not do."

(269) Star  
15/4/85

# New Swazi-SA rail link open by December

The Star's Foreign News Service

MBABANE — A R63 million rail link between Swaziland and South Africa will be operating by December, Swaziland railways chief executive Mr Danie Slabbert said

The link runs from Komatipoort in the Eastern Transvaal to join a line at Mpaka in the coal-mining area in the centre of Swaziland

## RUNS SOUTH

From there a line runs south through Swaziland towards Richards Bay in Natal and another runs east into Mozambique towards Maputo. Swaziland's main exports of sugar and coal are sent overseas via Maputo

When the link is complete South Africa, which paid for the line from Komatipoort to the Swaziland border, will no longer have to use a long detour round Swaziland through the Transvaal to reach Richards Bay

Swaziland's share of the total cost is being funded largely by international agencies.

# Namibia to bear rail burden from May 10

18/4/85  
By Zehaide Vendeiro,  
Transport Reporter

South African Transport Services rail, track and rolling stock, valued at R2,28 billion will be officially handed over to the Namibian Government on May 10.

The Minister of Transport Affairs, Mr Hendrik Schoeman, will hand over responsibility for the South African Transport Services (Sats) in the territory to the Administrator-General, Dr Willie

van Niekerk, at a ceremony in Windhoek.

Railway operations in Namibia are expected to lose more than R90 million this financial year.

Air transport, tourism services and Walvis Bay harbour will not be affected.

Earlier this year the chairman of the Democratic Turnhalle Alliance, Mr Dirk Mudge, said the expected deficit would add to the financial burden of a future government in the territory.

# SATS 'riddled' with apartheid — PFP

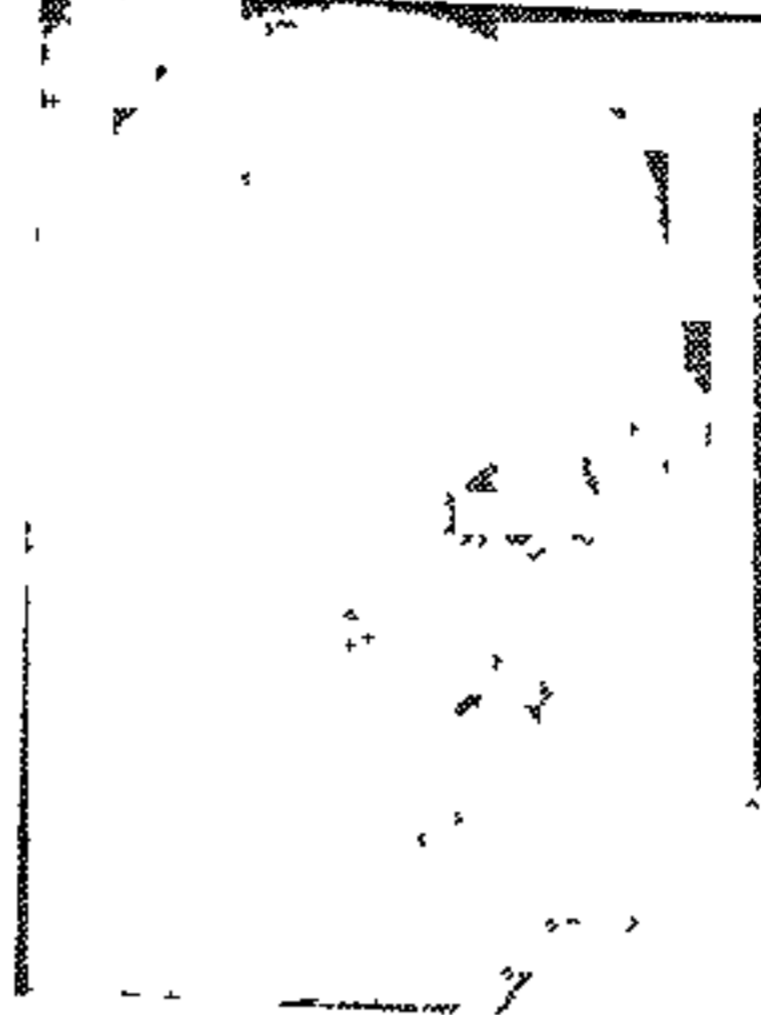
Capl Tim K 19/4/85  
Political Staff

THE South African Transport Services is riddled with apartheid, and if the Minister of Transport, Mr Hendrik Schoeman, was not prepared to do away with it another minister would have to be found to do the job, the PFP's spokesman on transport, Mr John Malcomess, said yesterday

Mr Malcomess slammed a declaration by Mr Schoeman in the House of Assembly this week that there were no plans to do away with segregation on trains

Mr Schoeman said the provision of "separate and equivalent accommodation" for all passengers was essential "to prevent friction and maintain harmonious relations between the different population groups"

Mr Malcomess said "If ever I heard a good rea-



Mr John Malcomess

son for getting rid of a minister this is it

"One of the reasons the National Party introduced the Prohibition of Mixed Marriages Act and Section 16 of the Immorality Act was to prevent friction and maintain harmonious relation, and they have now discovered how mistaken they were

"Minister Schoeman is equally mistaken on this issue"

(269) ~~113~~  
**Meeting to discuss  
CTC bus fares** *Dispatch 20/4/85*

EAST LONDON — Possible CTC bus fare increases are to be discussed at a public meeting in Duncan Village today called by the Committee of Ten

Mr Mzwandile Mampunye, the committee chairman, said the meeting would give commuters a chance to put forward suggestions which would be forwarded to the CTC management

The meeting would also elect new committee members, Mr Mampunye said

Meanwhile, Mr Hans Kaizer, the managing director of the CTC, said he was not in a position to state what possible increases might be expected nor state when they might be introduced since they had to be considered by the Road Transportation Board first. — DDR

# Committee of Ten demands met by bus company

EAST LONDON — The CTC bus company has agreed to the majority of demands made by the Committee of Ten.

This was confirmed by Mr M L Strong, chairman of the Chamber of Industries' Transport Committee yesterday

Mr Mzwandile Mampunye, chairman of the Committee of Ten, said at a meeting held in Duncan Village the CTC company had accepted most of the demands of the commuters

The company agreed to give concessions to schoolchildren and the elderly

He said children under the age of six accompanied by their parents or guardians would not be required to pay in future

The concessions for the aged and the scho-

lars would amount to 50 per cent of the normal price of the ticket

Mr Mampunye said a demand that the company sever ties with the Ciskei Government could not be fully met by CTC management

The company had removed the slogan on the side of the buses which said "Zezama Ciskei Amahle" meaning they belonged to the beautiful Ciskeians

The Ciskei Government had a 50 per cent shareholding in CTC and the Ciskei Government could therefore not be removed from the affairs of the company

A demand for direct services from the zones to places of work was accepted by CTC management, but would be conducted at certain specified hours depend-

ing on demand, Mr Mampunye said

The company agreed to provide shelters for commuters, but could not specify when the shelters would be completed since a survey had to be made first

Commuters who worked in King William's Town could be provided with weekly tickets. The cost of these tickets would be equal to the total of the current single fares per week.

School children who did not wear uniforms would be provided with identity cards.

Special tickets for the scholars might be sold on school premises

If a bus was stopped on its way while carrying commuters, the commuters were entitled to a refund of a portion of the money they had paid depending on the distance that had already been travelled by the bus

Mr Mampunye said the CTC management informed the committee that it had urged its drivers to be polite to the commuters

If a commuter felt aggrieved by the actions of a driver he should take the number of the bus and the time and report the matter to CTC management.

He said the company management agreed to provide soft seats in buses. This would be done over a period of time since it could affect the number of buses operating when all buses were taken to workshops to have their seats changed

People seeking employment with the company would not be required to produce Ciskei National Independence Party cards, Mr Mampunye said — DDR

## CTC recognise Committee of 10

EAST LONDON — The CTC bus company has recognised the Committee of Ten as sole representatives of bus commuters, Mr Mzwandile Mampunye, chairman of the committee, claimed at a report back meeting here at the weekend.

Mr Mampunye said CTC management and the Committee of Ten had agreed to hold monthly meetings to discuss matters affecting bus commuters

The Committee of Ten was elected by commuters in July, 1983 to negotiate with CTC during the bus boycott

At first, CTC refused to recognise the Committee.

Most of the committee members spent several months in detention in Ciskei — with Miss Priscilla Maxongo spending the longest period, during which she was twice admitted to Cecilia Makiwane Hospital in a serious condition

Until Saturday she had not attended a committee meeting since July, 1983

Mr M L Strong, chairman of the Border Chamber of Industries' Transport Committee confirmed yesterday that the Committee of Ten was recognised and that some of its members served on the Transport Committee — DDR

# A further eight 'Silver Streak' trains on order

Transport Reporter trains of 14 coaches

The "Silver Streak" stainless steel, high-speed train put into service on the Johannesburg-Soweto line last year, has been so successful that SA Transport Services have placed an R80-million order for a further eight

They will improve services to black commuters throughout South Africa

The prototype, which has been tested and evaluated by SATS for the past six months, was found capable of higher acceleration and deceleration. It increases passenger capacity by 15 percent for each 12-coach train compared to conventional suburban

The stainless steel bodywork eliminates maintenance and re-painting. The eight doors, instead of the usual four a coach, provide easier and faster passenger entrance and exit.

Other features include a public address system, air-cushion suspension and thermostat-controlled heating.

The "Silver Streak" was designed and built in Japan by Hitachi for Dorbyl Railway Products, with a small South African content.

The new trains will be built in South Africa by Dorbyl with a high local content. The first will be delivered during 1987.

## Metroblitz times changed

The running times of the Metroblitz, the high-speed train between Pretoria and Johannesburg, are to change because it is uneconomical to run at peak hours.

The train now leaves for Johannesburg at 6.45 am each day and returns to Pretoria at 3.10 pm.

From May 16 it will leave Pretoria at 9.05 am, pick up passengers at Verwoerdburg and Kempton Park and arrive in Johannesburg at 9.53 am. It will return to Pretoria at 6.05 pm and stop at Kempton Park and Verwoerdburg and arrive in Pretoria at 6.57 pm.

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# NO TO HOMELAND RAIL LINKS

**RDIM** Own Correspondent 24/4/85 But the Minister of Transport, Mr  
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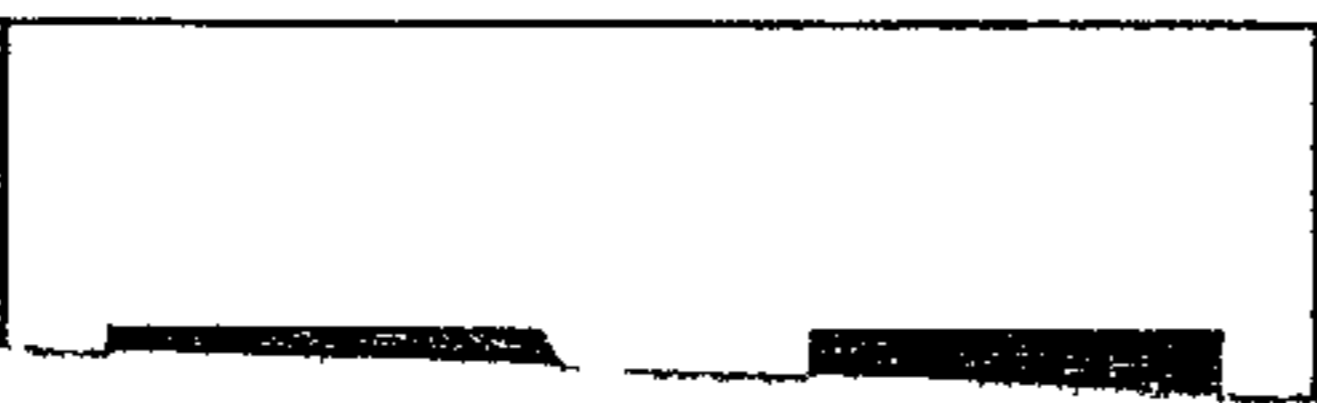


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Sats agrees to more talks on tariffs structure

RDM 24/4/85

# Interim rail deal fails to satisfy timber men

By BRENDAN RYAN

THE timber industry and South African Transport Services (Sats) have reached an interim arrangement on rail freight tariffs.

However, discussions on the structure and cost of the tariffs will continue because the timber industry is still not happy with the new system.

Mr Mike Edwards, the director of the Forest Owners' Association, said in Johannesburg yesterday: "We have negotiated an interim arrangement with Sats whereby the rail freight costs for timber will revert to a charge per ton transported and not a charge per truckload, as previously announced by Sats."

"This has had an immediate beneficial effect for the industry in that the weighted average rail rate cost increase has now dropped to about 15%."

"However, we still view this level of increase as excessive and further discussions with Sats are to be held."

Estimates by timber company executives had put the effect of Sats' original increases in rail rate charges at an average of 23% for the industry.

Sats announced in March, shortly after the budget of the Minister of Transport Affairs, Mr Hendrik Schoeman, that it was changing its rail rate charge for timber to a rate per truckload from the previous system of a rate per ton transported.

Sats also introduced a special levy of R2/ton on timber railed over branch lines.

Mr Edwards said: "In principle, we do not object to the system of charging a rate per railtruck, which contains an incentive to the industry to achieve a better load per truck and so benefit from lower rail rate costs."

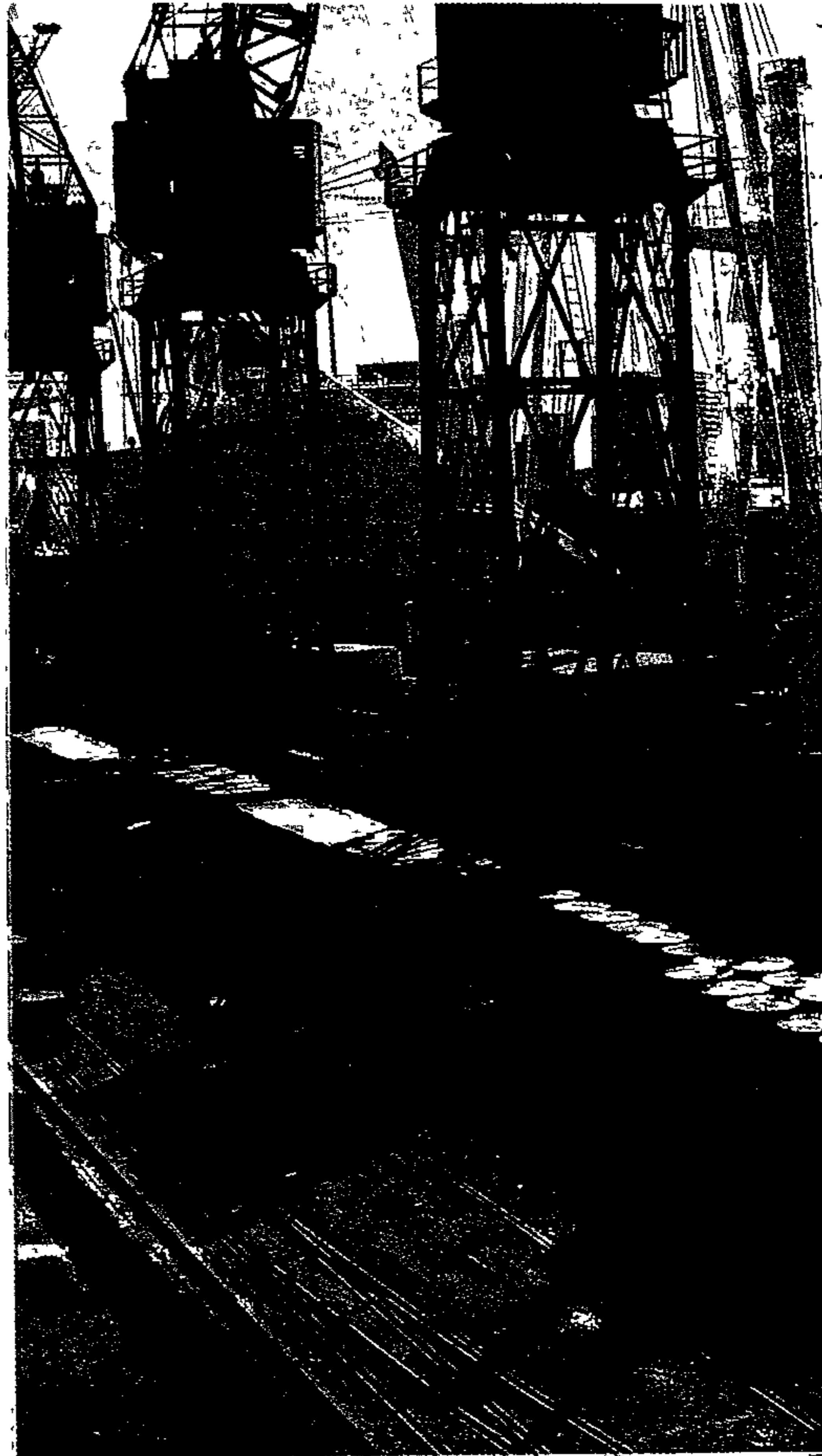
"However, we do not accept the base on which Sats is charging its rates, which is a load of 39 tons of timber per truck."

"The timber industry is divided broadly into the supply of softwoods and hardwoods and we would like Sats to recognise this by bringing in a differential rate per truck for the type of timber being transported."

"The present system discriminates heavily against suppliers of hardwood," Mr Edwards said.

He said that softwood could be supplied wet and would therefore weigh more than hardwood, which was supplied dry.

"You can easily load more than



Paper products from Sappi Kraft being loaded in Durban on to the Safari Service vessel, SA Morgenster, for shipment to the Far East. Sappi expects to increase sales of its products on Far East markets by 250% this year.

40 tons of wet pine into a truck and so benefit from the proposed truck freight tariff.

"However, the maximum weight of mining timber you can load into a railtruck is 32 tons, and the average load is about 30 tons."

"The hardwood timber suppliers are therefore being penalised by the new system when compared to the softwood suppliers," Mr Edwards said.

The remaining bone of contention in the new tariff structure is the R2/ton levy imposed by Sats on

timber railed over branch lines.

This levy is aimed at earning additional revenue from what Sats considers to be uneconomic railway lines in certain areas.

The effect of this levy on the industry varies from company to company, but one timber executive estimates that more than 90% of his firm's timber production is railed over branch lines.

"We are very unhappy with this R2/ton levy and intend to take the matter further in our discussions with Sats," Mr Edwards said.

# SATS 75th anniversary

# Satisfying SA's transport needs

CAPE TOWN'S traditional role as the starting point of all activities is continually being reinforced as a result of historical, geographical and other factors. It applies also to a great extent to the contribution made here in the Western Cape by the South African Transport Services (Sats). Because from here, with our back to the sea, the hinterland is being served.

In as much as Cape Town was an arrival as well as a starting point for Jan van Riebeeck over 300 years ago, the city's important harbour plays the same role these days. It is interesting to note that the office of Mr Bertie Heckroodt, regional manager of Sats Western Cape is situated in the Paul Sauer Building, not far from the actual spot where Jan van Riebeeck landed.

Mr Heckroodt is a departmental head of an organization within a region with challenges, in rail and road motor transport. The busy harbour is another aspect which requires strict control, flexibility and thorough advance planning.

But Mr Heckroodt has great faith in his personnel of about 22 000 who work "with him, not under him" — people who can tackle and solve problems with frankness and dedication.

As far as history is concerned, there are obviously many landmarks.

The first transport service came into operation in 1853 when the "Cape Town Railway and Dock Company" was established. The first sod of the railway line, Cape Town to Wellington was turned on March 31, 1855 and in 1856 the Cape's mainline was extended as far as Worcester.

The Robinson Dry Dock in Table Bay Harbour was opened in 1852 and in the same year electric lighting was used for the first time on the continent of Africa by the Cape Government Railways in Table Bay Harbour. In 1888 electric lights were used in the trains of the Cape Government Railways.

A few more highlights in the history are the following:

1924: Grain elevators came into operation in Table Bay Harbour.

Green Point Lighthouse, the oldest in Africa, turned 100 years old.

1928: Electrification of section Cape Town — Simon's Town completed.

1945: New Sturrock Dry Dock, the biggest in the southern hemisphere, officially opened in Table Bay.

1954: Electrification of the mainline between Worcester and Touws River completed.

1959: New pre-cooling shed opened in Table Bay — the old one was destroyed by fire earlier in the year and the new one was completed a year earlier than the date set for completion.

1963-1965: Work on the new Cape Town station completed in phases.

1966: Tanker Basin in Table Bay completed.

1967: New Cape Town station officially brought into use.

1977: Ben Schoeman Container Dock opened.

South Africa's first locomotive stands in the Cape Town station building in order to settle a misunderstanding and argument which has been going on for years, namely where and when the train service began in South Africa, the true facts are set out below.

In 1860 a locomotive arrived in Durban to be used on a section of railway line of about 2 km between Durban and the Point. The locomotive's accessories had to be assembled but as a result of the attempts of one Henry Jacobs, driver, mechanic and "rail line superintendent" the train completed its first trip the same year.

In 1859, i.e. a year earlier, a complete locomotive was landed in Table Bay Harbour from Scotland. But this "iron horse" had to wait a full two years before it could be put into service on the railway line between Cape Town and Wellington (via Stellenbosch), a distance of approximately 80 km.

Thus — the first locomotive did run in Durban, and the first locomotive did arrive in Cape Town.

What is the extent of the Western Cape region in relation to the South African Transport Services?

If one takes a map of the Cape Province and draws a pencil line from Cape Town to include places such as Somerset-West, Caledon, Bredasdorp and Riversdale and then swings slightly north-east to include towns like Ladismith and Beaufort West, one is still on the right course.

Slightly further north, at a station named Die Put, this side of De Aar, is the northern "boundary" of the Cape Western region.

Now draw the line as far as Bitterfontein and then south as far as Cape Town, and it will be seen that places such as Calvinia, Vanrhynsdorp, Clanwilliam, Citrusdal, Piketberg and Saldanha also fall within the area — a large region to be served by SATS. We have now only dealt with the area on land. The harbour and sea traffic is a story on its own.

**Future plans**

The figures in tonnages landed and shipped during the past year, the whole matter of containerization (incidentally the millionth container was handled recently), the number of passenger journeys, the goods tonnages conveyed by road transport services and other particulars are impressive, but these are matters for annual reports.

Mr Heckroodt joined Sats at the end of 1960 and he has never doubted his choice of career. He received a bursary from the Transport Services and qualified as a mechanical engineer at the University of Stellenbosch and worked in this capacity for 17 years in different centres.

The Transport Services, however, are always on the look out for good administrators and managers and after Mr Heckroodt did a short stint in Durban, he was appointed to his present position.

Obviously there are bottlenecks which must be examined and to which attention must be given. The suburban passenger service will have to provide for more commuters. More passengers mean longer trains and this means extending platforms. There is also the problem of people who travel and don't buy tickets.

On the positive side the emphasis is placed on service, liaising with the clients, the farmers, the KMY and other firms in order to determine requirements.

It may be mentioned that at present Cape Town harbour with its quick handling of containers compares favourably with Hamburg, London and Rotterdam.

As fuel increases continue more and more commuters are making use of trains, necessitating more efficient means of handling the increase in commuters.

WELCOME on board one of our trains. Although commemorating its 75th anniversary, the South African Transport Services (Sats) has had a train service operating in the Western Cape for almost twice as long.

The first railway line in the region between Cape Town and Eerste River, a distance of 34 km, was completed and put into service on February 13, 1862 by the Cape Town Railway and Dock Company.

According to a timetable published four trips were undertaken in each week and two on Sundays.

The train, which consisted of six four-wheeled passenger coaches, was hauled by the locomotive that now stands in the historic locomotive shed at Green Point.

Today there are 821 train trips a day over the various lines in the Western Cape suburban area and in the process a distance of 60 479 km is covered while about 95 000 commuters are transported.

Leaving your daily worries behind on Cape Town station, a train journey to Simon's Town can, indeed, be a rewarding experience.

Shortly after leaving the Mother City and Table Mountain with all its tradition and culture, the world-famous Grootte Schuur Hospital becomes visible on your right near Observatory Station.

Rhodes Memorial and the University of Cape Town are beautifully situated against the slopes of Devil's Peak on your right above Rondebosch.

A couple of seconds later the historic rugby and cricket grounds of Newlands can be seen on your right and left respectively.

Some 20 minutes later, after travelling through interesting scenery, the popular Zandvlei with all its sailboards, becomes visible on the left after Stellenbosch.

The real treat on this journey is the 18-minute stretch along the False Bay coast from Matieland to Simon's Town, where the waves sometimes spray the windows on a blustery south-easterly day.

This 36-km journey lasts 63 minutes and a first-class ticket costs R1,90.

For the real train enthusiast or the executive, who wants to get some work done while he is travelling, there are longer journeys with sleeping and catering facilities.

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Obviously there are bottlenecks which must be examined and to which attention must be given. The suburban passenger service will have to provide for more commuters. More passengers mean longer trains and this means extending platforms. There is also the problem of people who travel and don't buy tickets.

On the positive side the emphasis is placed on service, liaising with the clients, the farmers, the KMY and other firms in order to determine requirements.

It may be mentioned that at present Cape Town harbour with its quick handling of containers compares favourably with Hamburg, London and Rotterdam.

As fuel increases continue more and more commuters are making use of trains, necessitating more efficient means of handling the increase in commuters.



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# Loads of fun for everyone in final fest days

THE final days of the Sats 75th anniversary festival promise events which will be exciting, educational and enjoyable for the whole family. Besides a daily programme, there will be permanent harbour and station exhibits, among which will be the Pierneeve collection.

The Tavern of the Seas as well as the exhibition depicting the history of Table Bay Harbour are under cover.

The programme for the remaining days is as follows:

**Thursday April 25**

12 30pm Tavern of the Seas, Cape Town Station, music by the Railway Police

Tavern of the Seas, Table Bay Harbour, music by the "Boerorikes"

1pm Dog display, Cape Town Station

5pm "Country in the Cape" picnic, Cape Town Station

**Friday April 26**

10 00am Float parade and mobile equitment in Adderley Street

12 30pm Tavern of the Seas, music by the Cape Coloured Corps

Tavern of the Seas, music by Police-moor Prison Band

5 00pm Tavern of the Seas, music by the Railway Police

5 30pm Tavern of the Seas, music by The Cape Field Artillery

**Saturday April 27**

11 30am Talent parade, Cape Town Harbour

Day in the harbour at A Berth has the following events:

Bus tours at 10am, 12, 2pm and 4pm will depart from the Lourens Muller Building

There will also be pump-trolley races, tug trips and visits to ships in port

The official programme is as follows:

8 15am Rowing races

9am Rat races

9 45am Demonstration by SA Navy and Railway Police task force

10 30am Parade by tugs, including fire-fighting demonstration

11 00am Surf-boat races

11 00am Fork-lift drivers competition

11 45am Demonstration by NSRI

12 30pm Square dancing by tugs

12 45pm Power boat "400" races

1pm Cycle race starts at Wellington

1 15pm waterski events

1 15pm Tug-o-war events

1 15pm Railway breakdown demonstration

2pm Dog display

2pm Yacht races involving board sailors, dinghies, cats and keelboats

3 30pm Expected arrival of cyclists from Wellington

4 30pm Final tug and harbour craft formation demonstration

5pm Oompah band

One of the highlights of the day will be the 80 km cycle event, in which Springbok cyclists Willie Engelbrecht, "Wiele" Wentzel, Rudolf Malan and Pierre Smit will compete.

The race starts at Wellington station and lead cyclists are expected to complete it in about two hours.

# Take a train for worry-free travel

WELCOME on board one of our trains. Although commemorating its 75th anniversary, the South African Transport Services (Sats) has had a train service operating in the Western Cape for almost twice as long.

The first railway line in the region between Cape Town and Eerste River, a distance of 34 km, was completed and put into service on February 13, 1862 by the Cape Town Railway and Dock Company.

According to a timetable published four trips were undertaken in each week and two on Sundays.

The train, which consisted of six four-wheeled passenger coaches, was hauled by the locomotive that now stands in the historic locomotive shed at Green Point.

Today there are 821 train trips a day over the various lines in the Western Cape suburban area and in the process a distance of 60 479 km is covered while about 95 000 commuters are transported.

Leaving your daily worries behind on Cape Town station, a train journey to Simon's Town can, indeed, be a rewarding experience.

Shortly after leaving the Mother City and Table Mountain with all its tradition and culture, the world-famous Grootte Schuur Hospital becomes visible on your right near Observatory Station.

Rhodes Memorial and the University of Cape Town are beautifully situated against the slopes of Devil's Peak on your right above Rondebosch.

A couple of seconds later the historic rugby and cricket grounds of Newlands can be seen on your right and left respectively.

Some 20 minutes later, after travelling through interesting scenery, the popular Zandvlei with all its sailboards, becomes visible on the left after Stellenbosch.

The real treat on this journey is the 18-minute stretch along the False Bay coast from Matieland to Simon's Town, where the waves sometimes spray the windows on a blustery south-easterly day.

This 36-km journey lasts 63 minutes and a first-class ticket costs R1,90.

For the real train enthusiast or the executive, who wants to get some work done while he is travelling, there are longer journeys with sleeping and catering facilities.

Cape Times

25/4/85

# 12 km of Hex River tunnel blasted

WORK is progressing on the longest railway tunnel in the southern hemisphere

To date, about 12 km of tunnel has been blasted through the Hex River Mountains

On completion it will be 13,5 km long and is one of five tunnels on the new deviation of the main railway line to Johannesburg

Of the 31 km of deviated track, 17 km will be in tunnels

This deviation will eliminate the tortuous rail mountain pass, ensuring fast travel and very significant savings on energy, labour and maintenance

This multi-million rand scheme is one of many exciting major civil engineering projects undertaken

by Sats' Cape Town-based construction department

Two more projects which daily affect the lives of thousands of commuters are improvements to Peninsula passenger services and the new line to Khayelitsha

The first of these includes the rebuilding of the bridges over Church, Voortrekker and Canon streets to allow for additional railway lines being built to increase the suburban railway system's capacity.

The Voortrekker Road bridge especially required innovative planning, design and construction because of complicated restraints imposed by large spans, restricted working space and ex-

isting services, such as road and rail traffic, electricity and communications, which could not be disrupted

The construction department is responsible for detailed planning, design and construction, either departmentally or through consultants and contractors

With departmental staff of about 1 000 and contract staff of 1 200, R50 million to R60 million is spent annually on new works in the Western Cape

The construction department fulfils a valuable function in specialist rail construction, which offers some of the greatest diversity and excitement in the civil engineering field

## Getaway picnic train success story

FOR a long time it was felt there was a desperate need for a getaway train over weekends, but with the phasing-out of steam engines, the cost, even for Sats, became prohibitive

Yet, everybody wanted steam trains. The only solution seemed to be a compromise by using the oldest coaches available with diesel power up front

A dedicated group of personnel decided to stick out their necks and

on December 5, 1984 the first of a series of "Berg River Picnic Trains" was scheduled to run to Franschoek

A huge publicity campaign was launched Apart from the train journey, a man course with many side-dishes at reasonable prices was offered

The demand was so fantastic that two more trains had to be arranged. In all, 3 452 weekenders joined Sats on seven Franschoek excursions

The editor of a leading magazine summed up the train as follows "Boarding at 8 25, we settled down in spotless coaches, polished and shiny bright, and the windows cleaned ready for colourful photographing"

Among the money-savers offered by SATS are:  
● The "40-off" card which entitles those who are 60 years and older to 40 percent discount throughout the year on suburban trains and certain times of the year on mainline trains

● The family has not been forgotten and if the parents and their two children travel together a first or second-class compartment will be allocated to them while they will pay for only 2½ passengers at the first-class scale. If each of the children wants to take a friend no extra charges are payable, provided everybody travels in the same compartment. The same fare applies when six people travel in the same compartment

● The single person gets 15 percent discount during certain times of the year on mainline trains

● Upon presentation of a passport overseas visitors qualify for 40 percent discount on rail journeys undertaken within three months of arrival in South Africa

More information about further concessions can be obtained from the station master or travel agent. Then, for the ultimate in luxury, there is the Blue Train for the connoisseur. Words cannot describe this train therefore it is suggested that you experience it yourself at the earliest opportunity

# Timber men

win better

# deal on rail truck levies

Mercury Correspondent

JOHANNESBURG—  
The timber industry and South African Transport Services (SATS) have reached an interim arrangement on rail freight tariffs. However discussions on the structure and cost of the new rail freight tariffs will continue because the timber industry is still not happy with the new system.

Mr Mike Edwards, director of the Forest Owners' Association said 'We have negotiated an interim arrangement with SATS whereby the rail freight costs for timber will revert to a charge per ton transported and not a charge per truckload as previously announced by SATS

'This has had an immediate beneficial effect for the industry in that the weighted average railage cost increase has now dropped to about 15 percent. However we still view this level of increase as excessive and further discussions with SATS are to be held'

Estimates by timber company executives put the effect of SATS' original increases in railage charges at an average of 23 percent

## Budget

SATS announced in March, shortly after Minister of Transport Affairs Mr Hendrik Schoeman's budget, that it was changing its rail charge for timber to a rate per truck from the previous system of a rate per ton

SATS introduced a special levy of R2/ton on timber railed over branch lines

Mr Edwards said 'In principle we do not object to the system of charging a rate per truck which contains an incentive to the industry to achieve a better load per truck and so benefit from

lower railage costs

'However we do not accept the base on which SATS is charging its rates which is a load of 39 tons of timber per truck

'The timber industry is divided broadly into the supply of softwoods and hardwoods and we would like SATS to recognise this by bringing in a differential rate per truck for the type of timber being transported

## Hardwood

'The present system discriminates heavily against suppliers of hardwood,' Mr Edwards said

He pointed out that softwood, for use in pulp mills, can be supplied wet and would therefore weigh more than hardwood for use as mining timber which is supplied dry

'You can easily load more than 40 tons of wet pine into a truck and so benefit from the proposed truck freight tariff

'However the maximum weight of mining timber you can load into a truck is 32 tons and the average load is about 30 tons

## Softwood

'The hardwood timber suppliers are being penalised by the new system when compared to softwood suppliers,' Mr Edwards said

The remaining bone of contention for the industry in the new tariffs is the R2/ton levy imposed by SATS on timber railed over branch lines

This levy is aimed at earning additional revenue from what SATS considers to be uneconomic railway lines in certain areas

The effect on the industry varies but one timber executive estimated that more than 90 percent of his production was railed over branch lines

'We are very unhappy with this R2/ton levy and intend to take the matter further in our discussions with SATS,' Mr Edwards said

# Timber men win better deal on rail truck levies

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26/4/81 Star

SATS (269)

## looks at inter-city bus service

### Transport Reporter

SATS (South African Transport Services) is investigating the possibility of providing inter-city bus passenger services, although it opposed applications from private companies to do the same on the ground that rail services were adequate

SATS's Natal manager has sent questionnaires to companies to gauge the support bus services from Durban to Johannesburg, Bloemfontein, East London and Port Elizabeth would enjoy.

Mr Peter Davies, manager of Greyhound Bus Lines, said his company applied to the National Transport Commission (NTC) for permission to operate the Johannesburg-Durban route in 1981.

### OPPOSED

"The application was vigorously opposed by SATS for many years on the ground that rail services were adequate," he said.

Permission was finally granted and the Greyhound luxury bus service to Durban was launched on June 18 last year

The service was so popular that the company applied to the NTC to operate to Cape Town, Port Elizabeth and East London but, said Mr Davies, "all of them have been opposed by SATS"

It puzzled him that they wanted to ply these routes if rail services were adequate. "In view of this, I wonder on what they will base their application."

Mr Davies said the matter would come before the NTC in June

monwealth Office, Ambassador Worrall was asked by a British press representative what justification he had given (to the Foreign and Commonwealth Office) for the events at Uitenhage. The Ambassador replied that he was not called upon to justify the events. It was a tragic incident for which there could be no justification. The Ambassador told reporters that he had explained the circumstances which led up to the shooting. This reply was taken out of context by a South African reporter who was not present at the FCO. In numerous television, radio and newspaper interviews the Ambassador conveyed the official view of events at Uitenhage and naturally expressed the South African Government's concern at what had happened.

**THE MINISTER OF HEALTH AND WELFARE**

lecting plant at Sasol, in Secunda, has been completed and commissioned, if so, (a) at what cost and (b) to what effect, if not, why not?

(1) Yes

(a) Town Clerks, Greylingstad and Nigel

(b) on 24 September 1984 and 29 November 1984 respectively

(c) (i) about bad odours

(ii) it was explained to both complainants that the odour was probably originating from the Sasol plants at Secunda. Sasol was experiencing problems with the equipment installed to collect odorous material.

- (2) (a) Yes
- (b) Yes
- (3) Falls away

**Sasol - hydrogen sulphide pollution**

\*17 Mr P G SOAL asked the Minister of Health and Welfare

(1) Whether, with reference to Question No 17 on 25 April 1984, any further complaints and/or representations concerning hydrogen sulphide pollution allegedly emanating from Sasol in the Transvaal have been received by the Air Pollution Control Division of his Department, if so, (a) from whom, (b) when and (c) what was (1) the nature of the complaints and/or representations and (ii) his response thereto in each case,

(2) whether his Department has taken or intends taking any action in this regard, if not, why not, if so, (a) when and (b) what action

(3) whether the hydrogen sulphide col-

HOA

(3) No Sasol conducted extensive pilot plant studies during 1984 and, after modification, one of the four huge odour abatement units was recommissioned in October 1984. From an odour control point of view the plant operated successfully but unexpected mechanical problems resulted in its temporary shutdown. Further modifications are currently being implemented and it is confidently anticipated that this unit will be recommissioned towards July 1985. If not further unforeseen problems are encountered the remaining three units will be commissioned during the second and third quarters of 1986. It is believed that with all the units in operation the odorous emissions will be reduced to a minimum.

what action and (b) in respect of which persons, (4) whether he will make a statement on the matter?

**THE MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING (for the Minister of TRANSPORT AFFAIRS)**

(1), (2), (3) and (4) The facts surrounding the incident have been established as far as possible by obtaining the written reports and by interrogation of the staff concerned. It was established that the instructions in regard to the turning of swing boards were not carried out by the staff concerned. Disciplinary steps were taken against them.

Regarding the reported ill-mannered behaviour of a member of the staff it has been possible to trace a witness to the incident with the assistance of the newspaper who carried the report. Evidence was obtained and a charge of disciplinary infringement has been preferred against the member of the personnel concerned. This matter is pending.

(269) *Hans and Q. 61 1089*  
Incident on commuter train  
16/4/85

\*18 Mr P G SOAL asked the Minister of Transport Affairs

(1) Whether the South African Transport Services have held an investigation into an incident on a commuter train on or about 21 February 1985 concerning non-White passengers allegedly being ordered to vacate a compartment for use by White passengers, if not, why not, if so, who was in charge of the investigation,

(2) whether the investigation has been completed, if not, (a) why not and (b) when will it be completed, if so, what were the findings,

(3) whether any action has been taken by the South African Transport Services as a result if not why not if so (a)

HOA

\*19 Mr P G SOAL asked the Minister of Law and Order

(1) Whether the South African Police (a) have taken and/or (b) are to take any action against a certain person whose name has been furnished to the South African Police for the purpose of the Minister's reply in consequence of his conviction for assault in March 1985 if not, why not, if so, (i) what action and (ii) what is the name of this person

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

**THE MINISTER OF LAW AND ORDER**

(1) (a) and (b) Yes

HOA



# igh for Iscor



Iskor's Prince . . . leading the way

ately It is currently occupied by one of two non-operational blast furnaces which will be dismantled

When the KR process is commissioned, the remaining two blast furnaces will be closed. And a few years later the three coke ovens will be phased out.

"We were looking for a big leap forward in steel production technology," Prince sums up, "and we believe we've found it" ■

**SATS**

**More flak**

269  
for 16/4/85

Efforts by SA Transport Services (Sats) to level high-rated rail costs to the Reef brought them before the critical eye of the Competition Board (CB) this week.

At the centre of the row was a proposed 10% discount on the *ad valorem* wharfage charge on containerised traffic to offset the longer rail haul for importers using the City Deep marshalling yard.

Now Sats has had to back-pedal on the issue, but even a watered-down version of the discount has infuriated the SA Association of Freight Forwarders (SAAFF). They have complained to the board that Sats is "aiding and abetting" unfair trading practices.

Sats is strongly defending its efforts to compete with road hauliers. "We are ready for any flak they throw at us," says marketing director Andre Heydenrych.

Because the harbour discount applied only to inland traffic, importers based in Durban and Cape Town would have been compelled to pay the full wharfage rate. Since neither port receives decentralisation rebates (unlike Port Elizabeth and East London) Sats' rallied no support outside the PWV for a "selective" discount.

And the move was also widely seen by road transport operators as a thinly disguised form of cross-subsidisation, with Sats using its lucrative harbour services to win extra rail traffic. Indeed, for Sats "pirating" from its profitable services to keep the lame ducks afloat has been equally contentious.

The cost of moving a 6 m container from Durban to City Deep is believed to be R250. But Sats is locked into a published price of R760 and uses the profit to help offset losses on uneconomic services like branch lines.

Currently, the government-appointed National Transport Policy Study is investigating — among other things — ways of removing inequities from the system to put Sats on a more competitive footing.

Heydenrych believes that even with the burden of high-rated tariffs, the harbour discount could have eliminated private sector competition on certain long-haul runs.

However, road hauliers will still have the competitive edge against Sats — despite the "restraints".

Says Heydenrych "We've had to soften the impact of the harbour discount by replacing it with a flat reduction on inland railage tariffs." Sats now proposes a R40 discount on the contractual rate, more than offsetting April's 7% hike in contract rates, and a R20 discount on non-contractual rates.

At first glance, the new scenario for a flat rate container discount seems moderate compared to the harbour option. However, SAAFF president Pat Henegan points out that the premiums discriminate against the small operator.

"Sats is abusing its monopoly," he says. "Differential discounts radically distort the market. In fact, hidden in the flat rate discount are further measures aimed at giving one operator a substantial marketing advantage over its competitors. This is no way to win back business from road hauliers."

Heydenrych disagrees. "We are giving bigger discounts to bigger customers. But the minimal contractual obligation is set at only four containers a month. This is hardly a stringent qualification."

However, a closer look at the proposals seems to confirm Henegan's argument. Effectively, Sats is handing the biggest benefit to Safren's Saftainer because it is the only one with sufficient volumes to take full advan-

tage. Saftainer is estimated to control 20% of all import/export container traffic.

Indeed, the ripple effect of last December's merger between Safmarine and Rennies, which created Safren, is just beginning to be felt by freight forwarders.

Existing volume incentives and the new discount mean that Saftainer can move a container from Durban to City Deep for R500 against Sats' published price of R760. "The nearest any competitor comes is R620 a container," says an industry source, "Sats is simply making us more uncompetitive."

Now Sats' "selective" container discount is regarded as the last straw by freight forwarders. The SAAFF representations to the CB are designed to force Sats to rewrite the discount proposals and thus loosen Safren's grip on the container market. ■

## RAM Flight price cut

26/1/85  
PASSENGERS can now fly to Hong Kong for R1 492 — R500 less than the previous fare. British Airways and South African Airways announced, jointly, yesterday. An additional stop-over can be made for R100 at the Seychelles and Colombo, and at Bangkok for R200 extra. "We are offering tourists the opportunity of visiting the Far East with a competitively priced Apex ticket," said Mr Alan Burnett.

By BENITO PHILLIPS

## COMMITTEE OF 10

A MAJOR confrontation is looming between the Committee of Ten and its supporters over the Ciskei bus boycott.

Chairman Mzwandile Mampunye said that some workers agreed with the committee's call — made about a month ago — to suspend the boycott.

But others felt it should continue, especially because no charges had been brought against those accused of assaulting Mdantsane residents at Sisha Dukashe Stadium.

It was also argued that the boycott should continue until the civil cases of those shot during the dispute are heard.

And workers disapprove of the timing of the committee's first report-back meeting at East Lon-

# BIG SPLIT LOOMS OVER CISKEI BUS BOYCOTT

269  
C. P. ...  
21/4/85

don's Duncan Village Committee Centre at 11am tomorrow

They said it interferes with their weekend shopping and could result in most workers not attending the meeting



MAMPUNYE

(ii) (aa) Senior Certificate Standard 10 (practical) N.T.C. 3 51 273 2 776 4 756

(bb) Not collected

(cc) Not collected

(b) (i) 996

(ii) (aa) Senior Certificate N.T.C. 3 9 422 936

(bb) Not collected

(cc) Not collected

(c) (i) 1 400

(ii) (aa) Senior Certificate Standard (practical) N.T.C. 3 6 870 1 649 266

(bb) Not collected

(cc) Not collected

(d) (i) 1 982

(ii) (aa) Senior Certificate N.T.C. 3 46 620 820

(bb) 72 520

(cc) Not collected

(2) (a) Partially included as follows

University degrees—University of Fort Hare, Ciskei, is included. This University is administered by the Minister of Education and Training. Universities in other independent Black States are excluded—statistics not collected. Standard 10—included except for Senior Certificate results of Blacks in the Transkei which conducts its own

examinations. Standard 8—not included—statistics not collected

(b) Included

(3) (a) University of Fort Hare, Ciskei

Whites 10  
Coloureds 5  
Asians 1  
Blacks . . . . . 401

Standard 10 (Blacks only)

Senior Certificate N.T.C. 3 . . . . . 10 707 54

(b) University degrees

Whites 8  
Coloureds . . . . . 0  
Asians . . . . . 0  
Blacks . . . . . 939

Standard 10 (Blacks only)

Senior Certificate N.T.C. 3 . . . . . 16 864 38

Standard 8 (Blacks only) 44 794

*Howland Q. 601.1240*  
*State housing sale 23/4/85*  
787 Mr C W EGLIN asked the Minister of Public Works:

How many houses had been sold to Blacks by his Department in each province under the State housing sale announced by the Minister of Community Development on 3 March 1983 as at the latest specified date for which figures are available?

**THE MINISTER OF PUBLIC WORKS**

Statistics are unfortunately not kept separately for each province. However, a total of 33 009 houses were sold to Blacks up to 29 February 1985.

*Q. 601.1241* *23/4/85*  
Louis Trichardt/Thohoyandou/Mutale railway line

790 Mr P G SOAL asked the Minister of Transport Affairs.

Whether, with reference to his reply to Question No 1086 on 28 June 1984, the feasibility study for a railway line over the route Louis Trichardt/Thohoyandou/Mutale has been completed, if not, (a) why not and (b) when will it be completed, if so, what were the findings?

**THE MINISTER OF TRANSPORT AFFAIRS**

Yes. No economic justification could be found for the construction of the proposed railway line.

**Pietersburg/Seshego rail link**

791 Mr P G SOAL asked the Minister of Transport Affairs

(1) Whether, with reference to his reply to Question No 1079 on 28 June 1984, the final report of the investigation into the Pietersburg/Seshego rail link is available, if not, (a) why not and (b) when will it be available, if so,

(2) whether a decision has been taken on this matter, if not, (a) why not and (b) when will it be taken, if so, what was the decision?

**THE MINISTER OF TRANSPORT AFFAIRS.**

(1) Yes

(2) Yes. It was found that a passenger rail link between Pietersburg and Seshego is not economically justifiable.

**South African Army Women's College**

793. Mr P A MYBURGH asked the Minister of Defence.

With reference to his reply to Question No 672 on 25 March 1985, how many

women at the South African Army Women's College in George had purchased their discharge before the expiry of their term of service in each specified year since the establishment of the College as at the latest specified date for which figures are available?

**THE MINISTER OF DEFENCE**

As on 31 December 1984.

1971—0.  
1972—0  
1973—0  
1974—0  
1975—2  
1976—1  
1977—1  
1978—1  
1979—2  
1980—4  
1981—8  
1982—9.  
1983—8  
1984—6

*Supplementary reply to Question 74 on Thursday, 14 March 1985, put by Mr A Savage (col 623)*  
*Howland Q. 601.1242*

*Decentralization 23/4/85*  
74 Mr A SAVAGE asked the Minister of Trade and Industry

With reference to the period 1 April 1983 to 31 March 1984, (a) in respect of how many of the 1 190 applications for decentralization incentives (i) have the applicants moved to the decentralized areas, and (ii) are they in the process of moving there and (iii) are they already in production in these areas, (b) how many of these applications have been withdrawn, (c)(i) how many (aa) of the anticipated 69 914 job opportunities as a result of these decentralization projects have been created and (bb) persons have been employed in these positions and (ii) how many (aa) of the anticipated 54 586 Black job opportunities as a result of these decentralization projects have been created and (bb) persons have been employed in these positions

Education and Culture prescribes the national education policy to be followed at provincial level and therefore recognizes the Federal Council of Teachers' Associations

**First-year students**

70 Mr K M ANDREW asked the Minister of Education and Culture

Whether, with reference to his reply to Question No 13 on 25 February 1985, the information on first-year students at universities is available, if not, when is it anticipated that it will be available, if so, (a) how many, and (b) what percentage of the total number of first-year students enrolled at each university administered by his Department in 1984 (i) dropped out during the year and (ii) failed their examinations in all subjects at the end of the year?

**THE MINISTER OF EDUCATION AND CULTURE.**

It is anticipated that the information will be available in June 1985

THURSDAY, 25 APRIL 1985

†Indicates translated version

For written reply

General Affairs.

269 *Hansard*  
Q. 261. 1259 25/4/85  
762 Mr P R C ROGERS asked the Minister of Transport Affairs

(1) Whether employers in certain areas are required to obtain special permits issued by road transportation boards in order to transport their employees to and from their places of employment, if so, (a) why, (b) in which areas and (c)(i) what is the cost of a (aa) special permit and (bb) tempo-

rary permit of this nature and (ii) how long does the process of issuing such permits take in each case;

(2) whether the relevant regulations administered by the said boards made provision for certain categories of employees, if so,

(3) whether these regulations include provision for domestic servants, if so, (a) what are the provisions relating to such servants and (b) what other categories of employees are covered by these regulations,

(4) (a) what are the penalties for contravention of these regulations, (b) how many cases of contravention were there in the area of each such board during the latest specified 12-month period for which figures are available and (c) what were the penalties imposed in each case?

**THE MINISTER OF TRANSPORT AFFAIRS:**

(1) Yes. Attention is drawn to the fact that no reference, by name, is made to special permits in the Road Transportation Act, 1977 (Act 74 of 1977). What is, however, provided for, and is a legal requirement for the transportation of employees, is—  
temporary permits which are valid for a maximum period of 14 days, and/or public permits which are valid for a determined or an undetermined period at the discretion of the board

(a) To comply with the provisions of section 12 of Act 74 of 1977

(b) The provisions of Act 74 of 1977 are applicable throughout the Republic of South Africa

(c) (1) (aa) Falls away.

(bb) *Temporary permits*  
A non-refundable fee of R10,00 is payable

on application per motor vehicle in respect of which a permit is required. In addition the holder of a temporary permit must pay an additional fee of R5,00 per day per motor vehicle during the validity period of the permit

*Public permits*

A non-refundable fee of R10,00 is payable on application per motor vehicle in respect of which a public permit is required. In addition the following fees are payable—

(a) R100 per motor vehicle for the first issue of a permit or the renewal thereof for an indefinite period,

(b) R10 per motor vehicle for each transport year or part thereof if the Commission or a Board should decide to issue or renew a permit for a specified period

(ii) *Temporary permits*

Applications are considered on the day of receipt and if successful are granted without delay

*Public permits*

The processing of applications takes between 6 and 8 weeks

(2) No

(3) Falls away

(4) (a) This matter resorts under the jurisdiction of the courts who when adjudicating offences

enunciated in section 31(1)(a) of Act 74 of 1977 will take into account the provisions of section 35 of the Act and, with cognizance of the seriousness of the offence, will impose such penalties as it may deem necessary and reasonable

(b) Durban 37, Potchefstroom 2, Johannesburg 50, Bloemfontein 10, Port Elizabeth 24 and Cape Town 210, Pretoria 0, Kimberley 0, East London 0 and Pietermaritzburg 0

(c) Durban R5 050, Potchefstroom — judgement must yet be delivered, Johannesburg R20 000, Bloemfontein R1 000, Port Elizabeth R3 870 and Cape Town R10 390. The aforementioned amounts are indicative of the total fines imposed by the respective courts in respect of all offences delivered during the 12-month period

For the sake of completeness it is mentioned that a public road carrier permit is required for the conveyance of employees between their place of residence and their place of work. No permits are, however, required for the conveyance of employees between one place of work and another place of work

*Hansard* B. 601. 1262  
Occupational diseases' claims  
25/4/85

803 Dr M S BARNARD asked the Minister of Manpower

(a) How many claims in respect of occupational diseases in terms of the Workmen's Compensation Act, No 30 of 1941, were (i) received, (ii) granted and (iii) rejected by the Workmen's Compensation Commissioner in each of the latest specified 10 years for which figures are available and (b) in respect of which (i) disease category, (ii) industry and (iii) province was each claim submitted?

# Bus boycott ends on a good note

~~105~~  
269  
C. P. Sw  
28/4/85

## ALL IS well that ends well.

The Ciskei bus boycott has ended well — with the workers, the Committee of Ten and the Ciskei Transport Corporation making peace and burying their differences this week

By **BENITO PHILLIPS**

The bus company undertook to recognise the Committee of Ten as the sole representative of the commuters. CTC officials also agreed to implement most of the demands made by the committee on behalf of the workers.

They agreed to hold monthly meetings too, to discuss matters which could affect commuters.

Confirming recognition of the Committee of Ten, Border Chamber of Industries' Transport Committee chairman ML Strong said some committee members served on the transport committee.

During the meeting at Duncan Village, committee chairman Mzwandile

Mampunye told workers the bus company has also agreed to give concessions to scholars and the elderly.

- Other concessions are
- Children under six who are accompanied by their parents or guardians won't pay
- A demand for direct services from zones to work places was accepted by CTC management
- Shelters will be provided along bus routes
- Commuters working in King William's Town may be provided with weekly tickets — the cost would be equal to the current single fare a week
- Scholars not wearing uniforms will be provided with identity cards and special tickets will be sold

at schools

- If a bus is stopped on its way while carrying commuters, the commuters will be entitled to a refund
- Drivers have been warned to be polite to commuters, who may, if they feel grieved by any drivers' actions, take down the bus number and report such incidents to CTC management
- Buses will later be fitted with comfortable seats.
- Those seeking work at the company will no longer be required to produce Ciskei National Independence Party cards

There's only one snag — a demand that the CTC severs all ties with the Ciskeian government was not met by company

# Mozambique rail links with S A cut

Mercury 30/7/85  
RAI# 30 (269) ~~215~~

By Terry van der Walt

RAIL links between South Africa and Mozambique have been severed, apparently by explosions on two sections

A spokesman for South African Transport Services said yesterday that unconfirmed reports had been received that the line between Ressano Garcia and Moamba, near Komatipoort, had been blown up

The Shankulu bridge, 30 minutes from Ressano Garcia, had also been destroyed, the reports said

The spokesman said SATS had not been approached by the Mozambique authorities for assistance

According to some sources, Mozambique engineers were assessing the damage and the links could be out of commission for between 21 days and a month

A spokesman for the Durban Port Manager's office said the disruption would not affect Durban harbour dramatically as it would mean only a few ships handling exports through Maputo having to be diverted to Durban

The assistant general manager for the South African Co-operative Citrus Exchange, Mr Arend Venter, said the board had received information that the line would be open in a day or two

He said the exchange

would not take any action unless the line was closed longer, in which case fruit exports would be diverted by rail to Durban

The official Mozambique news agency AIM reported yesterday that the explosions had stopped vital coal supplies for Mozambique

AIM said a railway bridge had been destroyed 8 km inside Mozambique and had prevented the delivery of supplies for Maputo's power station, bought from South Africa with about R490 000 of emergency aid from the United States

Power for Maputo had been supplied from a coal-powered station since a storm a month ago damaged electricity pylons which carried power from South Africa

Italy has pledged about R2 900 000 to repair the pylons

● See also Page 10

# Row over transfer of railways

WINDHOEK — A new row is expected to erupt here over the imminent handover of Namibia's unprofitable railways system to the territory's incoming transitional administration.

The handover is scheduled for May 10 despite bitter opposition in Namibia to what was seen as another burden to the taxpayer.

The system's assets, which include rolling stock and 2 150 km of track, are worth an estimated R2,28 billion. But the system has been operating at a massive loss for years.

Much of the contro-

versy centres on the South African Transport System's exclusion from the deal of the profitable sections which include the air service, the Walvis Bay harbour and the lucrative Desert Rose Tours.

## Joke

"Why must we only get the losses," reacted Mr Dirk Mudge, chairman of the Democratic Turnhalle Alliance



Mr DIRK MUDGE

The controversial handover, originally

scheduled for April 1, was branded in the Windhoek Press at the time as an April Fool's Day Charade.

But it was no joke. The handover, which was mysteriously postponed, will now happen on May 10.

The general manager of the SATS in Namibia, Mr Willie Strauss, yesterday refused to comment on the unexpected postponement.

Official sources in Windhoek say the postponement was due to "incomplete Parliamentary processes" and it was only a matter of "certain documents being signed on May 10."

The sources said the handovers most likely would be made retrospective to April 1.

The announcement of the handover was first made in Cape Town Parliament last year.

Sowetan

1/5/85

269



DTMB to  
NM 2/5/85  
try again  
269  
for mixed  
buses

**Municipal Reporter**

THE Durban Transport Management Board plans to make a new application this month to integrate certain of its Green Line bus routes.

The Local Road Transportation Board turned down the previous application late last year and in February the National Transport Commission rejected the DTMB's appeal against this decision.

The commission said the appeal, drawn up by the city's attorneys, was technically incorrect.

Mr Marshall Cuthbert, general manager of the DTMB, yesterday confirmed a new application would be made to the local transportation board for permission to allow whites to use black buses on certain suburban routes.

The local board gave no reasons for its refusal last year. The chairman, Mr Pieter de Beer, said it would state the reasons for its decision only if the national commission asked for them.

There were four objections to the DTMB's application last year, including those from the Civic Action League and Councillor Lew Phillips.

Last night Mr Phillips and Mr Arthur Morris, chairman of the CAL, said they would oppose a new application to integrate the Green Line service.

'It's time the council sold the entire bus service to private enterprise. No municipality can make a bus service pay,' Mr Phillips said.

Mr Morris said. 'The CAL thinks this is purely a means of integrating Durban's bus service. If this is approved the Blue Line will be phased out. We think municipal bus services should be run by private enterprise. Even Pietermaritzburg can't make its service pay.'

# Minister hits at police and 'greedy' transport company

NM 2/5/85

269

**African Affairs  
Correspondent**

**ULUNDI**—The KwaZulu Minister of the Interior, Dr Dennis Madide, has called on the Minister of Transport, Mr Hendrik Schoeman, to curb the 'monopolistic and greedy' tendencies of Empangeni Transport

He has also appealed to the Minister of Law and Order, Mr Louis le Grange, to stop his 'bloodthirsty police' from harassing commuters in the Empangeni area

Dr Madide was taking part in a snap debate on the Empangeni bus boycott and its aftermath in the KwaZulu Legislative Assembly yesterday

Police have been arresting black taxi and bus owners in the area during the past week and have been issuing spot fines

The minister said the initiation of the Empangeni bus boycott at the beginning of the year had

been part of a general 'plot' on the part of the United Democratic Front

There was evidence that the Federation of South African Trade Unions (Fosatu) had become disenchanted because Empangeni Transport had recognised a trade union not affiliated to it but friendly towards Inkatha

'In a purely personal feud between Fosatu and Empangeni Transport, the whole community has been made to suffer for three months,' Dr Madide said

The minister said that, while Fosatu had a personal grudge, the UDF wanted to make the area ungovernable. They had found allies

He conceded, however, that Fosatu had discovered Empangeni Transport to be 'greedy, acquisitive and monopolistic'

The company had alleg-

edly been harassing taxi-owners long before the boycott,' Dr Madide said

'Free enterprise is being vigorously assaulted by Empangeni Transport and its mother body, United Transport, at Putco,' he said

The minister claimed that the South African Police force was burdened by a type of individual who was 'by nature aggressive and itching to put his force into practice'

He said it was the duty of Mr le Grange, as minister in charge, to sweep the police clean of these elements

Inkatha was caught between two 'bloodthirsty' groups, Dr Madide maintained. These were the UDF on one hand and the S A P on the other

The role of the police in the bus dispute at Empangeni was severely criticised by several speakers during the debate

Mr Mike Forder, acting general manager of Empangeni Transport, said last night. 'The senior management of Empangeni Transport regrets the statements made by the Minister of the Interior as we have made many concessions to help the commuters in a negotiated agreement with the Commuters' Committee

'The situation is very much more complex than what the snap debate seemed to indicate

'We look forward to being able to continue working towards a solution to the present boycott which is causing so much hardship to the community that the company has served since 1946'

Inquiries to the police were referred to either Mr le Grange or his Press secretary, Col Leon Mellet, but both were unavailable last night.

**'Private  
sector**

MM 2/5/85

**269 SABC**

JOHANNESBURG—  
SABC director-general  
Riaan Eksteen says there  
is a possibility of certain  
SABC services being  
handed over to the pri-  
vate sector

In an interview with the  
Afrikaans business maga-  
zine, *Finansies en  
Tegniek*, Mr Eksteen said  
the corporation is exam-  
ining whether it can, and  
should, handle all of its  
present services

In the same publica-  
tion, Nasionale Pers man-  
aging director Ton Vosloo  
said he intends to negoti-  
ate with the SABC on a  
further entry of the print-  
ed media into the elec-  
tronic media. A Press  
consortium has landed a  
share in electronic media  
by way of subscription ;  
television — (Sapa)

## Metroblitz declared a flop

Sowetan 7/15/85

THE high-speed Metroblitz train running between Pretoria and Johannesburg has officially been declared a flop. 269

The train, which covered the 60 to 69 km rail route between the two cities in only 43 minutes, has been withdrawn from peak-hour service.

A railway spokesman explained. "There were two reasons. Firstly it played havoc with the timekeeping of our regular suburban trains and secondly it just wasn't paying its way."

The Metroblitz, its modern technology giving a smooth ride even at 160 km/h, will now become a "stopping" train at off-peak periods.

Its weekday trips used to be 80 percent full but, with the number of free passes and concession tickets used, it recovered only about R600 of its R2 500 cost per trip.

The railways would still like to speed up their services, but fear that high-speed trains will simply increase their cash losses.

For this reason, plan to run the Metroblitz between Johannesburg and Bloemfontein has also been scrapped.

## R3,1-m to revamp bus service in townships

ARGUS 9/5/85 (269)  
Municipal Reporter

PLANS are afoot to spend R3,1-million on bus terminals and routes in Langa, Nyanga and Guguletu to relieve traffic congestion and improve public safety and comfort

The project, commissioned by the Western Cape Development Board and eligible for an 80 percent provincial subsidy, needs provincial and National Transport Commission approval

A study shows present conditions are "not conducive to efficient operation or a good public image of the service" and that this is compounded by congestion and poor layout of terminuses

### LACK OF SHELTER, LIGHTING

The study says "Passenger comfort and safety are hardly catered for, there are no paved walkways, there is a general lack of shelter and poor, if any, lighting"

The service in Nyanga came under most pressure and did not meet demand. There were long queues and "crush loads" on the buses. Passengers had to board at the terminus in order to get a place

Proposals are to extend and improve bus and passenger facilities in the three areas for a total of R1,3-million and to upgrade roads and bus shelters for a further R1,8-million

Improvements will include paved walkways, roofed loading platforms, market areas for stallholders and taxi ranks

The report suggests long-distance operators be allowed to rent land in Khayelitsha to develop their own terminus in future, but emphasises the need to improve public transport in Langa, Guguletu and Nyanga

The proposals would help promote public transport and are particularly important because most of the people "cannot change their residential location to be closer to their work places and cannot afford alternative means of transport"

269

Sawetan

10/5/85

# SATS 'cancels' Pretoria trains

By ALINAH DUBE

THE South African Transport Services (SATS) has cancelled a number of trains operating between Mabopane and Pretoria, leaving thousands of commuters

with no means of transporting them to work.

According to commuters travelling from areas as far as

Makapanstad, Kgqadibeng, Winterveldt and Mabopane, the decision was imposed without investigations being carried out to establish if the trains were needed at peak hours

They said SATS cancelled the trains which had always been overcrowded since they were introduced a year ago when buses were stopped from operating. The authorities did away with them without doing anything to inform the thousands of people they forced to use the service.

Tram schedules said to have been cancelled are the 5.30 am from Mabopane/Ga-Rankuwa and the 2.45 pm/3.30 pm from Eerste Fabrieke Station. Commuters claim some of them have to report at work at 7 am at different industries East of Pretoria, and with the phasing out of the trains they were used to, they are either too late or too early. "It is ridiculous that the SATS has worked out a train schedule forcing some people to be at work an hour before starting time," said one commuter.

(269)

The political constraints within which the transport sector operates make it impossible for SA to effectively follow examples from abroad. In the UK, a trend towards free enterprise on the roads has resulted in some dramatic deregulation and privatisation of the transport sector, but it is too much to hope for total deregulation here. Opening a Nafcoc conference last month, Transport Director-General Adriaan Eksteen said "There will never be total deregulation of the transport system in SA. To suggest it is irresponsible."

Transport Minister Hendrik Schoeman told Parliament in February "There must be regulation. There must be discipline." And the SA Bus Operators' Association chief executive Gerrie Prinsloo told Nafcoc "To merely state that market forces would solve all problems is nonsense."

The NTPS adopts the same view, believing that pragmatic and practical solutions are only possible if they fall within the constraints of government's stated national aims. These aims are regional economic development in the southern African context (decentralisation), political development, in the southern African context (homelands), and the furthering of private initiative and effective competition in the economy. The latter, of course, is somewhat at odds with the broader policy objectives.

NTPS co-ordinator Victor Prins notes that government intervention distorts market prices and leads to the demand for further intervention in the form of protective

**NTPS's Prins ... intervention distorts prices**

ing out of part of the road transport permit system and the rationalisation of road traffic legislation.

Deep mistrust of the NTC and LRBs will be dispelled if the NTPS's organisational plans are accepted by government. They would have the effect of wiping out the NTC and the LRBs, envisaging as they do a Transport Tribunal, responsible to the Minister. The Tribunal would resolve disputes, and there would be an advisory council with 70% of its representatives from industry and users, and 30% from government.

The Tribunal would have regional offices — in place of the LRBs — to conduct hearings "on the record," according to Prins. However, more specific information on the black sector will only be available after the NTPS has completed its current survey of public passenger trans-

port. It expects to be able to make important recommendations to government by the year-end.

The NTPS holds out the best hope for the black transport entrepreneur and consumer alike.

Government has appointed it, funded it — and in the end must listen to it. The question remains if the NTPS has to work within the structure of SA's stated national goals can it go far enough?

Certain problems can be eased by sensible legislation, but is free enterprise in the transport sector — or for that matter, in any sector — possible without a free society? ■

**Nafcoc's Sibiyi ... the Act is far too broad**

to become economically active, and to reduce urban congestion and environmental damage."

While the NTPS does not rule out the possibility of phasing out subsidies, it cautiously says "this will probably not materialise for the next decade or two. It is generally accepted that it will take at least one generation to integrate these people (blacks) fully into the economic life of the country. Even then other reasons for subsidisation may continue to exist." However, the NTPS stresses the need to keep "the cost of a programme of subsidisation within limits."

In 1982, commuters paid, on average, 50% of a bus fare; employers 13%, and the government the remaining 37%. Subsidy levels are determined by the NTC on a sliding scale — the greater the distance, the higher the cost and the greater the sub-

sidy. The subsidy has also been politicised. Blacks believe, says Sibiyi, that as long as the Group Areas Act and influx control exist transport *should* be subsidised. Blacks, after all, have no choice over where they must live.

Again, employers can hardly be expected to accept total responsibility for employees' transport costs, simply because this would imply acquiescence in government's separate development policies. In any case, such a system would prove a heavy financial burden, almost certainly leading to discrimination against employers whose workers come from the more distant townships and homelands.

legislation

Private initiative is constrained and it is difficult to enter important sectors of the transport market. Finally, the complex legal and administrative system frustrates policy implementation.

In fact, says Prins, the regulation of competition, in terms of the Transport Act, "is based upon non-competition." The NTPS favours new legislation based on free competition. In principle its solution envisages the removal of financial inequities, such as Sats cross-subsidisation and infrastructure cost recovery, Prins notes.

The NTPS will also recommend the phas-

PILING 'EM IN					
Subsidies paid for black bus services (rand)					
Year	Contribution from employer's levy		Funds voted by parliament		Total
	to Black transport	to Indian and Coloured transport	Coloureds	Blacks	
1974/75	6 504 069	613 507		9 138 715	16 344 291
1975/76	7 965 259	2 800 784		14 866 520	25 632 583
1976/77	10 054 556	6 403 214	975 653	29 074 626	46 508 049
1977/78	10 021 627	2 744 271	6 283 626	35 911 335	54 990 859
1978/79	11 333 449	2 475 131	5 874 206	40 471 686	60 154 472
1979/80	12 041 859	2 839 722	12 370 217	59 996 552	87 248 350
1980/81	15 750 630	2 715 076	7 610 708	78 514 582	104 590 996
1981/82	16 482 994	2 407 860	8 698 703	99 310 582	126 900 139

Star 10/5/85  
 Namibia  
 takes over  
 rail assets

WINDHOEK — The assets of the South African Transport Services (SATS) in Namibia were today officially handed over to the territory's Administrator-General, Dr Willie van Niekerk

The agreement was signed by the Minister of Transport Affairs, Mr Hendrik Schoeman, and covers railway assets valued at R144,8 million.

In the agreement South Africa renounces ownership of the railway network from Nakop in the south to the southern bank of the Swakop River in the north-west. All fixed assets used in operating the road transport services in the territory, the Luderitz Harbour area and the light-houses along the coastline are included

The harbour and harbour services at Walvis Bay will remain the responsibility of SATS and South African Airways will continue to operate air services — Transport Reporter



arktown pox is w  
 is hotting up  
 may not live in  
 involves us all.  
 Houghton, a  
 suburb, be  
 ing for a fourth  
 Ian Davidson has dug his he  
 in "There must be no deal,"  
 says  
 Mr D Whittaker, chairman  
 Lower Houghton Ratepayers  
 association, says the provi  
 should stay out of it  
 He says it is unfair that of  
 developers with no emotions  
 other ties in Houghton can g  
 the province and ask it to o  
 turn, undemocratically, a dec  
 arrived at democratically  
 I believe the real proble  
 that strict zoning is never pr  
 cable.  
 The policy-makers should  
 seen that the houses backing



## FIGHTING FOR SATS WORK

269 + m  
10/5/85

Although Dorbyl Railway Products (DRP) won an R80m Sats contract for trainsets this month, competitors Union Carriage and General Motors are expected to come back fighting. A further R50m tender is due out in November and competition is likely to be keen.

Ironically, DRP turned to loco building only because it was getting fewer contracts for Sats rail wagons, in which it specialised. Without the loco facilities, the trainset work would probably have

gone to one of the other contenders.

DRP MD Kobus de Beer expects his competitors, now completing most of their major work for Sats, to start bidding immediately to build 50 type-10E (3 kV) direct-current locos, although work on the R50m project will start only in September 1986.

Meanwhile, DRP will build eight type-14E "new generation" trainsets, each comprising 12 coaches joined in combinations of four vehicles — two motor

coaches and two trailer coaches

The trainsets have the advantages of higher acceleration and deceleration rates and 15% more passenger capacity than the 14-coach suburban trains.

Tenders for another batch of type 14E trainsets will be invited in December, but De Beer says adjudication may take four years. And a Sats spokesman adds: "We've no firm knowledge when these sets will be needed. That will depend on passenger requirements."

## RAIL TRANSPORT

# Staying on track

Despite heavy cutbacks in government spending, SA Transport Services (Sats) is going ahead with the construction of new rail lines throughout the PWV to cut transit times and freight costs.

The new links zero in on the Sentrarand Marshalling Yard (SMY) near Benoni.

Sats has budgeted R49,7m this financial year for new lines and outstanding work on routes linked to SMY, says Philip Venter, assistant regional manager, southern Transvaal.

However, a feasibility study is under way to decide whether it is justified to outlay another R140m for 43,2 km of new line from Skansdam to Leeuhof (see map) — the missing link in the new PWV network.

Since the first SMY module came on stream two years ago, six of the Reef's 17 shunting yards have been either closed or by-

passed. "Traffic speed and turnaround time has improved almost 19% since then," says Venter.

Link lines in and out of SMY now by-pass suburban traffic lines. This has given birth to the new "quicksteel" train — one of 150 tram loads of up to 2 000 t handled daily at SMY — which carries steel and other commodities in 39 wagons to Durban, Port Eliza-

□ A 23,6 km double track from Glenroy to Skansdam being built for R68m and due for completion by next February. The single line will be opened in August. Two contracts totalling R20,3m for earthworks, bridges and culverts have been awarded, and R10m has been set aside for signalling and telecommunications. Electrification will cost another R6,7m.

Justification for the Skansdam-Leeuhof line has still to be proved, says Venter. Cost estimates for the civil work run to R123m, with a further R10m for signalling and telecommunications and R4,47m for electrification.

The signalling on the existing Skansdam-Vereeniging-Leeuhof line is now being upgraded, and the effect of improvements in line capacity will influence a decision to construct the proposed Skansdam-Leeuhof link.

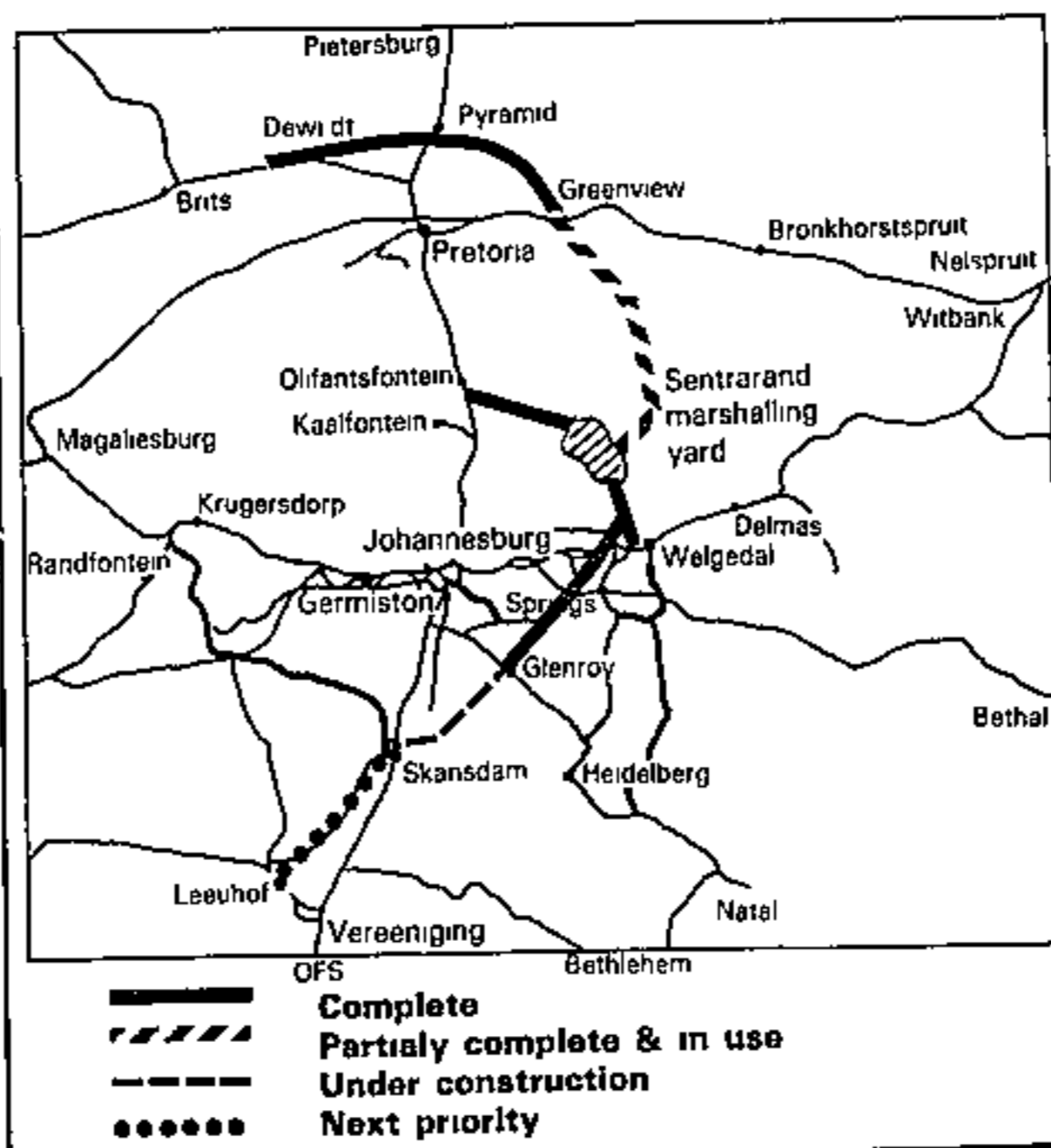
Venter attributes the drop in traffic and tonnages, from 2,346 billion km/t in August last year to 2,127 billion km/t in March, to the recession. This has reduced urgency for the second of four proposed modules at SMY, which has already cost about R620m.

Current facilities can handle the present traffic. There's no need for trucks on the Reef to be shunted at each station and marshalling yard to "make up" a goods train. This used to take up to several days, but now traffic sent direct to SMY is sorted, classified and made up into special destination trainloads in nine hours.

The SMY complex will not, however, provide a link for the Witbank-Richards Bay "coal line." About R1,2 billion will be spent on this track over the next three years, with another R287m earmarked for building 4 070 coal wagons and 30 locomotives which will be needed later on that route.

Here, too, the emphasis is on economy. Unit trains with 101 trucks and 20 t axle loads will eventually be increased to 200-truck trains with 26 t axle loads when the programme has been completed in 1988. ■

### THE MISSING LINK



beth and Cape Town.

But lines now under construction or due to be built soon will smarten the pace. Bottlenecks at remaining PWV marshalling yards will go and the new lines will facilitate longer trains with up to 50 wagons, he says.

Improvements in hand include

□ The doubling of 50 km of the 70 km track from Pyramid, outside Pretoria, to SMY by March 1986,

□ The R120m de Wildt-SMY line, on which work worth R10m is still outstanding. The partial opening of this line will increase rail capacity and operating versatility between SMY and Thabazimbi, Pietersburg and Witbank, and



Sats' Venter ... improving turnaround times

FEATURE

# S A hands over its railways assets in SWA

NM 11/5/85

Alger

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~~271~~

WINDHOEK—The Minister of Transport Affairs, Mr Hendrik Schoeman, yesterday signed an agreement in Windhoek to transfer ownership of South African Transport Services assets of more than R2 billion in South West Africa to the territory's central government

The agreement was co-signed by the Administrator-General, Dr Willie van Niekerk, who controls the South West African central authority.

In terms of the agreement, South Africa renounced its right of ownership of all fixed property and rolling

stock used in the South West African road and rail transportation network, excluding the harbour and harbour services in the Walvis Bay enclave

Mr Schoeman said in a speech at the ceremony that the agreement provided for the continued operation by SATS of the transport services in South West Africa on a contractual basis

The arrangement would apply until the South West African Government was in a position to assume control of those functions

Until that time, the territory's authority would assume full financial responsibility for the management and operation by SATS of both the road and rail services in the territory, and the harbour services of Luderitz

## Usual services

'In order to relieve the financial burden of the takeover for the territory SATS will, for the first three years, carry 30 percent, 20 percent and 10 percent respectively of any operational losses,' Mr Schoeman said

Mr Schoeman said South African Airways would continue its usual services to South West Africa

SATS personnel in the territory would remain on the payroll of South Africa and their conditions of service would be unchanged

'The Government of the Republic of South Africa trusts that the Government of South West Africa will utilise effectively these transport assets to develop and realise the physical and human potential of South West Africa,' Mr Schoeman said — (Sapa)

# ireat

t Services, Mr D Butler, said it was illegal for any transport  
 vice staff to strike or stay away from their jobs. The reason was  
 SATS provided an essential service  
 However, at the moment the SATS would not like to threaten  
 kers with dismissal and would prefer to wait and see how the  
 ation developed before taking any decisions  
 Sasol spokesman said no request or notice concerning the  
 hour work stoppage had been received despite two different  
 things with union representatives this week  
 Sources in the private sector have indicated that some major  
 employers will discuss the call for a two-hour work stoppage with  
 representatives at branch level or, in the absence of unions,  
 worker representatives  
 Although many companies are expected to refuse to pay workers  
 time taken off, many are considering the possibility of em-  
 ployees working in the time taken  
 Most employers have expressed a desire not to aggravate an  
 already sensitive situation

## to Hillbrow



ing act, Michael Wulfhart (21), "is for the shops to open at night."

eriment a success:  
 is just the start'

# Namibia given SA transport assets

Star 11/5/85  
 by Zenaide Vendeiro,  
 Transport Reporter

The assets of the South African Transport Services (SATS) in Namibia were yesterday officially handed over to the territory's Government

An agreement to this effect was signed by Mr Hendrik Schoeman, Minister of Transport Affairs, and the Administrator-General, Dr Willie van Niekerk, in Windhoek

It embraces railway assets to the value of R144,8 million, including fixed assets of R80,4 million and rolling stock worth R44,7 million

With the signing of the agreement, South Africa renounced ownership of the rail network in the territory, as well as all fixed assets used in operating the road transport services, the Luderitz harbour area and lighthouses along the coast

SATS will continue to operate the services as contractor but the Namibian Government will accept financial responsibility for operations

In his address, Mr Schoeman said concern had been expressed that the services that were handed over were running at a loss (R66 million in the last financial year) He said in order to relieve the financial burden on the territory, SATS would, for the first three years, carry 30 percent, 20 percent and 10 percent respectively of operational losses

The transport infrastructure, said the Minister, was an important instrument in the territory's process of constitutional and economic independence

## Young rioters

Star 11/5/85

# Para-military task force likely for Cahora Bassa line

269 218

by  
**Peter Honey**

South Africa hopes to set up a para-military task force to protect transport links and the 900 km Cahora Bassa and Maputo power lines against Mozambique National Resistance attacks.

The proposal is believed to have been the focus of attention in talks in Maputo this week between Foreign Minister Mr Rik Botha and top Mozambican officials.

South African officials are tightlipped about how they intend to introduce the "special guard" units, how the guards will be recruited, or who they will be.

The question of South African security assistance to Mozambique is regarded as "extremely delicate", government officials say.

Deputy Foreign Minister

Louis Nel today declined to go into detail about the security proposal, except to say that there was "no chance" of guards being drawn from the Defence Force.

Asked about protection of the Mozambican power lines, he said the issue would have to be finalised in talks between the Electricity Supply Commission (Escom) and its Mozambican counterparts, EDM and HCB. EDM is the company responsible for that country's power network while HCB is the joint Mozambican-Portuguese interest in the Cahora Bassa scheme.

Escom's senior general manager, Mr Ian McRae, said the commission would be discussing with EDM and HCB the best means of maintaining the Mozambican power lines. Escom may have to send repair teams into that country, but that would have to be decided by the Mozambicans.

● To Page 2, Col 1

# Task force to guard power line

• From Page 1

Although Escom had provided millions of rands in material assistance to restore sabotaged transmission towers and weather-damaged lines in Mozambique, it had not operated there since Frelimo came to power.

Mr McRae said he was unaware of what arrangements had been made between the South African and Frelimo governments but, should Escom be asked to help the Mozambiqueans maintain the power lines, the security situation inside the country called for some form of protection for maintenance teams.

It is understood that Escom has received numerous telephone calls from inactive mercenaries wanting to join the proposed guard units.

An Escom spokesman said the commission did not have any security units of the kind that would be required in Mozambique. "We don't have those kind of people. It would have to be something totally new."

South Africa has received no significant electricity supplies from Cahora Bassa for nearly two years, mainly because of MNR sabotage to the 1400 km line, 900 km of which passes through Mozambique.

If operative, Cahora Bassa could provide nearly eight per cent of South Africa's power. At the same time, Mozambique would receive about R80 million a year in revenue from South Africa.

An added aggravation for that country is that wind damage to the sabotage-weakened Komati-poort-Maputo line three weeks ago has left the capital with irregular power from its local coal-fired installation.

With the Koeberg nuclear power station still out of commission, and with winter approaching, South Africa needs the Cahora Bassa power. Its hydro-power would also save about 15 000 tons of coal used in South African power stations each day, as well as vast quantities of water used for cooling.

Diplomatic sources remain cautious about the feasibility of protecting the Cahora Bassa line from guerilla attacks, but they point out that on-the-spot repair teams could considerably reduce restoration time.

And they say South African assistance to the beleaguered Mozambique government is essential to keep alive the kind of cooperation initiated with the Nkomati Accord last year.

SATS eases <sup>(260)</sup>

over-60 system

South African Transport Services today announced that from May 1 passengers over the age of 60 will no longer have to apply for a special "40 percent off" card

Passengers will only need to present a form of identification giving proof of age when booking trips to receive a 40 percent discount

"They will have to keep their passports or ID books with them throughout the journey," a SATS spokesman added

NA 13/5/85

(260) Star

# SA to protect power lines against MNR

**SOUTH AFRICA** hopes to set up a para-military task force to protect transport links and the 900 km Cahora Bassa and Maputo power lines against MNR attacks within war-torn Mozambique.

The proposal is believed to have been the focus of attention in talks in Maputo this week between Foreign Minister, Pik Botha, and top Mozambican officials.

South African officials are tightlipped about how they intend to introduce the "special guard" units, how the guards will be recruited, or who they will be.

The question of South African security assistance to Mozambique is regarded as "extremely delicate", government officials say.

Deputy Foreign Minister Louis Nel, on Friday declined to go into details about the security proposal, except to say that there was "no chance" of guards being drawn from the defence force.

Asked about protection of the Mozambican power lines, he said the issue would have to be finalised in talks between the Electricity Supply Commission (Escom) and its Mozambican counterparts, EDM and HCB. EDM is the company responsible for that country's power network while HCB is the joint Mozambican-

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Escom's senior general manager, Ian McRae, said the commission would be discussing with EDM and HCB the best means of maintaining the Mozambican power lines. This might require Escom to send repair teams into that country, but this would have to be decided by the Mozambicans, he said.

Although Escom had provided millions of rands in material assistance to restore sabotaged transmission towers and weather-

damaged lines in Mozambique, the commission had never operated inside that country since Frelimo had come to power.

McRae said he was unaware of what arrangements had been made between the South African and Frelimo governments, but should his commission be asked to help the Mozambicans maintain the power lines, the security situation inside the country called for some form of protection for maintenance teams.

It is understood that Escom has received numerous telephone calls from inactive mercenaries wanting to join the proposed guard

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South Africa has received no significant electricity supplies from Cahora Bassa for nearly two years, mainly because of MNR sabotage to the 1 400 km line, 900 km of which passes through Mozambique.

If operative, Cahora Bassa could provide nearly 8 percent of South Africa's 18 000

mw peak demand. At the same time, Mozambique would receive about R80-million a year in revenue from South Africa.

An added aggravation for that country is that wind damage to the sabotage-weakened Kombatport-Maputo line three weeks ago has left the capital with irregular power from its local coal-fired installation.

With the Koeberg nuclear power station still out of commission, and with Winter approaching, South Africa needs the 1 400 mw Cahora Bassa power. Its hydropower would also save about 15 000 tons

of coal used in South African power stations each day, as well as vast quantities of water used for cooling.

Diplomatic sources remain cautious about the feasibility of protecting the long and vulnerable Cahora Bassa line from guerrilla attacks, but they point out that on-the-spot repair teams could considerably reduce restoration time.

They say, however, that South African assistance to the beleaguered Maputo government is essential to keep alive the kind of co-operation initiated with the Nkomati Accord last year.

**Damaged**

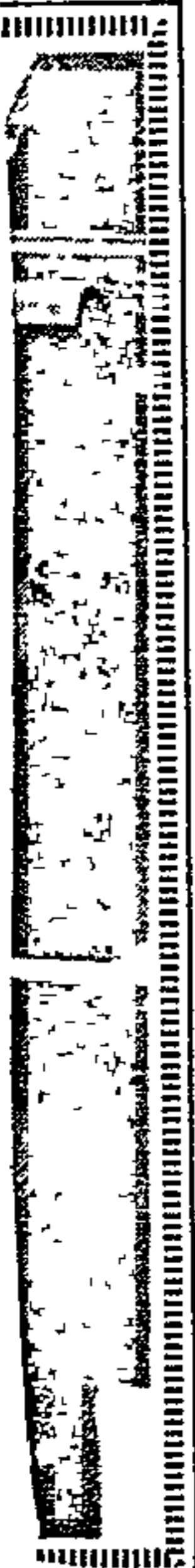
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units.



# Bus accidents: No single answer, says safety body

Argus Correspondent

PRETORIA — There is no single solution to South Africa's high bus accident rate, says the National Road Safety Council

In a statement issued by the council, Mr Eric Wise, deputy director of the NRSC, said "The high incidence of single vehicle accidents shows clearly that driver error, vehicle unroadworthiness and overloading are factors which bear closer examination"

The prime causes of driver error were insufficient training and testing. There was a heavy responsibility on authorities to ensure proper testing, he said

The council urged bus companies to give more attention to the maintenance of vehicles, whether the driver was sober, the way he drove the vehicle when he believed he was out of sight of company inspectors, and to loading

## Luggage loads

Mr Wise also pointed out that no matter how well a bus driver was trained and tested, it was up to employers to make sure that drivers appreciated their responsibilities and practised what they had been taught

Not only the number of passengers, but also the luggage load on the roof affected the stability and the safety of the vehicle

"There can be no justification for allowing the overloading of buses, even when other aspects such as convenience of the local public or the profitability of the bus company are pressing considerations

"The NRSC has also heard of bus drivers who complained of being ordered by their superiors to take unroadworthy vehicles out on the route, or lose their jobs"

## Compulsory training

Mr Wise said that while larger companies kept a check of their drivers' working times, smaller companies and one-man operations were sometimes tempted to operate longer shifts than were safe

The council was co-operating with the driver training scheme of the Southern African Institute of Driving Instructors and the Industrial Council for the Transport Industry, to set nation-wide standards for driving instructors

Once these had been set, it would be possible to start compulsory training and the periodic upgrading of all driving instructors

The council had also asked the CSIR's National Institute for Transport and Road Research to revise the national driver testing manual



# Pensioners' bus fares spark emotional council debate

THERE were two fairly emotional debates in yesterday's Durban City Council meeting — on pensioners' bus fares and sub-economic housing for Indians.

Nobody argued with the fact that Durban's 'blue' bus fleet needed replacement, nor with the fact that fares had to go up, nor even with the fact that the subsidies on pupils' fares be reduced.

But when it came to senior citizens, pensioners or principal voters at municipal elections (call them what you will) then just about everyone wanted to stand up and be counted as being in favour of the oldies.

At the moment pensioners' fares are subsidised to the tune of 80 percent, which gives them a 12c fare on a 60c stage. The Transportation Committee had recommended a reduction of subsidy to 70 percent, but at a joint meeting of transportation and Manco a compromise of 75 percent was agreed on.

But Councillor Henry Klötz, a member of Manco, most emphatically did not agree. Senior citizens had contributed during their working lives to the Capital Development Fund, he said, they used the buses only in valley periods, and if they stopped using them the buses would be empty.

## Good deeds

The subsidy was a minimal burden on the city and he would like to see it frozen at 80 percent. So he moved a reference back.

Mr Pieter Breytenbach, known for his good deeds for the pensioners, seconded, and said that this was the sort of thing that

worried a senior citizen. For a person who had to count each cent, three cents was a lot of money.

Mr Crispin Hemson had an axe to grind as he is vice-chairman of the transportation committee and he pointed out that the recommendation was basically to purchase desperately-needed new buses. The money for this would have to be provided by all ratepayers.

He was sympathetic, too, to pensioners and he believed the council had a social role to play. In fact, he would prefer to see direct aid by payment of R10 a month to poor pensioners — then they could spend it on bus fares or food.

But some pensioners were not poor, and Indian O A Ps and the physically handicapped were excluded from the subsidy. People don't need aid be-

**The Monday afternoon show**  
with Dennis Henshaw

cause they're old, but because they're poor,' he said.

## Faster

*Council rules of procedure prevented me from standing up and citing the case of the pensioner who parks his Mercedes at my bowling club, takes his 12c ride to the 50c pensioners' cinema matinee, then rides back for another 12c to his Merc. He had to interrupt this routine recently when he took a very pleasant trip with his wife to Rio on the Q E 2.*

To return to Mr Hemson he told us that the O A P population was growing at a faster rate than the population generally, and that with the new proposal a pensioner's 10 bus trips a week would cost only an extra R2,36 monthly.

Two of the newer councillors took the opportunity to support Mr Klötz's reference back. Mrs Connie Galea and Mrs Mona Riddle. Each received the customary round of applause for her maiden speech, though they contributed little to the debate.

*Handwritten notes:* 2609, 5/55, R 2000, 1/21 Pe, Kink, R 2000, 1/21 Pe, Skinhead

Mr Garvin Bernstein said the amount involved, R60 000 to R70 000, didn't represent a row of beans in the city's finances. Any increase that pensioners had to pay was traumatic for them. It might force them to stay at home, and Durban wanted them to participate in the life of the city.

Mr Peter Mansfield said it was easy to support the amendment, but he had to oppose it. He was staggered that there was so little concern over the plight of pensioners of other races.

The vast majority of Indian pensioners were excluded as were black pensioners who travelled by Putco Government pensions were massively discriminatory and this would only exacerbate the difference.

Mr Fritz Louw confessed to being 'on the verge' of senior citizen-

ship, and pointed out that pensioners had free passes on Pretoria buses. Mr Gys Muller added that Pretoria spent R12 million and Johannesburg R16 million on bus subsidies.

He broadened his argument to call for someone to take Durban's buses off the city's hands and quoted comparative fares on other services in the area.

The smartest operator he knew charged fares of only 3,2c a km, yet he replaced his buses every two years and his inspectors drove Mercedes cars. One doubts if the DTMB can match that.

Mr David Bennett, chairman of the transportation committee, summed up and castigated councillors who had opposed the recommendation for not taking the trouble to attend the joint meeting at which the proposals had been hammered out.

was down to 9 500 000. The reference back of the section dealing with pensioners' subsidies was carried by 16 votes to 12, but the rest of the recommendation was agreed.

Over a Housing Committee recommendation to build 264 flats at a slum-clearance area at Merebank, vice-chairman Mrs Margaret Ambler had a crisis of conscience — in fact, she said, she hadn't slept all night.

She felt the time had come to cry 'halt' to the formula for providing sub-economic housing. The problem should be thrashed out with the community and she wanted the Government to look at the system.

The proposed housing was in two- or three-storey blocks, with play areas, and Mr Don Smith said that overseas these buildings were being dynamited because they were social disasters. And Mr Neville Herrington quoted tower blocks in Glasgow's Gorbals district which were a disaster.

Mr Bernstein would have preferred houses and gardens to flats but believed that the council

could not keep debating the question while homeless people were desperate for housing.

Other councillors had similar views and Mr Mansfield talked at much greater length than any of them and succeeded in saying less.

While my eyes were glazed over it occurred to me that I've lived in a three-storey block of flats for four years without being driven to suicide, turning into a skinhead or suffering a compulsive urge to kick the building to pieces.

Mrs Sybil Hotz restored me and no doubt many around the horseshoe to sanity when she said that everyone was getting carried away. Everyone preferred a garden around his house, but then the cost of land and services would push up the rents. A reference back could result in a two-year delay.

The reference back was lost by 23 votes to five and the doom-laden flats will be built. But Mrs Winter did agree to try to re-house the original dwellers in the area in the interests of a homogeneous community.

Call Times  
15/5/85

~~268~~ 269

# Call by AA to improve the interior safety of buses

Staff Reporter

THE Automobile Association of South Africa has called for a planned programme for the interior conversion of buses and says a new look at the general, as well as interior, design of buses has become imperative

The organization expressed concern over the spate of bus accidents in which more than 160 people have died and at least 526 have been injured since the beginning of the year

The AA has also called

for the regular upgrading of driver standards and an evaluation — in consultation with drivers — of the tight schedules they maintain

A spokesman for the AA said "The average bus seat is designed with an exposed steel frame. An average-size adult passenger will have the frame top of the seat in front of him at chest or neck level, depending on the type of bus, while a school child will have this horizontal steel tube about 50 cm in front of his face

"At an impact speed of even as low as 30 km/h, a passenger will hit the seat frame in front of him in a sixteenth of a second, well below the half-second reaction time an alert person requires to try to protect himself

"In accident after accident, photographs of bus interiors show evidence of seat frames which have been bent and twisted by human bodies"

## Statistics

"It is what a passenger strikes with what part of his body that plays a critical role in determining how he will be injured. It also often determines whether he will live or die," the spokesman said

He said bus accident figures distorted accident statistics and led people to believe that cars were to blame for the high incidence of injuries and deaths on the nation's roads

# Sats: no rail services to go

16/5/85 D. Disputch

(269)

## Dispatch Reporter

EAST LONDON — A report that long distance passenger services may be withdrawn by the South African Transport Services (Sats) either later this year or early next year was denied by Sats yesterday

A Sats public relations officer, Mrs Aleta van Jaarsveld, confirmed that inter-city passenger trains were running at big losses, but said no decision had been made yet in connection with the "privatisation" of any sections of Sats

Speaking from the head office in Johannesburg, she said that a committee headed by Dr Wim de Villiers and including Sats management was studying the organisation and financial structures of Sats

"We will start making the decisions when the

findings and recommendations of the investigations are made known"

She was reacting to a report in the latest East London Railway Enthusiasts newsletter, which said that Sats was seriously considering the total withdrawal of all passenger services, with the exception of suburban trains

The editor, Mr Kenton Lloyd, said 1985 could be the last year in which Sats would offer long distance passenger services

He also said that when enthusiasts went on a visit to Grahamstown, they were told by officials there that Sats was withdrawing steam locomotives and the line would carry only diesel locomotives

Mr Lloyd also said that the electrification of

lines in the Port Elizabeth area had already been completed

The biggest steam shed in this vicinity could be electrified by midyear, he said

"Even the popular 'Aple Express' appears to have received only a temporary reprieve from the final onslaught of diesel motor transport," Mr Lloyd said

In reply, Mrs Van Jaarsveld said that because of financial constraints, no decision had been taken to remove the steam locomotives in Grahamstown and Port Elizabeth

"Sats has a responsibility to its employees in this area many of whom are trained only for steam"

She said it would also be too costly for Sats to electrify the lines completely at this stage

## LAWYERS

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2. Current attitudes in International Development Strategy

- (a) The trickle down theory
- (b) Basic needs strategy

3. Towards an Alternative Development Strategy

- (a) International conventions and development strategy
- (b) Basic needs and human rights
- (c) The Right to Development
- (d) An alternative Development Strategy

4. The Role of Lawyers in Alternative Development Strategy

- (a) Law and Development in Other Countries
- (b) Suggestions for present day South Africa
- (c) Suggestions for a South Africa of the future

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269 FM 17/5/85

**TRANSPORT DIPLOMACY**

**Art of the impossible**

The operations manager of SA Transport Services (Sats) regularly goes to African capitals where Pik Botha or his diplomats can only dream of going. Which goes to show that Sats' transport diplomacy is still the most successful diplomacy around.

Sats Assistant GM (Operations) Japie Radyn, for example, is on his way to Lusaka and Kinshasa for official talks with his counterparts there about fuel supplies from SA. Radyn and some of his men are also regular visitors to Maputo and Mbabane; nor are they strangers in Harare or Lilongwe.

One other example: the Zimbabwe government refuses to negotiate directly with Pretoria, but Sats has three offices in Zimbabwe.

Says Radyn: "We are all railwaymen and we are not bothered with ideology. Apart from the occasional interference by politicians, we get on extremely well and have a cordial relationship with all these men."

"We in Sats realise that if it is not going well with our neighbours, we in SA can also not be happy. Apart from having a strong profit motive, we also realise that by helping the economies of these states, we are contributing to stability and progress in southern Africa. And because we are non-political and non-ideological, we are more acceptable in these countries and around their decision-making tables.

"But there is nothing altruistic about it. Sats gets a lot of business from these states, and we operate on straightforward business principles. We expect to get paid for everything we do, and to be paid on time. What is more, our economy also needs them. We need them for a market, but sometimes we also need things from them.

For example, we might soon import maize from Zambia and Zimbabwe, who had bumper crops this year."

Sats' heavy involvement in Mozambique, for instance, is not only conducive to the spirit of the Nkomati Accord, it is also because Maputo harbour, being the closest to the PWV and eastern Transvaal regions, is important to the economy. While the Komatipoort-Maputo line was down, coal had to go all the way to Port Elizabeth and East London for export. The reopening of the line last week also came just in time for citrus exports.

Radyn says when the line opened last

Sunday morning, 11 600 t were immediately moved from Komatipoort to Maputo, with a further 42 000 t under way. At least 30 000 t from Zimbabwe destined for Maputo are being kept at Beit Bridge and will also be moved now.

It is estimated that Sats earns about R15m/year from the provision of services and expertise, the hire of equipment, rolling stock and locomotives, and the supply and loan of spare parts. This does not include the millions made by Sats from handling their imports and exports.

**QUOTABLE**

**Mozambique president Samora Machel at a youth rally in Maputo this week:**

Our economic resources must be invested in war, in buying weapons instead of building houses, cinemas or sports grounds.

Radyn's June trip to Lusaka, where he will be met by the Zaireans and later flown to Kinshasa, is important. Zambia urgently needs 2,5 m/ of diesel fuel. It also requires many more locomotives in August and September. Zaire also needs fuel urgently. It already has seven Sats locomotives, but requires three more.

Radyn says Zaire has a quota of 60 tank-cars, Malawi 160 and Zambia 80, and he will explain to them that they cannot get more fuel until they return some of this rolling stock. Botswana and Swaziland also depend on SA for refined fuel, while Zimbabwe gets all its aircraft fuel from Sats.

More examples of neighbouring states' dependence on Sats are:

□ Sats repairs Zimbabwe Railways' (NRZ) rolling stock, and trains its air crews and train drivers. SAA operates 15 return flights/week between the two countries.

□ Sats gives extensive technical support and assistance to Mozambique's railways, repairs rolling stock, advises on the upgrading of permanent way and handling facilities at Maputo harbour, and SAA maintains aircraft of the country's airline and supplies spare parts. Sats recently repaired bridges blown up by the MNR;

□ Zambian Railways hires 13 diesel locomotives from Sats, and SAA operates two flights/week between Lusaka and Jan Smuts,

□ Sats recently sold more than 200 goods wagons, passenger coaches and other equipment to Zaire, and SAA maintains the aircraft of the Zairean airline, Scribe Airlifts, and

□ Sats transports Malawi's exports by road to the border of Zimbabwe and SA, and from there by rail to SA harbours. SAA operates two passenger flights and three freight flights/week between Jan Smuts and Malawi. Sats also renders technical assistance to Malawi, sells and repairs rolling stock, and repairs its aircraft.

The architect of transport diplomacy in SA is recently retired Sats GM Kobus Loubser. He believes that the benefit of the diplomacy is that it can be practised outside narrow political limits and thereby "become one of the strongest links between countries — the channel of communication through which commerce and other forms of contact flow and a prerequisite for many other forms of co-operation." Assistance must be such, Loubser believes, "that it will stimulate development without infringing on the sense of independence of the country concerned."

**Maputo harbour... not so efficient without Sats**

last week also came just in time for citrus exports

Radyn says when the line opened last

tives from Sats, and SAA operates two flights/week between Lusaka and Jan Smuts,

# Schoeman opens R346 m Durban-Reef extensions

(269) NM 20 21/5/85

**Mercury Reporter**  
**EXTENSIONS** and improvements to the railway line between Durban and Johannesburg at a cost of R346 million were officially opened at Newcastle by Minister of Transport Hendrik Schoeman yesterday. The improvements,

started in 1974 and completed during various phases, include the doubling of the line between Glenroy and Vooruitsig, the construction of a new double line between Vooruitsig and Newcastle, and the installation of centralised traffic control

Mr Schoeman addressed South African Transport Services' officials and guests at Newcastle after a train ride on the new rail route between the town and Vooruitsig

The importance of an effective, economical and fast transport infrastructure was highlighted by the minister, who said SATS had made significant advancements in this regard since its establishment 75 years ago

Mr Schoeman said trains of up to 2,5 km long, carrying some 25 000 tons, were operated in South Africa which, although only accounting for 6 percent of Africa's population, had 50 per-


cent of its entire locomotive and rolling stock fleet, and 74 percent of all electrified railway lines

Once in full operation, the improved line between Johannesburg and Durban would have a carrying capacity of 108 trains a day as opposed to the 30 recorded in 1979

Three tunnels, with a combined length of 7,2 km, and two viaducts, the highest being 80 m, had to be constructed along mountainous terrain between Newcastle and Vooruitsig

All trains are now controlled from the four centralised traffic control centres at Standerton, Newcastle, Ladysmith and Durban

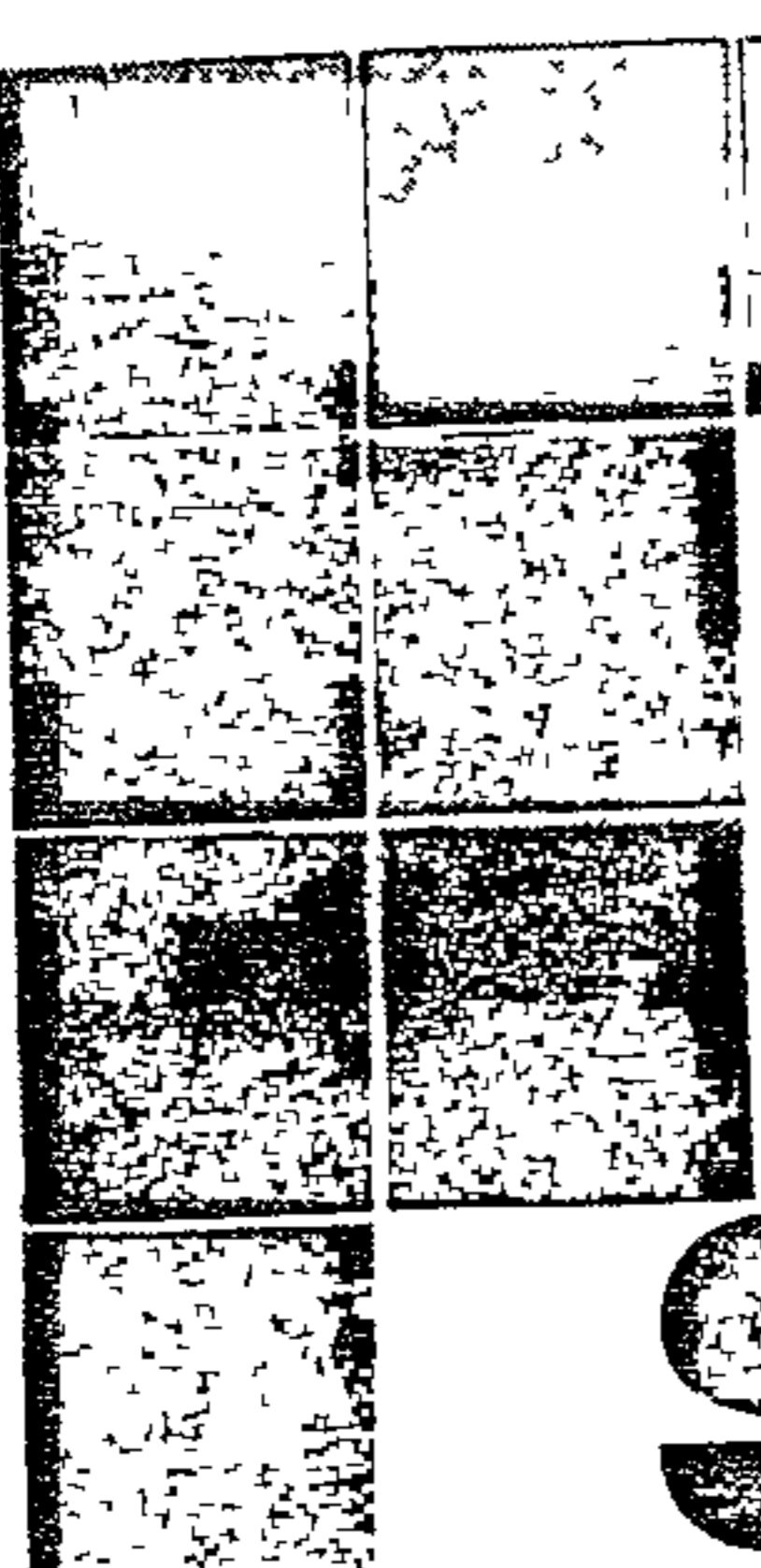
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# The Glazed Tile Shop

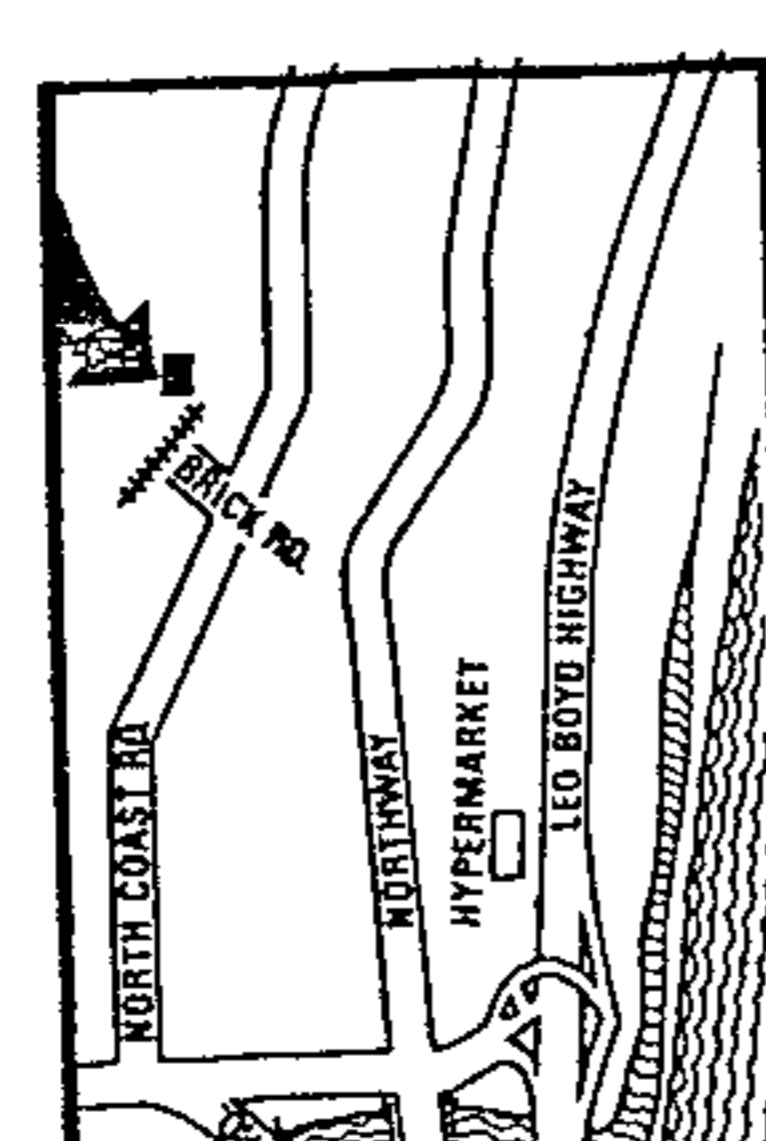



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*B. Day 21/5/85*  
**Workers spend up to 7 hours a day in transit**

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SOME black commuter workers spend up to seven hours a day travelling to and from their jobs in Pretoria, reports a special survey of 100 CSIR employees. The workers live in Kwa-Ndebele and parts of Bophuthatswana. The survey found some of the 100 workers lived up to 130km from Pretoria and their leisure

time was estimated at one hour and 45 minutes only. Workers living in Mamelodi spend an hour and 35 minutes getting to and from work. Their leisure time was estimated at four hours and 25 minutes.

By GERALD REILLY

# The new Cascades one reason to conference at



# It's not the oil

ion to the new Cascades  
significant main Sun City

**REASON**  
International entertainment,

66 The profort

# Mdantsane bus fares to increase

EAST LONDON — Mdantsane bus commuters face a fare hike next month

The chairman of the combined transport committee, Mr Mike Strong, announced yesterday that workers' weekly tickets from the CTC bus company would cost more from May 31 and cash fares would go up from Monday, June 3

The transport committee comprises business and commuter bodies and Mr Strong said meetings indicated that the proposed fare increases were acceptable to the public

Bodies represented on the committee are the Border Chamber of Industries, the East London Chamber of Commerce, the Sakekame, Mdantsane Chamber of Commerce, the Committee of Ten and the bus company.

"Officials of CTC also conducted a wide-ranging consultation programme to ensure the peaceful implementation of the proposed fare increases," Mr Strong said

A request from the commuters has led to the internal Mdantsane weekly feeder ticket system being investigated, Mr Strong said

Mdantsane is divided into two ticket areas Zones 1-8 and Zones 9-16

"Commuters have requested that these internal fare zones be changed to Zone 1-12 and Zone 13-16 instead

"The bus company officials have promised to look into this in collaboration with the subsidising authorities although the proposed changes will not be possible until later this year," Mr Strong said

The increases vary widely and the following table lists some of the important changes

	Existing	New
<b>WORKERS TICKETS (10 RIDES)</b>		
Mdantsane—City/Chiselhurst	R2,50	R2,80
Eziphunzana—City/West Bank	R2,00	R2,15
<b>Mdantsane — West Bank/</b>		
Beacon Bay/Nahoon	R2,80	R3,15
Mdantsane—Wilsonia	R2,00	R2,20
Iitha—Berlin	R1,55	R1,90
<b>CASH FARES</b>		
Mdantsane—City	R0,50	R0,55
Mdantsane—West Bank	R0,65	R0,70
Mdantsane—Bonza Bay	R0,70	R0,80
Mdantsane—Wilsonia	R0,30	R0,35
City—Eziphunzana	R0,15	R0,20
Mdantsane—Chiselhurst	R0,40	R0,45

692  
18/5/22

# Residents slam Goyt decision over road

NM 23/5/85 269

## Municipal Reporter

UMHLATUZANA residents have slammed the Government's decision to refer the routing of the second access road to Chatsworth to the National Transportation Commission

Mr Sundra Reddy, chairman of the Save Our Homes Action Committee, said yesterday the committee 'strongly condemned' the delay of a decision on the much-needed road

'This is a cheap political trick to lure National Party voters to the polls in the coming by-election

'The Government is in an embarrassing situation of not wanting to antagonise and humiliate the House of Delegates by allowing the road through Umhlatuzana and on the other hand, not wanting to lose any more voters than they have already over the maize crisis, by allowing the road through the nature reserve

## Important

'By employing the Commission as a delaying tactic, the Government wishes to secure its interests before committing itself. The House of Delegates is equally responsible for prolonging the

agony that has demoralised our people for more than two decades

'They allow themselves to be manipulated by the Government like pawns in a chess game,' Mr Reddy said

He said his committee felt that people were more important than nature conservation and the Umhlatuzana residents were prepared to fight to preserve their rights

Mr Reddy called on the Government to negotiate with 'the authentic representatives of the people' and to build the road along the cheaper Coedmore Road route



# Row over Iscor's R814m rail losses

VIABILITY of the Sishen-Saldanha railway line has flared into a major controversy after government's decision to cover Iscor's R814,3m loss on the line without revealing the contents of an official inquiry.

The taxpayer will have to cough up for Iscor's losses without any explanation about how they were incurred and why it has become necessary for government to step in.

Iskor apparently fears that if it is forced to pay up, its iron ore exports — which have at huge losses in recent years — will be priced out of the market.

Government has also been embarrassed — if only in private — over the decision to build the line and apparently wishes to spare itself a roasting by not releasing the report of John Maree's inquiry into the viability of the line.

There was heated reaction yesterday to the announcement by Trade and Industry Minister Dawie de Villiers on Tuesday that the report would not be released because it "contains information which can be detrimental to Iscor's commercial interests ... if made public".

John Malcomess (PFP Port Elizabeth Central) described the decision to build the iron-ore exporting line as a monumental government blunder for which the taxpayer was now expected to pay.

He said government was obsessed by secrecy, this obsession was often misplaced because it had more to do with the interests of the National Party than those of the country.

"I call on government to release this report with those parts excised which could be properly deemed to be secret.

"I find it impossible to believe that the whole report must be kept secret.

"How can Parliament pass legislation on this without being completely in the picture?" he asked.

The Maree report was released confi-

By PAUL BELL  
Political Correspondent

dentially to the joint standing committee on finance although it is understood government almost tripped over its feet by not making that clear at the outset.

The PFP immediately rejected the clamp, but to no avail.

The row centres on clauses 1 and 2 of the Finance Bill, published earlier this session but still to be debated in Parliament.

According to a memorandum on the bill, the Maree committee decided it was in South Africa's interest to continue exporting iron ore through the Sishen-Saldanha project, a recommendation accepted in the bill.

But the Treasury would make good Iscor's losses on the line.

The South African Transport Services (Sats) took over the line and the harbour against payment of the capital cost with loan finance provided by the Treasury and operated for the account of Iscor.

Sats tariffs were structured so that these costs would be fully recoverable from Iscor.

But Iscor's problems have been manifold

□ International demand for iron ore was seriously overestimated in the planning of the line, it is doubtful whether the line is now running at even 50% of its capacity;

□ Expectations that other users would export considerable tonnage through Sishen-Saldanha were never fulfilled,

□ Iscor's losses on the export of iron ore mean that it cannot afford what have become crippling tariffs. Its alternative, which government would not countenance, would be to stop exports.

The bill's memorandum says that, to lighten Iscor's burden and enable it to make its price more competitive, the State will assume liability for the full capital cost of R814,3m. Sats will be absolved of its liability to the Exchequer, permitting it to drop its tariffs.

NR6615 24/5/85 (269)

# R62-m Khayelitsha rail plan

## Staff Reporter

PLANS for a R62-million railway line to serve about 280 000 people in Khayelitsha have been laid before Parliament and a Bill for its construction was published today

According to a report from South African Transport Services, the 10,5km double line could be partly completed by 1987, with a limited service for 10 000 passengers an hour in each direction at peak periods

Full use of the line would be possible only when improvements to existing lines between Nyanga-Bonteheuwel and Hazendal-Matland have been completed

According to a study of the expected demand, Khayelitsha will eventually house 220 000 to 250 000 people in family units and about 30 000 single contract-workers, with about 16 100 passengers using the service during the morning peak period by 1990

## First-year loss

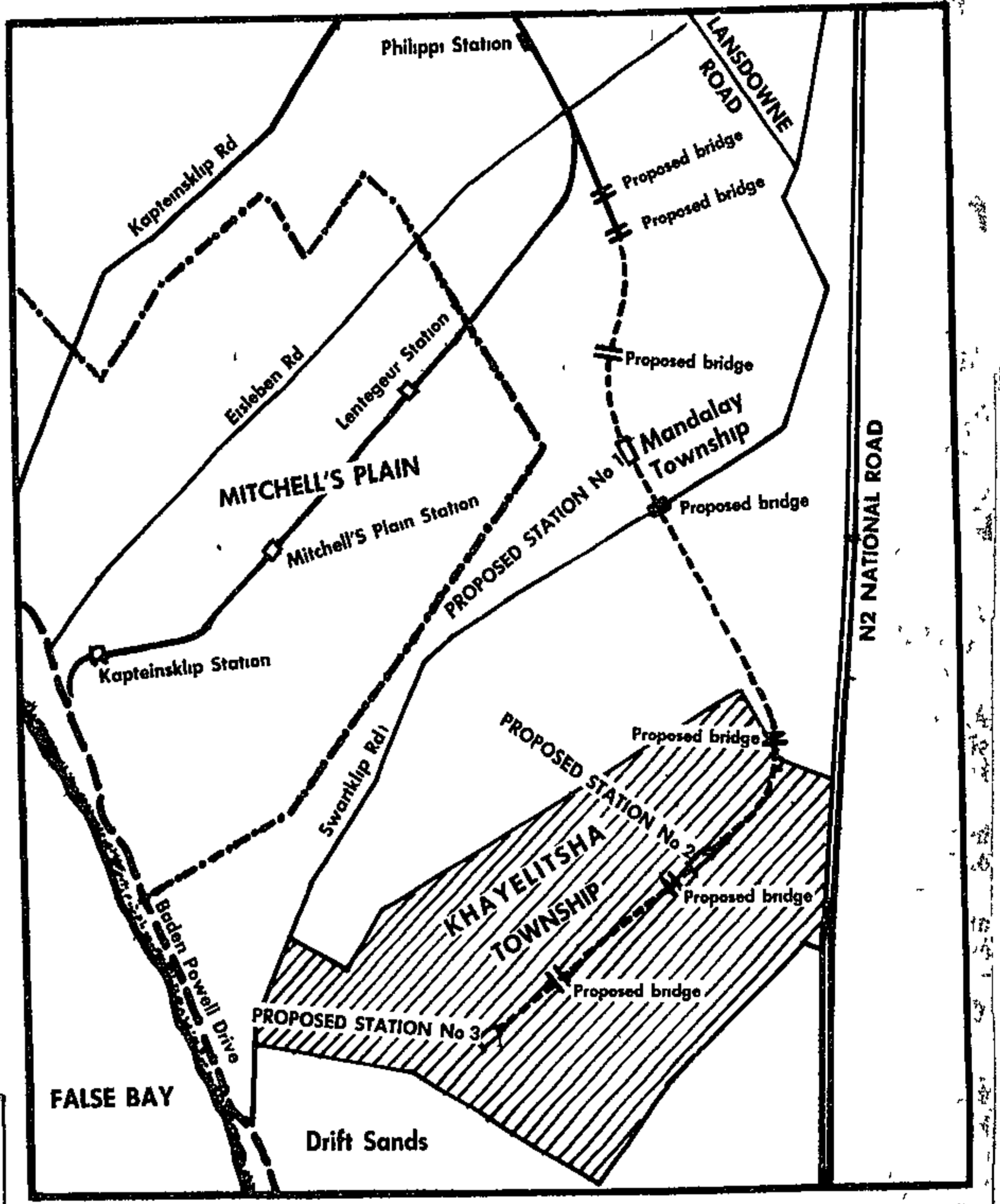
This could possibly increase to 22 900 by 1995

The proposed line would connect with the existing system at Philippi on the Bonteheuwel-Kapteinsklip line

Travel time to Cape Town would be about 55 minutes

The Sats report says its policy is to lay new lines only where the cost is economically justified or where the service is indemnified against losses

The anticipated loss on the line would be about R20-million in the first year of operation and this would have to be made good from the State Revenue Fund



# Port needs hinterland industry says Du Toit

(769) D. R. R. 24/5/85

Traffic through the harbour here has slowed down dramatically in the last six months and no definite short term solution is at hand

The systems manager of the South African Transport Services (Sats), Mr Louis du Toit, said it was hoped the port would be handling additional amounts of coal and other commodities from Maputo and other African ports like Dar-es-Salaam, because of problems at these ports

"When head office in Johannesburg consulted us earlier this year, we made it clear that we could handle 40 000 tons

of coal a month

"If we worked double shifts and around the clock, we could in fact easily handle 80 000 tons of export

"Unfortunately, in the three months since we were approached, we have handled 85 000 tons of coal, not the figure anticipated"

Mr Du Toit said the solution for East London would be to have industry nearby which would use the harbour as its natural export and import port

"The problem is that we are reliant on products that have to be car-

ried long distances, like maize and coal from the Transvaal

"If some form of industry was established nearby, it would definitely be good for the harbour

"The fact that the original amount of coal destined here has not arrived indicate that the problems at Maputo have been sorted out

"It is difficult to predict what the future holds, but we are holding thumbs"

Mr Du Toit said he thought the whole country was struggling "All the ports in South Africa would like to be handling higher volumes,

which are not available because of the recession

"We are still handling copper, but with the loss of the copper concentrate that was stockpiled at Arnerton, this export has dropped

"Again, this is an indication that companies are making use of ports nearer the sources in African countries"

Mr Du Toit said he thought things would pick up again once the maize got rolling

"Containerisation has shown a growth rate of 20 per cent over the last two years, largely due to the export and import trade situated at Dimbaza"

1985

269 *D. Dispatch* ~~24/11/85~~ ~~10/5~~ 24/11/85

# Ciskei bus fares to rise

## Dispatch Reporter

EAST LONDON — Bus fares in Ciskei would be increased in June, the CTC company announced yesterday.

Mr H G Kaiser, managing director of the CTC, appealed to employers to assist their employees to meet the increased fares by way of wage increases.

"The necessity for the increases have been fully explained to the public through a wide-ranging consultation programme.

"Between February 19 and April 30, CTC officials visited town council and tribal authorities in order to ensure the peaceful implementation of the proposed increases," Mr Kaiser said.

The routes affected are those which serve Berlin, King William's Town, Dimbaza, Alice, Peddie and central Ciskei area. Bus fares in the Hewu district will also increase.

Earlier this week it was announced that Mdantsane bus fares would increase next month.

Mr Mike Strong, chairman of the Combined Transport Committee, which comprises business and commuter bodies, said meetings had indicated that the proposed Mdantsane fare increases were acceptable to the public. The increases are between 5c and 35c.

Some of the increases announced yesterday are:

	Existing	New
King William's Town — Dimbaza .....	R0,65	R0,70
King William's Town — Zwelitsha.....	R0,25	R0,30
King William's Town — Kalani .....	R1,05	R1,15
King William's Town — Alice.....	R1,85	R2,05
Peddie — Tyefu Irrigation Scheme .....	R1,10	R1,20
Alice — Fort Beaufort .....	R0,60	R0,65
Whittlesea — Queenstown .....	R1,70	R1,90
Tendergate — Queenstown .....	R1,45	R1,55

# Khayelitsha: No rail link without a subsidy

CAPE TIMES 24/5/85

269

## Political Staff

THE proposed R62-million railway line to Khayelitsha, on which construction is due to begin in September, will not go ahead unless Parliament agrees to subsidize its anticipated losses

The South African Transport Services Board said in a report, tabled in Parliament yesterday, that it could not recommend the construction of the line on purely economic lines

It estimated that the losses would amount to R20-million in its first

year of operation, which is scheduled for the 1988/9 financial year

"Should Parliament nevertheless decide that the proposed railway line be constructed, Transport Services will have to be indemnified against losses (including expenditure in respect of capital costs) in terms of Section 10 (3) of the South African Transport Services Act," the board said

In February the Minister of Transport, Mr Hendrik Schoeman, said the department would be subsidizing the route, although yesterday's report indicates that negotiations for financial cover for the anticipated losses on the route have not yet been concluded

The report, which was signed on May 7 this year, said that Khayelitsha was expected to house about 220 000 to 250 000 people and about 30 000

single contract workers

A transport study, conducted on the Administrator's orders by the "Core City of Cape Town", recommended an electrified double railway line and this recommendation had been supported in principle, by the Cape Metropolitan Advisory Board

The transport study showed that some 16 100 passengers would use the line by 1990 and this could possibly rise to 22 900 in 1995

The proposed train service would be predominately directed towards Cape Town, about 39,5km away, and the travel time to Cape Town would be about 55 minutes

The line could be partly completed by December 1987 when a limited service of 10 000 passengers in one direction at peak hour could be introduced

# R814m Sishen capital debt still Iscor's

Cape Times

25/11/85

269

ISCOR is to continue exporting iron ore through the Sishen-Saldanha scheme and will remain liable for the R814-million capital invested in the railway line and harbour.

This was announced in Cape Town last night by the Minister of Trade and Industries, Dr Dawie de Villiers, who gave details of a new agreement reached between Iscor, SA Transport Services and the government on the running of the line.

## Commission

The agreement is the result of the recommendations of the Maree Commission of Inquiry into the line, which said that iron ore exports from Saldanha should be continued, to gain foreign exchange and because estimated income from the scheme would amount to more than the cost incurred through further shipments.

Questions were put to Dr De Villiers in Parliament this week on the report — which the government has refused to make public — and there was subsequent press speculation that taxpayers would have to foot the bill for the R814-million capital costs.

Dr De Villiers said the government was not considering writing off the R814-million owed by Iscor.

"The only loss that will accrue to the Treasury is that during the redemption period no interest will be payable on the outstanding part of the

capital amount," he said.

It was expected that R127-million would be redeemed during the 1985/86 financial year from users of the railway line and harbour. Iscor was expected to contribute R110-million and other users R17-million.

The Treasury would take over the total capital liability of the railway line and harbour facilities not redeemed on September 30, 1984, but these assets would remain the property of SATS.

SATS would be exempt from the payment of interest on the capital investment in the rail and harbour facilities.

Dr De Villiers said legislation to implement the decisions on the line would be introduced as soon as possible, while the new arrangement would come into operation from October 1, 1984.

## 'Unfeasible'

Dr De Villiers said continuation of iron ore exports would ensure the capital redemption which would be lost if exports were suspended.

About 3 000 employees involved in the scheme would keep their jobs and foreign currency estimated at R300-million could be earned during 1985-86.

Dr De Villiers said the previous agreement had become unfeasible for Iscor because international business conditions did not allow Iscor to earn enough revenue to cover the capital burden — Sapa

# R814m Sishen capital debt still Iscor's

CAPE Times

25/5/85

269

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AR645 7/5/85 (249)

# Saldanha — PFP slams explanation

Political Staff

THE Progressive Federal Party today rejected a long justification by the Government for taxpayers to foot the bill for the outstanding R834-million capital redemption on the Saldanha-Sishen ore-export railway line.

Mr John Malcomess MP, the PFP's spokesman on transport, said today no explanation would be sufficient until a committee of inquiry report, which the Government was attempting to keep under wraps, was released. The report deals with the viability of the project following threats by Iscor to stop using the export facility because of huge losses.

Mr Malcomess accused the Government of "total ignorance" in claiming that there would be no loss and said that there was still nothing to disprove the argument that the line and the ore-handling facilities at Saldanha should never have been constructed.

In a statement at the weekend the Minister of Trade and Industry, Dr Dawie de Villiers, said "Writing off the loss is not being considered at all" Iscor would remain responsible for redemption of the capital by paying 80 percent of any profit to the State.

It was expected that R127-million would be redeemed in the financial year ending March 1986. Of this R110-million would come from Iscor and R17-million from other users.

Mr Malcomess said this showed "total ignorance of profit and loss. The Government has no intention of recovering any interest on the capital. Even at 10 percent it is a loss of R81-million a year."

Dr de Villiers said the export of ore would continue through Saldanha Bay for a number of reasons. These were: The outstanding capital would be repaid, about 3 000 jobs would be retained, about R300-million in foreign currency would be earned a year and suspension of the scheme would have adverse effects on private enterprise at Saldanha and Sishen.

Mr Malcomess said he was not even satisfied that it would be better to continue with the use of the project. He asked if a proper investigation had been made into using the alternative proposal of Port Elizabeth with an offshore terminal at St Croix Island.

He said it might still be cheaper to opt for the alternative that "should have been used in the first place", even at this stage.

Dr de Villiers said there were a number of reasons why the Government had been forced to take over the capital redemption of the project. The project had been based on the export of iron ore not only from Iscor but also the private sector.

The private sector had used the facility only to a limited extent, while Iscor had been faced with a recession in the world's economy and a huge surplus in steel production capacity.



Mr Malcomess

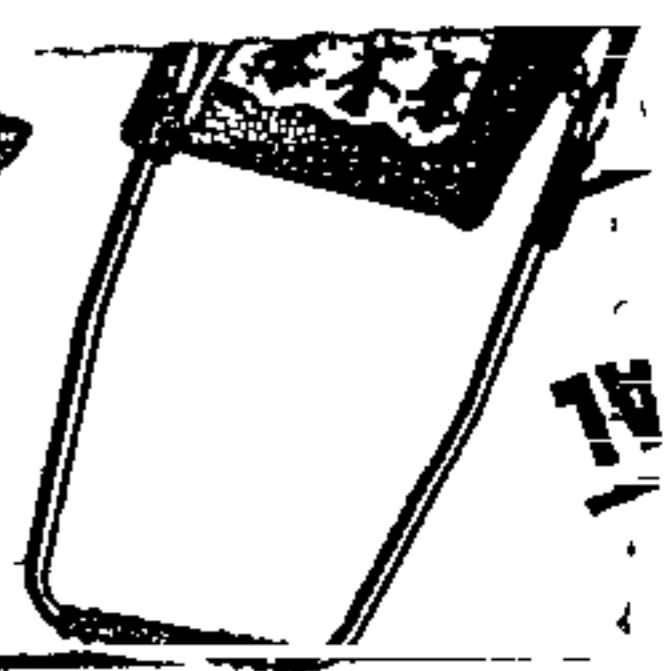


Dr de Villiers

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# FARES GO UP AGAIN

... but there's little sign of a boycott

By BENITO PHILLIPS

**THE CISKEI** Transport Corporation has increased its fares again — but the increase is unlikely to revive the massive bus boycott which was called off three weeks ago.

The 20-month boycott is unlikely to be revived because the increases have already been accepted by the Committee of Ten, which represents commuters and spear-headed the boycott.

Committee chairman Mzwandile Mampunye said workers accepted the increases at a recent mass meeting.

Combined Transport Committee chairman Mike Strong said workers' weekly tickets would cost more from May 31, while cash fares would increase from June 3.

A similar increase in July 1983 sparked off a massive bus boycott which lasted for 20 months. During the boycott, there were violent confrontations between workers, the Ciskei security police and Ciskei soldiers.

Several people were shot

dead on August 4 1983, for which the Ciskei Justice Department and Security Police are being sued for over R2-m.

● The increases are as follows: Workers' tickets (10 rides) — Mdantsane-City/Chiselhurst R2.50 to R2,80; Eziphunzana-City/West Bank R2,00 to R2,15; Mdantsane-West Bank Beacon Bay/Nahoon R2,80 to R3,15; Mdantsane-Wilsonia R2,00 to R2,20 and Litha-Berlin R1,15 to R1,90.

SHIPS and SHIPPING

# Transkei coal could aid harbour

The harbours salvation as far as coal exports were concerned lay in Transkei

This was disclosed by the port manager here, Mr Jannie Beukes, who said there had been talk of mining for coal in Indwe in Transkei for a number of years

"We of course would become the natural port for exporting of the commodity being mined in our own-Interland

"We are keeping our fingers crossed. If they find coal there, it could effectively mean we could also invest in a more sophisticated plant to allow for a higher productivity rate at the harbour"

Mr Beukes said Port Elizabeth had the edge over East London at present mainly because its draught for ships was greater

"This meant that bigger ships could call at Port Elizabeth and they could handle greater loads

"We are tied to a 9,6 m draught whereas Port Elizabeth has a 12,4m one"

Mr Beukes said he had also heard Port Elizabeth was holding trials on an ore-loading plant

"If they are successful they will better their rate of shipping productivity. This is a vital factor as far as exporters are concerned because it means cheaper rates"

Meanwhile the public relations officer for the South African Transport Services (Sats), Mrs Alet van Jaarsveld, said it was 50 cents a ton cheaper to rail coal to Port Elizabeth than to East London

Speaking from Sats Johannesburg, head office, she said this was because Port Elizabeth was closer in distance to the Transvaal collieries than East London

A major shipping company here, Grinrod, was commended for the outstanding way in which it managed to bring four

Marion draglines to South Africa

A giant South African mining company, Gencor, said in the May edition of its house journal, the draglines were brought in pieces from America and transported by Grinrod to site at an optimum colliery, which supplies Escom's Hendrina Power Station, as well as coal to the export market

The journal said "The successful execution of the steps involved in getting the draglines from America to their South African destinations is a feather in the cap of the shipping company

"It is all to the company's credit during the shipment there was not a single claim"

The journal goes on to explain after interviewing Grinrod's Johannesburg projects division head, Mr Bill Kettles, the administrative complexities as well as the

technical ones involved in safely bringing the draglines to their destinations

"The forwarder has to arrange abnormal vehicles and undertake route surveys. The movement of cargo has to be co-ordinated with the loading dates of the vessels in port"

The journal quoted Mr Kettles as saying a dragline comprised about 30 shipments, of which four or five contained the major part of the project

"Since these are the more critical, detailed planning and co-ordination is required to ensure smooth flow of cargo

"Once the vessel arrives at its destination, new challenges have to be faced. From the detailed technical drawings supplied by the manufacturer, all abnormal pieces are identified and negotiations entered into with the abnormal hauliers to de-

termine the correct horse and trailer combinations," the journal said

East Londoners who were privileged at some stage to travel the high seas aboard the Astor will have learned with regret her owners have sold the ship

The Astor sounded its final farewell to South Africa on May 20 when she set sail for Southampton, to fulfil several charter-cruise commitments in northern waters

Her owners, Safmarine, have sold the vessel to an East German company

Public relations con-



By Joel Jacobson

stant for the shipping company, Mr Marius Diemont, said the Astor would be replaced with a bigger, West German-built cruise liner designed to carry 650 passengers, in about a year

Another passenger ship, the England, also sailed from South African shores for the last time

She left on her last run to the Falklands after ferrying about 4 000 workmen back and forth between Cape Town and Port Stanley for about two years

The workmen helped construct an airfield at Port Stanley

SATS CAPEX CUTS

**Setback for industry**

(209) FM 31/5/85

FM 31/5/85

In a move which will send shockwaves through industry, SA Transport Services (Sats) has cut back its estimates of capital expenditure for the 1986-1987 financial year from R2,8 billion to R1,6 billion

Although the estimate was well above this year's capex spend of R1,65m, the effect will be to prune about 20% from Sats' capital spending after accounting for inflation. Sats' total estimated budget for 1986-1987 is R8,35 billion

Longer-term prospects for the many industries which rely on Sats contracts are equally disturbing, because the estimated capital budget for 1987-1988 is similarly down in real terms at R1,75 billion — well below the original estimate of R3,2 billion

Hopes that Sats would contribute towards a small, but real upsurge in the private sector next year are therefore unlikely to materialise. And whether there will be similar paring by the rest of the government sector remains to be seen

As far as Sats is concerned, a spokesman points out that the current assessments are not final. "It must be appreciated," he says, "that these figures can change before they are finally accepted by Parliament."

Sats has also disclosed to the FM that Parliament will be asked to give priority approval to new plans for infrastructure that "will result in big savings in costs and/or increased income" when they become operational. Approval of these projects will depend on the availability of funds

A lion's share of next year's R1,6 billion will still go towards continuing work on the Richards Bay coalline, a R75m expansion at Richards Bay harbour and on completing the link-up of Reef rail systems with the new Sentrarand marshalling yard outside Benoni (*Business* May 10)

New projects for next year, says the Sats source, will include special facilities for handling ferrochrome at Richards Bay (about R80m), an automatic goods-sorting terminal at Johannesburg's Kazerne (about R53m), and a similar facility at Durban (about R28m)

This year is also likely to see a start on a new R62,2m electrified double railway line between the troubled black township of Khayelitsha and Philippi, outside Cape Town. Speculation is that this proposal will go before Parliament any day now, and an early start — before September — is expected

"We have earmarked R5m to begin work this year on the line, but Parliament must say when we start and how much we spend"

Sats says that, in addition to other projects, it will ask Parliament to give the green

light, at least in part, to

- A quadrupling of the Nyanga-Bonteheuwel line, with bi-directional signalling (R47,2m),
- Longer arrival and departure lines at Durban Bayhead shunting yard (R14,9m),
- Completion of a new tanker berth at Port Elizabeth harbour (R9,7m),
- Replacement of signalling on the Koe-doespoort-Komatipoort line, and,
- Electrification of a new line between a point on the Crown-New Canada section and the Crown Mines area (R20m)

Sats broke even last year after budgeting for a R106m loss. The loss in 1982-1983 was R342m. But with recession and inflation gnawing away at profits everywhere, the outlook for this year remains uncertain ■

**SAMCOR**

**Birthday gift**

There was no fanfare to mark the Ford-Amcar merger last week, but before the ink on the agreement was dry the new baby of the SA motor industry was R300m better off

The capital injection by the parent groups gives Samcor breathing space to re-establish itself in the market after two years of problems for both Amcar and Ford

The agreement signed by Ford vice-presi-



Ford's Halstead ... stalking export markets

dent Lindsay Halstead and Amic director Leshe Boyd laid down that the groups would contribute the new capital in the ratio of their Samcor shareholding — 58% Anglo American-Amic and 42% Ford. Ford's share was drawn from outstanding loans by the holding company, Ford of Canada

After 14 months of negotiations, both companies are eager to see Samcor come to grips with the problems facing the industry and its own rationalisation

High among the priorities is likely to be a decision to tool up for two or three new Ford models over the next 18 months — at around R30m a time

"Currently, the nub of the matter is that our production capacity outstrips demand," explains Halstead. "The human cost of restructuring Ford will be painful. But we've already suffered it in the US and Europe"

No doubt there will be further closures, but Ford is playing its cards close to the chest. So far the only shut-down to be officially confirmed is Port Elizabeth's Neave plant

Speculation that Samcor would shake out the overtrading in its model ranges, particularly the Escort and Mazda 323, has been demed vigorously

Halstead still insists that there are no plans to trim Ford's model ranges. "Somewhere down the pike we may start using common production platforms for component engineering, but we won't be merging any models"

To emphasise the point, he says that both manufacturers will keep their separate dealer networks

And Ford is working towards increasing exports. "If we're reading Pretoria correctly, significant export incentives are unfolding, which seem to favour the shipment of components rather than the finished product," says Halstead

Certainly, Ford's Struandale plant has the capacity to manufacture for export while new vehicle sales are sluggish. Halstead indicates that assembled engines and engine components are the top priorities for export

Ford is unimpressed by suggestions that Samcor will slowly bury its corporate identity. "The last thing we're expecting is to lose our image-penetration," says Ford director of international public affairs George Trainor

On the thorny issue of US disinvestment, Halstead is confident that merging with an SA corporation will not tarnish Ford's US image

He says that talks in February with Stephen Yokich, vice-president of the Union of Automobile Workers, on the Amcar tie-up

# Road transport drives ahead

IN terms of Sats' total revenue of R6,5-billion for the year to March 1984, the road transport division is small. But it is vitally important to the overall operation.

It earned more than R191-million, making a 3% contribution to revenue.

The Road Transport Service (RTS) provides a wide range of services, including the transport of goods, livestock and passengers.

It serves as an extension and a feeder to the railways, making the door-to-door service possible.

RTS may be small in comparison with the rest of Sats, but it operates the biggest road transport fleet in South Africa.

Sats has more than 5 500 road transport vehicles. Rail-ways and harbour carriage vehicles number more than 19 000.

Although it carries a small percentage of total road traffic, capital investment in equipment and vehicles is almost R159-million.

Sats operates a passenger fleet of country buses, semi-trailers, intertown buses and dual-purpose goods and passenger buses. The latest additions to the fleet are 121 Transstate buses fitted with most comforts.

The huge passenger fleet ferried 15,5-million passengers in the 1983-84 financial year.

It is expected that the new bus services will draw 100 000 to 150 000 passengers a month.

The Public Carriers Association says attempts to formulate national transport policies that favour Sats cannot be accepted.

It questions the impartiality of the national transport policy study which found that under-recovery of road costs from users had a detrimental effect on Sats.

But Sats has stuck to its guns, arguing that it has become a firm believer in free-market methods — it used them to turn the RTS R5,1-million loss in 1982-83 into a R4,2-million profit the next year.

In 1983-84, RTS increased its revenue by R31-million to R191,5-million, making a profit of more than R15-million.

The larger profit is attributed to increased revenue from greater tonnages carried, better use and maintenance of vehicles as well as higher tariffs.

The tonnage of goods and parcels carried increased by 11% to more than 4-million.

In 1983-84, the number of first-class passengers journeyed fell from more than 885 000 to 722 000.

There are no plans to increase the vehicle fleet unless a dramatic increase in goods volumes necessitates an expanded door-to-door service.

Fuel is likely to remain expensive. But research into fuel-saving measures continue as does driver training with the aim of achieving operational safety, efficiency and fuel economy.

Long way from the Bluff oxen

As SA Transport Services celebrates its 75th birthday it is expected to show a deficit of about R192-million for 1985-86. Last year the Government paid R450-million for passenger services, and for uneconomic services.

Bart Grové, Sats general manager, says the results were affected by economic conditions. "Transport is one of the most important indicators of the business cycle," he says.

Complaint

The Public Carriers Association says attempts to formulate national transport policies that favour Sats cannot be accepted.

It questions the impartiality of the national transport policy study which found that under-recovery of road costs from users had a detrimental effect on Sats.

But Sats has stuck to its guns, arguing that it has become a firm believer in free-market methods — it used them to turn the RTS R5,1-million loss in 1982-83 into a R4,2-million profit the next year.

In 1983-84, RTS increased its revenue by R31-million to R191,5-million, making a profit of more than R15-million.

The larger profit is attributed to increased revenue from greater tonnages carried, better use and maintenance of vehicles as well as higher tariffs.

The tonnage of goods and parcels carried increased by 11% to more than 4-million.

In 1983-84, the number of first-class passengers journeyed fell from more than 885 000 to 722 000.

There are no plans to increase the vehicle fleet unless a dramatic increase in goods volumes necessitates an expanded door-to-door service.

Fuel is likely to remain expensive. But research into fuel-saving measures continue as does driver training with the aim of achieving operational safety, efficiency and fuel economy.

First link

But as the mineral riches of the interior were opened up, the railways forged ahead.

Competition to reach the interior from both the Cape and Natal was fierce. The Zuid-Afrikaansche Republiek constructed the first rail link between the interior and the coast.

Attempts at stimulating railway construction in the Cape took shape in 1855 with the formation of the Cape Town Railway & Dock Company.

It was followed by the formation of the Natal Rail Company in 1859.

South African Railways came into being with the Union of South Africa in 1910. At that time, the Railways Administration's main ac-

equipment and vehicles is almost R159-million.

Sats operates a passenger fleet of country buses, semi-trailers, intertown buses and dual-purpose goods and passenger buses. The latest additions to the fleet are 121 Transstate buses fitted with most comforts.

The huge passenger fleet ferried 15,5-million passengers in the 1983-84 financial year.

It is expected that the new bus services will draw 100 000 to 150 000 passengers a month.

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SA Transport Services' pride and joy — the Blue Train — epitomising progress from steam to luxury

# Transport diplomacy wins African friends

SOUTH Africa may not have made great strides in forging friendship with its northern neighbours, but its transport diplomacy has gone a long way to fill the gap.

The sound working relationship earns it about R15-million a year in foreign currency from the sale of services and expertise to African states.

Transport diplomacy, unlike political diplomacy, cuts across ideological barriers, making it possible for South Africa to achieve what has been out of the reach of generations of politicians.

Assistant general manager of operations Japie Radtzen says "We are all railwaymen — ideology does not bother us".

Assistance is offered whenever it is sought, but is given on strict business principles.

The extent of SA's involvement in the railways of other states can be measured by the thousands of wagons carrying goods on foreign tracks — an average of 7 000 on any one day.

But the net tonnage of traffic cleared to northern states

fell by more than 81 000 tons to 1,5-million in the year to March 1984.

Traffic from northern states, however, increased by 82 000 tons in the 1983-84 financial year to 1,5-million tons. In 1978-79 a little more than a million tons of goods were carried to the north. An additional 2,7-million tons were carried to Mozambique and Swaziland in that time.

But transport diplomacy is not practised if it is not profitable. The Minister of Transport Services, Hendrik Schoeman, recently rejected a request by two homelands for rail links between their two major towns on the African continent.

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Architect

Rail links between Mozambique, Zimbabwe and Botswana have, however, been strengthened — and not for altruistic reasons.

The architect of transport diplomacy is former Sats general manager Kobus Loubser.

Sats representatives are the only SA officials in some African states.

Before the Nkomati Ac-

Although Malawi is close to East African harbours, it still depends on Sats and channels most of its exports through South African harbours. Sats recently concluded an agreement with a Malawian haulier which carries goods to the SA-Zimbabwe border for transport by rail to SA ports.

The extensive involvement of South Africa's transport services in neighbouring states is not viewed without suspicion and is interpreted as a subtle form of colonialism.

Sats therefore avoids the role of benefactor and others services at a cost when requested.

Despite recent attempts to reduce their dependence on South Africa's transport infrastructure, the northern neighbours seem unlikely to achieve their goal in the short term.

Sats infrastructure will remain superior for some time to come. It will, however, continue to improve its services, build and promote an efficient integrated transport system in Southern Africa.

TRANSPORT SERVICES celebrated its 75th birthday on 10 June 1985. The story of resolution, skill, hard work, planning and execution. Generally known as the SA Railways, Hendrik Schoeman, born in 1910, is the first African to hold the post of general manager of Transport Services in Southern Africa.

# Losses rise as customers increase

World of commuter passenger train services operate probably.

In the year to March 1984, Transport Services covered only 86% of their total running costs, leaving a deficit of R189-million. The deficit for the year to March 1985 is, however, expected to be R450-million, says Mr Hamersma.

"Withdrawal of the passenger services would increase operating costs for goods transport which will have to bear the cost of the infrastructure all on its own."

Sats is, however, examining ways to rationalise its operations and keep deficits to a minimum.

In the past two years several passenger train services were withdrawn or rationalised because they were not adequately supported.

Although there had been a net increase in the number of passengers carried every year since 1910, there was a change in the trend in the past three years.

The drop is due mainly to poor economic conditions. First, second- and third-class journeys fell by 7,4%, 8,9% and 0,5% respectively.

Revenue from passenger traffic, however, increased by more than 9,2% to almost R304-million. This can be attributed to an increase in fares and the change in the pattern of long-distance travel.

Open market

Cross-subsidisation of the loss-making passenger services will continue, but it remains a sensitive issue. Nobody is prepared to say how much of harbours' profits, for instance, are diverted to offset losses on passenger operations.

Walter Brass, Sats' chief director of planning, says "The objective is to relieve ourselves totally of the burden of cross-subsidisation and to charge competitive rates for the transport of goods."

"In future we will provide suburban passenger services only to the level that is required by regional authorities who will also have to pay for the deficits incurred."

Such formidable losses would have forced any private company to close. Sats, however, has an obligation as national carrier to render special services.

Mr Hamersma says "Withdrawal of the passenger services would increase operating costs for goods transport which will have to bear the cost of the infrastructure all on its own."

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Sensitive

Hendrik Hamersma, director of passenger services, says "Coach utilisation of commuter passenger services averages more than 90%."

The increasing popularity of Sats' passenger services, however, has not been matched by an improvement in the returns. "But," says Mr Hamersma, "nowhere in the

SA Transport Services celebrated its 75th birthday on 10 June 1985. The story of resolution, skill, hard work, planning and execution. Generally known as the SA Railways, Hendrik Schoeman, born in 1910, is the first African to hold the post of general manager of Transport Services in Southern Africa.

# Rand-Natal link upgraded

SATS marked its 75th birthday by opening its R346-million improved railway line between the Witwatersrand and Durban.

This line forms South Africa's most important import-export route. It carries 54 passenger trains a week which transport 1,6-million passengers a year.

About 10 express goods trains, four container trains and 30 ordinary goods trains use the route every day, carrying 32,5-million

tons of goods a year. Another R560-million has been earmarked for improving and upgrading tracks to cope with increased coal exports in the next four years.

The Minister of Transport Affairs, Hendrik Schoeman, says South Africa remains the continent's leader in transport services. It owns half Africa's locomotives, 74% of all electrified railway lines and operates seven of Africa's 15 major harbours.

# Bop bus system goes in R23m deal

Own Correspondent

THE Bophutatswana National Development Corporation has bought the remaining 50% shares in Bophuthatswana Transport Holdings, which operates the country's bus system, from the SA Development Trust Corporation.

BTH is now fully-owned by the BNDC. This was disclosed yesterday in a joint statement.

In a R23m deal, approved by the Bophuthatswana and South African Cabinets, the trust sold its shareholding at a price based on an evaluation of the company's assets by a merchant bank.

BTH transports 120-million passengers a year over 60-million km using 900 buses.

The company's chief architect was the trust's previous transport general manager Dana Viljoen who, in the early 1970s, was given the task of co-ordinating the transport businesses serving Bophuthatswana.

To ensure co-ordination with SA interests, the trust will nominate a director to serve on BTH's board. The institution of a working committee to deal with all aspects affecting SA interests is also being considered.

# SATS to 269 raise R100m

NM 13/6/85  
Mercury Correspondent

JOHANNESBURG— Adhering to its scheduled borrowing programme, SA Transport Services (SATS) will be in the primary capital market today to raise R100m, with three loans

They are.

- A reissue of the 12,5pc 1991 stock,
- A new 1997 stock with a 12,5pc coupon,
- A reissue of the 7,5pc 2008 stock

Sats has added a sweetener to the long-dated bond Investors taking up the 7,5pc 2008 will have a free six-month option to buy more of the stock at a price of 100 points below the spot market level.

## Option

If they do not use this facility, then SATS undertakes to buy back the option contract for R5 000 at settlement date which is July 15 1985

Further enhancing the issue's flexibility, investors can switch 50pc of the cash value of these bonds into SATS money market instruments

The addition of the 1997 stock, extends the time spectrum of bonds on which SATS is quoting two-way prices The range now is 1987, 1991, 1994, 1997, 2002 and 2008 And bondholders will have the facility to switch into or out of any of the bonds in the range

Applications for the issue close today at 15h00

# Council decides against sale of capital's buses

Pietermaritzburg Bureau

THE City Council here decided yesterday against the possibility of selling the municipal transport system.

Instead a deputation is to be sent to Pretoria to seek Government aid for the bus service which operates at an average annual loss of R1 476 163, according to figures before the council.

The council had voted against a motion by Councillor Leslie Simon to appoint a sub-committee to investigate and report on the desirability of selling the passenger transport service. This issue can be raised again at a later stage.

During the debate Mr Simon said ratepayers were already crippled by high rates and taxes and it was unfair to expect them to carry the loss. He said rates could even possibly be brought down if the council could rid itself of the service.

The main problems leading to the increasing deficit are the controversial illegal pirate taxi operators who are costing ratepayers between R2 000 000 and R3 000 000 a year as well as the recession, according to a report by Mr George Hichins, the Director of Transport.

Mr Hichins pointed out in the report that anyone contemplating buying the services would be faced by the same problems. 'No bus operator can cure

the unemployment situation and while the Government and council take no action against the private operators, this problem cannot be solved,' he said.

Mr Hichins said the only way in which the council would be likely to persuade anyone to buy all or part of the services would be by continuing to subsidise them at the expense of the ratepayer. The alternative to disposing of the service would be to await the imminent declaration of the Regional Services Council for this area, he said.

## Problems

Speaking in council yesterday, Mr Hichins urged the council to approach the Minister of Transport and 'say that the ratepayers are being bled to death', and investigate the possibility of obtaining a subsidy.

He said that the problems were not the result of inefficiency on the part of the department.

Councillor George de Beer, chairman of the Transportation and Traffic Committee, said owing to the uncertainty over the future of the bus service there was disquiet among the staff of 690. He added that retrenchments would not solve the problems at this stage.

# Train victims claim R2-m

By MONK NKOMO

The South African Transport Services (Sats) is to receive claims totalling more than R2 m from scores of commuters who were injured in a train collision near Pretoria West early this year.

About 300 commuters from Ateridgeville were injured when two trains collided at about 6.40 am near Cor Delfos station in Pretoria West on January 30. The passengers were mostly people who were on their way to work.

A senior official in the Sats central claims section in Johannesburg,

Mr George Bouwer, confirmed that they had so far received about 60 claims totalling R1 200,000.

Mr Patrick Molala, an official of Azapo's local advice office (Padnao), said they expected to send another 160 claims to Sats next week.

"A number of those affected met with us when they sought permission from their employers to consult their lawyers. That problem has now been overcome and more affidavits will be made this week," Mr Molala said.

Mr Bouwer yesterday

said claims were expected to be submitted within three months, but they would not enforce this rule. "Every claim will be considered because we are accepting liability," he said. Those injured would get the compensation they are entitled to.

Mr Molala said those suing Sats could be more than 150 and claims could exceed R2 m. *Edwina, 14/6/85.* Investigations by the SOWETAN have revealed that all the injured, except students, were charged R10 each for medical treatment they received at the Kalfong Hospital.



# Key hearing may cut travel costs

By LAURENCE BEDFORD

269  
R. Day  
17/6/85

A DECISION that will affect the cost of passenger travel in this country is expected from a National Transportation Commission hearing which starts in Pretoria today.

It could also set a precedent for the privatisation of state-owned assets.

The commission is hearing applications for a licence to operate motor transport passenger services between major cities and towns throughout the country. Three applicants are from the private sector.

The other — and the most threatened — is SA Transport Services (Sats), which is struggling to keep some of its main rail passenger services viable.

Among the private sector applicants is Greyhound, which has been running a successful coach service between Johannesburg and Durban for a year. It is a subsidiary of United Transport.

The two other applicants are City Tramways, part of the Tollgate Holdings Group, and Jacaranda Busdiens, of Bloemfontein.

If Sats does not get the licence, more of its long-haul rail passenger services could face, at best, severe curtailment. Already the Drakensberg service has been axed. The future of the Trans-Oranje service is also in the balance. Others would be bound to follow.

Counsel for some of the private-sector applicants has argued that it is government's declared policy to pri-

vatise state-owned assets and that by granting the licence to Sats the opposite would be taking place.

A point that has been made by those interested in the proceedings is that if Sats were to be granted the licence state-owned assets would be increased and the chances are Sats would avoid taking the hard commercial decisions necessary for its rail passenger services.

There could also be an element of cross-subsidisation within Sats which is unhealthy in a state department and would ultimately lead to inefficiencies. Sats's assistant GM, passenger services and road transport, Barry Lessing declined to comment yesterday, saying it would be prejudicial before the hearing.

An inter-city service, according to some transport industry sources, would cost a minimum R20m to start, a sum the private sector would have little problem in raising. Luxury coach passenger transport offered an exceptionally economic form of travel, they said.

Greyhound was likely to show that its fare on the Durban — Johannesburg service was nearly half the price of a first-class rail ticket, R79 as opposed to R160, and it was making a profit on new assets while Sats was losing on its own.

(722) B. Day (269)

## Intercity bus lines may join forces 19/6/84

By LAWRENCE BEDFORD  
A LINK between private bus companies in an application for a licence to operate intercity passenger services seems likely.

United Transport's Greyhound Bus Lines and Tollgate Holdings' City Tramways are two of three applicants making a case for a licence to the National Transportation Commission (NTC) in Pretoria. SA Transport Services (Sats) is the other.

Greyhound counsel Anton Mostert announced at the opening of the licensing hearing on Monday that he was appearing for both companies and sources said this could be seen as the start of a co-operation.

Sources said a joint venture company or joint marketing agreement could follow.

Greyhound has a fleet with a replacement value of R90m. It operates a scheduled intercity luxury coach service, between Johannesburg and Durban, which has carried more than 32 000 passengers since it started 12 months ago. United, one of the largest transport companies, is part of British Electrical Traction.

City Tramways, a highly-diversified company, has a fleet of more than 1 000 buses in the Cape

Tollgate's group earnings for 1984 were R92m, 69,5% from transport. Expenditure was R81,5m and net profit R4,8m.

City Tramways MD Nic Cronje said yesterday his company was talking to United with a view to joining forces on intercity buses

## Sats in stiff fight for lucrative bus routes

Pretoria Bureau

SA Transport Services is being strongly challenged by private bus companies for the right to operate on some of the most lucrative intercity routes

National Transport Commission hearings, at which 58 applications for services and appeals against previous commission decisions are to be made, started in Pretoria this week

Biggest applicants are Sats with 23, followed by Greyhound Bus Lines with 22 and City Tramways with eight

Greyhound is appealing against a refusal to be allowed to operate services between Johannesburg and Port Elizabeth and between Johannesburg and East London. It has also applied for services between Bloemfontein and a number of other centres

Sats has asked the commission to approve bus services from Bloemfontein to Pretoria, Durban, Cape Town, Port Elizabeth and East London

In five actions, Sats is the sole objector to applications from Greyhound, and in four others Greyhound is sole objector to Sats' applications

The complex pattern of the efforts being made by private enterprise to break into intercity transport is clear from the fact that one application is objected to by eight other operators.

At Monday's hearing, the director of the Traffic Research Institute at the University of Stellenbosch, B C Floor, said it had to be decided whether the bus services should be supplied entirely or partly by Sats.

# White bus fares to rise by 15 pc

269 ~~244~~ NM 21/6/85

## Mercury Reporter

**FARES on Durban's Blue Line (white) buses will increase by an average 15 percent from Monday, July 1, pushing the cheapest bus ticket (Stage 1) from 70 c to 80 c.**

Mr M Sampaio, traffic manager for the Durban Transport Management Board, said the increases, applied for last month, had been granted by the Local Transportation

Board yesterday

He said the sole purpose of the rise was to allow the DTMB to meet inflation

'We have had a 10 percent increase in fares in January this year but this was to offset the 50 percent rise in the fuel bill,' he said, adding that fuel comprised about 35 percent of the total expenditure

The last time the DTMB increased its fares to

meet inflation was in June last year when it put them up by 12 percent

Mr Sampaio said most commuters on Blue Line buses used coupons, which was cheaper than paying cash. However, the price of coupons would also increase by an average of 15 percent

Stage one tickets for adults will increase from 70 c to 80 c while three stages to Umbilo will rise from 95 c to R1,10

The price for a one-

stage coupon will increase from 59 c to 57 c while the coupon price for three stages to Umbilo will be increased from 69 c to 80 c

A five-stage ticket trip to the Bluff will increase from R1,15 to R1,35 and the coupon price will rise from 87 c to R1

The price of school pupils' coupons will go up accordingly, but pensioners' concessions will remain the same

...resident had ... the  
National Party as ... were non ...

# Concern over bus fares

NM 21/6/85 African Affairs Correspondent

UUNU The KwaZulu Legislative Assembly has expressed its grave concern that Empangeni Transport intends to increase its fares on July 1 in the wake of a prolonged bus boycott involving that company. A motion passed unanimously urged Empangeni Transport not to put increases into effect without a full discussion between all interested parties.

# DM



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# Change at two more stations

Cape Times 22/6/88

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## Chief Reporter

THE new method of fare-control being introduced at suburban railway stations in the Western Cape is expected to be put into effect at two more stations, Mowbray and Claremont, from July 1

A SA Transport Services announcement yesterday said the new system provided for "a slightly different method of commuter flow"

## Mowbray

● At Mowbray, where there are three subways, the stairways to the platforms of the subway on the Cape Town side will be closed off, so that this subway will provide only street-to-street access.

The eastern ramp of the subway on the Wynberg side will also be closed off, so that this subway will provide only platform-to-platform access

The subway at the top of Durban Road will remain unchanged, and the footbridge will be put into use

Commuters without tickets will have access to the platforms only through the barrier control system in the main station building. To get from platform 1 to platform 2, they may use either the footbridge or the subway on the Wynberg side

Commuters with tickets approaching the station from the eastern

side may go through the barrier control system on that side and over the footbridge, to any platform

## Claremont

● At Claremont, where there are two subways, entrances to platforms will be closed in both, so that they will provide only a street-to-street thoroughfare. At the same time the footbridge will be put into use for platform-to-platform access

Access to platforms will be possible only through the barrier control system in the main station building. The footbridge will allow access from platform 1 to platform 2

## R15m scheme

Only one entrance from Palmyra Road to the goods-shed will be retained

Notices are to be distributed at Mowbray and Claremont stations to inform commuters of these arrangements

The changes now being made are part of the first phase of a new R15-million fare-control scheme on the 47 stations in the Western Cape region. The second phase, in which electronic ticket-issuing machines are to be installed on stations, is expected to start next year, and the third phase provides for an electronic barrier system

# Birth of railway

NUM 22/6/85 269

THE early port facilities for Durban were situated at the tip of the Point — a sand spit on the eastern side of the Bay of Natal — while the town lay about a mile away to the north west of the lagoon.

Goods off-loaded at the landing site were brought to the town centre on wagons along a track of deep sand. It was the general dissatisfaction with the existing transport facilities that stimulated the demand for a railway.

News of a project that was to introduce a new era of transport was first carried in The Natal Mercury on January 20, 1859.

It was announced that a steam-powered railway was to be built from the Point to the town centre under the supervision of an eminent engineer, and that a company was to be formed which would cater for the discharge and loading of goods at the wharf, as well as its delivery, and acceptance at the town terminus. The proposed undertaking would yield a

handsome dividend on a moderate capital outlay, it was optimistically predicted.

On January 31, 1859, the prospectus of the Natal Railway Company was issued which sought to raise a capital of £10 000 in 1000 shares of £10 each.

When the first meeting of shareholders was held at the beginning of March, no less than 949 shares had been allotted and the Trust Deed contained over 100 signatories. William Smerdon was elected Chairman of the Board of Directors, which was made up of six leading merchants from Durban and three from Pietermaritzburg.

Edmund Tatham was appointed secretary and Albert Robinson, the visiting engineer from London, was charged with the entire management and con-

trol of works. Even before statutory authority had been obtained to enable construction to begin, the route of the railway had been staked out and work on clearing the bush was started.

When the directors met again on March 7, a resolution was passed for an application to be made to the Town Council for a portion of land on the Market Square adjoining the fence eastward of the Market House, to be leased for 50 years as the Railway Terminus.

This choice of site for the town terminus was bitterly opposed by the burghers who felt that the Market Square ought not to be appropriated in view of the prospective requirements of commerce and health.

### Site chosen

After protracted negotiations, an alternative site on Ordnance Land, abutting the Market Square, was eventually agreed upon at a fixed rental of £200 per annum for 50 years. The station erected there later came to be known

was forced to lay at anchor for over a month.

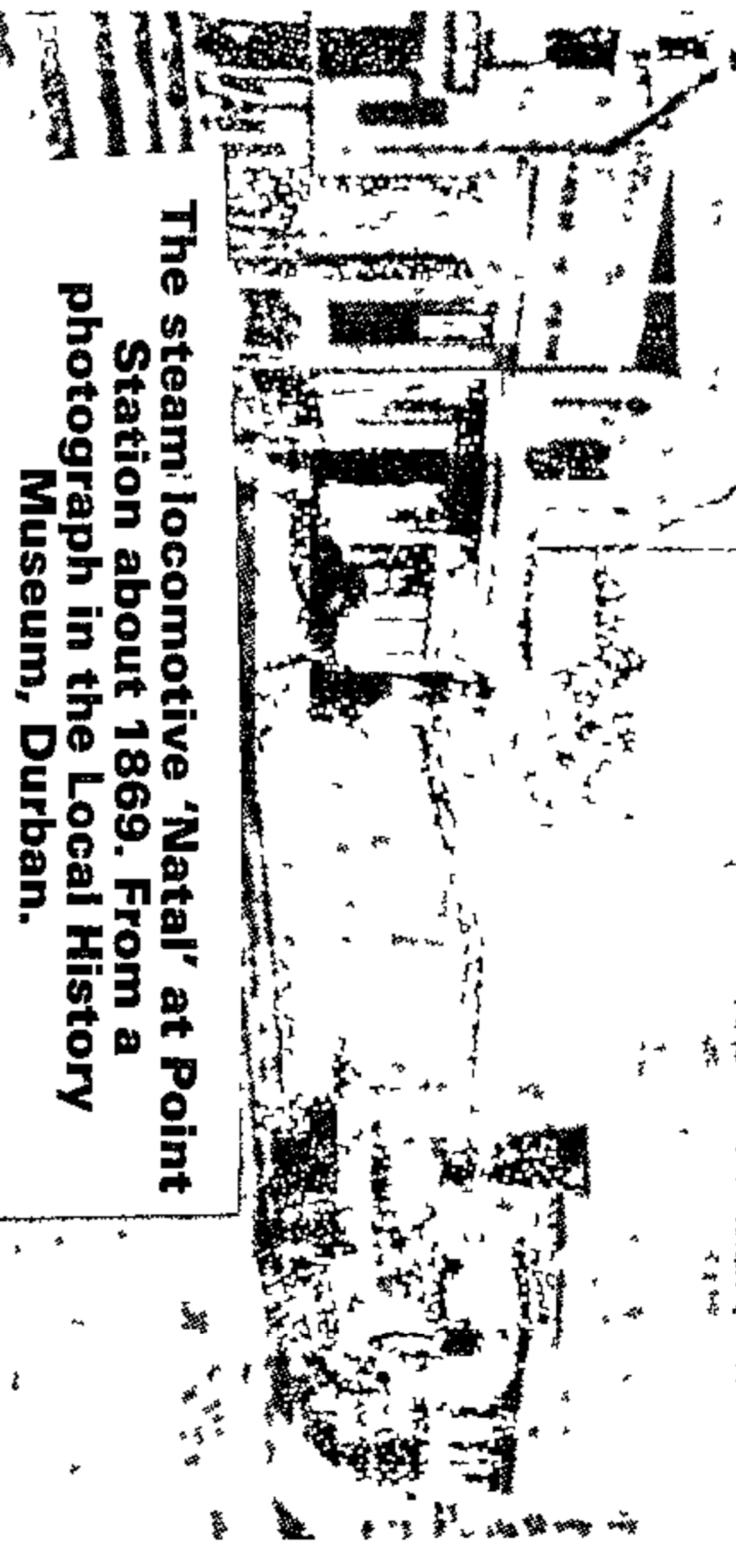
The tracked bed had meanwhile also been graded all the way up to the town terminus and fenced in along Pine Terrace. But further along towards the Point pedestrians and riders could not be kept off the course even though thorn bush barriers had been erected alongside.

It was also at this time that Henry Jacobs arrived in Durban to take up his position as locomotive engineer and driver. His salary was fixed at £15 per month. Until the locomotive arrived he was engaged with the assembly of the passenger carriage and the goods wagons.

By the time track-lay-

ons and pushed by Julius to a makeshift structure near the terminus in Pine Terrace.

Here, Henry Jacobs assisted by Alexander Davidson, formerly a marine engineer but now employed as chief smith, fitter, spring-maker and head of the repair shop, erected the locomotive. No proper station had been built at the town end other than a wooden platform with a small cabin at one end which served as the station master's office. At the Point, however, a structure of corrugated iron was erected across the track and some of the poles supporting the platform were said to have stood in the water at high



The steam locomotive 'Natal' at Point Station about 1869. From a photograph in the Local History Museum, Durban.

versal palpitation seems to throbb through her iron frame, and like a thing slowly waking into life she glides ahead.

An interesting observation made by George Russell in his account of the trial run reveals that the 'Natal' had been erected with her chimney facing the Point, and as there were no turning facilities at that end she had to return stern first.

### Rejoicing

The official opening ceremony took place on Tuesday, June 26, 1860, amid much rejoicing and celebrating. All business concerns

nailed across from side to side to provide seating and fitted with awnings to protect its passengers from the sun.

Excitement grew as, shortly before 11 am, the acting Lieutenant-Governor, Major Williamson, arrived escorted by the Royal Durban Rangers in full uniform.

All the dignitaries formed a circle while Bishop Colenso invoked the Divine blessing on the enterprise. Thereafter, the schoolchildren concluded the short ceremony by singing 'God Save the Queen', with a verse added to commemorate the occasion.

Following an exchange of pleasantries, Major Williamson and his entourage, about 60 in all, boarded the train. As soon as all were seated, George Russell gave the signal to start.

### Loud cheers

With a prolonged, wailing shriek Jacobs turned on the steam, and the first train moved off amid the deafening

Following the hectic schedule of the opening day, train services were suspended for two days so that 'Natal' could be thoroughly cleaned out. Sand and grit had lodged itself in the machinery as a result of the wind and motion when the service was resumed on June 29, two trains were operated daily in each direction.

The fares were: First class — one shilling each way, Second class — sixpence each way.

This is a condensed version of an article by Bruno Martin in S A Rail

## TODAY the Railway Society of Southern Africa and the SA Transport Services commemorate the 125th anniversary of South Africa's first railway service — the Durban to Point Railway.

To mark the occasion a special commemorative train, hauled by a locomotive built in 1892 and carrying the Mayor of Durban and a party of dignitaries, will leave Durban Station at 10 45 am for the trip to the Point where a commemorative ceremony will be held.

In the afternoon the Railway Society will offer the public steam train rides from Point to Maydon Wharf via the Esplanade and back. These trips will start at 1, 2 30 and 4 pm. Fares are R7 50 for adults and R4 for children under 12. Bookings may be made at the Durban Publicity Association, 71 Church Street.

NM

22/6/85

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Legislation for the incorporation of the Natal Railway Company was enacted on June 21, 1859, which sanctioned the railway and necessary works. The Company was also given exclusive rights of accepting rail traffic to and from the Point for 14 years.

The first batch of railway material arrived on December 19, 1859, on board the *Mona*, but the hazardous conditions at the entrance to the bay prevented the vessel from entering and it

ing had been completed, the company's wagon stock — six open goods trucks and a passenger carriage as well as two travelling cranes — were fully assembled and taken into use.

### Makeshift

On May 13, 1860, the brig *Cadiz* berthed at the Point with the locomotive, stripped down and packed in several crates, in its hold. The crates were loaded on to the open goods wag-

ons.

Of more than passing interest is an event that took place on June 23, when the Company's locomotive 'Natal' first raised steam and ushered in the railway age in South Africa with three prolonged, piercing blasts from its whistle.

This event happened some time between three and four in the afternoon, while the band of the 85th Regiment was entertaining the townfolk on the Market Square. For the first time in the annals of Durban was a military band abandoned for a greater attraction! Before the admiring eyes of officials and spectators — the first linesiders — 'Natal' steamed to and fro with Henry Jacobs at the controls.

The Mercury correspondent provides a vivid account of the trial run to the harbour.

*The smoke is pouring very peacefully out of the chimney, and little jets of steam are intermittently discharged from mysterious apertures.*

*Now every preparation is made and the driver mounts his rostrum, turns a wheel, pulls back another, and sends out a preliminary whistle.*

*'She moves', the spectators cry, and lo! as they speak the boiler emits strange stomachic sounds, the wheels creep cautiously round; a uni-*

closed their doors for the day and most buildings were decorated with patriotic bunting. Flags waved from every post, triumphal arches, draped with palm leaves, spanned the railway line at short intervals and even the vessels in port were decked in a display of colour. A boisterous westerly wind sprang up early in the morning and continued unabated throughout the day.

Crowds of people, many of them from up-country and all dressed in their best attire for the occasion, had already converged on the station by 10 am. The band of the 85th Regiment then drew up opposite the platform and entertained the spectators with a medley of tunes.

Many of the dignitaries began to arrive. Bishop Colenso and other clergy, the Directors of the Natal Railway Company, town councillors, members of the Legislative Council and other officials. School-children were given a holiday and assembled on a space specially reserved for them on the platform.

### Decorated

Meanwhile, 'Natal' impatiently blew off steam with a decorated rake of vehicles drawn up behind her — one of the open trucks having undergone a makeshift conversion with planks

longed cheers of the assembled spectators. Gathering speed as he cleared the Engine House, he ran smartly down to the Point, which he reached in five minutes.

When the train returned a short while later, the public was given the opportunity to have a ride at a charge of one shilling for a return journey. In all, about 800 tickets were issued that day.

The dignitaries and other guests were then treated to a sumptuous

## Lenasia commuters petition Minister

THE LENASIA Federation of Residents' Association has sent a letter to the Minister of Transport, Mr Hendrick Schoeman, pointing out that the Government has failed to adequately subsidise transport for commuters. *Sowetan 24/6/85*

The FRA has been spearheading the Lenasia bus boycott against the Lenasia Bus Services. The boycott enters its third week today, following the bus company's refusal to accede to the commuters' demand that the 20 percent fare increase introduced on June 1 be scrapped. *269*

According to FRA's spokesman, in the letter they state that commuters were forced to live at uneconomic distances from their places of employment.

The association points out that all attempts in the past 15 years to secure a fare subsidy for Lenasia commuters had proved fruitless. The letter also deals with other issues such as the granting of permits to taxis and other bus operators.

The spokesman said they have mentioned to the Minister that if the Lenasia Bus Services is unable to provide an adequate service to Lenasia commuters without running at a loss, then it only proves that the existing service must be supplemented through allowing taxis and bus operators to operate.

Meanwhile, according to the spokesman, the bus company at the weekend put up posters informing commuters that from today some daily fares have been brought down. However, there has been no change as far as the weekly fares are concerned.

At a weekend meeting attended by about 200 residents in Lenasia, it was decided to continue with the bus boycott.

Commuters said the rise on the weekly fares concerns mostly workers. They also called on the FRA to re-open negotiations on the weekly increase.



wanneer die vlug na Houston op geskort word), weeklikse vlugte na Hong Kong en Taipei en een weeklikse vlug na Australië

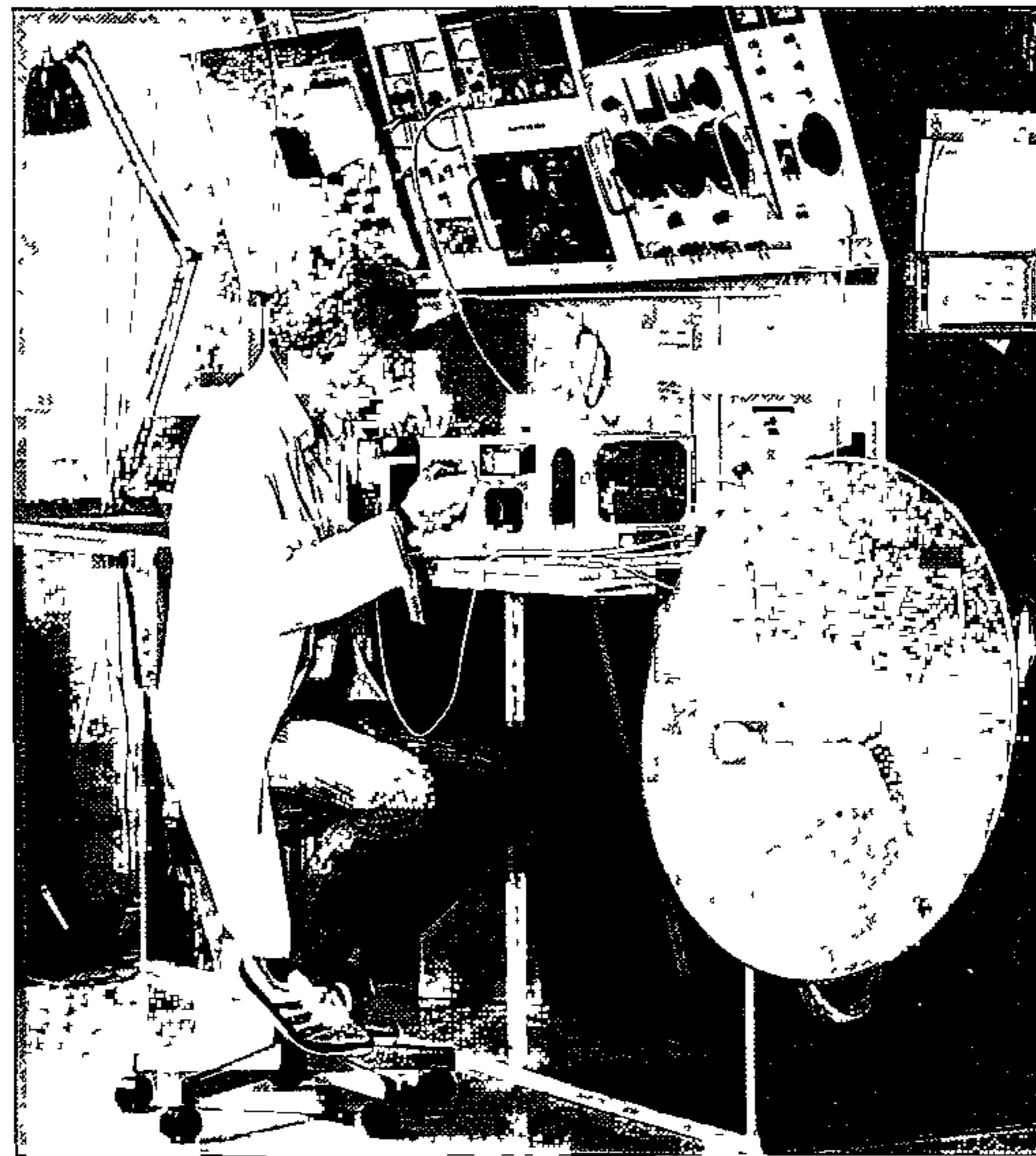
In 1983-84 is daar nagenoeg 4-miljoen passasiers vervoer. Die vragtonnemaat was 84 345,6. Die passasiersgetalle het 'n effense afname teenoor die vorige jaar getoon maar die vragvervoer het aansienlik toegeneem. Daar word verwag dat die jongste syfers in albei gevalle gesonde toenames sal aandui.

"Maar ons bemarkingsaksie moet aggressief bly," verklaar Tienie Willemse, Direkteur van Beplanning en Bemarking. Ons het met gedugte mededinging te make. Ons is egter voortdurend besig met bemarkingstrategiee waarvan die veredeling van ons lugredery se mark-aanslag in binnelandse en buitelandse bestuursgroepe en ons 'U maak die Verskil'-personeel-motiveringsprogram van die sprekendste voorbeelde is 'n Mens moet sorg dat jy op die voorpunt bly!"

Verskeie nuwe fasiliteite is onlangs ontwikkel, getoets en suksesvol op die SAAFARI-vertrekbeheerstelsel ingestel. Dit behels 'n fasiliteit wat die beskikbaarheid van vrag wat op bespreekbare loonvrag gebaseer is, outomaties bekereken en daardeur die tydrowende handstelsel, wat voorheen gebruik is, vervang, asook 'n gerekenariseerde fasiliteit vir die algemene verklaring van die telekommunikasiekoste wat met die vroeëre handstelsel gepaard gegaan het.

Daar word ook beplan om 'n pakket vir gevorderde ladingbeplanning (ALP) aan te koop om sodoende die vliegtuigtrimmontering van veral houervliegtuie te verbeter. Die ALP-pakket sal ook die lugredery in staat stel om deur die akkurater trim van die vliegtuig nog meer brandstof te bespaar. Die maandelikse besparing as gevolg hiervan op die binnelandse vliegtuie alleen, behoort sowat R27 000 te bedra.

Onlangs is daar 'n spesiale kaart beskikbaar gestel wat dit vir gestremdes makliker maak

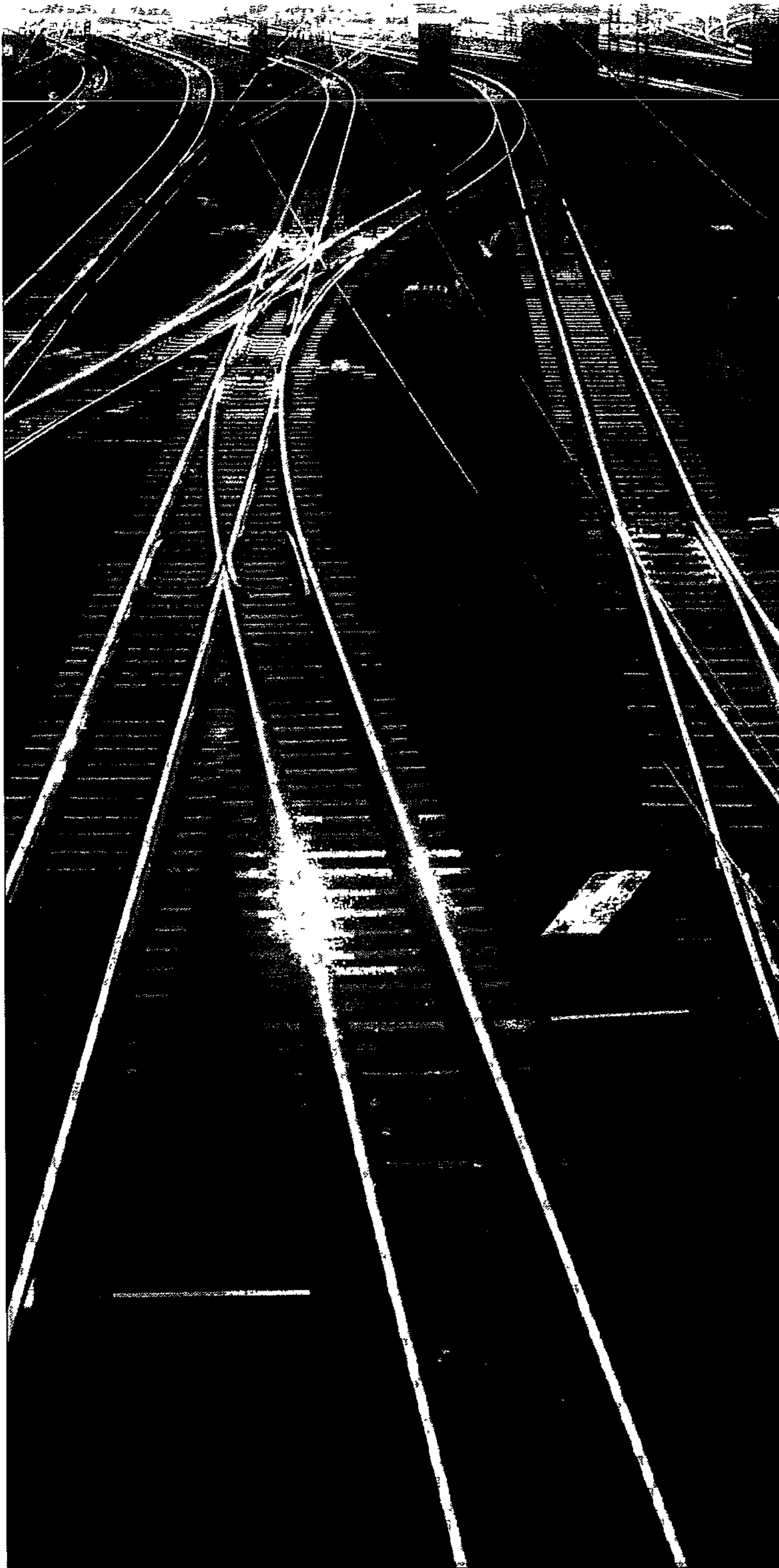


Om in die lug te kom, verg veel meer as net enjins aanskakel. Deeglike nagaan van instrumente in die kajuit (bo) en op die grond (onder) is voorvereistes.

om besprekings vir lugreise te maak. Voorheen moes daar 'n mediese sertifikaat voorsien word en spesiale reelings by besprekings getref word. Tans word 'n sg Fremec-kaart uitgereik waarvan die besonderhede van elke gestremde voornemende passasier reeds vooraf op rekenaar geplaas is en wat feitlik sê "Ons weet van jou – jou plek is reg!"

Vra maar vir enige Suid-Afrikaner wat dikwels na die butte-

land reis watter emosionele bevrediging daar is wanneer hy na 'n verblyf in die vreemde, maak nie saak hoe kort of hoe lank nie – in Londen of New York of Frankfurt, Athene, Hong Kong of Perth – in 'n vliegtuig van die Suid-Afrikaanse Lugdiens instap om sy terugrit te begin. Binne daardie reuse-romp is jy reeds tuis, al lê daar nog 'n hele klompie vlugure voor, want dis jou eie mense wat hierdie terugreis vir jou veraangenaam.



**Rails in the sunset.**  
The existence of SATS  
as a company can only  
be justified if  
transport services can  
be delivered at a  
lower cost than other  
modes. Otherwise  
there would be no  
necessity for such a  
thing as a railway.

**Pupils (269)**  
**to pay R1**  
**more for**  
**bus coupons**

Mercury Reporter

SCHOOL pupils using 10-trip coupons on Durban's Blue Line buses would have to pay R1 more — an increase of more than 30 percent — from July 23, Mr Alan Bray, deputy general manager of the Durban Transport Management Board, announced yesterday.

He said the coupon price for pupils would go up from R3,10 to R4,10 at the start of the third school term and the weekly coupon fare for pensioners would cost R1,50, or 30 c more, from July 1.

Mr Bray said the increase of pupil fares was caused by the 15 percent hike granted last week by the Local Road Transportation Board because of increased costs of operation, coupled with the reduction of the council's subsidy for pupils from 50 percent to 45 percent.

Mr Bray said the city council still subsidised pensioners' coupons by 80 percent.

All other fares on Durban's Blue Line buses would increase by an average 15 percent from July 1, he said.

# Partial scrapping of apartheid on trains slammed

Mercury Reporter

THE partial scrapping of apartheid on trains was announced yesterday by the Minister of Transport Affairs — but opposition leaders argued that the new system would be 'a muddle' and at least as discriminatory

From September 1 some suburban and mainline coaches would remain reserved for whites only, while all others would be thrown open to all races, minister Hendrik Schoeman said in Pretoria

Separate white carriages would be retained because whites had the 'established right' to travel exclusively

Some first-class and second-class class coaches on mainline trains would be marked 'whites only', but all other travel accommodation —

including third class, for the first time — would be open to all races

On suburban trains, some first-class carriages would be reserved for whites

Some toilet facilities at stations would be retained for exclusive white use, while all others would be thrown open

PPP Natal leader Ray Swart said yesterday 'The logical step we've been pleading for is that there be no discrimination whatsoever — but this is a stumbling form of the contorted logic typical of the present regime

## Denied

'The retention of separate coaches for whites appears to be an anomaly I don't think there's room for that sort of discrimination in present-day

South Africa,

He added that the same right — of separate travel — was denied to other races and this was 'an entrenched form of discrimination'

Retaining toilets for exclusive white use as well made it 'blatant', Mr Swart said

But Mr Schoeman said blacks could make representations if they wished to retain separate facilities

However, KwaZulu's Chief Minister, Chief Mangosuthu Buthelezi, said last night he would never appeal for a return of exclusively non-white compartments or toilets

Nevertheless, he felt desegregation should have been accomplished completely at once

'If the time was not opportune to do it completely, it should have been

deferred. It will create bitterness, and even friction, that coaches will still be reserved for whites,' the chief said

'We won't have it both ways as they do'

## Impossible

United Democratic Front Natal executive member Dr Farouk Meer said. 'This is not the type of reform South Africans are looking for. It is nothing, really

'The whole public transport set-up is quite hilarious. It's a tragicomedy'

Transport Services spokesman Leon Els said it was impossible to estimate yet what proportion of coaches would remain reserved for whites

'We will monitor the position on an ongoing basis and make changes where necessary'



FATHER Smangaliso  
Mkhathshwa.

269  
Soweto  
25/0/85

## Soshanguve bus fight will go on!

MORE than 400 Soshanguve residents have resolved not to abandon the fight for the restoration of a bus service which was phased out a year ago between the area and Pretoria.

At a meeting held at the local community hall on Sunday, Father Smangaliso Mkhathshwa of the Soshanguve Residents' Association (Sorea) said an application to re-introduce the bus service was to be heard before the Transportation Board next month. If rejected, he added it will then be taken up with the National Transportation Committee.

The application has already been gazetted, he said.

Buses were stopped from operating in the Mabopane/Pretoria route early last year after the government had withdrawn subsidising the service as a result of a new railway line. Authorities said it was impossible to subsidise parallel services.

Miss Jane Mahlangu, a United Democratic Front member, accused parents of doing little to improve the future of their children. She said it was embarrassing to learn that the majority of parents still expected to be told that they had to attend the June 16 commemoration services. According to her, every normal-thinking person ought to know what the day meant to the black community.

ARGUS 25/6/88 269

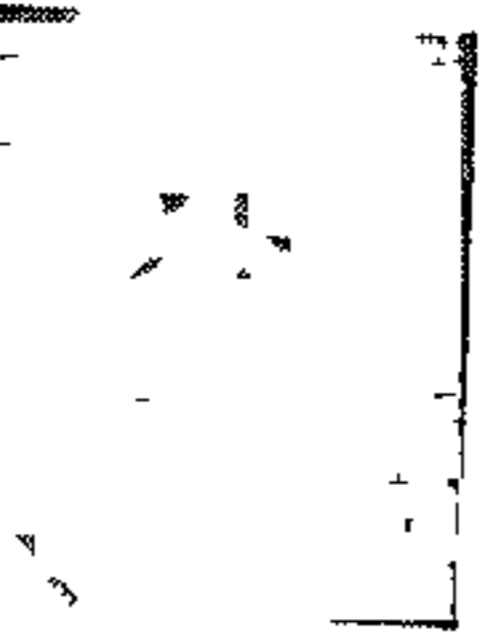
# Call to scrap rail apartheid

TOS WENTZEL  
Political Correspondent

THE Rev Allan Hendrickse today urged the Government to scrap train apartheid completely as "public transport is public transport"

There was no moral justification for the continuation of this form of segregation, he said

The Labour Party would continue pressing for the total abolition of train apartheid



Mr Hendrickse

The announcement by his Cabinet colleague, Mr Hendrik Schoeman, the Minister of Transport Affairs, that certain coaches on inter-city and suburban trains were to be opened to all races from September 1 but that there would still be whites-only coaches was "disappointing"

Mr Pat Poovalingham, chairman of Solidarity in the House of Delegates slammed the announcement as "a political confidence trick"

During the past session of Parliament there were strong demands in the House of Representatives and the House of Delegates for the abolition of train apartheid

## VERKRAMPTE

Mr Hendrickse said there had now been an attempt to placate the verkrampte element among whites instead of taking into consideration the desires of the majority of South Africans

If a survey was taken he was convinced that the majority of people would be satisfied with train apartheid being done away with completely

"Public transport is public transport Train apartheid was in fact one of the first steps the National Party

took when it came to power in 1948 — in fact they seemed to have inherited it from the old United Party Government who had had segregation signs for suburban trains prepared"

Mr Hendrickse referred to a remark by a Labour Party MP in the past session who said that he found it strange that he could now sleep with a white woman but that they could not travel together on the same train

Mr Poovalingham said Mr Schoeman's announcement would create more friction It was another red herring from Mr Schoeman

If this was what Mr P W Botha's Government thought was reform it should think again

● Public demand will determine the number of train coaches reserved for white and mixed trains on Peninsula lines, a spokesman for South African Transport Services said today

CAPE TIMES  
25/6/85

# Reservations over 'first class'

By EBRAHIM MOOSA  
Political Reporter

THE government's partial lifting of apartheid restrictions on certain trains and railway services was welcomed in most quarters yesterday.

However, strong reservations were expressed about the apparent hesitation in implementing full integration.

This follows an announcement in Pretoria yesterday by Mr Hendrik Schoeman, Minister of Transport, that while some first-class coaches on inter-city and suburban trains for "whites only" will be retained, all other coaches will no longer be segregated from September 1.

On suburban trains, first-class coaches exclusively for whites will be marked, while certain unmarked first- and third-class coaches will be open to all population groups.

First- and second-class inter-city trains exclusively for whites will be marked. All other unmarked classes will be "open".

Facilities marked "non-white" at stations will be open to all population groups and such notice boards will be removed. Toilets and waiting rooms for whites only will continue to be indicated by notice boards.

### 'Established right'

Mr Schoeman reaffirmed "the established right and wishes of white passengers .. to travel in coaches which are solely reserved for whites".

Other population groups demanding similar separate facilities could also do so, he said.

In reaction to the announcement, the Progressive Federal Party (PFP) transport affairs spokesman, Mr John Malcomess, said any step taken to

remove discrimination was welcome. "However, it is my view that all discrimination be removed, including that of 'whites only'," he said.

He hoped this meant that more coaches would be available for commuters at peak hours.

"If however we still have as many coaches reserved for whites only then in fact this move is meaningless."

"Minister Schoeman should resign and make way for a more 'verligte Nat' if he could not make any meaningful changes in the near future."

Mr Anthony Reeves, the Labour Party spokesman for transport affairs, said "We are glad the white ministers and the National Party is prepared for change. We are prepared to take it (change) little by little. Our next step is to get rid of discrimination altogether," he said.

### 'Gallery of puppets'

Mr Trevor Manuel, a United Democratic Front (UDF) joint secretary, dismissed Mr Schoeman's "grandiose announcement", adding that the retention of "whites only" coaches would not alleviate the overcrowding in trains which blacks had to endure.

"Whites now have the liberty to use any coach."

The move was designed "to play to the gallery of puppets in the tricameral Parliament", he said.

A reduction in fares and steps to overcome congestion on trains would be seen as moves in the interest of commuters, said Mr Manuel.

The Town Clerk, Dr Stan Evans, said Cape Town City Council regarded the move as consistent with the government's new policy.

He described the lifting of apartheid restrictions on trains as a "further step forward".

# Sats worst monopoly culprit — US economist

ARCUS 27/6/8  
269

JOHANNESBURG — Competition Board seriously wants to remove monopolies in South Africa then it should make a start with the SA Transport Services and other Government-controlled bodies, which were the worst culprits in restricting the operation of a free market system in this country.

This is the view of Dr Thomas Hazlett, an economist from the United States who visited South Africa as a guest of the Free Market Foundation.

"If you want to understand a monopoly try to ship something from one city to another in South Africa without using SA Transport Services. That is a classic monopoly," Dr Hazlett said.

Commenting on the draft Government notice containing proposals to prohibit a number of restrictive practices and which the Competition Board has submitted to the private sector for comment, Dr Hazlett said any intervention by Government

in the operations of free market forces, including so-called restrictive practices, was disruptive to those forces.

### LOWER PRICES

In the United States it was now widely accepted that practices such as resale price maintenance, oligopolies and other trade controls instituted by private enterprise were not monopolistic as they had previously been thought to be. They resulted in greater efficiency, more output and lower prices.

The test was that if such market structures could sustain themselves over a long period within a system where Government barriers were absent then they were justified and ultimately beneficial to the end user.

These findings had led to steps being taken since 1978 to dismantle the Anti-trust Laws in the United States.

### VESTED INTERESTS

The clearest example showing that this was the correct course was the fact that since the deregulation of the airline

industry in the US was carried out prices of air travel had dropped, passenger miles had increased and the wages of airline employees, previously among the highest in the country, had dropped to realistic levels.

Dr Hazlett said South Africa was beset with many Government controls on the economy which were hampering growth. Almost without exception these had a political basis or motivation and protected vested interests, although in some instances they appeared to be aimed at providing equal opportunity.

### GLARING EXAMPLE

The most glaring example of this was the setting of minimum wages by the Government — equal pay for equal work — which appeared to be aimed at providing more job opportunities for blacks but in fact served as a barrier to entry for unskilled blacks to do such work.

If employers and workers were left to settle terms of employment without Government

interference more employment would be provided and vested interests would be removed.

Dr Hazlett conceded that many existing vested interests in South Africa, particularly within the public service, were difficult to change in practice even if the Government agreed in principle that most restrictions on free market forces ought to be removed.

### IMPORT CONTROLS

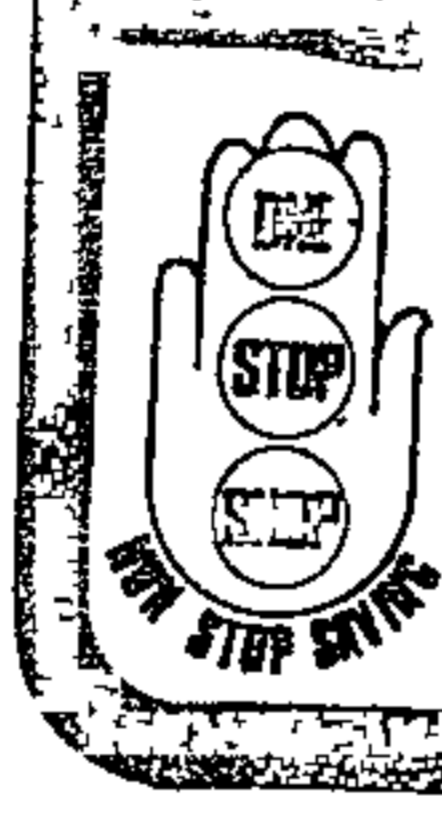
"But I think people in this society understand that change is mandatory and that you have to concern yourselves with economic growth, not protecting vested interests," he said.

If commercial and political leaders in South Africa believed there would be less political resistance to efforts to remove governmental controls on the informal sector than would be the case with Government-controlled institutions like Sats or SA Airways, then they should concentrate on that area initially — Sapa.

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SAVING



# Sunrise focus

## All is not lost for the favourite passenger vehicle

by —  
Andrew Beattie

A report on the trolley bus experiment by Johannesburg municipality and the National Transport Commission says there is little chance trolley buses will be brought back.

But all is not lost for the public's favourite passenger vehicle, and next month Johannesburg's management committee will discuss the report.

Trolley bus systems operate throughout North America, Europe, Brazil and New Zealand. Nancy, a region in France, recently installed the world's most

advanced system — trolleys which, on the edge of town, leave the wires to use auxiliary diesel engines. Germany has several models which combine diesel and electricity — some need no overhead wires at all.

Manufacturers claim trolley buses have higher acceleration up hills, more speed, twice as much energy-efficiency as diesel buses, less noise, less pollution and greater durability.

Johannesburg's first trolley bus system was opened in 1936 between the city and Sydenham. Until the early 1970s diesel and petrol-powered vehicles enjoyed a boom. Then, in 1973, as the oil price soared there was suddenly

a renewed interest in trolley buses, but no one took steps toward actually bringing them back.

It was only in mid-1979 that the Department of Transport actually started discussing the revival of trolley bus operations.

The National Transport Commission and the Johannesburg City Council set up a steering committee in March 1980, to which annual funds were allocated by the council.

This project envisaged the operation of 72 old and seven new trolley buses, and a budget of R2,5 million was allocated for the overhauling and modification of 43 old vehicles, the re-

newal of obsolete electrical supply equipment, overhead equipment and the purchase of seven prototype trolley buses.

Dr R B Anderson, of the National Electrical Engineering Research Institute, CSIR, who was a member of the steering committee, said that certain financial losses would occur because of due to the lower passenger capacity of the trolley buses.

Diesel buses can carry a load of 110 passengers each, while the trolleys are limited to only 90 passengers. This was pointed out in the report as the single most uneconomic factor about the trolleys

He also pointed out that maintenance staff would have to be on 16-hour standby for the overhead system, irrespective of the fleet size

Dr Anderson concluded that the trolley system would not be financially viable in the short term but, if design improvements could be effected, then it could become profitable in future

But he added that it was not possible to conduct a comparison between the two systems unless parameters were established for this by starting a trolley bus system on a fairly large scale. He is supported on this point by Mr Paul Browning, an

independent transport consultant.

The total cost for a fleet of 38 new trolley buses would be R22 million, while for a fleet of 38 new diesel buses the cost would be R14,9 million.

Consultant Mr Browning said that in his opinion the project had been "well done". However, he said, it suffered "the drawbacks of trying to carry out a laboratory-type experiment in real life".

The numerous technical and operational problems encountered could only be avoided if the trolley buses were given a "real life trial". Mr Browning added that the

experiment should have been done using 10 of the same make — instead of seven different makes. A member of the project agreed that using seven different types of buses had caused numerous problems.

Johannesburg has an advantage over the other cities in that the overhead supply system which was used by the trolley buses was retained. This factor would mean a saving of millions of rands if these cables are used again.

Other reasons for bringing back the trolleys are more political than economic: to satisfy user preference, to diversify public transport, and to protect the environment

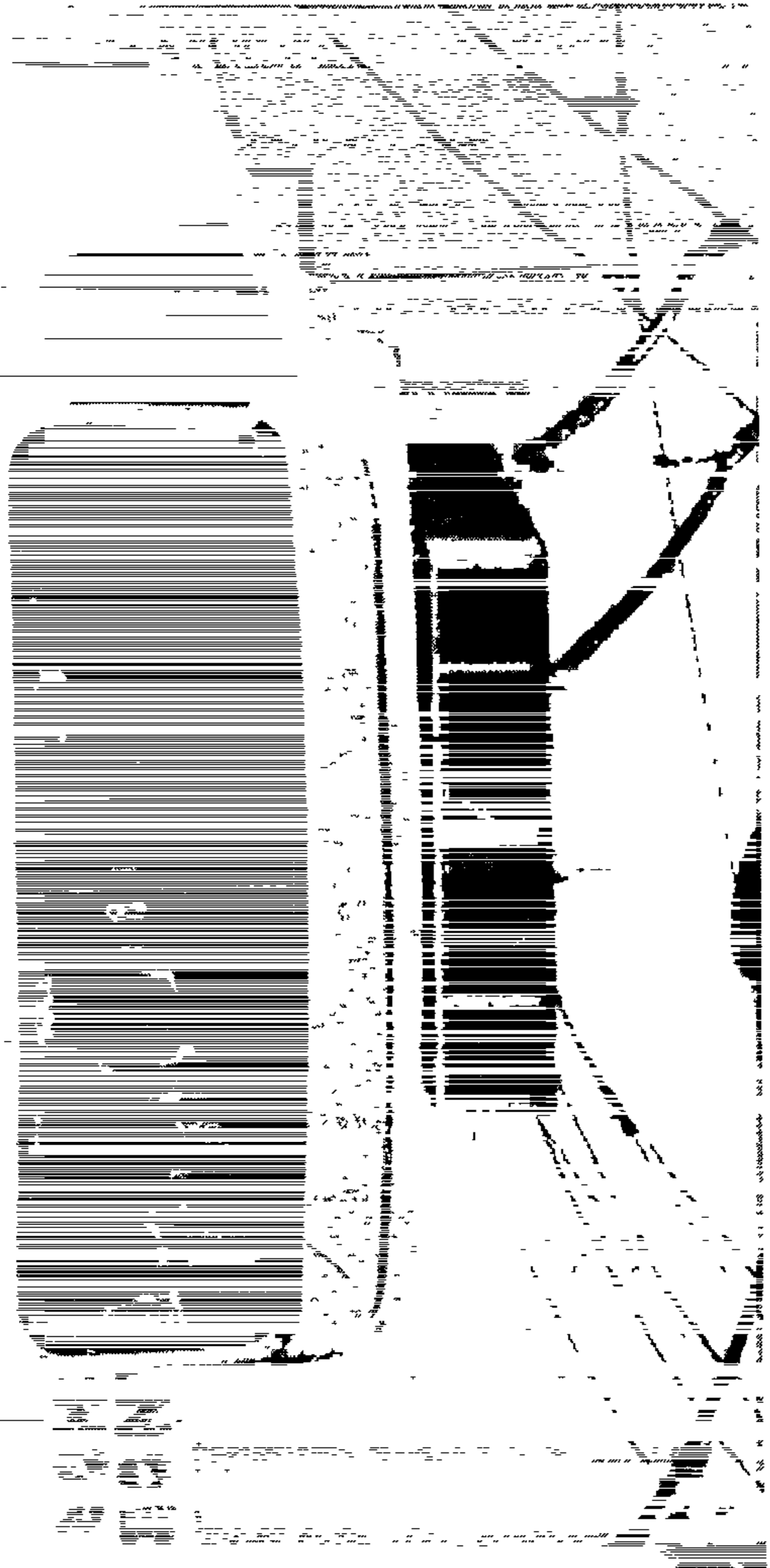
# Trolley buses study hides the real story

2-69  
29/6/85

South African public transport presents a depressing picture. It is characterised by sterile conferences, tedious seminars, shallow speeches and boring symposia. More wasted effort goes into research, study tours and reports

VAUGHAN MOSTERT, a trolley bus economics specialist, looks in astonishment at Johannesburg's mysterious trolley bus experiment and

estimates the financial need cent and San Francisco, 47 per cent. It should be pointed out San Francisco is a coastal city with corrosion problems as well as an old overhead line network which is now being modernised.



prove conditions for South Africa's dissatisfied commuters.

The Johannesburg Trolley Bus Demonstration Project has been one of the few meaningful attempts in recent years to investigate better methods of moving passengers and to create a positive image for public transport.

Unfortunately the initiative has been lost with the publication of a final report by the Department of Transport (DOT) which clearly reflects the confusion and uncertainty of some planners.

The report betrays a prejudice against the trolley bus. Apart from cost penalties unreasonably levied against the technology, the study fails to acknowledge the positive impact the use of trolley buses will have on the quality of life in urban areas and on passenger acceptance.

The report considers various cost factors and scenarios and concludes that trolley buses are between 10 and 45 percent more expensive to operate than diesel buses.

These figures are based on various assumptions, many of which have no connection with the demonstration project itself. (Indeed, with hindsight, it would have been easier simply to write a few letters to overseas operators to obtain figures than to conduct an elaborate three-year experiment involving seven different buses.)

In addition to the assumptions made, the report contains the usual state references to "flexibility" and "driver fatigue." These arguments have no validity and merely reflect the anti-trolley bus prejudice of transport planners and management.

The specific cost penalties referred to are as follows:  
The life of a diesel bus is assumed to be 14 years and the life of a trolley bus is given as 20 years.  
It would be more meaningful to

post-graduate student at the University of Cape Town and has spent many years researching transport, trolley buses in particular.

express this in terms of kilometres. At an assumed (per bus) rate of 36 000 km per year (their figure), the study is saying diesel buses can cover 504 000 km while a trolley bus can cover 720 000 km.

It is debatable whether diesel buses normally achieve 504 000 km — not without expensive overhauls and rebuilding. But let's accept this distance for the purpose of the argument.

However, the figure of 720 000 km for trolley buses is unacceptably low. Johannesburg's own experience with trolley buses has been that they easily cover 1 million km before withdrawal. (Trolley bus No 618 had covered 1 349 000 km when it was withdrawn on November 22, 1976). If we regard a conservative distance of 900 000 km as average for a trolley bus, at a distance of 720 000 km, a trolley bus still has a 20 percent of its capital value left, which should be included in the calculations.

**OVERHEAD LINE MAINTENANCE**

Trolley bus maintenance is shown as 19,58 c a kilometre. Fine

In addition to this however, there is a figure of 23,45 c a kilometre for overhead line and substation maintenance. This figure can only be described as astronomical. It suggests overhead line and power supply maintenance is 119 percent more expensive than the maintenance of the buses.

Overseas experience is that overhead line maintenance is only a fraction of trolley bus maintenance. Three operators report the following overhead line costs: Toronto, 25 percent of trolley bus maintenance, Edmonton, 17 per-

centage of trolley bus maintenance. (The writer was in the bus at the time).

A more likely reason is to be found elsewhere in the report. Paragraph 1.2.1 says Johannesburg's policy has been to retain the overhead lines after trolley buses have been withdrawn.

However, these lines which cover 15 disused trolley bus routes, still have to be checked regularly. It is obvious this cost is being spread over a small number of trolley bus kilometres, thus leading to a very high cost per kilometre.

(The cost of R607 000 a year to maintain a disused network is in itself high and needs investigation.) Taking all this into account trolley buses should have a 10 percent cost advantage over diesel buses.

A trolley bus network is capital-intensive while a diesel bus system is labour and fuel-intensive. This means diesel buses are more exposed to the effects of inflation. The DOT report virtually ignores inflation. It assumes fuel prices will rise by 2,5 percent a year, electricity will rise by 1 percent a year and that maintenance and insurance will remain constant over 20 years.

A considerable amount of space is devoted to scenarios based on maximum trolley bus capacities of 90, 94 and 96 passengers. Anyone who has been inside one of the prototype double-deck trolley buses in actual service will know these buses routinely carry up to 115 passengers with no problems. Further, no mention has been made of the fact the prototype single deck trolley buses regularly handled 135 passengers while on the Dunkeld route. On one occasion, 160 passengers were carried (the writer was in the bus at the time).



A trolley bus on a demonstration run — according to a specialist one of the few meaningful recent attempts to create a positive image for public transport.

19.35  
 68.123  
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 Deaths  
 37  
 67

SMW

NATIONAL

# Rail travel segregated 'for business reasons'

Argus  
26/6/85  
269

Political Staff

SOUTH African Transport Services continues to segregate train travel for "business reasons" Transport Minister Mr Hendrik Schoeman said today

He said 'Sats is a business undertaking and if we did not have whites-only coaches we would lose white passengers'

Mr Schoeman's claims follow wide-spread condemnation of his moves to run two separate train passenger services — one for all race groups and the other for whites only

Progressive Federal Party transport spokesman Mr John Malcomess said in response 'I frankly do not accept that this is being done for business reasons It is being done for racialistic reasons'

"In fact by keeping segregated services it is probably costing more Sats' own figures show that the subsidy for a white passenger is far higher than that for a black passenger

### Overcrowded

'In other words the black passengers are paying their way far better than whites'

Mr Malcomess said this was a direct result of segregated services with black coaches being overcrowded while many white services ran virtually empty

Mr Schoeman said in a telephone interview from his home today that surveys conducted by Sats had shown most white passengers wanted a separate service

He could not give examples of the figures from the surveys because "I do not have them with me"

He avoided responding directly to strong criticisms of the proposed new system made by his Cabinet colleague, the Rev Allan Hendrickse, and Solidarity chairman Mr Pat Poovalingam

### Non-segregated

Mr Schoeman said the only whites who had asked for the desegregation of the train services were members of the PFP

The test was now whether they would use the non-segregated service

Mr Malcomess said the trouble with Mr Schoeman was "that he is an old-fashioned Cabinet minister who needs a course in verligtheid"

"He is judging everyone by himself"

"I agree that probably only members of the PFP asked for integrated trains but they are part of the majority There are 26 million South Africans who want one train service against less than four million who want special treatment.

"Whites must realise they are a small percentage of the total population.

The Scotch the Scots drink

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Permit system the major problem

269

# Transporters claim police harassment

THE Railways Police (SARP) have been accused of harassing private transport operations.

Private carriers claim increasing numbers of their vehicles are being stopped at road-blocks. The hauliers claim their vehicles and cargoes are then often impounded for lengthy periods until the court cases can be heard.

The carriers say some of them have been forced to stop transporting certain commodities, for which they claim to have authority under their road transport permits, but which the SARP allege are illegal under their interpretation of the documents.

"But," said Dr Bart Grové, general manager of SA Transport Services (Sats) and head of the SARP, "it is the task of the SARP, the inspectorate of the Department of Transport, as well as the SARP to enforce the laws of the Road Transportation Act.

"And, in practice, they act in the interest of all legal road hauliers when they compare permits with the contents of the vehicles"

A splinter group of the Public Carriers' Association, mouthpiece of South Africa's transport industry, has formed a committee to lobby Transport Affairs Minister Hendrik Schoeman to control the activities of the Railways Police.

The committee feels that, with the National Transport Policy Study (NTPS) recommend-

By ALAN PEAT

ing a move away from the present permit system — which was originally imposed to protect rail transport against road transport — a moratorium should be declared until the NTPS recommendations are put into the road transport legislation.

The NTPS suggests that the new transport policy should allow the market to determine "what is moved, how it is moved, at what price it is moved, from which origin to which destination it moves, at what level of service it is moved and by whom", provided that public safety is taken into account and the market served by approved operators.

Under the two Acts which control the SARP's powers — the Road Transportation Act (Number 74 of 1977) and the South African Transport Services Act (Number 65 of 1981) — the SARP have no right to impound vehicles without an appropriate court order.

In January, three companies decided to test the SARP's right to impound in court. The ruling, sent down on January 21, found in favour of the SARP.

Immediately prior to that decision, and since, carriers allege the SARP increased their activities, and certain carriers claim to have some of their vehicles impounded every day.

# Police Tembisa siege

THREE sections in Tembisa township were yesterday under siege as members of the South African Police, the Defence Force — some mounted on horses — and railways police conducted an investigation after the killing of three residents in grenade attacks this week.

The sections are Moeu, Mthambeka and Umhlangeni. Members of the SADF, SAP and

the railways police were also alleged to have been involved in a search in some of the sections. Hundreds of residents watched as the investigations went on. Cars passing through the area were thoroughly searched before being allowed in.

Major S van Rooyen, of the Police Directorate in Pretoria, yesterday confirmed that members of the three forces were active in the area. The use of hand grenades in the townships has suddenly become a new trend. A third person, in Tembisa, Miss Phuti Phaka, died after suffering cuts on her thighs following an attack on the supermarket belonging to Mr Lucas Muthiba, the local mayor, on Tuesday afternoon.

The two other victims are Walter Mothelo (6) and his elder sister Ivy (10), both of Moethi Section. Their home was attacked on Tuesday morning.

Grenade attacks on the East Rand, which police claim have been the work of the outlawed African National Congress, have shocked residents. One Tembisa resident, who did not wish to be named, said he does not believe this



MOUNTED SADF members in action in Tembisa yesterday

could be the work of organisations which are committed to the liberation struggle for the country. Seven other people were killed in such attacks in Duduza, Tsakane and Kwa-

Thema a week ago. Mr Muthiba yesterday said the attack on him was not going to discourage him from continuing with his civic work as it was not the first time an attack has

been made on him. "Damages caused to my property amount to R20 000, but I am standing firm in my conviction and I will only be moved from office through death or when

my term expires. "I appeal to the community to relax especially because I have received sympathetic telegrams from people around who feel I am doing a worthy job."

BUSINESSMAN OF THE WEEK

# Chamber fears for train service

By STEPHEN ROBINSON

MR ANDREW PEILE, the new president of the Cape Town Chamber of Commerce, fears the introduction of the Regional Services Councils could threaten Cape Town's suburban train services

Assocom's reservations about the new RSCs and its concern at the imminent introduction of new levels of local taxation are well known

"But I am particularly concerned about how it will affect us in Cape Town. It is difficult to overstate the dependence of our workforce on the train service," he says

He points out that the extent to which the Western Cape region will now be expected to subsidise the railways itself has not yet been made clear, and he says this is something the chamber will be watching very closely in the coming months

Mr Peile was born and educated in England, but emigrated to Rhodesia to begin tobacco farming. After UDI he switched to insurance, working first in Lusaka, before moving down to the Cape. Since 1976 he has been a director of PFV insurance brokers

Mr Peile says that working for the abolition of all restrictions which affect businesses on the local level will be another of his main concerns during his tenure of office at the chamber

He believes that the future creation of wealth and jobs lies largely in the hands of the informal sector. It was

AS/E ARGUS  
6/7/85  
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Andrew Peile ... question of subsidies

the responsibility of the chamber to work with the city council and government to dismantle anything which hindered local businessmen

"The opening up of the CBDs was a major breakthrough, but there is still a lot of work to be done. Nafcoc has recently drawn up a list of over 1 000 restrictions which affect businessmen on a local and national level"

Mr Peile believes market forces have an "uncanny knack" of regulating the business rather more successfully than statutory controls

"The man selling avocados on the street corner must move on every half hour at least 80m to avoid breaking the law. I believe that if he truly is causing an obstruction, he will be jostled off the street by pedestrians"

Mr Peile says that too many of the laws in force — particularly those dealing with health and cleanliness — are geared for the First World

"I'm afraid we simply can't afford the luxury of such stringent regulations. The creation of jobs in the informal sector is really the only way to avoid more unemployment"

# RSCCs face public transport headache

The central government wants to withdraw its massive subsidies for public transport as Regional Services Councils begin taking over in the months to come

These subsidies cover a R900 million national transport loss — an impending headache for regional councils

The Minister of Constitutional Development, Mr Chris Hennis, has warned that employers should expect to pay more towards subsidies for their workers' transport

## REVENUE NEEDED

Regional councils would contribute to the transport network in their areas, but they would need most of the revenue they will obtain from payroll and turn-

over levies to develop and improve infrastructure in the communities they serve, he says

Regional Services Councils can't be expected to use their funds mainly for the transport of commuters

"The user must pay for his service," he told the country's bus operators at their annual meeting in Randburg recently

Employers would have to make a greater contribution in cases where their employees could not afford the full cost of transport to and from work, Mr Hennis said

His words provoke a counter-argument which is the same from both management and workers why should we pay more for transport when apartheid forces us to live so far apart?

Employers likely to be called on to pay more in subsidies

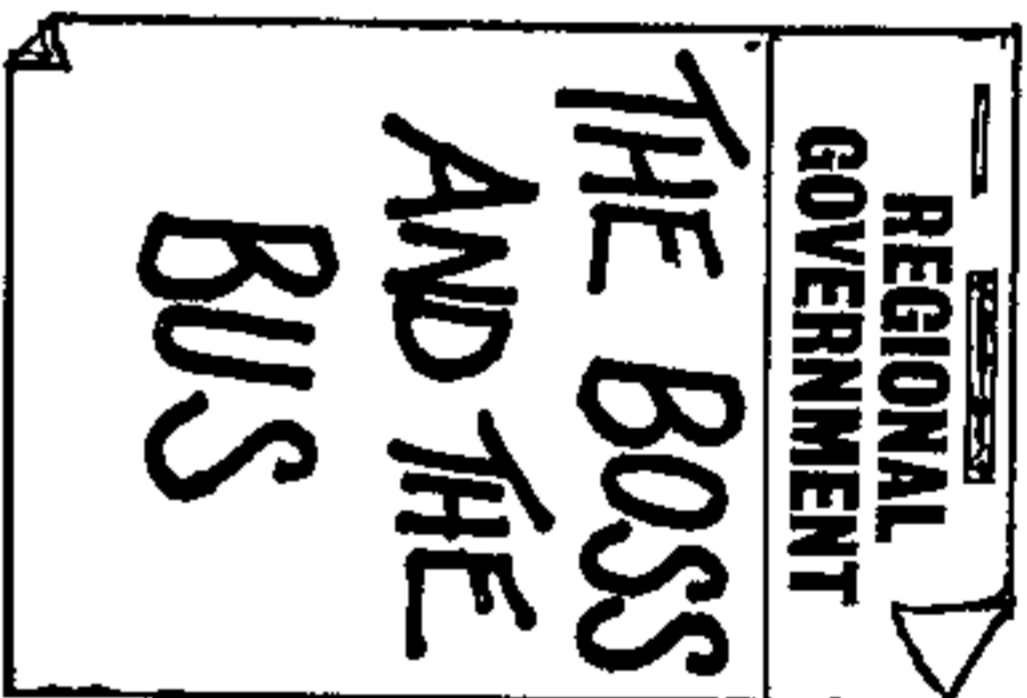
Continuing our series on regional government, PETER HONEY looks at the politically explosive issue of public transport in the regional context.

The deputy director general of transport, Mr Ronnie Meyer, acknowledges that it is a highly political issue

It is one of the concerns of the National Transport Policy Study which is expected to report its findings on a national strategy in August. Mr Meyer says it is doubtful whether region-

al councils would be able to cover the cost of public transport in their areas by taxing the community alone

"It would be impossible to abolish subsidies completely," he says. Employers already pay R65 million towards commuter transport through the worker levy. This is far from enough to meet



on transport matters and adviser to the CSIR, says that an offshoot from regional councils could be greater privatisation of municipal transport.

While regional councils concentrate on developing and maintaining public transport on a "strategic", or regional, level, component municipalities could find it too costly to continue their own separate bus services. For example, Johannesburg's deficit in the current year is R17 million.

This could open the door to private enterprise, even if the service costs more, Mr Browning says.

Mr Browning, an ardent proponent of free enterprise, argues that subsidies are counter-

productive because they suppress prices artificially at the taxpayers' expense

"Some social services, such as water and electricity, break even, some make a profit. So what's so special about public transport?" he asks

He contends that, even if bus and train fares have to rise to keep going, it would be worth it.

## ALTERNATIVE

High prices are all right, says Mr Browning, as long as an alternative service is available. Regional Services Councils should be able to provide that, by handling overall regional transport and leaving the separate municipal authorities to encourage private enterprise.

# R1 200 m to be spent on trains

269 Mercury Reporter 11/7/85

BY 1988 coal trains 2,73 km long will move between the Transvaal coal fields and Richards Bay Harbour.

This was revealed by a South African Transport Services spokesman yesterday, who said the expansion programme was to cost about R1 200 million.

For the past two years SATS has been running coal trains 2,4 km in length, using eight electric units with 176 trucks with a carrying capacity of 88 tons each.

'The total weight of all the trucks, excluding the units is a staggering 14 000 tons,' he said.

Trains are run at a maximum of 60 km an hour, although this can be increased to 75 km when the trucks are empty.

A loaded 176-truck train uses 65 168 kW/hr.

The gradient of the line is to be decreased and two parallel railway lines are to be installed, thus enabling SATS to increase the number of train trucks to 200 on a trip.

Instead of having a carrying capacity of 88 tons, the trucks will then take 104 tons each.

Because of the improved gradient, only four units will be needed to power the 200-truck trains.

In spite of the length of the trains, motorists at level-crossings at Richards Bay are only delayed by about five minutes while the train snakes its way past.



By MUDINI MAIVHA

MAHWELERENG residents in the Northern Transvaal – fresh from a “victorious” boycott of Potgietersrus OK Bazaars – have launched another boycott on Lebowa Transport because of fare increases

The OK boycott – because of “racist body searches” – started after a June 16 commemoration service organised by Azapo

Residents claimed a new manager, a Mr Wahl, had instructed security men to frisk black customers who were “treated like thieves”

Parcels were left strewn on the floor and there were complaints of assault, with about 60 people handed over to the police and released without being charged

The boycott co-ordinating committee demanded that the OK stop the searches and racial segregation, introduce better customer service, dismiss manager Wahl and a security officer, Mr Pienaar, and reinstate worker Paul Rametsi

Mr Rametsi was dismissed during the boycott because he allegedly told a customer to beat up or stab a security officer at the OK

He has since been reinstated

OK Northern Tvl district manager Neville Stuart said

**Song 'n dance**

# OK's OK — now for the buses

Mr Wahl has been “transferred” to Pretoria and Mr Pienaar “has left us”

Meanwhile Lebowa police have come out in full force against the bus boycotters who refuse to pay the 20 to 30 percent fare hike that came into effect on July 1

Youths were lashed with quirts and 17 were arrested – only to be released later

Residents claim even pre-school children were taken to the police station in town and accused of distributing boycott pamphlets They were later taken back to the township

Lebowa police chief Phillip Moloto said his men had arrested no pre-school children or

youths Colonel Moloto said the only reports he had received from Mahwelereng were of stonings on Monday and Tuesday

Police prevented a Sunday meeting to “re-evaluate, re-

structure and intensify” the partial boycott at Molala Hall Cops also stopped the launching of the Mahwelereng Youth Congress at the Lakalakaal on Monday – saying the meeting was “banned” until next year

THE BUSINESS DAY  
(269) B. Day  
1978  
**Pretoria commuters  
won't be crushed**

**THE Pretoria commuter rail system completed in April last year at a cost of R147m is capable of carrying 688 400 passengers daily — 445 464 more than its present requirements.**

Sats acting regional manager Gerard Booysen said the system was designed to meet commuters' needs beyond the turn of the century, and provision has been made to quadruple capacity.

The system provides a road/rail service from regions such as Bophuthatswana and other outlying areas. Commuters travel by bus to two large terminals incorporated in the rail system. From there they continue their journey by train.

Commenting on the high cost of freight carriage he said: "It is an unfortunate fact that freight subsidises passenger services. In spite of this, we estimate our loss for the forthcoming year will be in the region of R1 025m."

## Constable fought for life

A young Railways Police constable had to fight for his life when he was attacked by six men in Alberton on Saturday night.

One ~~attacker~~ <sup>257</sup> 269 was killed when he tried to disarm Constable J.D. Pretorius of Germiston.

Constable Pretorius told police that a shot went off during the struggle.

The other five men ran away after the incident.

Police are investigating — East Rand Bureau

SAW  
15/7/85

# Tricky problems block bus integration

269

25/11/85

Nov 15/1/85

Instant integration on buses in Johannesburg does not seem to be the answer to the city's uneconomic transport service

This emerged from extensive discussions with people involved in bus transport in Johannesburg

But it is necessary to consider these facts.

● Nearly-empty white buses drive past long queues of black commuters during the day because they are not allowed to pick up black passengers

● A white person wants to catch a bus late at night and has to watch as black buses drive past him. White buses stop running at that time of night because there are too few white passengers to justify a late evening service. But black buses are not allowed to pick up white passengers

In both cases the solution seems obvious. Open the city's bus services to all races

But according to transport officials it is not that simple. They don't doubt that Johannesburg will ultimately have to look at a multiracial service. The question is how to get an open service which will work in practice

There are definite financial considerations which favour a fully multiracial service

During the past financial year the city lost R15,7 million on its bus services. The white service was responsible for R13,7 million of this loss, and the black service only for R2 million.

The reason is that the black service is much better utilised. Income from black fares cover between 74 and 80 percent of expenditure

For the white service the figure is only 58 percent because of poorer utilisation. During non-peak hours about 70 percent of the white buses are idle

Black buses are much better used during off-peak hours. On some routes they are overloaded while white buses are running nearly empty

Integration would partly cut this wastage. But only partly

At the moment the transport department runs 376 white buses on 100 routes and only 70 black buses on 12 routes. The rest of the city's

black commuters are carried by trains and Putco buses.

Financially the black service is only a drop in Johannesburg's bus transport bucket. Instant integration would thus not necessarily be an instant financial solution.

Doubts have also been voiced in the past about whether black commuters would be prepared or able to pay the higher fares which an integrated bus service would bring about

Mr Les Pettey, general manager of the city's transport department, dealt with the issues involved when asked to comment on the possibility of a fully multiracial service

"Although to integrate might appear to be the best way to improve economic viability, a careful study would have to be made to ensure that high standards of security, safety and comfort are maintained. Otherwise large numbers of white passengers would find alternative trans-

## Transport officials dream about a better spread of passengers during non-peak hours on all routes

port — particularly as 70 percent are females"

The transport department had already received telephone calls from passengers in Dunkeld, Parkhurst and Bellevue-Yeoville who were apprehensive about reports that buses on these three routes might be opened to all race groups

Mr Pettey, however, pointed out that empty buses are a headache for transport officials. They dream about a better spread of passengers during non-peak hours on all routes. The only way to achieve this would be to open all buses to all races

He provided recent figures showing that there is a definite percentage of black commuters who are willing and able to pay more for a better service

These figures relate to the number of blacks who daily use private combi taxis from townships to the city

Although more expensive than the normal bus service, the combi taxis are preferred by a considerable number of people because they offer more comfort and security

The cost of these taxis is roughly

Should Johannesburg have a chairman of the city's transport department? Mr van Zyl, recently challenged the open the bus routes in three councillors. The PFP accepted implementation in Parkhurst, Bellevue-Yeoville, but insisted. The city's transport department instructed by Mr van Zyl to practical detail of integration. WET looks at the issues in races

double the train fare and 50 percent higher than the bus fare

According to Mr Pettey about 13 700 black commuters (or 7 percent) use the combi taxis on a daily basis

"This shows that a certain percentage of blacks are prepared and able to pay more for a better service"

Putco spokesman Mr Pat Rogers confirmed that its buses are getting competition from combi taxis

"We have lost about 5 percent of our customers over the past two years. Although the economic situation might have played a role, we largely attribute this to the in-

creased use of taxis"

Putco has also been receiving complaints from white-collar black commuters about overcrowding and dirty buses

"We are aware of the fact that there is a middle-class group of blacks who are prepared to pay extra to get extra," Mr Rogers says

At the other end of the scale are whites who want to use black buses

"I have been getting calls from whites wanting to use our buses because it would be more convenient for them. Of course I had to say no, we are only licensed to carry black passengers," said Mr Rogers

Mr Paul Asherson, PFP city councillor for Wanderers, also tells of a recent meeting in his area where ratepayers called on Putco to open their buses to white passengers

If straightforward integration is not the solution, what then?

The PFP in the city council seems to be thinking of a system which makes a lot of sense in view of the preceding facts

Mr Max Neppe, PFP councillor

# Key problems block way of integration

SAW 15/7/85  
Should Johannesburg have a multiracial bus service? The chairman of the city's transport committee, Mr Danie van Zyl, recently challenged the Progressive Federal Party to open the bus routes in three wards represented by PFP councillors. The PFP accepted the challenge, agreeing to its implementation in Parkhurst, Dunkeld and Bellevue-Yeoville, but insisted that certain conditions be met. The city's transport department has since been instructed by Mr van Zyl to draw up a report on the practical detail of integrating the three routes. HANNES DE WET looks at the issues involved in opening buses to all races

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If straightforward integration is  
not the solution, what then?

The PFP in the city council  
seems to be thinking of a system  
which makes a lot of sense in view  
of the preceding facts.

Mr Max Neppe, PFP councillor

on the transport committee, doesn't  
want to go into detail at this stage,  
but indications are it is based on a  
two-tier system which boils down to  
economic segregation.

In other words, two bus services  
with different fare structures, a  
more expensive A bus and a less ex-  
pensive B bus.

Such a system would cancel out  
the potential problem of overcrowd-  
ing. All passengers of all races  
would have access to both services,  
depending on which one they could  
afford. And there would be a better  
spread of passengers.

What does Putco think about it?  
"If one were arguing pure econom-  
ics, it would be a sensible step. In  
such a system we would want to  
provide only one tier," said Mr  
Rogers.

But the present economic cli-  
mate precluded Putco from upgrad-  
ing the overall comfort standards of  
their buses.

Transport officials believe a two-  
tier system could be a viable solu-  
tion. It would have to be run by a  
co-ordinating body which would en-  
sure that certain standards were  
met in both tiers. This could be es-  
tablished once the new Regional  
Services Councils come into being.

But Mr Danie van Zyl, an NP  
councillor and chairman of the  
city's transport committee, isn't in  
favour of a two-tier system.

"The two-tier idea is only so-  
called integration. My view is that  
we should experiment with one bus  
service for all races on the Belle-  
vue-Yeoville, Parkhurst and Dun-  
keld routes — with white passen-  
gers paying the lower fare black  
fare. If this proves successful we  
can take another look at the general  
situation."

Mr van Zyl says the transport de-  
partment's report on the three  
routes should be ready for the next  
management committee meeting  
towards the end of the month.

## Pietermaritzburg

# to be centre of new transport plan

### Pietermaritzburg Bureau

THE capital has been designated the core city of an overall metropolitan transport area, says a notice in the Government Gazette.

The area comprises Pietermaritzburg, Howick, Hilton, Mount Michael, Ashburton, Plessislaer, Foxhill, Zwartkop location, Emphomeni township, Sobantu and the Edendale complex

A metropolitan transport advisory board will be established and will comprise members of the private and public sector and the various authorities within the metropolitan area

The Pietermaritzburg Metropolitan Transport Area was officially declared by the Minister of Transport, Mr Hendrik Schoeman, and published in the gazette

The MEC for roads, Mr

Dering Stainbank, said the advisory board would be responsible for approving a metropolitan transport plan prepared by the core city and consisting of private, public rail, bus and train transport plans.

He said the core city would undertake the planning and transportation studies of the area. The capital would also be responsible for the control of funds provided for planning and implementation

One of the purposes of the transport plan is to provide a comprehensive overview of transport and transportation matters in a metropolitan area

Areas falling under the control of the KwaZulu Government would be included in the metropolitan transport area as soon as the KwaZulu Urban Transport Act had been assented to, Mr Stainbank said

# New RSC for Jo'burg faces R350-m rail shock

25/7/85 Transport Reporter *AW*

South African Transport Services will not pay for the planned R350 million overhaul of part of the Johannesburg rail system, nor will it cover possible operating losses

Mr Walter Brass, SATS chief director of planning, said the new Regional Service Council in the area would have to find funding for the project

"SATS will do the planning, construction, maintenance and operation, but capital and money to cover our losses will have to come from elsewhere.

"We have begun expropriating property and clearing various sites, but the development of the project itself will not be starting just yet"

Mr Brass said the overhaul was aimed at maximising capacity to accommodate the 135 000 commuters expected in peak hours in the year 2 000. The present level is 60 000 passengers in peak hours.

The project, he said, had been divided into two stages — the lines between Langlaagte and Johannesburg stations and between Johannesburg and George Goch stations

## TO BE DEMOLISHED

In the first stage, the Grosvenor and Mayfair railway stations would be demolished and replaced by a new, bigger Mayfair station between the two suburbs. The completion date for the station is July 1988.

In the second stage, Jeppe and Ellis Park stations would be demolished to make way for a new Ellis Park station, 125 m east of the existing one. This station should be completed by March 1989.

The project will also include

- A rationalisation in the flow of traffic through Johannesburg station. The plan envisages three lines into and three lines out of the station without crossing other railway lines, as they do at present
- A rail-over-rail bridge east of George Goch station to provide a seventh line to Johannesburg for main line trains.
- Centralisation of all traffic control to a centre south of the railway line and west of the Queen Elizabeth bridge
- The demolition of 125 existing buildings and the erection of 37 new buildings
- The building of 11 new road bridges

At the end of the project, expected to be complete by 1990, about 58 km of new main lines and 30 km of yard track will have been provided

Current Real Weekly Wage: R 21.79

Current Real Weekly Wage: R 19.85

Grade 10	0.00	0.00	17.59	20.22	21.98	23.74	27.72	27.72	31.68	34.76
Grade 12	0.00	0.00	30.07	24.45	24.59	23.67	21.76	19.96	21.88	21.47
Hourly	44	44	44	44	44	44	44	44	44	44
Current Hours:	44	44	44	44	44	44	44	44	44	44
Hourly	26.55	26.09	33.21	29.06	22.12	11.88	15.84	19.43	21.58	23.74
Current Hours:	44	44	44	44	44	44	44	44	44	44

**MABOPANE and So-shanguve train commuters are up in arms against "overcharging" ticket examiners whom they claim also refuse to issue tickets for the money they receive.**

This problem dates back to when a direct bus service between two areas and Pretoria was stopped from operating. Thousands of people started complaining about disparities in what certain ticket examiners charged for particular distances. There were

# Pta train commuters up in arms

3 (269) Sowetan  
26/7/85

those whose tickets went as far as the new Belle Ombre Station but were forced to board trains to main local stations as a result of irregular services.

"There are times when we are forced to jump into any train arriving at the station because of problems we often encounter when trains are late. And on arrival at any of the stations, one has to pay the difference in cash. But surprisingly enough, ticket examiners do not issue tickets and also charge different amounts for the same distance," said Mr Jack Mokone, a commuter.

Mr Mokone added that those who tried to find out why they were not being issued with tickets were said to be interfering.

Mr J S Meyer, acting regional manager for the South African Transport Services (SATS), told **The SOWETAN** that he was not aware of such complaints. No verbal or written correspondence was made to the effect, he said.

When the matter was first reported in **The SOWETAN**, the SATS had promised to investigate. The spokesman had then said it was improper to receive money and not issue a ticket.



# SAA could lose its US landing rights, says chief

Transport Reporter

The withdrawal of South African Airways landing rights in the United States "appears to be a possibility", says the airline's chief executive, Mr Gert van der Veer.

He refused to discuss the issue this week, saying it was out of his hands, but in the latest issue of SA Leadership he said SAA would make alternative arrangements if landing rights were withdrawn.

He said there were many ways in which this could be done but he did not want to elaborate.

"But I tend to believe reason will prevail in the United States"

ONLY DIRECT FLIGHT

Only SAA provides a direct connection to the United States as Pan American World Airlines recently withdrew from the route.

Asked what effect the termination of the direct connection would have on travellers, Mr van der Veer said it would be a deterrent, not only to travellers but to businessmen sending "an enormous amount of freight between the two countries".

Another factor, he said, was the immediate economic disadvantages to the Cape Verde Islands, where "SAA makes a quite a substantial economic contribution by using the island as an intermediate stopover to the United States".

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SA 26/7/85

# Coast-to-coast luxury bus challenge to Sats

By David Carr <sup>269</sup> ~~269~~  
SOUTH Africa is to get a coast-to-coast luxury bus service.

After the success of the Greyhound service between Johannesburg and Durban, the National Transport Commission has decided to permit extension of the luxury bus network.

According to notices in the Government Gazette, it will hear applications to provide the national service by three private bus operators and SA Transport Services on June 6

*S. Times*  
**Rail closing**

The service will provide an important option to car, rail and air travel throughout the country

The bus service could precede Sats closing all its long-distance railway passenger services, with the exception of the Blue Train Sats loses millions of rands on these services. Sats' commuter rail services are not expected to be affected

The buses will be far cheaper than flying

or travelling by train. They will be faster and probably more comfortable than trains. One person will be able to travel far more cheaply in the new buses than by car.

Greyhound's Durban-Johannesburg return ticket, for example, costs R79, compared to a first-class rail ticket of R160 and second-class R114. The return air ticket costs R208, but can be reduced to R110 if one takes the midnight "red-eye special".

Greyhound's Durban-Johannesburg buses have been packed and at Easter it was impossible to get on board

The NTC's hearings are important because they will put to the test the Government's commitment to free enterprise

Sats is eager to get the bus service and will fight the private sector

The other contenders are Greyhound, which is owned by United Transport Holdings, one of SA's biggest unlisted companies; Jakaranda Busdiens of Bloemfontein; and City Tramways, part of Tollgate Holdings

Permits may be granted to one, two or even all the applicants, in which case, com-

To Page 3

## Luxury bus challenge

From Page 1.

petition will ensure good service and cheap fares

The proposed network will link every major city in South Africa. One route will be between Pretoria and Johannesburg. Another will be between Johannesburg and Cape Town

Travellers to and from Cape Town will be able to choose between the shorter, direct trans-Karoo route and the Garden Route. The Garden Route will link Cape Town, Port Elizabeth, East

London, Durban and Bloemfontein, which will be an important terminus. Uppington will also be connected to the network

The buses will be air conditioned with aircraft-type seats. They may have on-board pubs and toilets. They will cost R300 000 each

The winner or winners of the contract will have to spend huge amounts on buses and depots, but judging by the competition, the service is expected to be highly profitable

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268 NM 29/7/85

# Indians working for PO on increase

Mercury Reporter

THE number of Indians working for the Post Office had increased from 1 802 to 1 951, said Mr L A P Munnik, Minister of Communications, when he opened the sixth congress of the S A Posts and Telecommunications Employees' Association (Indian Staff Association) at a Durban beachfront hotel at the weekend

In spite of having expenditure reduced, three new post offices at

Evanross, Marburg and Maidstone were being built, while three new telephone exchange buildings were in the planning stage, he said

Mr Munnik said it was pleasing that in the past two years the number of qualified Indian technicians and Telecom electricians had increased by 46 percent from 437 to 641

Sapa reports that the president of the staff association, Mr Rabi Gobind, yesterday called for

the creation of a single staff association for all postal and telecommunications workers

He said there were at present no fewer than six such associations, established mainly on racial lines, representing various postal workers all employed by the same department and having similar problems

The time had arrived for a joint endeavour by all employees, he said

A resolution passed at

yesterday's session called on the department to formulate a policy 'for the prevention of discrimination in employment and occupation'

It also called for equal opportunity and treatment, secured employment and uniform working conditions for all workers

Meanwhile the Union of Communication Workers in Britain has invited Mr Gobind to visit the U K this year on a study tour.



Cape Times 29/7/85

# Post Office workers call for non-racial staff body

**Argus Correspondent**  
**DURBAN** — The South African Postal and Telecommunications Employees' Association has called for a single staff association for all P and T employees, regardless of race

The call was made in a resolution demanding the repeal of all P and T discriminatory regulations. It was passed at the association's biennial congress here at the weekend.

The association has a largely Indian membership.

Its president, Mr Robbie Gobind, said yesterday there were six different staff associations, divided in terms of race and job classification, as well as

black workers' liaison committees

"But our problems are all basically the same as P and T employees, and it will be much better for us to get together."

He said the move was also vital for the association's attempt to get affiliation to the Post, Telephone and Telegraph International, based in Geneva.

Mr Gobind said he had had meetings with the PTTI and it was clear that the association would be unable to get affiliation as long as it was an ethnically-defined body.

He hoped to meet PTTI executive members again this year.

Current Real Weekly Wage: R 17.68

Current Real Weekly Wage: R 16.58

Grade	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
Hourly	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Current	16.71	18.03	19.35	22.88	22.88	26.40	29.04	20.21	20.17	19.29	17.96	16.47	18.23	17.94	18.76	20.14	21.58	24.48	24.48	28.08	30.96	19.33
1975 to date	18.03	19.35	22.88	22.88	26.40	29.04	20.21	20.17	19.29	17.96	16.47	18.23	17.94	18.76	20.14	21.58	24.48	24.48	28.08	30.96	19.33	25.41
Change	1.32	1.32	3.53	3.53	2.64	0.04	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.08
%	7.8%	7.3%	15.3%	15.3%	10.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	24.2%

# Shot in arm for the Railways

THE South African Transport Services is to spend R350-million in the next three to five years to improve its railway connections in Johannesburg.

A SATS spokesman said this was part of a greater project being undertaken to cut down delay of trains and create a better flow where bottlenecks have been experienced

He said more than 60 000 commuters —

mostly blacks — are being transported an hour on suburban trains during rush hours, but in the next few years this number will have increased to about 135 000

## Faster

"For this reason, the idea of overhauling part of the existing railway system is to accommodate more people and supply a faster as well as efficient train service,"

he said

The spokesman also said a start has been made with preparation of the ground. The entire project, he said, is to be completed in 1990 and has taken three years of careful planning

He said in view of the large amount of money involved, it was uncertain at the moment what role the new Regional Services Councils will

play. Presently, the SATS, which is running its passenger services at a big loss, is heavily subsidised by the Government

## Demolition

Improvements being envisaged include the demolition and replacement of existing stations of Jeppe, Ellis Park, Grosvenor and Mayfair

A new station east of the existing Ellis Park

will be built to cater for the many people attending games at Ellis Park stadium. The demolition of Jeppe Station is because it is under-utilised. The Ellis Park Station should be ready by March, 1989

According to the spokesman, once the whole project is completed, there will be 58 km of new mainlines provided and 30 km of yard track.

Sowetan

29/7/83

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# SATS has much to offer its neighbours

269

Star

29/7/85

By Zenaide Vendeiro

The Nkomati Accord had shown that South Africa could maintain good relations with its neighbours despite political and other differences, the Minister of Transport Affairs, Mr Hendrik Schoeman, said today.

Opening the fourth Annual Transportation Convention in Pretoria, Mr Schoeman said that, in keeping with this philosophy, South African Transport Services could offer the rest of Africa in knowledge, training, technical advice, technology and transport infrastructure what no other country could match by supplying weapons and capital.

Although only six percent of Africa's population lived in South Africa, SATS had half of Africa's locomotives and rolling stock and 75 percent of its electrified railways.

## HARBOURS

South African transport industry was eight times larger than in the rest of the sub-continent and, in addition, six of the 15 largest harbours serving the sub-continent were within the Republic.

Mr Schoeman said these achievements were available to everyone in Southern Africa and "it makes one wonder if the proponents of disinvestment want to deny these advantages to those outside South Africa".

He added that the National Transport Policy Study was progressing well, and several of its recommendations would be before Parliament next year.

More than 150 papers on all aspects of transport will be presented at the ATC which ends on Friday. About 700 delegates, including the largest yet overseas contingent, are attending the convention.

● See Page 8.

# Domestic market holds, but external business

Q: Has SAA experienced a decline in passengers?

A. In the financial year ending March 1985, we had a nine percent increase in international passengers and a 14 percent increase in domestic passengers compared with the previous year.

During the first quarter of the current financial year, we have had a 1.7 percent growth in domestic passengers and a slight drop of 3.7 percent in international passengers compared with the same period last year.

We are anticipating a decrease in international passengers later on in the year. One reason for this is that South Africans are certainly beginning to fly less because of the weak rand and the recession.

Figures of incoming traffic from Europe seem to be holding up, but traffic from the United States has dropped and we are anticipating this to continue, largely because of the negative publicity South Africa has been receiving there.

Q: Will the state of emergency worsen matters?

A. I have no comment on that at the moment. We will have to wait and see because I think opinions here are mixed. On the one hand some people feel that it is a very negative thing, and on the other hand, many people say that it is a positive step that something is being done to cope with the situation.

Q: How did SAA perform in the last financial year and what is the position so far this year?

A. In the year 1984-85, we

## Recession, weak rand begin to bite SAA

(269)  
29/7/85 Star



Mr Gert van der Veer . "South Africans are certainly beginning to fly less"

**South African Airways may fly above the clouds — but it has not escaped the effects of the recession. Transport Reporter ZENAIDE VENDEIRO spoke to SAA's chief executive, Mr Gert van der Veer, about the airline's prospects.**

expect a break-even situation with the possibility of a slight profit.

This was accomplished under very difficult circumstances. One of these was the fall of the rand against the dollar. The value of the rand was almost halved in 12 months which led to the costs of running the SAA, in rand terms, increasing by about 40 percent.

SAA's attitude has been to attract a bigger market share rather than increase fares and we have been very successful.

In the last financial year, our domestic traffic increased by 14 percent which is particularly significant if one looks at the

fact that the average growth in domestic traffic from 1980 to the end of 1983 was only about 1.5 percent.

This must also be viewed against the decline in economic activity, domestically.

Q: Do you ascribe this growth to "special" fares?

A. The increase has been due, firstly, to the introduction of the very popular midnight flights at a 50 percent discount. We expanded this service on June 1 and it now covers all the major cities.

Secondly, the incentive fares which we have introduced — flexi-flights, family fares, 40 percent

discounts for pensioners, standby fares on all flights at 20 percent discounts, 40 percent discount for national servicemen — have helped to stimulate the domestic market.

It has been gratifying to note that people who were not travelling with the airline are now making use of our services. The people who fly the midnight flights, for example, are not only the typical businessmen who have done so in the past.

We have also consolidated our domestic timetable. We have looked critically at our complete route network and those routes that were not profitable, or those flights which carried

too few passengers, have either been eliminated or realigned.

Our average seat occupancy on the domestic service has gone up by 8.4 percent in the last year.

We have also started to market far more aggressively, particularly on the domestic front. We have tried to respond to what the market wants.

That is why we introduced the business class at the end of last year on the narrow-bodied aircraft and the beginning of this year on the wide-bodied aircraft. Support for the business class has grown steadily and has, in fact, now overtaken revenue earned on first class. Due

# market holds, but external business falters

## Recession, weak rand begin to bite SAA

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29/7/85 SAA



Mr Gert van der Veer ... "South Africans are certainly beginning to fly less".

South African Airways may fly above the clouds — but it has not escaped the effects of the recession. Transport Reporter ZENAIDE VENDEIRO spoke to SAA's chief executive, Mr Gert van der Veer, about the airline's prospects.

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to the positive reaction from passengers, we are now looking at ways of improving business class. SAA is also having a very careful look at our existing first class on our Airbus.

Q Do you plan to expand the recently-announced youth fares to the US to other destinations? A. We have further plans in mind for the US which look very attractive — not just for New York, but for the rest of America.

We are seriously looking at extending the youth fares to other destinations internationally but, of course, the fares are not totally under the control of SAA. It is always done in conjunction with our pool partners. They may not necessarily be in agreement with what one is trying to do, but personally, SAA would like to extend these facilities and we are working on this.

The attempt is not so much to lower fares to the people who are flying but to bring more people into the market at attractive rates and in that way add to our total revenue.

Q Do you envisage fare increases within the next three months?

A. I don't think fares will be increased before the end of the year. There may be adjustments, of course, depending on the rand/dollar exchange rate, but no increases in the fares themselves.

I don't think the market can carry much higher fares. Fare increases could, in fact, have a negative effect on SAA's position.



# Ciskei accuses SA of economic sabotage bid

Transport Reporter

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8701 30/7/85  
South African officials were apparently trying to sabotage Ciskei's new free market development strategy, Mr Leon Louw, executive of the Free Market Foundation, said today.

In his address on transport deregulation in Ciskei to the Annual Transportation Convention (ATC) in Pretoria, Mr Louw said that, in terms of Ciskei's Small Business Deregulation Act, transport enterprises employing fewer than 20 people were exempt from economic regulation

## "UNFAIR"

Mr Louw said that while the official South African Government position was that it accepted Ciskei's new free market development strategy, South African Transport Services were apparently trying to sabotage Ciskei's policy

A South African official had complained that Ciskei permit holders would provide "unfair competition"

"South African officials are said to be harassing Ciskeians by setting up roadblocks where Ciskei roads pass

through South Africa in order to prosecute Ciskeians travelling lawfully from one part of Ciskei to another.

Ciskei has filed a diplomatic complaint but more drastic action might be called for, such as a renegotiation of the transport treaty or the impounding of South African vehicles passing through Ciskei.

"This last alternative would virtually bring the border region of South Africa, and transport through Ciskei, to a standstill."

Mr Louw said deregulation had created many new opportunities

There had been a tremendous growth in the number of licensed taxis, which did not appear to have occurred at the expense of buses and trains

Various new services had emerged since deregulation, including a new private bus service

Deregulation had also resulted in:

- The depoliticisation of transport and the decriminalisation of legitimate trade
- An eradication of corruption. Politicians and officials were no longer able to manipulate the regulatory system
- Police and inspectors could concentrate on maintaining law and order.

# Black commuters hit by poor travel links

Transport Reporter

269

Star 30/7/85

Distances are not solely responsible for the long journeys undertaken by black commuters, researchers have found.

Commuters spend much time transferring from one mode of transport to another, walking to and from inconveniently sited stations and being forced by restrictions to take detours and make additional transfers

In a paper presented at the Annual Transportation Convention in Pretoria today, two researchers from the National Institute of Transport and Road Research said it was important to reduce travel times because

● Average commuting times were increasing.

● The increase in black incomes had led to an unwillingness to contend with long travel times

● Workers had less time to spend with families and on leisure

The researchers divided the daily black commuter group into three categories

The first category (30 percent of all commuters) travelled up to 15 km, with an average travel time of about one hour in one direction only. Only 40 percent of this time was spent in vehicles.

The second category (50 percent of all commuters) travelled between 15 and 30 km, with an average travel time of 1½ hours. Half

this time was spent in vehicles.

The third category (20 percent of all commuters) travelled an average of 45 km in just under 2½ hours. Sixty percent of this time was spent in vehicles

Factors unrelated to distance or speed increased travel times

● Regulations resulting in time-wasting detours and the need to make additional transfers

● Poor co-ordination between transport modes

● Restrictions on competition.

● The inconvenient siting of bus stops and terminals.

Suggested short-term solutions included freer competition and fewer unnecessary regulations

Longer-term measures included a restructuring of urban areas and transport infrastructure

Researchers also found that some commuters spent more time travelling than they did sleeping

Their study compared the daily travel times and activities of 50 short-distance (10 to 15 km) and 50 long-distance (60 to 130 km) male commuters in the Pretoria area.

The average time spent sleeping for the 100 commuters was exactly eight hours. Mamelodi commuters slept considerably longer (8 hrs 38 min) while long-distance commuters had less time for sleep (7 hrs 23 min), especially in Bophuthatswana's north-east where they averaged only 6 hrs 49 mins.

The average work day was 7 hrs 54 mins.

The average time spent travelling each day varied from 1 hr 57 mins in Mamelodi to 7 hrs 19 mins in Bophuthatswana's north-east. This last group spent more time commuting than they did sleeping

# Considerable potential for Jo'burg underground

269 Star 1/8/85

## Transport Reporter

The latest study on an underground rail system for Johannesburg showed "considerable potential for success" and was expected to be completed by September, it was announced in Pretoria yesterday.

The progress of the Johannesburg Mass Transit Study and the history of studies undertaken into a rapid rail system for the city in the past 15 years were discussed in a paper presented to the Annual Transportation Convention.

Consulting engineer Mr R A Stanway said a committee was appointed by the Minister of Transport Affairs in 1983 to direct a study into the viability of such a system.

The committee was asked to use as a term of reference a 1971 report by the London Transport Executive, which proposed a conventional 1,434 m gauge, steel-on-steel duorail system in tunnels of 4,5 m diameter and about 23 km in length. Automatic train operation and automatic fare collection were proposed.

The capacity of the line was envisaged to be about 24 000 passengers every two hours in each direction.

Cost at 1971 prices was R150 million, with yearly revenue estimated at R7,7 million and yearly operating costs of R4,9 million.

The first phase of the Johannesburg Mass Transit Study, said Mr

Stanway, was an update of the costs. Latest estimates put the cost of the underground system at R1 200 million, with operating costs marginally exceeding revenue.

The second and third phases, which were still in progress, included a consideration of alternative mass transit systems, innovative financing techniques and proposals on the authority that would operate the system.

Mr Stanway said work on Phase 2 was beginning to highlight considerable potential viability for a rail-based system.

Investigations, he said, were leading to a slightly lighter type of system than envisaged in earlier years, incorporating as much existing right-of-

way as possible on the outskirts of the city, but going into tunnels in the central area.

Connection with South African Transport Services' railways running east-west through the central area also seemed to have considerable merit.

"As far as financing is concerned, central government support is essential," said Mr Stanway. "Nevertheless, innovative financing techniques such as value capture and joint development show considerable potential in making significant financial contributions."

It is thought that if viability of the system was established, a full cost-benefit analysis and a full environmental impact analysis would be done.

# Network to replace News Focus, Midweek

Mercury Correspondent

JOHANNESBURG—The new public affairs programme scheduled to start on TV1 on August 31 will be titled *Network*, or in Afrikaans, *Netwerk*.

The English version will be screened on Tuesday and Thursday nights from 8 p.m. to 8.50 p.m. It will be presented by Pat Rogers, John Bishop and Donna (Wurzel) Doig.

Actuality programmes such as *Midweek* and *News Focus* will fall away as subjects previously discussed in these programmes will be featured in the new format *Network*.

The Afrikaans equivalent will be screened on Mondays and Wednesdays in the same time slot. It will be presented by Ruda Landman, Jannie Botes and Colie van Koller.

All Afrikaans actuality

programmes, such as *Ver slag*, *Pols* and *Nuusfokus* will be incorporated in the new programme.

*News Review/Nuus Oorsig* on Sunday nights will make room for two English and two Afrikaans chat shows a month—alternating each week—as well as *The Human Factor* and an Afrikaans equivalent of this.

These programmes will also fall under the general title of *Network/Netwerk* and will be screened from 8.10 p.m. to 9 p.m.

The executive producer of the English edition is *Midweek* producer Marie Bruyn Freek Robinson, who has been appointed Manager: Public Affairs Afrikaans TV, will be in charge of *Netwerk*.

He replaces Frederick Stark, who recently resigned from the SABC.

# Economy drive: 23 flights to be dropped

By Zenaide Vendero, Transport Reporter  
South African Airways

SA 269  
5/16/85  
today announced it was temporarily withdrawing 23 domestic flights to all major centres because of a sharp drop in the number of passengers.

A spokesman warned that more flights could be cancelled in future.

The drop in passenger numbers, he said, was ascribed to the unfavourable economic climate and had resulted in certain flights not being economically viable.

"We have taken this step to ensure that these unnecessary losses are not passed on to passengers."

The shock announcement follows the cancellation on Saturday of three flights from Johannesburg to Cape Town because of poor passenger support.

The flights withdrawn are

- SA 303, Jhb. to CT, Mondays to Sundays
- SA 302, CT to Jhb, Saturdays
- SA 309, Jhb to CT, Fridays
- SA 330, CT to Jhb, Fridays
- SA 312, CT to Jhb, Mondays to Fridays
- SA 316, CT to Jhb, Mondays
- SA 324, CT to Jhb, Sundays
- SA 318, CT to Jhb, Mondays to Fridays, and Sundays
- SA 319, Jhb to CT, Mondays to Fridays, and Sundays
- SA 333, Jhb to CT, Saturdays
- SA 360, Bloem to Jhb, Wednesdays and Fridays
- SA 361, Jhb to Bloem, Wednesdays and Fridays
- SA 401, Jhb to PE, Mondays to Fridays
- SA 408, PE to Jhb, Mondays to Fridays
- SA 451, Jhb to PE, Mondays
- SA 454, PE to Jhb, Fridays
- SA 510, Dbn to Jhb, Mondays to Fridays
- SA 511, Jhb to Dbn, Mondays to Fridays
- SA 519, Jhb to Dbn, Mondays to Fridays
- SA 518, Dbn to Jhb, Mondays to Thursdays
- SA 505, Jhb to Dbn, Sundays
- SA 520, Dbn to Jhb, Sundays
- SA 544, Dbn to Jhb, Saturdays

SAA cuts 30 flights

# 30 flights from City service

Cape Times 6/18/85

269

By ROGER WILLIAMS  
Chief Reporter

**SOUTH AFRICAN AIRWAYS** yesterday announced drastic cuts in its internal schedules, with 30 flights a week on the Cape Town-Johannesburg service cancelled with immediate effect.

The airline said the cancellations had become necessary because of a sharp decline in the number of passengers using domestic services. It ascribed this trend to the state of the national economy.

SAA also announced that smaller aircraft would be used in place of wide-bodied planes "subject to passenger demands", and warned that further flights might be cancelled at short notice if they did not attract enough passengers.

It apologized for any inconvenience caused to passengers, but said it was sure air-travellers would appreciate that the cancellation of un-

economic flights was in their own interest.

The statement said SAA wished to ensure that losses incurred through uneconomic flights were not passed on to the consumer.

The flights on the Cape Town-Johannesburg route that have been cancelled with immediate effect are

- SA-303, JHB-CT, Mondays through to Sundays
- SA-302, CT-JHB, Saturdays
- SA-309, JHB-CT, Fridays
- SA-330, CT-JHB, Fridays
- SA-312, CT-JHB, Mondays through to Fridays
- SA-316, CT-JHB, Sundays
- SA-324, CT-JHB, Sundays
- SA-318, CT-JHB, Mondays to Fridays, and Sundays
- SA-319, JHB-CT, Mondays to Fridays, and Sundays
- SA-333, JHB-CT, Saturdays

Mr Peter Hugo, vice-president of the Cape Town Chamber of Commerce, said last night that while the chamber fully understood SAA's need to reduce the number of uneconomic flights, the move was a further indication of the deterioration of the economy of the Western Cape.

This had been exacerbated by a drastic fall-off in tourism, particularly from abroad.

"Although most of the cancelled flights are during the off-peak periods, the cutbacks will obviously put extra pressure on flights during the peak periods

which are the ones used mainly by businessmen.

"It is therefore likely that businessmen will be inconvenienced by the cancellations.

"It is hoped that SAA will monitor the situation closely and reintroduce flights at peak periods as they become necessary.

"It is also disturbing to note that further flights may be cancelled at short notice and the chamber requests the airways to give sufficient notice to businessmen to enable them to plan trips accordingly."

Mr Hugo said this move by SAA underscored "the importance of finding urgent solutions to our political and economic problems".

The Progressive Federal Party spokesman on Transport, Mr John Malcolmes, said: "As a business decision SAA's cancellation of flights is understandable but as a State monopoly SAA has a responsibility to the public which it is now ignoring."

"This massive cutting of schedules will create problems for the business sector and the general public and is another result of government handling of the economy and the declaration of the state of emergency.

"In the first place it is high time that State monopolies are dispensed with and market forces allowed to operate.

"The answer to our problems is to negotiate with all our people to share power. Until we do this moves such as the SAA cuts will be everyday news."

● Air Times, page 13

**MINOLTA X-700**

135 mm single-lens reflex that  
sure modes, plus a metered  
use up

# SAA may cut 269 overseas flights

## Transport Reporter

South African Airways may have to cancel certain international flights because of a sharp decline in passengers.

This warning follows the announcement earlier this week that 23 flight numbers, involving 68 flights to all major centres in South Africa, had been cut from the domestic timetable.

Despite the weak rand, there has been a drop in incoming passengers in the first quarter of the current financial year.

This has been especially noticeable in traffic from the United States,

where South Africa has been receiving negative publicity.

SAA chief executive, Mr Gert van der Veer, expects this trend to continue.

Businessmen are not travelling as much as in the past and many passengers are avoiding daylight travel in favour of the cheaper late-night flights.

SAA is not prepared to carry losses of uneconomical services and has said that it has axed flights to prevent these losses being transferred to its passengers by way of fare increases.

## Sats' huge plans

A R350m programme to more than triple the existing railway lines in a 15 km stretch to the east and west of Johannesburg station is being planned by the South African Transport Services (Sats)

The plan involves the expropriation of over 120 industrial and residential properties, and the demolition of four historic Johannesburg stations, two of which will be replaced

Sats will increase the number of railway lines between George Goch, east of Johannesburg station, and Langlaagte on the west, from two to seven

Work will start only when finance can be found, but the extra lines will have to be operating by 1990 when Sats estimates traffic will have increased from the current 60 000 to 135 000 commuters/hour at peak periods, mostly from Soweto

Yet Sats is adamant that it will not fund the extensions itself. Government, it says, must assist financially or funds must be raised through the local regional service council, when formed

During construction, traffic and business near the line — including the CBD and Braamfontein — will inevitably be disrupted

The scheme is ambitious by any standards. It will involve the expropriation of 52 properties in the east and 68 in the west, some of which have already been taken over. In the eastern section, some of the properties earmarked for expropriation are industrial

But what concerns commerce is that the relocation of stations could affect trade patterns, particularly those businesses catering to black trade

The Jeppe and Ellis Park stations in the east will be demolished after March 1989, and consolidated into one Ellis Park station 125m east of its present position

To the west, it is planned to demolish the Grosvenor and Mayfair stations after July 1988. They are to be replaced with one Mayfair station, halfway between the two existing stations. Expropriation of the 19 properties needed for this part of the exercise has already been finalised

The bridges at Jules, Market, Nugget, Claim, Twist and King George streets will be reconstructed, as well as those at Sive-wright Avenue and Siemert Road.

The existing Braamfontein station will be retained for incoming traffic and a new extension will be built to handle outgoing trains ■



# Unrest

## (269) 274 (A) buses

SANETANG 1/5/85  
THE Daveyton Town Council has pointed out that it arranged seven buses to ferry mourners at an "unrest" funeral to the cemetery after a request by the police. Our report yesterday said these were buses belonging to the East Rand Development Board.

Mayor Tom Boya said his council provided the buses to help defuse a situation that threatened to go out-of-hand. This claim by Mr Boya was confirmed by an official of Eradebo. The buses, according to Mr Boya, belong to his council.

# Another family gets free buses to burial

BY SELLO RABOTHATA

ANOTHER Daveyton family was yesterday offered buses by the local town council, requested by the police, during the burial of an unrest victim who was shot dead two weeks ago.

Six buses were organised at the funeral of Miss Julia Mokoeba of Letwaba Street to ferry mourners to the cemetery as stated in regulations announced by the Minister of Law and Order, Mr Louis le Grange, regarding the burial of unrest victims.

On Tuesday, seven buses were arranged for mourners in the township when another unrest victim was buried.

This was after Bishop Desmond Tutu had held talks with the police on the lack of enough transport for the hundreds of people who attended.

A roadblock imposed by the police and the army was set up at the entrance to the township and all cars were searched.

Delivery vans were not allowed into the township and shopowners met them at the entrance 9/8/85.

The deal was also teaming with police and soldiers, but no inci-

dents were reported during and after the funeral SOWETAN

Reverend Steve Mochecane of the International Assemblies of God, who conducted the service, said the Makoeba family was also served with orders by Lieutenant Colonel G H Nel on how the service should be conducted and what route the procession had to follow.

The order also stated that the burial should take place at 9 30 am. "We approached the police and asked them if we could start at 10 am. The police agreed but said the whole service, including the burial at

the cemetery, should be over by 11 am. Rev Mochecane said

After the funeral procession had left, and a number of mourners were left behind, about 40 taxis blowing their hooters arrived at the bereaved family's home. All those left behind and those who were in their homes nearby were taken to the cemetery.

The scene resembled a wedding as hooters were again sounded on the way back from the graveyard. A spokesman for the taxi-drivers said they would always be prepared to provide transport on such occasions



## Recession hurts transport

# Sats heads for unprecedented loss of R400m

269 B-Day  
16/8/85

A MASSIVE collapse of rail, air and sea traffic was going to produce an estimated R400m loss for the Department of Transport Affairs, Hendrik Schoeman said yesterday

The Minister of Transport was addressing the Natal National Party congress in Durban

He said the recession had affected all his departments. Railway staff had been cut to the bone — by nearly 40 000 to about 230 000 — in the past two years and could not be reduced any further without disrupting services and contributing to unemployment.

Since the July holiday, travel had fallen off so badly that flights had had to be withdrawn.

He said SAA losses for the first quarter ran to R17m

"For the first quarter this year Sats showed a loss of R40m.

"If the present trends continue, then we expect a loss of between R300m and R400m for the book-year

"We are going to introduce further savings to try and bring that figure down," he said

Economists warn that the threatened huge R400m Sats losses will have seri-

### Business Day Reporters and Sapa

ous consequences for the economy

They include higher rail and air fares and freight tariffs from the start of the new financial year in April, inflated costs throughout commerce and industry, and a boost to SA's high inflation rate

Sats union leaders say the threatened big losses will not modify their salary demands.

The Federal Council of Sats Trade Unions, headed by Jimmy Zurich, will meet Schoeman next Monday to press a demand for 25% increases from January 1

The PFP finance spokesman Alf Widman feels the huge deficit is a spin-off from the recession

However, the implications of so big a deficit are alarming

If the loss is indeed going to be so great, higher rail and air fares and freight tariffs are certain

This will add greatly to SA's inflation problem

The minister's announcement, too, could be an early warning to Sats trade unions that their hopes of substantial increases next year were slim, if not non-existent, he says.

16/8/85

BUS APARTHEID (269) F-M

### Durban tries again

Durban is once again going through the motions of attempting to desegregate its black bus service.

But three previous applications and three appeals have been turned down, without explanation, by the National Transport Commission, so prospects that the latest efforts will bear fruit are not good

Apart from a genuine desire to eliminate apartheid in yet another of Durban's municipal services, there are strong economic motives behind the move

Durban's under-patronised white bus service runs at a deficit of some R500 000/year — despite the fact that it has been curtailed to virtually a peak period timetable only.

The problem is that there are some whites, a minority, who would benefit from a service that ran at off-peak periods like early mornings, late evenings and weekends

This is where Catch 22 comes in, to expand the already under-patronised white bus service to cater for the odd off-peak passenger would simply mean incurring additional



costs and increasing the already large deficit. Marshall Cuthbert, director of the municipal Durban Transport Management Board, argues that the sensible thing to do would be to allow those whites who desire a transport service at off-peak times to catch a black bus.

Cuthbert says he can't see passengers, whom the desegregation move is intended to help, objecting Johannesburg, Pietermaritzburg, East London, Port Elizabeth and Cape Town all have integrated bus services of one kind or another Durban is the only major city which doesn't

Not everyone agrees, however. Especially the vociferous rightwing Civic Action League, which has railed against integration moves at other application hearings.

"It is not fair," notes Cuthbert, "to blame government for the lack of progress in this matter It is only natural that they should take cognisance of the views of whites, especially the more vocal objectors"

Cuthbert, however, is not about to let the rightwingers deter him. He says he will press ahead with the latest application and will be looking for the widest possible community support to make sure it succeeds

Mrs Mathiasa  
awarded R32 138 in  
damages

## Shooting: SATS to pay up 269

The South African Transport Services (SATS) was today ordered by a Rand Supreme Court judge to pay damages to the family of a Bophuthatswana taxi driver shot by a railways policeman.

Mrs Sylvia Mathaisa sued the general manager of SATS and an employee, Sergeant Fanwell Kakuiye, for loss of maintenance and support and for damages.

Mr Justice R J Goldstone ordered the defendants to pay a total R32 138 to Mrs Mathaisa.

The court was told that on November 14 1982 Mr Isaac Mathaisa was shot and crippled. He died in June 1983.

Witnesses said that in a struggle over the ignition key of Mr Mathaisa's taxi, a shot was fired, hitting Mr Mathaisa.

SATS denied that Sergeant Kakuiye acted unlawfully or negligently.

# SATS housing helps stability, says Schoeman

Pietermaritzburg

Bureau 269

THE South African Transport Services believed the R345 million set aside in 1984/85 for housing their personnel had contributed to labour stability, Transport Minister Hendrik Schoeman said here

Opening a R22 000 000 hostel complex at Imbali which can accommodate 1 685 men, Mr Schoeman said the hostel served 'as an indication of the high premium we place on proper accommodation for our black workers'

The hostel, which is built on 22 ha and which includes 12 rooms to accommodate visiting wives, is the fourth of its kind in the country

The other hostels are at Umlazi, Port Elizabeth and Bapsfontein on the Witwatersrand with all four hostels able to house a total of 10 500 out of more than 100 000 black people employed by the Transport Services

The Imbali complex also boasts three football fields, an athletics track and a sports complex and as 'the need arises' families will be able to live at the hostel. Seven more dormitories can be built to accommodate a further 1 728 men

Mr Schoeman said 'Because of its strategic role and being the country's biggest single employer, the Transport Services should at all times have an adequate and stable work force and in this regard our black employees

play an important role

'Unfortunately there are certain elements who abuse trade unions as a cover for the S A Communist Party, ANC, UDF and other radically inspired organisations

'These so-called trade unions are not interested in matters concerning the welfare of its members but merely in creating labour unrest and do not respect family and community life

I call on all employees of the Transport Services to join the black trade union of the SATS because they are recognised as the mouthpiece of the workers and concern themselves purely with the welfare of their members'

Mr Schoeman said though South Africa comprised only 6 percent of Africa's population, it had 50 percent of the continent's locomotives and 75 percent of its electrified railway lines

South Africa's transport industry was bigger than any other in the sub-continent

He said that in spite of the Transport Services having reduced their staff by 16 percent or 44 000 people they still managed to increase productivity by 10 percent

About R1,25 billion had been allocated to upgrade the Eastern Transvaal-Richards Bay coal line as more than 80 million tons of coal was expected to pass through Richards Bay by 1990

269 B-Day 26/8/85

# Transport set to go private

ALAN PEAT

THE principle of deregulation in the transport industry, which has long been supported by the private sector, has now been accepted by government, with surprisingly few conditions.

This year's Annual Transportation Convention (ATC) was the largest forum for this debate in recent years.

Transport Affairs Minister Hendrik Schoeman told the convention: "I anticipate that legislation will be ready for consideration in Parliament next year to establish a mainly private sector Transport Advisory Council which will advise me on matters of transport policy."

In a later statement to *Business Day*, he said: "The National Road Traffic Act is in the process of consideration, consultation and drafting. The first drafts of the Transport Tribunal and Transport Advisory Council Acts are being examined."

Schoeman said, "The exact timing of enactment is not known, but 1986 is the objective."

These acts contain recommendations of the National Transport Policy Study (NTPS) for the deregulation of the transport industry presently controlled by the National Transport Commission (NTC), the Department of Transport and SA Transport

Services (Sats).

A special report early this year by the NTPS said with the proposed reorganisation of transport controlling bodies, "a number of statutory organisations must be abolished".

"These include the NTC, the South African Shipping Board, the National Marine Advisory Council, the Civil Aviation Advisory Committee, the Local Road Transportation Boards and possibly the Metropolitan Transport Advisory Boards. The result ... will be a tremendous saving in administration and infrastructure costs," said the report.

Sats is also in favour of deregulation, under certain conditions.

GM Dr Bart Grové told *Business Day*: "Sats has for several years been committed to freer competition and deregulation but believes it can move in that direction only if four conditions are met.

- It must be relieved of the financial burden of providing uneconomic socio-economic services;
- It must be allowed to introduce cost-related rail freight rates;
- Private road hauliers must be made to contribute to the provision and maintenance of roads,

● Sats can remain autonomous and be relieved of other obligations imposed on it. It must, for example, be given the right to refuse traffic or to suspend services."

Another aspect of deregulation is the removal of the present road transport commodity permit system, which restricts individual vehicles to the carriage of specific commodities defined in permits.

According to the Public Carriers' Association (PCA), this could be substituted with a quality control system approving carriers on a basis of technical, operational and economic efficiency.

Schoeman said, "The replacement of the present road service permit by a freight transport quality control system is being considered"

The other part of the debate is privatisation of public transport operations.

Ove Arup director Terry Markman said: "A free market in transport will result in profitable, high quality services at reasonable prices."

The private sector has pointed at a number of operations, including the Sats-controlled road transport section, the oil pipeline between Durban and the Reef and the harbours' infrastructure.

Post Focus

# Black township crisis

By a Special Correspondent

IN spite of massive subsidisation over the years — the total cost to the South African taxpayer now approaches R1 billion — there are disturbing signs that black passenger transport has reached a crisis.

Subsidies have distorted prices and contributed to inflation, bus operators are fearful of mounting hostility towards them, entrepreneurs are bemused and angered by what they see as discriminatory regulations and lack of access to the market, and black transport users decry the system as inadequate both in quality and quantity.

And the whole question has been exacerbated by the unrest which is preventing buses from entering the townships and forcing many residents to use taxis — both legal and illegal.

Not surprisingly, the issue is highly politicised and dangerously emotive. Township political significance to blacks stems directly from their great dependence on it — a dependence largely created by segregation.

About 80% of blacks commuting from Port Elizabeth black town-

have fallen on deaf ears. Commuters, sometimes old people who cannot afford the 80 cents taxi fare, often have to walk two hours or more to the buses or the train stations.

Then commuters complain that buses and rail services are overcrowded and uncontrollable, that facilities are inadequate on long journeys and that services cannot cope with passenger numbers. Journeys are often unsafe, and crime, frequently theft, is rife.

The prevalence of the kombi taxis illustrates the unhappy relationship between the black commuter and the orthodox transport.

Despite demand for their taxi service, present legislation not only inhibits the expansion of their facilities but also encourages an unfavourable environment for the black transport operator.

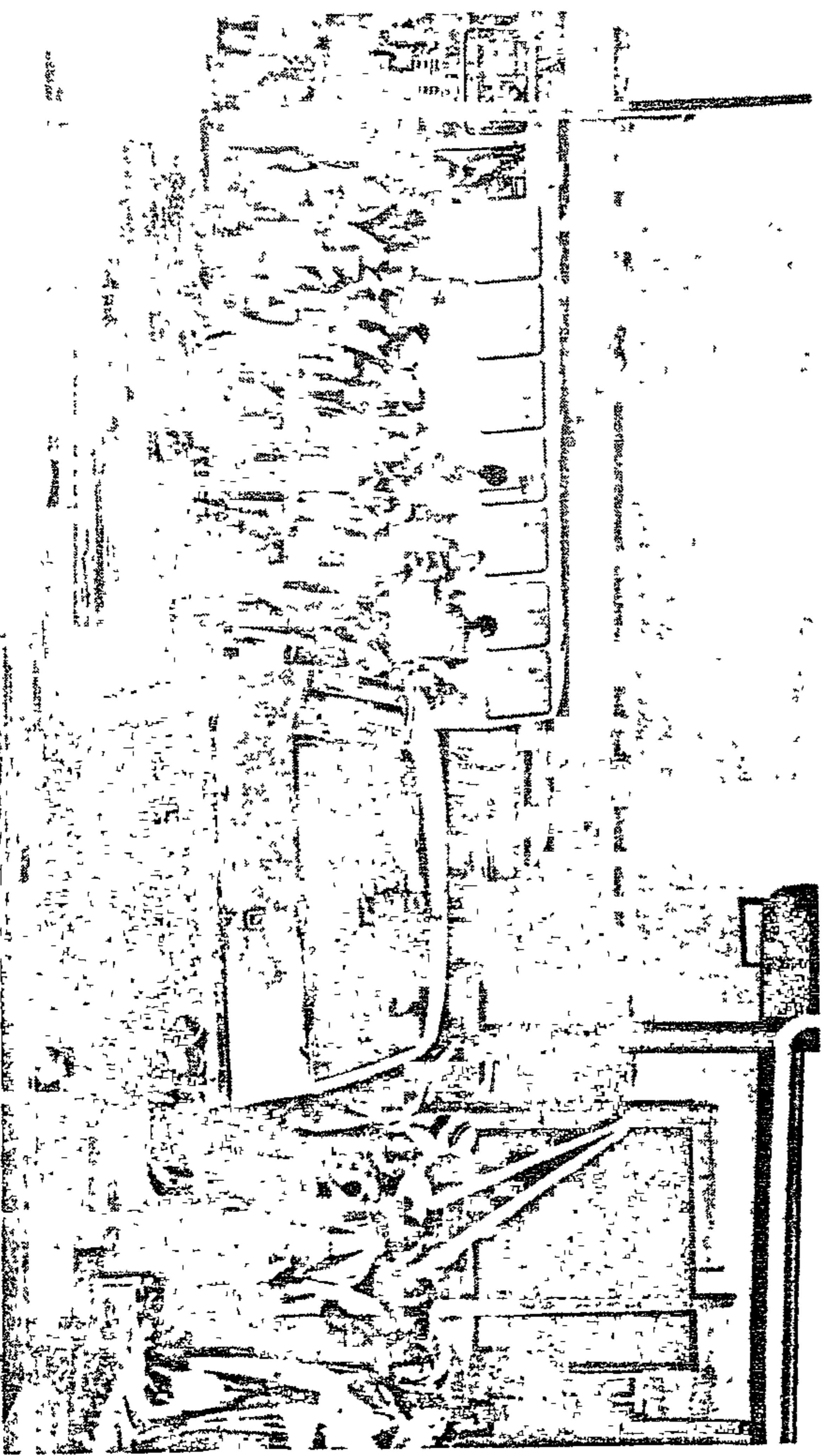
Many taxi operators are prepared to risk the severe penalties for operating without a permit.

In April this year, many private taxi drivers were trapped and charged with conveying people illegally. Penalties throughout the country included fines

## Endless queues for commuters

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F. Post.



With buses still unable to enter the black townships because of the unrest, many residents have to line up and pay high fares for pirate taxis to take them nearer to their homes.



... mused and angered by what they see as discriminatory regulations and lack of access to the market, and black transport users decry the system as inadequate both in quality and quantity

And the whole question has been exacerbated by the unrest which is preventing buses from entering the townships and forcing many residents to use taxis — both legal and illegal.

Not surprisingly, the issue is highly politicised and dangerously emotive. Transport's political significance to blacks stems directly from their great dependence on it — a dependence largely created by segregation.

About 80% of blacks commuting from Port Elizabeth black townships to the city and some suburbs travel for more than half an hour, while 50% travel 30 minutes. Some 35% have to make a single transfer and 22% make two or more transfers

Complicating the issue, are the separate commuter market segments

- Daily long-distance commuting trips, often across homeland borders,

- Shorter commuting trips, usually between black residential areas and commercial and industrial sites in white areas, and

- Services to schools, shops and other community centres

Conditions faced by Port Elizabeth's black commuters to and from the city today are intolerable

Pleas to the taxi and pirate taxi owners to reduce the fares for the workers moving in and out of the city and to the National Transport Commission (NTC) to increase the minibus taxi capacity

... passenger numbers Journeys are often unsafe, and crime, frequently theft, is rife.

The prevalence of the kombi-taxis illustrates the unhappy relationship between the black commuter and the orthodox transport.

Despite demand for their taxi service, present legislation not only inhibits the expansion of their facilities but also encourages an unfavourable environment for the black transport operator

Many taxi operators are prepared to risk the severe penalties for operating without a permit

In April this year, many pirate taxi drivers were trapped and charged with conveying people illegally Penalties throughout the country included fines of up to R10 000 or up to five years' imprisonment.

In some cases, main charges were withdrawn and taxi owners were charged with lesser offences and paid fines ranging from R10 to R20 for mechanical faults and other vehicle defects

These "legal" taximen were stopped while ferrying people to their jobs in Port Elizabeth On the same day a police spokesman interviewed in Cape Town suggested that pirate taximen might be involved in attacks on buses

Both the Road Transportation Board and the municipal Traffic Department had a hand in stopping the taxis

After the Welgemoed Commission in May, even permitted taxi operators are constantly interfered with because they are regarded as a threat to the subsidised bus companies

Road transport is regulated by the National Transport Commission (NTC) through the



With buses still unable to enter the black townships because of the pay high fares for pirate taxis to take them

National Transport Act of 1977 with the assistance of regional boards known as Local Road Transport Boards (LRBs)

Aspirant taxi operators must apply for permits from the LRBs, which have various criteria by which they judge applications

If a permit is refused by the LRB, the operator has a right to appeal to the NTC But apart from the enormous legal costs involved, the operator knows he is appealing to government officials who are seeking to phase out taxis — as proposed by the Welgemoed Commission

The National Transport Policy Study (NTPS), appointed and funded by the Government two years ago appears to hold out the best hope for the black transport entrepreneur and consumer alike In a report recently, the NTPS said that the real objective of a subsidy was to assist commuters who cannot pay an economic fare

This subsidy has also been politicised blacks believe that as long as the Group Areas Act and influx control exist, transport should be subsidised as they have no choice over where they can live

The NTPS noted that Government intervention distorts market prices and leads to the demand for further intervention in the form of protective legislation

Private initiative is constrained and it is difficult to enter important sectors of the transport market

In fact, it has been stated that the regulation of competition in terms of the Transport Act, "is based upon non-competition" The NTPS favours new legislation based on free competition and also recommends the phasing out of part of the road transport permit system and the rationalisation of road traffic legislation

After the pirate taxis clamour, PE Tramways managing director Mr Carl Coetzer said that his company was prepared to compete with anyone as long as those in the competition were subject to the same restraints

He also quoted a report to the effect that the underground economy of which pirate taxis are a big part, defrauds the exchequer of R10,8 billion a year. Mr Coetzer also said that pirate taxis were subsidised by the taxpayer to the tune of 50%

However, blacks feel that their interests were not considered when current transport legislation was drawn up and that they will not be properly taken into account while it remains in the statutes.

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# Council agrees to capital bus fare increases

Pietermaritzburg  
Bureau

THE city council here has approved fare increases of 7 c on cash-fares and 3 c on clipcard fares from September 30

The council has applied for an increase in Government subsidy on the city's black service and has decided to restrict the increase to not more than 7 c on cash fares and 3 c on clipcard fares

Adult cash fares on the general service (white areas) will go up from 63 c to 70 c, adult clipcard fare will go up from 56 c to 59 c, children's fares from 48 c to 50 c and scholars' fares from 40 c to 42 c

Cash fares for services

in the Coloured and Indian areas will go up from 48 c to 55 c, adult clipcard fares will go up from 43 c to 46 c, children's fares from 33 c to 40 c and pupils' fares from 31 c to 34 c

During debate on the recommendation yesterday, the chairman of the Indian Local Affairs Committee, Mr E V Mohammed, said his committee objected to the increases and added that if implemented, they would result in more illegal mini-bus taxis on the road

Councillor Leslie Simon was strongly opposed to any increase during the present climate, saying that if fares went up, there would be a bloody revolution in the city

31/8/85 MORNING  
269 244

# PUBLIC SECTOR TRANSPORT GENERAL 1985

SEPT. — DEC.  
~~NOV.~~

Job Title	Current Hours	Hourly Change 1975 to date: Nominal	Current Real Weekly Wages: R
Supervisor Pipe	44	+0.0%	52.22
Sen Sectionman	44	+0.0%	84.12
Machine Minder	44	+0.0%	69.52
Groundsman	44	+0.0%	53.39
Stores Attnd	44	+0.0%	51.62
Grade IB	44	+0.0%	48.12
NES	44	+0.0%	45.19

# Trains open to all partially

CAT trains 2/9/8

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Political Reporter

THE partial lifting of apartheid on trains became effective on all trains yesterday.

This was confirmed by Mr Bertie Heckoordt, regional manager for SA Transport Services.

Mr Heckoordt said that restrictions on first-class coaches up to now reserved for "non-whites" only, as well as on certain facilities on stations such as toilets, waiting-rooms and restaurants which previously had been reserved for whites, would no longer exist.

Commuters who preferred to use racially unreserved facilities could now do so freely, he said. These would be identifiable by being unmarked.

However, coaches and facilities reserved for "whites only" would still remain, he said.

The same changes had been made to second-class facilities on mainline services.

Third-class travel facilities would be open to all races.

Reservations were expressed over the partial lifting of apartheid restrictions on trains when the Minister of Transport, Mr Hendrik Schoeman, announced the move in June this year.

The United Democratic Front dismissed it as a "grandiose" move designed "to play to the gallery of puppets in the tricameral parliament"

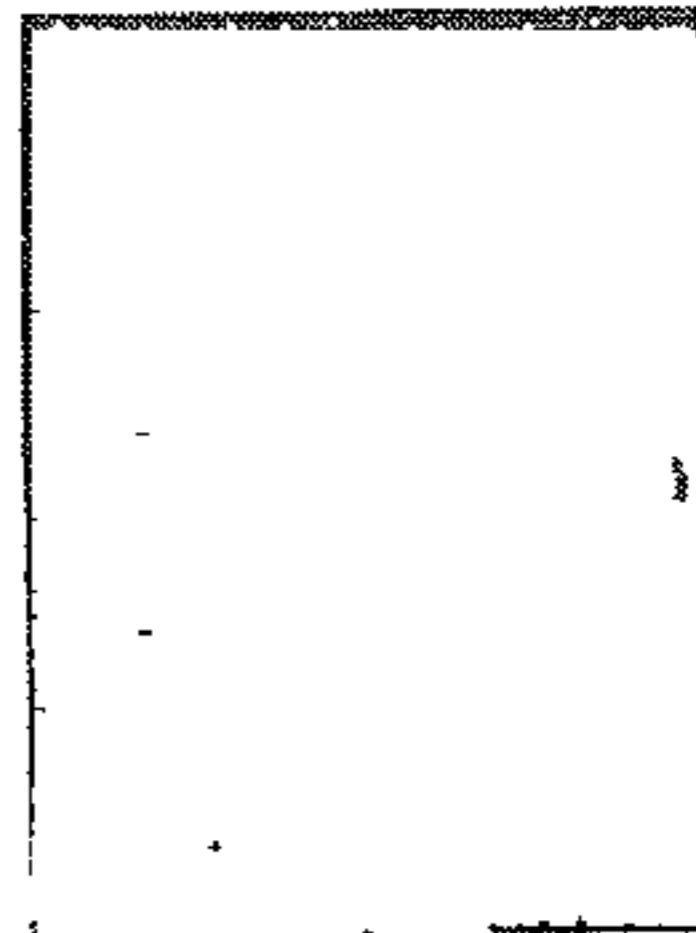
However, the Progressive Federal Party and the Labour Party both welcomed the move and called for the complete abolition of apartheid on trains



Mr Herbert Heideman  
.. "It makes no difference."



Mr Daniel Magatle ..  
"As long as there's no fighting."



Miss Adriaan van den Berg . . prefers all-white coaches

# Race segregation still reigns on the trains

2/8/85

269 ~~281~~

STAR 2/9/85

Racial segregation still reigned at Johannesburg station today as South Africa's first multiracial trains pulled in.

The Star visited the station during peak hour this morning to talk to commuters about their first official experience of multiracial travelling.

But coaches carrying people of different races were hard to find

And as we were about to descend to platforms nine and 10, an official warned "Just be careful lady, there are many non-whites on those platforms"

"Are there whites too?" I inquired.

"No, go to platforms seven and eight or platforms three and four," she said

It was on platform four that we managed to spot a mixed-race coach there was one white among the coloured and black passengers

Most white commuters interviewed felt apprehensive about the change.

"I mind travelling with blacks," said Mr Ben Botha of Ermelo.

Miss Adriaan van den Berg of Boksburg echoed his feelings "I prefer the all-whites coach," she said

Apart from a few carriages still reserved for

whites only, suburban and mainline coaches are now open to all races

But even some blacks responded with caution "It's OK . . as long as there's no fighting," said Mr Daniel Magatle of Soweto

Other commuters felt indifferent about the reforms

"I suppose I'll just have to get used to it I don't mind travelling with blacks — as long as they don't bother me," said Mr Johnny Herbst of Germiston

Mr Hebert Heideman of Namibia said travelling with blacks "makes no difference to me"

# Bus

Mercury  
fares

269  
rise

## Mercury Reporter

FARES on buses run by Trans-Umzimkulu Transport in the Port Shepstone and Margate areas increase by from 7,5 percent to 10 percent today.

This was said yesterday by the managing director of KwaZulu Transport, Mr. E Marshall. 29/85

He said single-journey fares on buses operated by Ilanga Transport in an area north of Durban have been increased by an average of 5,5 percent.

Meanwhile, cash bus fares in Pietermaritzburg go up by 7 c from September 30, the City Council has decided.

The council has applied for an increase in Government subsidy on the black bus service

Adult cash fares on the general service (white areas) increase from 63 c to 70 c, adult clipcards from 56 c to 59 c, children's fares from 48 c to 50 c and scholars' from 40 c to 42 c.

Cash fares for services in the Coloured and Indian areas will go up from 48 c to 55 c; adult clipcards from 43 c to 46 c, children's fares from 33 c to 40 c and scholars' from 31 c to 34 c.

# What about a subsidy for the bus-users?

By James Clarke

Some very big firms own Johannesburg's city centre. And some are losing heavily because, as the city becomes unpleasantly clogged with cars, office workers and shoppers are defecting to the suburban centres.

Ironically, most of these big firms give cars to staff members and provide them with free or subsidised parking.

Try asking a firm if it subsidises employees who use buses!

Yet that quarter of Johannesburg's commuters which comes in by bus each day saves this city millions of rands a year.

The bus service may have lost R17 million last year, but that's nothing when you consider what the cost would be if Johannesburg's white commuters alone chose to come in by car. We would have to accommodate at least 35 000 more peak hour cars. That would need an extra R300-million motorway plus more fast routes

through the car-battered suburbs.

As I say, a quarter of the city's workers comes in by bus — but another quarter comes in by car. Look what it costs! Apart from hideously expensive motorways and suburban spoiling trunk roads, car-using office workers demand hectares of land for carparks — and thus rob the city of rates-producing land.

But things may change. In the US traffic congestion is endemic, not just in the city centres but also in the suburbs. What is happening there is about to happen here, as soon as the economy gets under way again.

Traffic congestion will not be confined to "rush hours". It will last all day unless we do something. Houston's peak period lasts 10 hours, that's two hours shorter than Dallas's and four hours shorter than the one on New York's Long Island Expressway.

And of the people living around stations on San Francisco's Bart sys-



These people are doing everybody, especially property owners, a favour. But they get little in return.

STAR 4/9/85

tem — the world's swiftest and most expensive urban rail system — 96 percent still use their cars.

Paul Browning, Randburg public transport consultant (he prefers buses to tubes, by the way) confirms the Americans have found that traffic congestion is moving out to suburban complexes — and the suburban mobility which lured people away from city

centres is snarling to a halt.

The solution? He quotes an American source which speaks of municipalities using "enlightened extortion".

In the US a local authority might say to a developer: "We'll grant you certain development bonuses — if you show us how you're going to help relieve pressure on the roads system."

There's also benefit

sharing the municipal-ty gets private enterprise to pay for the privilege of having, say, a tube station in their midst. It helps defray costs.

The days when local authorities, using the public's money, were expected to provide the transport infrastructure for private enterprise appear to be ending.

It hasn't worked very well anyway. Municipalities have run out of ideas

as well as money. Politicians, abused by ever-angrier communities fighting off costly, noisy and unsightly highway plans, have become battered babies.

Private enterprise, certainly in the United States, is, more and more, expected to come up with the answers to clogged streets and expensive motorways. In Dallas a whole motorway and its interchange with

the State highway system were paid for by private enterprise which even bought up the land.

American municipalities are opening up "benefit assessment districts". Los Angeles, for instance, plans to create such districts around each of the 17 planned stations on its latest rapid rail line. This way, businesses which are "privileged" enough to be clustered around the proposed stations will pay a special tax amounting to \$170 million. It will go towards the cost of the line.

To help ensure that people will want to use public transit, more and more firms which used to provide cars for employees are being more selective. The toughest of all, according to an expert who was here recently, is the bureaucracy in Washington which, in some cases, will not even allow employees to park in the office garage unless they have at least two passengers aboard. Some firms help groups of employees, who

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might all live in the same district, to buy a kombi between them and drive each other to work. Ten people share the cost and, every 10th week, use it for the weekend.

If employees use the municipal bus service some firms refund the fares in full. In the long run it's cheaper for the firms.

South Africa will have to overcome some traditions first. Only a couple of months ago a Johannesburg business house with big holdings in the central core bought 13 cars for junior executives — at a cost of R250 000.

And there is the traditional viewpoint that public transport's main objective is to make money. Therefore it crushes competition from the private sector. The objective of public transport, one would think, should be to get people to work, cheaply and with maximum comfort and minimum environmental impact.

Why shouldn't private enterprise help?

# Non-racial luxury bus service to run between Randburg, Pretoria

Transport Reporter  
A non-racial luxury bus service is to be introduced between Randburg and Pretoria on Monday, Greyhound Bus Lines has announced

Luxury coaches — with air conditioning, reclining seats, a cloakroom and a hostess serving refreshments — will make four trips a day in each direction

The service will run via Sandton and passengers will be able to buy tickets to any stop along the route

The travelling time between Randburg and Pretoria will be 55 minutes and 40 minutes between Sandton and Pretoria

The single fare between Randburg and Pretoria will be R3,40. Commuters will be able to buy a monthly season

ticket with a discount of up to 20 percent. In addition, monthly ticket holders will be able to reserve specific seats

The announcement of the new Greyhound service follows the introduction by Putco last month of a multiracial bus service between Johannesburg and Pretoria

## SEASON TICKETS

Putco buses make five trips a day in each direction. A single ticket is R3,80. Season tickets are also obtainable

The Randburg-Pretoria service is Greyhound's third inter-city service

About 15 months ago it introduced the Durban-Johannesburg service and recently a service between Johannesburg and Nelspruit

Inter-city bus services

are a controversial subject at present

Next month the National Transport Commission will complete hearing applications for the establishment of nationwide inter-city bus services

The applicants are Greyhound Bus Services, the Bloemfontein-based Jakaranda Busdiens, City Tramways of Cape Town and South African Transport Services' road transport division

SATS, which applied for 23 national routes in January, surprised the private companies when it told the NTC hearing that it was opposed to any form of inter-city coach service

However, if the NTC decided there was a need for such a service, SATS should be given an exclusive permit, it said

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# Luxury buses for all races

A non-racial luxury bus service is to be introduced between Randburg and Pretoria on Monday. Greyhound Bus Lines has announced.

Luxury coaches with air conditioning, reclining seats, a cloakroom and a hostess serving refreshments will make four trips a day in each direction. The service will run via Sandton and passengers will be able to buy tickets to any stop along the route.

The travelling time between Randburg and Pretoria will be 55 minutes, and 40 minutes between Sandton and Pretoria.

The single fare between Randburg and Pretoria will be R3,40. Commuters will be able to buy a monthly season ticket with a discount of up to 20 percent. In addition, monthly ticket holders will be able to reserve specific seats.

Dan Johannesburg service and recently it introduced a service between Johannesburg and Nelspruit via Pretoria.

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private companies when it told the NTG hearing that it was opposed to any form of inter-city coach service. However, if the NTG decided there was a need for such a service, SATS should be given an exclusive permit, it said.

# Mayor urges State subsidy for public transport

Mercury

(269) 7/9/85

## Pietermaritzburg Bureau

THE Mayor of Pietermaritzburg, Mr Robin Dales, yesterday called for better State subsidisation for public transport operators, as they could not longer be expected to run at a loss

Speaking during his installation at a ceremony in the City Hall, Mr Dales said that in common with a number of other operators, the city's bus service was run at a considerable loss, which had to be borne by the ratepayer

He said the recession and activities of pirate taxis, among other things, had resulted in a decline in the number of bus passengers. Another great problem was the need to

provide a service which commuters could afford, in spite of increased operating costs

Mr Dales said the council had discussed the whole matter with the Minister of Transport Affairs in an attempt to obtain greater subsidies or some other form of financial assistance

Because of the essential role public transport played, adequate and proper subsidisation was as important to the country as the subsidisation of education and hospital services

'It is a national need and requires national assistance. The operator cannot be expected to face further continuing losses'

Mr Dales said the past year had had its fair share of unsettled conditions, such as work stoppages and unrest, which had been unproductive and had caused distress in the community

He made a plea for positive round-table discussions, instead of destructive activities, to resolve matters

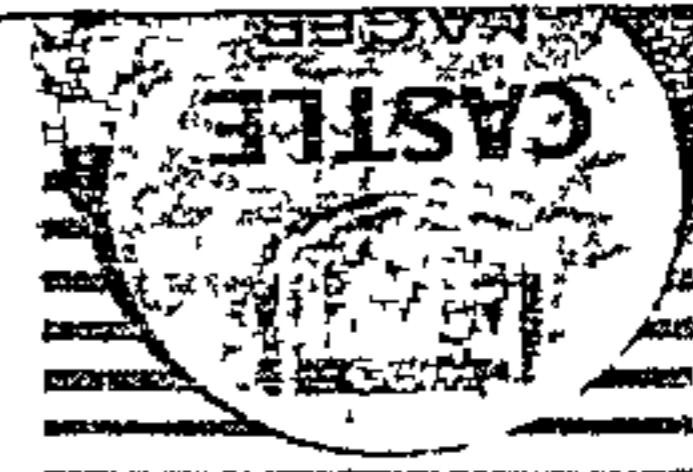
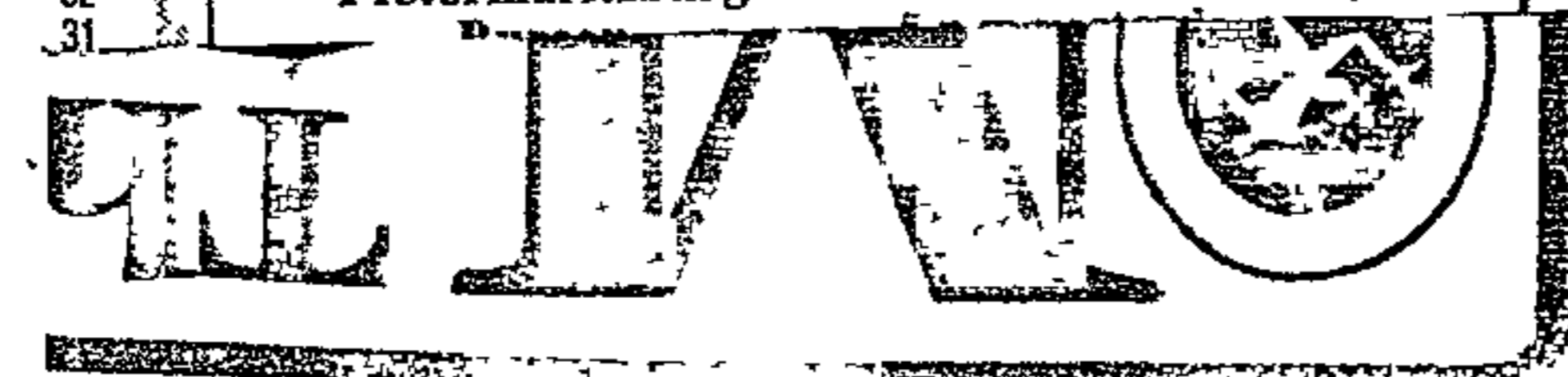
A serious difficulty facing the area at present was the growing unemployment and Mr Dales said it was gratifying that representations by the City Council, assisted by the Co-ordinating Committee for the Development of Pietermaritzburg, had resulted in R1 500 000 being made available by the State for jobs

'While the work opportunities are not highly-paid, they will nevertheless provide income and the work carried out will be of benefit in the area,' he said

## 69 are charged with overloading trucks

Pietermaritzburg 6 a.m. on Thursday and

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# All-race carriages under fire

*Sowetan*

*269*

*9/9/85*

THE South African Transport Services' new integrated system has come under fire — only days after it came into operation on suburban and mainline trains.

Black commuters have complained that the new system has resulted in the desegregation of their exclusive coaches, while the whites-only carriages remained unchanged.

This meant that white commuters had the choice of travelling in their reserved coaches or mixing with other races in the multiracial compartments.

"The whole integrated service means that we have to accommodate white commuters in our already-congested compartments," said one commuter. "We don't mind mixing with whites, but they should have inte-

grated coaches from both sections instead of taking our coaches."

SATS public relations officer Mr Jannie van Zyl said the integrated service was still in "the experimental stage," and more coaches would be desegregated if the demand became greater.

"If there is a demand, we will certainly integrate coaches from the white section. We appeal to those who have complaints against the new system write to us," Mr van Zyl said.

From September 1, certain coaches on inter-city and mainline trains became multiracial. First, second and third class compartments which are not marked are used by all races. Those not in favour of mixed train travel use exclusive compartments.

# SAA rethinks on flights it cut

Cape Times 10/9/85

269

Chief Reporter SA AIRWAYS, reacting to mounting complaints from businessmen, has decided to reintroduce, from Sunday, some of the 30 flights a week it cancelled recently on its Cape Town-Johannesburg service

Cape Town Chamber of Commerce states that curtailment of SAA's services, because of a sharp decline in passenger traffic on domestic services, has been causing serious problems for businessmen who have been having difficulty getting bookings on the remaining flights

Cancellation of the daily southbound flight SA319 at 4pm is said to

have caused particular problems for businessmen returning from Johannesburg, who have found the 6pm flight — and on Fridays also the earlier 2.30pm flight — to be fully booked.

The chamber says it has taken up the businessmen's complaints with SAA's regional manager, who has stated that SAA has taken cognisance of them and will introduce a new time schedule from September 15, in terms of which a number of flights will be reintroduced.

These will include the daily 4pm flight from Johannesburg to Cape Town

The commuters were interviewed on suburban trains and stations at the weekend

However, according to Mr Luther Diedericks, who is handling commuter complaints about the new service, most people who telephoned him were "positive about the changes"

From September 1 Sats opened certain coaches in the middle section of trains to all races

### Overcrowding

Commuters say the move means only that whites can add to the overcrowding in the old "coloured" coaches but black people may still not sit in white coaches, although they pay the same fares

Mr Frank Smith of Wittebome said "Everyone was looking forward to the changes but they have meant nothing — only that there are no more "non-whites only" signs on certain coaches. Sadly there are still "whites only" signs and whites still have their three or more exclusive coaches."

Mr Henry Joseph of Wynberg said "This change has made no sense at all. They might as well have left things as they were. This is just a pretence at making changes"

Mrs E Brown of Heathfield said "If whites still want to be separated, fine, but give those who do not more open coaches."

"Now there are only two open coaches which are really just the old "black first class" coaches and are already overcrowded."

A professional woman who lives in Mowbray who complained to Sats about the "no change" change said she was told that the reason for having so many white coaches was "that is what the people want"

"But I am white and I don't want it. Besides who do Sats think the people are anyway?"

### Smokers

Many people said the new system was "a farce" and that totally open trains were the only real solution — divided if necessary by first-class and second-class fares with separate smoking compartments.

A few white commuters approached said they wanted to use the "open" coaches but did not like being surrounded by smokers. Others said they did not use the open coaches because they felt they were doing more harm than good under the circumstances.

A few whites approached believed apartheid should remain.

It also appeared from the survey that many whites did not know open coaches existed.

All complaints and suggestions can be made to 218 2475.

# Passengers rail against 'farce' open coaches

Staff Reporter

SOUTH African Transport Services' attempt to dismantle apartheid on trains is, in the view of many rail commuters, a farce — there is no real difference at all.

AKGAS 18/9/85 269

P.T.O. for picture

and his wife Cobie

(Sapa)

member of the Kwa anti-UDF slogans invad- but had made no arrests

# Bus fares to rise by 10 pc.

Mercury Reporter

BUS fares are to go up in Durban by as much as 10 percent following the fuel price rise

The Durban Transport Management Board and Putco have announced that they have no option but to pass on the 4,7 c/l diesel fuel price to commuters

Mr Marshall Cuthbert, DTMB's general manager, and a spokesman for Putco said no decision had been taken on the new increases, but con-

firmed adjustments would be made shortly

Mr Cuthbert said the DTMB would adjust all bus fares by next week

Indian bus owners warned that all fares would go up by at least 10 percent

Bus Owners' Association chairman Mahmood Bux said the last rise in fares was in March this year following a massive increase in the fuel price

'We have no choice but to put them up again,' he said, adding that Indian

bus owners were unable to absorb the new fuel price rise because of the lack of any Government subsidy

Mr Bux said the recent rise in tyre prices and other costs had been absorbed by Indian bus owners

Putco said it had no option but to put up the fares because every 1 c/l increase in fuel cost the company bears a R1 000 000 a year

'The company cannot say at this stage what the

fare increase will be, nor when it will be introduced

'However, it is hopeful that this will be at the same time as the 14,1 percent revenue increase already applied for, for November 1,' the spokesman said

This application has been heard, but no decision has been announced

He said Putco would, in the meantime, make representations on behalf of its passengers to the Department of Transport

Our Pietermaritzburg Bureau writes that Mr Harry Dyason, chairman of Pietermaritzburg's transportation committee, said the city council had not yet decided whether to put up its bus fares

He said he was expecting a report soon from the municipal transport department on the implications of the fuel price increase.

11/9/85

for as much as possible of any increase to be absorbed by subsidy

Our Pietermaritzburg Bureau writes that Mr Harry Dyason, chairman of Pietermaritzburg's transportation committee, said the city council had not yet decided whether to put up its bus fares

He said he was expecting a report soon from the municipal transport department on the implications of the fuel price increase.

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# Trains are held up as collision blocks lines

Transport Reporter

STAR

Both main railway lines between Johannesburg and Durban were blocked early this morning after two goods trains collided between Ennerdale and Escourt

Two locomotives and seven trucks were derailed and a driver's assistant was slightly injured in the accident, which occurred at about 4 am

A South African Transport Services spokesman said it was hoped one line would be open by 9 pm tonight and the other by 8 am tomorrow.

Three mainline trains were affected by the accident today

Two trains from Durban to Johannesburg were forced to stop at Colenso and Chevely. Passengers were taken by bus to Maritzburg, where they boarded other trains to Durban.

## SISHEN LINE

A Durban-Johannesburg train, which was to have departed at 11 45 am, travelled as far as Maritzburg and passengers were taken around the accident by bus

● The Sishen-Saldanha railway line is still blocked after a derailment at Loeriesfontein, 375 km from Saldanha, at about 8 pm on Sunday

Two locomotives and 18 trucks of a train carrying export iron ore to Saldanha was derailed after a heavy hailstorm washed away more than 200 m of the track.

The accident further damaged line.

The SATS spokesman said crews were working round the clock to repair the line and it was hoped it would be re-opened tomorrow

Heavy cranes were being transported to tow the locomotives and trucks off the line.

# Integration on trains 269 favours whites'

~~269~~ Transport Reporter

The integration of certain coaches on suburban trains has benefited only white passengers, several black and coloured commuters have complained to *The Star* STAIR 12/9/85

One of the complaints came from Mr Peter Joseph of Bosmont, who travels on the No 61 from Randfontein to Johannesburg every morning. He said that before the change there were eight coaches for whites and two coaches for non-whites.

On September 1 the "non-whites only" signs on the two coaches were removed and they became open or "grey" coaches, but the whites retained their eight coaches.

"We gained nothing from the change. There are some whites travelling in the open coaches with no problems but the coaches are overcrowded and people have to stand. I think that unless we are provided with more coaches there will be friction."

A spokesman for the South African Transport Services said he would follow up this complaint and that travelling patterns were being monitored by the passenger services' division.

The spokesman invited passengers to contact SATS regional offices if they had complaints or wanted changes to be made to the present configurations.

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# SATS heads for R400m loss

Mercury Correspondent

13/9/85

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PRETORIA — SATS is on course for the R400 million loss feared by Minister of Transport Affairs, Mr Hendrik Schoeman.

Loss for the first quarter of the financial year totalled R92 million. Railways lost R168 million, Airways R25 million and Harbours ran up a surplus of R101 million.

In the same period last year the loss amounted to R6 million — a Harbours surplus of R116 million, an Airways surplus of R12 million and a loss on Railways of R134 million.

PFP spokesman on Transport affairs, Mr Ruben Sive said the SATS losses would probably escalate during the rest of the financial year.

Airways were likely to be hardest hit. There would be fewer South Africans flying abroad for holidays because of the crippled rand.

Fewer overseas tourists, too, could be expected — frightened off by the state of emergency and the unrest and violence

Mercury  
Mr Sive said what was crippling SATS was the R600 million-a-year the administration paid to subsidise urban commuter traffic.

“The responsibility for this rests rightly with the Government. After all, it’s the Nat Party policy which has forced hundreds of thousands of blacks to live long distances from their work” one

“One glaring example was the removal of coloureds from District Six in Cape Town on the instructions of the State President, who was then Minister of Community Development.

“These people used to walk to work in Cape Town. Now they have to be transported, at heavily-subsidised fares, from Mitchells Plain and other coloured areas,” Mr Sive added.

Whites complain to SATS about new open-race coaches

# Railways accused of harassing 'mixed' travel

STAR

14/9/85

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by Zenaide Vendeiro, Transport Reporter

Ticket examiners, backed by railways policemen, have been harassing non-white train passengers occupying "mixed" coaches, *The Star* has been told.

Since mixed-race train travel was introduced on certain train coaches, *The Star* has been inundated with complaints by black and coloured commuters about overcrowding and insulting treatment by railways staff.

And they say that fewer whites are travelling on trains because of the change.

A source in the South African Transport Services (SATS) said this week the railways had received many letters from unformed whites objecting to "kaffirs" travelling with them.

The true situation is that there are still the same number of white coaches. These are still marked "Whites Only" and only whites may travel in them.

But certain non-white coaches have been opened to all races. These have no markings and are known as "open" coaches.

Complaints received by *The Star* this week include

● Mr Elwin White of Coronationville said he and others had, on several occasions, been ejected from open coaches by ticket examiners, who swore, made racial remarks and forced them to enter "overcrowded" non-white coaches.

## Manhandled

He said that, when he complained, the examiner summoned a group of railway policemen who manhandled him.

● Miss Desiree Abrams said she boarded a Johannesburg-bound train at Doornfontein station this week and entered a coach with no markings, which she understood to be an open coach.

A railway official informed the non-whites in the coach over a loudspeaker that they were

travelling in the wrong coach and asked them to move. He said railways staff had neglected to mark the coach for "Whites Only" and apologised.

When the train arrived at Johannesburg station, a "Whites Only" sign was placed on the coach, she said.

An SATS spokesman, Mr Janne van Zyl, yesterday said his impression was that there had been no drop in white passengers since integrated coaches were introduced. "But SATS have not made a recent count of passengers and I cannot categorically deny that there has been a fall-off," he said.

He said he had investigated Mr White's complaint. An inspector accompanied Mr White on the train home on Thursday night and found that, of the 62 seats available for non-whites, only 25 were occupied.

He added that all passengers were of value to SATS and action would be taken against staff if it was found they acted against instructions.

More coaches would also be provided if claims of overcrowding were valid.

Mr van Zyl said he would investigate Miss Abrams' complaint and invited passengers with grievances to call him at (011) 774-5122.

# Apartheid lives on at biggest station

By BOETI ESHAK and PETER MALHERBE

APARTHEID is alive and well at the Johannesburg Station... new "Whites" signs have gone up in the main concourse, effectively keeping out members of other race groups.

And, despite the new "multiracial" status conferred on some coaches, very little has changed on the trains that glide out of the busiest station in the country.

At the main stations in Cape Town, Durban and Port Elizabeth, it's a different story... class segregation is the ruling there.

First and second-class passengers of all races are free to use all facilities at the main station — except for the toilets.

There are separate "whites only" and "mixed" toilet facilities.

Third-class commuters of all races use separate facilities.

But in Johannesburg new signs went up on August 31 ensuring that only whites still use the main concourse.

Mr Leon Els, public relations officer for the South African Transport Services, said the new signs were in line with the announcement of different facilities on stations.

He said because there were two concourses at Johannesburg Station, they had decided to keep the existing white concourse for the exclusive use of whites.

WHITES  
BLANKES

"However, whites are free to use the unmarked facilities in the old non-white concourse."

The new "mixed" travel arrangements, which came into operation on September 1, mean that white passengers now have the option of travelling in first, second and third-class mixed-race coaches — the old "non-white" coaches.

## Option

But whites also have the option of travelling in coaches reserved for "whites only". And that's exactly what most of them choose to do.

Nothing has changed for black commuters, except for the odd white face in the crowd.

At Johannesburg Station black passengers cannot use the "whites only" concourse, coffee bar, restaurant or toilets.

Even the ticket office on the main concourse now sports three prominent signs proclaiming "whites".

Members of other race



A "mixed" coach... Gary Makschinski, Florida, Cassim Paruk, Lenasia, Esther Molefa, Krugersdorp

groups have to use the smaller concourse reserved for them, which sports less lavish facilities.

Even the benches on the platform down below are segregated. There are the "whites only" benches and the "mixed" benches, which are the old "non-white"

benches with the lettering removed.

Aboard the train, a white ticket examiner serves the "whites only" coaches and a black examiner presides over the "mixed" coaches.

Doors connecting the two sections of the train are locked.

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269  
S. Times

# 2 killed in Cape clashes

Dispatch Correspondents  
CAPE TOWN — Two people died and dozens were beaten and arrested during police action here yesterday

A police spokesman said a 21-year-old man, Mr Ivan John Langenhoven, was killed by birdshot and a 28-year-old woman injured when a police contingent opened fire after being attacked in Valhalla Park

A 10-year-old boy was shot dead in Elsie's River, and a 12-year-old girl was injured when, according to police, "about 100 people stoned private vehicles and attempted to attack a bottle store — police fired rubber bullets, pistols, and shotguns"

Youths interviewed said that as a group of children fled from police in Elsie's River, they were caught at a fence

As they tried to clamber over, a policeman opened fire, hitting a primary school pupil, they claimed

Bus services to black and coloured townships were at a virtual standstill yesterday after 130 drivers were fired by City Tramways for refusing to work in danger of their township townships.

One of the drivers' colleagues, Mr Y Adams, was seriously injured in a stone-throwing attack on Tuesday. Drivers claim that at least 15 of their colleagues have been injured in attacks

in the past two weeks

Yesterday morning the drivers said they walked from the depot to Mowbray after City Tramways allegedly refused to give them a bus to get to the offices of their union in Salt River

At the Mowbray terminus, the drivers milled around trying to board a bus that had arrived, when the police charged. Twelve drivers were sjambokked and arrested

A police spokesman for the Western Cape, Lieutenant Attie Laubscher, said the 12 had commandeered a bus and were arrested on charges of "attempted hijacking"

There was also a con-

frontation outside Caledon Square with a group of detainees' parents, husbands, wives and friends

After a three-member delegation had been allowed into Caledon Square to present a letter to the Commissioner of Police demanding to see the detainees, police warned the remaining people to disperse and then charged them, sjambokking the fleeing crowd

A police liaison officer for the Western Cape said later a group of about 40 marchers had been asked to disperse. Twenty had refused to do so after a "reasonable time" and were arrested and charged with attending an illegal gathering

# New Durban road bridge foundations are 'unstable'

Mercury Reporter

A BRIDGE on Durban's new Northern Freeway near Natal Command was resting on unstable foundations, the city's Transportation Committee decided yesterday.

The committee recommended it be moved on to new supports and the foundations of the existing supports be examined by experts to determine whether the instability was the result of a design fault, defective workmanship or 'unexplained' foundation conditions.

It was disclosed that last year, even before the bridge was completed, movement in the supporting structures had been detected.

Extensive tests were conducted then, but according to the City Engineer, although various opinions had been ad-

vanced, there had been no definite conclusion on the cause of the failure of the supports.

Mr Dave Bennett, chairman of the Transportation Committee, said the City Engineer had blamed defective workmanship, which was the responsibility of the contractors, while they said it was a design fault and the responsibility of the City Engineer.

Mr Bennett said new supports would be built and the bridge deck 'rolled' on to them — the cheapest answer because most of the cost of a bridge was in the deck.

'We want to open the freeway as soon as possible, so we can't delay work very long,' he said.

There was no problem with a second similar bridge farther down the freeway, said Mr Bennett.

The committee's recommendation will go before the council.

19/9/85  
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THE ANC

## Time to be heard

**O**fficially, at least, the State President thinks Gavin Relly and his troupe were disloyal to fly off to speak to the African National Congress (ANC) last week. We can't understand why.

The ANC, whether we like it or not, is a major player on the stage of reform today. But in the Noddyland world of South African politics, it is a player which cannot speak its lines.

It is vital, we believe, that South Africans should be acquainted with all points of view in this tortuous quest for a brave new world. Our future — as citizens or corporations — depends on it. So if the State President is disinclined to hear the other man's point of view, who can blame business for finding out for itself?

This it not to suggest that the ANC, or any other organisation committed to the law of the gun, should have carte blanche to pursue its creed of violence. Indeed, SA law is shot through with restraints on what can or cannot be quoted. Incitement to violence or racial hatred and furthering the aims of banned organisations and communism are among them.

But surely we should not pretend that the ANC, with its undoubted support in the black communities, does not exist? Perhaps it has less support than many seem to think, but

sooner or later we will have to know what the ANC is about.

The *Sunday Times*' account of the Zambia meeting put the problem in telling perspective. Relly "What we are concerned with is not so much whether the following generation will be governed by black or white people, but that it will be a viable country and that it will not be destroyed by violence and strife."

But the paper noted that Tambo's response could not be published in SA, although "the South African listeners were surprised by the mildness of his manner, even as he declared his refusal to lay down his guns."

What did Tambo say? If all South Africans are to participate in the process of reform, they have a right to know, even if many disagree with him.

The fresh and painful lessons from Zimbabwe should not be ignored. Only months before the "Lancaster House" elections, Robert Mugabe's face had never been seen on local television. His words had never been quoted in a local newspaper, and the bookies were quoting evens on Nkomo and the "Bishop". The culture shock of Mugabe's subsequent runaway victory lingers to this day.

We do not suggest that the ANC will become the Zanu of SA. What we do suggest is that the public is adult enough to hear what it has to say. ■

RAILWAY APARTHEID

## Reform derailed

**M**ake no mistake, apartheid is still very much on the tracks, indeed, since September 1, it has taken a new and unbelievably tortuous form. A special Sats letter, dated July 26 1985 and issued to train commuters on the Reef, explained the new system. Certain first class coaches, says the letter, will still be marked and reserved exclusively for whites, first and third class coaches previously marked "non-whites" will have their markings removed and they will be known as "open coaches" in which anyone may travel. This means that whites may choose any accommodation and they are advised to state their preference when booking. On mainline sleeper trains, continues the letter, "the 'open coaches' will still be separated from the white coaches by the dining car, and on trains without a dining car, the door between the last white coach and the 'open coach' will be locked."

It is clear that Sats' good intentions have been overwhelmed by an understandable but desperate desire to reassure uneasy whites. But does Sats realise how insulting the new arrangements must appear to its black customers? Before, they were separated, but at least they were "equal" in terms of access to accommodation and facilities.

Now, symbolically, they have been deprived of the "preference" so deliberately offered to whites, and they are bluntly reminded that coaches will be locked to keep them out. Before, this dubious protection could be argued to work both ways. Now, the locked doors seem only to protect whites from the unnamed horrors perpetrated by blacks — and, it must be inferred, from other whites who take their chances in the "open" coaches. And whites who choose the "open" way are insulted by implication and thereby discouraged. Even worse: although "non-white" signs have been removed, the mad logic has resulted in more "whites only" markers. Absurdly, ugly discrimination is more visible than ever.

Sats' well-intentioned reform by gradualism has come out looking clumsy, insensitive and foolish. Now is the time for boldness. Sats should abolish all official segregation on its trains. It may be surprised to find that passengers will continue to choose their accommodation according to their own cultural, linguistic and — let it be admitted — racial affinities. Anyway, sheer economics will ensure that the status quo is largely maintained. There may be a few incidents if so, we have the Railway Police to keep order and protect travellers — all of them. ■

# SAA forced to find new routes

26/9/85 Sowetan

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THE marked shift in public opinion against South Africa and apartheid is causing some international airlines to plan changes to their long-established routes which cross Black Africa and terminate in South Africa.

They are also being influenced by the increasing reluctance of most African states to provide overflying and landing rights to jetliners bound for South Africa

South African Airways, which has for years avoided flying over continental Africa, is concerned about the long-term future of its own route around the "bulge" of West Africa, made possible by using the Cape Verde island of Sal for refuelling on flights bound for Europe and the US

Up to 18 SAA flights pass through Amilcar Cabral Airport, Ilha do Sol, every week of the year

## Stopped

Nairobi's Jomo Kenyatta International Airport, long used as a "halfway halt" by wide-bodied jets of various European airlines operating between their capital cities and Jan Smuts Airport in Johannesburg, has come under closer scrutiny by opponents of the Pretoria regime

Airline operators are now thinking seriously about phasing out such flights to South Africa, or to stop using Nairobi as a halfway stop

First to make a positive move is Scandinavian Airlines System (SAS) which stopped its flights from Copenhagen to Johannesburg through Nairobi on September 1

This has also meant the temporary cessation of SAS flights to Nai-

## SPECIAL Correspondent

robi, but SAS expects to resume those in November, once a suitable intermediate stop has been found to make the route economically viable

Eight other European airlines, including British Airways are still operating flights to South Africa, regularly calling at Nairobi

British Airways has a daily 747 service to Johannesburg, but stops at Nairobi on five of the flights and flies non-stop on the two other days of the week, a fairly recent departure indicating it is technically possible to cover the distance from London without refuelling

The Israeli airline, El Al, also calls at Nairobi for refuelling on its flights to Johannesburg and back

Three other European airlines use the west coast route on flights to South Africa, calling either at Kinshasha or Brazzaville

Pan-Am, which used to fly from New York to Johannesburg by way of Kinshasha, has also stopped its flights to South Africa

Some time ago Qantas ceased its service between Sydney and Johannesburg and now ends its Africa flight in Zimbabwe, while SAA alone maintains the air link with Australia, using Mauritius as a refuelling stop

This Indian Ocean island has become the



Mr PIK BOTHA . . . visited East Africa

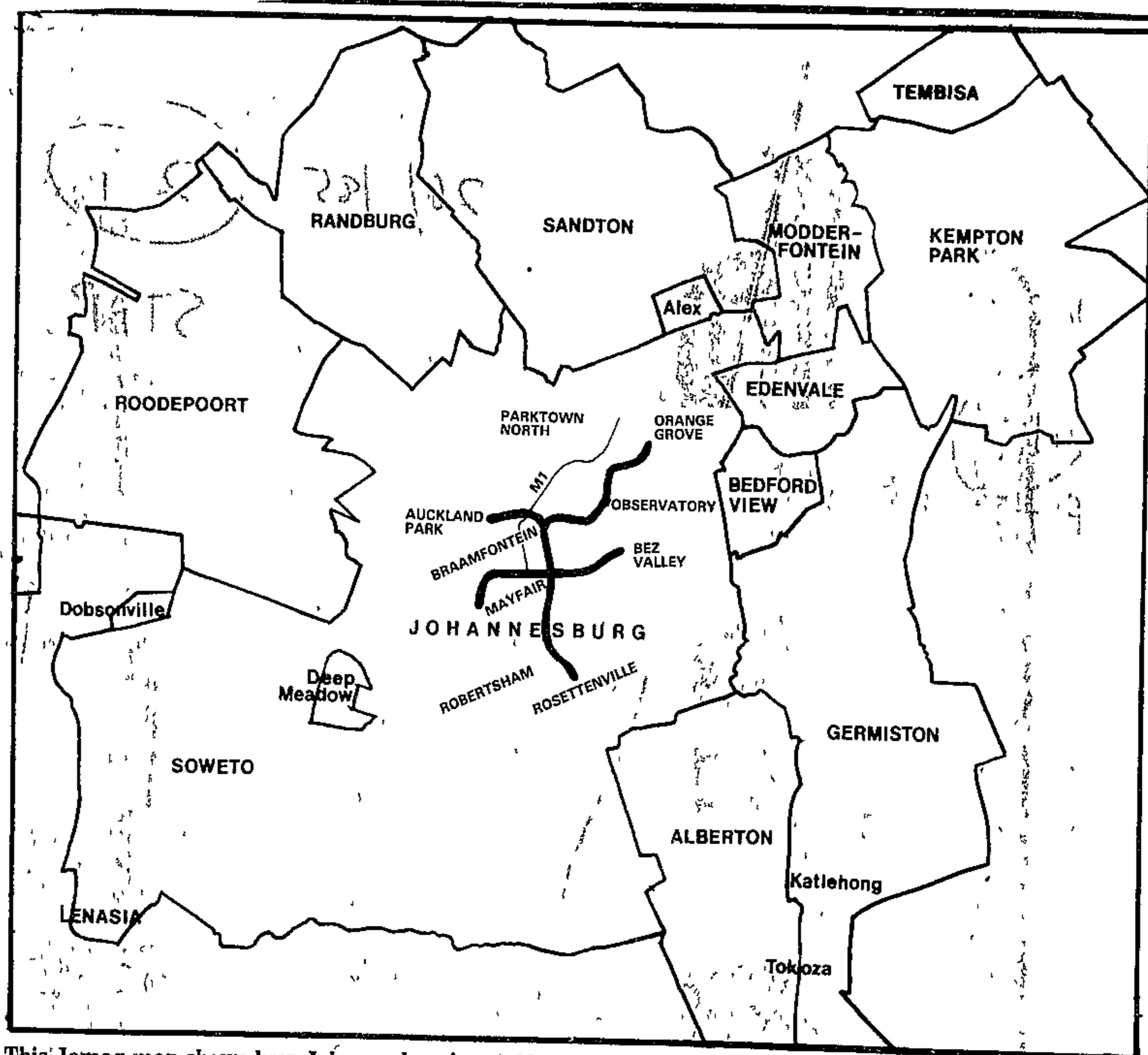
eastern equivalent of the Cape Verde islands for SAA on its westerly routes SAA flights to Hong Kong and Taiwan also refuel at Mauritius before the long flights over the Indian Ocean

## Mission

With an eye to the possible stoppage of all European airline flights to South Africa should the situation deteriorate drastically, the authorities in Pretoria have been looking around for a possible alternative to Ilha do Sol airport in case Cape Verde withdraws all landing rights for SAA aircraft.

At the end of last year South Africa's Foreign Minister, P. K. Botha, was widely reported as having undertaken a visit to East Africa on such a mission

— London Observer Service.



This Jomag map shows how Johannesburg's neighbours, who will have to help foot the massive bill for the proposed rapid rail system, will not benefit from it.

Big business, politicians are silent

# Jomag fears conspiracy over Jo'burg tube plans

By James Clarke

Jomag — the Johannesburg metropolitan planning watchdog run by volunteer professional people — believes there could be a conspiracy between the Government and big business over Johannesburg's tube system

A spokesman for Jomag — which comprises planners, architects, engineers and others — said it was significant that the Government's chief spokesman on urban transport should have gone on the air to correct a figure used in *The Star* the day before

Mr Ray Smith, of South African Transport Services, told the SABC that a rapid rail system for Johannesburg would not cost R1,2 billion — the figure *The Star* had used — but R650 million

In March this year, the Minister of Transport announced that the Government was looking at a R1 153 million tube system for Johannesburg

The new figure could indicate that none of the system will be underground after all. But the secrecy is absolute. Only the Government and a few private firms are in on the plan.

The official reason given for the secrecy is that the public might speculate

## CIVIC CENTRE ARGUMENT

Jomag believes that a map it obtained by subterfuge some months ago is, in fact, the map on which the planners are working. It shows roughly where the main lines will go. It also shows that, even in the long term, the rapid rail system will serve only the inner ring and adjacent Johannesburg suburbs

Says Jomag's honorary secretary, Mr Conrad Berge: "Until the planners deny this map then the public must assume that the routes are for real. They were quick enough to deny the cost, after all"

Jomag believes the solution to Johannesburg's public transport lies in better buses with fast access routes and better marketing

The argument up at Johannesburg Civic Centre, which favours the tube, runs like this "Central Johan-

nesburg is the economic centre of the PWV region and, indeed, of South Africa. It, and the fortune invested there in property and infrastructure, must be protected from the effects of congestion and the flight of business to the suburbs

"The rapid rail system and better highways will support secondary centres in the inner-ring Johannesburg suburbs such as are already developing in Parktown and Richmond. These will have the combined advantage of good access from the outlying metropolitan area and close association with a powerful CBD which they, in turn, will strengthen

"The secondary centres will also be park-and-ride sites, relieving the CBD of traffic and enhancing the environment in the whole inner city"

But Jomag counters with the following points

- There is no longer the need or desire to maintain a dominant economic centre
- The property development industry is concentrated in a few very large companies which are not committed to any place in particular
- Rapid rail cannot hold the centre of the commuter market. To be attractive to white car drivers it will be too expensive for the mass of black commuters whose needs are greater. Lower fares will demand massive subsidy and car owners will continue to congest the roads
- Outlying municipalities will not agree to planning and spending which will slow the development of their own centres
- The plan is grandiose and risks too much public money. There are much more practical ways of improving mobility and reducing congestion in the inner city

"The main problem," said Mr Berge, "is that the public is locked out of the debate. Added to this is an eerie silence from big business and politicians. Is there a conspiracy?"

"The time has come for the public — which is going to have to foot the bill — to rip back the curtains and see what it is that is so inviolable about rapid rail"

STAR  
26/9/65

269



## SAA domestic air fares to go up

STAR 26/9/85 (209)

South African Airways is increasing its domestic fares by 10 percent from October 1, Minister of Transport Affairs Mr Hendrik Schoeman said today.

He said the increase could not be prevented because the rand had weakened 31 percent against the dollar since February. This had cost SAA an extra R30 million for fuel.

The discount fares introduced on domestic routes last year still offered a cheap alternative, he added.

The president of the Association of South African Travel Agents said the increases were a bitter pill for the hard-pressed tourism industry. "But we know the underlying reason — our rand is worth nothing."

AR 26/9/41 200

# Combined Safmarine, SATS training scheme

FOR a long time South African shipowners complained bitterly that their companies were being used as stepping stones to jobs in the Harbour Service of the SA Transport Services (SATS)

Their complaints were quite justified

A lad would join the fleet as a cadet, work his way through the various grades, obtain his certificates of competency along the way and then, having passed for Master foreign-going, would find the call of the nest too strong and apply to the Harbour Service where, while still working with ships (and night shifts apart), he could reasonably expect to be home-based and enjoy all the benefits of family life

One cannot blame the individual, but apart from the loss of his services to the company that had trained him, the expense of that training had to be written off

Presumably based on the principle of "if you can't beat 'em, join 'em", a scheme now exists which is described as both a practical and businesslike relationship between SATS and Safmarine and in which the latter now actually undertakes the training of marine personnel destined for the former

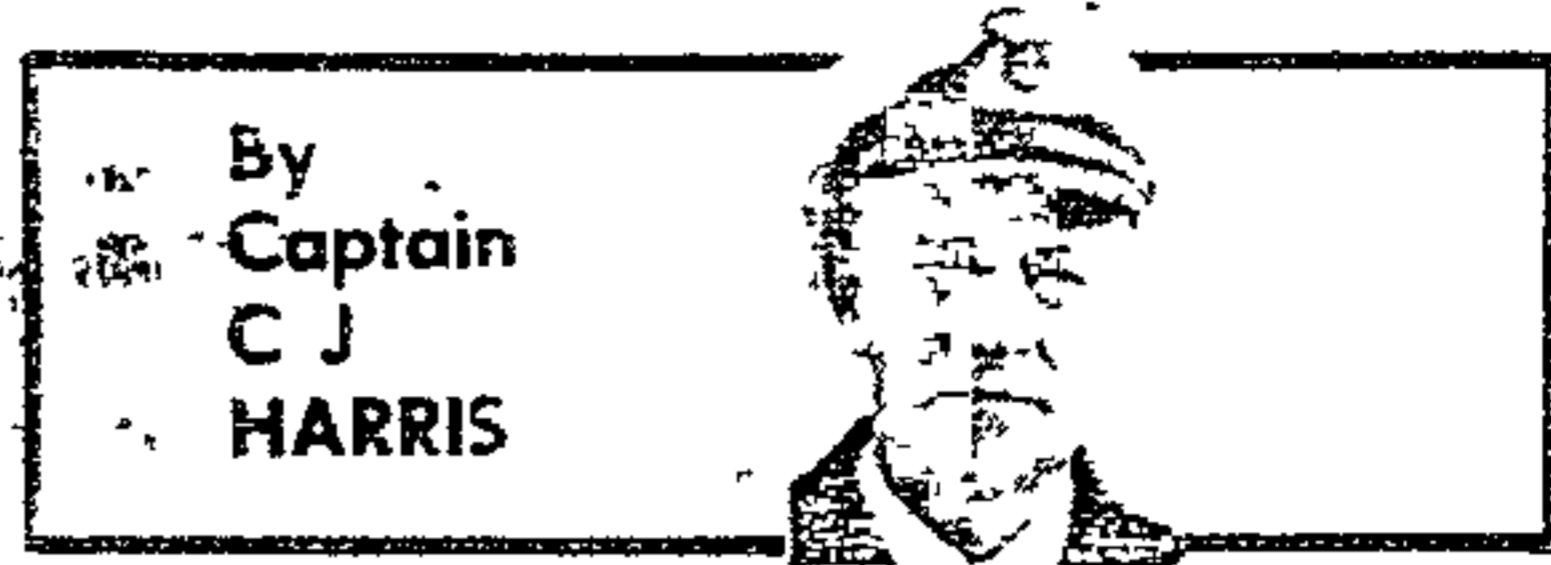
The training period is seven years, by which time it can be assumed that a Master's certificate has been obtained by the trainee, who is then accepted into the SATS as a First Deck Officer in one of the numerous harbour craft

## Slides show it all

A lecture and slide show covering the system of training under this scheme has been compiled by Captain CBM Duncan, a senior harbour pilot at Saldanha, for delivery at schools and in so doing presenting a little known facet of job opportunity

It is a concise talk, pulling no punches and tracing each step of progress which outlining both requirements and possible eventual achievement

One of the items that caught my eye was a description of a harbour pilot's lot based, I feel sure on



the lecturer's personal experience

"Pilots board ships from a pilot boat, or under exceptional circumstances, by helicopter. Boarding a ship by pilot ladder is a hazardous operation at any time. A pilot must be fit, agile and careful, yet few pilots retire at an early age unless through enforced retirement and many are of quite advanced years

## To climb a vertical ladder

To climb a vertical ladder up the side of a three-storey building and then walk up perhaps six flights of stairs or more, would daunt many people, young or old, on dry land

When the "vertical" ladder is moving with the roll and pitch of the ship, the wind is doing its best to pluck you from as precarious foot and hand-hold the sea is trying to wash you away, rain is making the ropes and rungs slippery, you can hardly see what you are doing, because it is pitch dark, the pilot vessel beneath you is plunging up and down in the swell and is likely to crush you against the ship's side or smash the ladder or pull it adrift — then the climb is even more difficult and dangerous than usual

Disembarking is generally considered even more hazardous because it is more difficult to pick the right moment for transfer between the ladder and the pilot vessel

"But", says the author somewhat whimsically, "don't let this put you off — it is part of the excitement of being a marine pilot"

**Raiders**

269  
**take over**

20/9/55  
**SAA's New**

**Manhattan  
York offices**

**Richard Walker**

NEW YORK—Raiders yesterday seized control of the South African Airways offices in Manhattan and set up barricades to repel police efforts to expel them

Commandeering telephones, they told callers they were demanding the closure of the office and a ban on SAA flights to the U S

Staff were herded into a back office, but no violence was used, according to leaders of the unknown group, which identified itself as the Free Azania-South Africa Direct Action Group

'We simply want SAA out of here,' said Mr Mike Morgan, a 30-year-old former student of Natal University, Durban, who has spent seven years helping to run an agency for South African draft dodgers

The SAA office is on the ninth floor of a skyscraper block on Third Avenue, having moved there from a street-level, window-fronted office on fashionable Fifth Avenue in the wake of bomb attacks on other South African-associated sites

THE Nigel Town Council has come under fire for operating "an expensive bus service" in Duduza Township. 269

But the municipality has defended its fare structure, saying it was doing "our utmost best

# Council under fire over Duduza fares

to render a reliable and cheap bus service" to Duduza residents. Legal residents have compared the Nigel bus fares to Brakpan mu-

nicipality's flat-rate system, which is fixed at 50 cents a trip irrespective of the distance travelled. Nigel municipality PRO, Mr Kobus Enslin,

told The SOWETAN this week that "there was a lack of knowledge regarding the tariff structures used by the two municipalities"

Said Mr Enslin "It must be emphasised that the Brakpan tariff structure is only cheaper in respect of trips exceeding 15 km where cash

tickets are concerned. In every other field the Nigel bus service proves to be considerably cheaper than that of Brakpan. "As far as weekly tick-

ets are concerned, the Nigel service is substantially cheaper, with the cheapest weekly ticket being sold at R2,10 and the most expensive ticket over a distance of 20 km, and further, at R4,80," he says.

Cape Town 27/9/85 269

# Airfare price increase shocks businessmen

By ROGER WILLIAMS  
Chief Reporter

THE business community in Cape Town reacted with shock yesterday to the announcement of a 10 percent increase in SAA domestic fares from October 1

With a further petrol price hike expected soon, the hotel and tourist industry at the Cape is being dealt another staggering blow

A relatively lean Christmas holiday season is foreseen in this area as a result of these and other cost increases resulting from the poor performance of the rand against the dollar

Announcing the airfare increase yesterday, the Minister of Transport Affairs, Mr Hendrik Schoeman, attributed the rise to an additional fuel bill for SAA of R30-million a year as a result of a 31 percent decrease in the value of the rand against the dollar since February

## Fuel bill

Businessmen make up an estimated 85 percent of SAA's domestic passenger traffic, and the fare increase will be introduced less than two months after the airline made drastic cuts in its domestic services

Thirty flights a week were cancelled on the Johannesburg-Cape Town route alone, and only a few of these, at peak periods, are being restored in response to representations on behalf of the business community at the Cape

Mr Albert Schuitmaker, business

affairs manager of the Cape Town Chamber of Commerce, said when SAA recently curtailed its domestic services "the chamber was made to believe that the reduction in flights would stave off an increase in fares for an appreciable period"

"We certainly did not expect a fare increase as early as October

"As for the reason given for the increase, we feel that this once again highlights the urgent need to address the problems facing this country and to come up with solutions that will restore international confidence in the rand"

## 'Attractive packages'

Mr John Robert, managing director of Captour, said there could be no doubt the airfare increase would adversely affect the inflow from up-country of tourists and holiday-makers to the Cape — tourism here already having been severely knocked by the drastic drop in the number of visitors from overseas

"But there is no point in talking ourselves into a state of gloom over these developments. Difficult times always act as a spur to inventiveness and innovation, and we must accept what is happening as a strong challenge to our tourist industry

"We must look closer to home and come up with attractive packages for people in our own surrounding areas to enable them to spend relatively inexpensive holidays here in the Peninsula, with mutual benefit to themselves and to the many in this area who depend on tourism"

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motor accessories dept	gift dept	crockery dept
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# Demos arrested in <sup>269</sup> SAA's New York offices

NEW YORK—Nine anti-apartheid demonstrators were arrested yesterday after locking themselves in the South African Airways offices here <sup>27/9/85</sup>

No injuries were reported in the three-and-a-half hour stand-off between the protesters and police

A spokesman for the demonstrators told authorities they were mem-

bers of the month-old group Free Azania/South African Direct Action, which has only 20 people in its ranks <sup>MONDAY</sup>

The protesters, five women and four men, walked into the offices of the airline in Manhattan yesterday afternoon and announced a takeover

Police said a security guard was apparently assaulted during the siege

but was not badly hurt

The protesters, who were not armed, were reported to have allowed some airline workers in the ninth-storey office to leave before locking themselves in for the afternoon

More than three hours after the siege began, police and FBI agents forced the office doors open and arrested the demonstrators — (Sapa)

JHB — NEW YORK SAL

Month	1st Class Return	Gold Class Return	Super Apex	Apex	Apex Increase
SEPT 1985	R5 480	R3 619	R1 199	R1 379	11.7%
AUG 1985	R4 950	R3 268	R1 824	R1 179	
FEB 1985	R4 756	R3 050	R1 613	R1 137	
1984	R4 310	R2 764	R1 460	R1 052	INCREASE 11.7%

JHB — SYDNEY SAL

Month	1st Class Return	Gold Class Return	Apex	Apex Increase
SEPT 1985	R5 580	R4 257	R2 266	
APRIL 1985	R5 040	R3 845	R2 131	
FEB 1985	R4 893	R3 495	R2 131	
1984	R4 544	R3 246	R1 973	INCREASE 19%

# Try to absorb le in the rand

30/9/85  
R3 619. Apex fares rose from R1 460 to R2 020.

On the Johannesburg-Sydney route, the business-class return shot up from R3 246 to R4 257, and the Apex fare from R1 973 to R2 266.

Mr. Botterill estimates that there has been a 40 percent drop-off in passengers from South Africa to the US, a 12 percent drop-off to London, and a fall of 20 percent to

30 percent to central Europe.

SAA has announced that cancellation or combination of international flights is imminent because of the drop in passengers.

Mr. Botterill said incoming passenger loads had also been badly hit because of the "bad publicity we are receiving worldwide on the unrest situation".

He said the tourism industry was placing greater emphasis on domestic and regional travel.

"We are seeing a lot more internal travel, due to the excellent special fares SAA has initiated. Namibia, Zimbabwe, Malawi, Swaziland, Botswana and other countries are still doing very well out of us."

## Damages for victim

LONDON — A man has been awarded R1.5 million damages in the High Court here for road injuries which changed his personality and wrecked his marriage.

It is the largest sum awarded to a road accident victim in England and Wales.

Mr Vivian Pritchard (39) suffered brain damage after his car was hit by a lorry.

He became "callous, irritable and on occasion violent", said the judge — Star Bureau.

## Just a lever controls the dreaded biting blackfly

Science Reporter

Water research scientists in Pretoria have found a surprising solution to one of South Africa's most irritating pest epidemics, that of the bloodsucking blackfly. The epidemic can be controlled simply by turning a lever.

The blackfly, endemic along the Vaal and Orange Rivers from Parys down to Verwoerd Dam and into the Kalahari, has migrated to the Fish River valley in the Eastern Cape, biting man, cattle, sheep and poultry.

Through bacteria it introduces into wounds as it chews through the skin it has caused allergies in man, blindness in sheep, abortions in cattle and the feared Rift Valley fever.

There is evidence, says Dr Mark Chutter, head of the freshwater biology division of the National Institute for Water Research of the CSIR, that the spread of the blackfly epidemic was the result of building dams which increased the survival rate of larvae and so caused population explosions.

It was an entomologist at Onderstepoort Veterinary Research Institute, Dr Ferdie de Moor, who eventually hit on the solution by stopping the flow of the Vaal and Orange Rivers at a critical stage in the development of blackfly pupae clinging to river rocks.

Now irrigation engineers at P K le Roux Dam and the Vaalhartz Weir press a button or turn a lever once a week to destroy the young blackflies by exposing them to the sun

JHB — LONDON

SAL

JHB — NEW YORK

SAL

	1ST CLASS RETURN	GOLD CLASS RETURN	APEX
SEPT 1985	R4 926	R3 254	R1 179
JULY 1985	R4 448	R2 940	R1 179
FEB 1985	R4 118	R2 852	R1 137
1984	R4 010 INCREASE 21,3%	R2 648 INCREASE 21,4%	R1 052 INCREASE 11,7%

	1ST CLASS RETURN	GOLD CLASS RETURN	SUPER APEX
SEPT 1985	R5 480	R3 619	R1 199
AUG 1985	R4 950	R3 208	R1 824
FEB 1985	R4 756	R3 050	R1 611
1984	R4 310 INCREASE 25%	R2 764 INCREASE 28%	R1 460 INCREASE 34,2%

SEPT 198	
APRIL 19	
FEB 1985	
1984	

Transport Reporter

Airlines operating to South Africa are absorbing a large proportion of the increased costs brought about by the decline of the rand against most currencies, says the president of the Association of South African Travel Agents, Mr Peter Botterill.

The plunging value of the rand has also inhibited overseas travel, with the result that airlines are experiencing severe drops in passenger loads. Mr Botterill said international air fares were "uncontrollable" because fuel had to be paid for in dollars.

"Fares for overseas flights are still below the

# Airlines try to absorb the decline in the rand

devaluation of the rand. They could be higher, but airlines have to fill their aircraft by making fares as attractive as possible.

"Airlines are trying hard to accommodate passengers I don't think they are making money at this particular time."

The currency surcharge of about 11 percent, which came into effect on international flights this month, was

the third increase this year.

A business-class return ticket to London cost R2 648 last year. It has now gone up by 21,4 percent to R3 254. An advanced-purchase excursion ticket (Apex), the cheapest fare, has risen from R1 052 to R1 179.

A business-class return ticket to New York went up by 28 percent from R2 764 last year to

30 percent to central Europe.

On the Johannesburg-Sydney route, the business-class return shot up from R3 246 to R4 257, and the Apex fare from R1 973 to R2 266.

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30 percent to central Europe.

SAA has announced that cancellation or combination of international flights is imminent because of the drop in passengers.

Mr Botterill said incoming passenger loads had also been badly hit because of the "bad publicity we are receiving worldwide on the unrest situation".

"Sometimes it is very

biased publicity, and is doing the tourism industry — and, in turn, the economy — a lot of harm.

"We should be seeing thousands of people coming in every day from the US, the UK and Europe, because the exchange rate is so favourable to them. It's a gift."

He said the tourism industry was placing greater emphasis on domestic and regional travel.

"We are seeing a lot more internal travel, due to the excellent special fares SAA has initiated in Namibia, Zimbabwe, Malawi, Swaziland, Botswana and other countries are still doing very well out of us."

## Damages for victim

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It is the largest sum awarded to a road accident victim in England and Wales.

Mr Vivian Pritchard (39) suffered brain damage after his car was hit by a lorry.

He became "callous, irritable and on occasion violent", said the judge. — Star Bureau.



## Bus fare rise shelved

Pietermaritzburg  
Bureau 269  
11/10/85  
THE City Council has decided to shelve its proposed bus fare increase until early next year in spite of the heavy burden the delay will place on the ratepayers of Pietermaritzburg *Worrum*

The vice-chairman of the Transportation Committee, Mr George de Beer, said the increases due to have come into effect at the end of September should be implemented on November 1

He pointed out that commuters faced another fare increase in April 1986 *269*

Councillor Lionel Bennet suggested that the department, which is expected to lose about R1 000 000 this year, should either work within its budget or put the bus service up for sale

The deputy Mayor, Mr Mark Cornell, said steps had been taken to cut costs and these included reducing certain services and not buying new buses

# Outlook is black for the Blue Train

By Zenaide Vendeiro,  
Transport Reporter

The Blue Train — regarded by the travel industry as one of the world's most luxurious train — is this year experiencing its lowest occupancy rates

Overseas tourists who, traditionally, have made up about 80 percent of passengers, are keeping away because of the political unrest, Mr Barry Lessing, South African Transport Services assistant general manager in charge of passenger services, told *The Star*

High fares and the perception that the Blue Train is always full were discouraging South Africans, he said

The occupancy rate for September was initially put at 67 percent compared with 81 percent in September last year but this had fallen to 57 percent because of late cancellations. And September has been the best month this year

Mr Lessing said he expected

occupancy rates between September and January next year — the Blue Train's high season — to drop by 50 percent

Occupancy rates in the off-season, between April and August, dropped from the low of 53 percent in June last year to a low of 43 percent this year

Mr Lessing said the Blue Train had never paid its way. In the 1984-85 financial year, when it had an average occupancy of 72 percent, it covered only 65 percent of its costs and had to be subsidised to the tune of R3.5 million

## COST COVERAGE

Asked if South Africa needed a luxury train in these hard economic times, Mr Lessing said the Blue Train was a tremendous drawcard. It benefited the South African tourism industry although these benefits were not felt by SATS in terms of cost coverage

"If we were to suspend the service, the capital costs and the salaries of employees would not

disappear," he said. "It wouldn't save much money."

Mr Lessing said he was hampered in not being able to react to the market quickly enough. Changes in fares and frequencies would be felt only after a period of 14 months as SATS was bound contractually to provide the service at the frequency and prices advertised in brochures

The booking procedure of the Blue Train was a big problem, he said

Block bookings were made by travel agents and tour operators months in advance sometimes before having clients to fill the seats

Late cancellations caused the Blue Train to run little more than half-full at times — and this after South Africans were turned away because the train was "full"

On the other hand, said Mr Lessing, another reason quoted by overseas travel agents for cancelling bookings was that they felt cancellation penalties presented too high a risk

## FLEXIBILITY

The longer they waited to fill the seats they had booked the more they had to pay if passengers did not materialise

"We feel we have to bring a lot more flexibility and understanding into our whole booking system," said Mr Lessing

Most of the marketing for the Blue Train had in the past been directed at the overseas market, but this would change

"We want to prick the balloon that the Blue Train is always full and that South Africans cannot get accommodation without booking months in advance," said Mr Lessing. He added that SATS had approached several advertising companies for suggestions on how to capture the local market

## Lenasia 'dustbowl' plan gets go-ahead

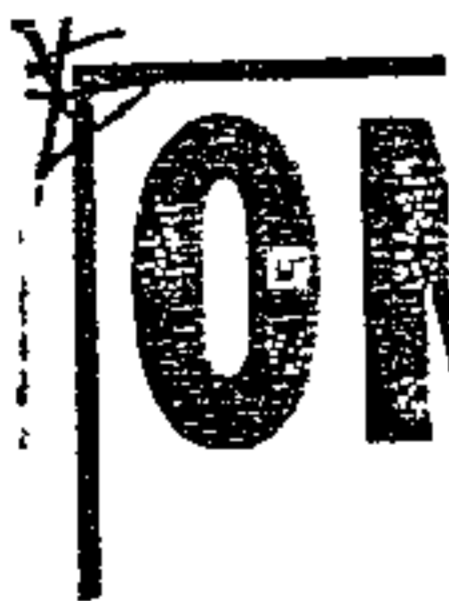
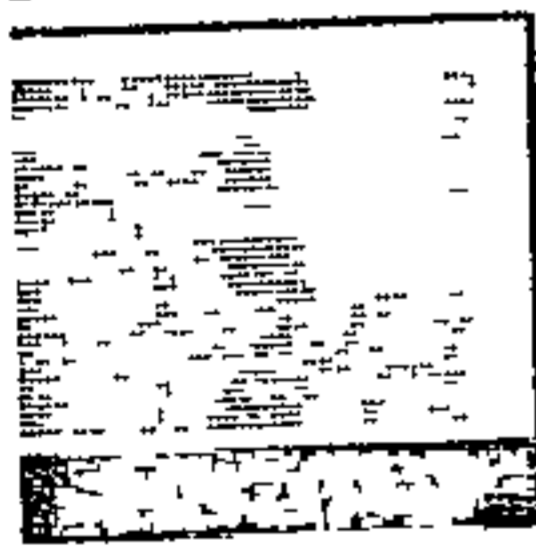
Plans to develop the Lenasia "dustbowl" have been approved but finance is still awaited, says the senior deputy director of the Johannesburg city planning department, Mr Rudy Erasmus

The "dustbowl" incorporates large areas of dusty open ground in the middle of Lenasia's Extension 1 shopping complex

Mr Erasmus said the town planning amendment scheme for the area had recently come through and shopping complexes and parking facilities could be constructed

"There is now no legal impediment to developing the area," he said. But, he added that they were still awaiting a government loan of about R800 000

The first phase of a road between the shops and the mosque has been constructed



# US law <sup>STAR</sup> firm drops SAA after boycott

269 The Star Bureau

NEW YORK — South African Airways has been dropped as a client by the largest law firm in Washington only days after a student boycott of the firm at Harvard, Yale, New York University and a number of other law schools cut into its efforts to recruit new associates.

The firm, Covington and Burling, regarded as a top law firm in the US, has represented SAA for 15 years. It confirmed it had terminated its relationship with SAA, but gave no reasons.

Several prominent lawyers have challenged the company's decision on ethical grounds, raising the question of whether it is abandoning a key tenet of the legal profession to provide the best possible representation for clients regardless of whether their cause was popular.

The move appeared to mark the first time a major law firm has been the subject of a law student boycott. The boycott was part of a series of protests on US campuses. Law students who directed the drive against the firm said the movement started among law students working in the New York City Corporation counsel's office who identified five firms representing the South African Government or its agencies. Of the firms, only Covington was actively recruiting on campuses.

"Everyone was surprised it worked so quickly," said Jonathan Piper, a student activist at Yale law school, where only a trickle of students signed up earlier this month for interviews with the usually popular firm.

A spokesman for the firm said its principals considered the student boycott "an inappropriate activity, an effort to pressure us."

"We made the decision we did despite the boycott, not because of it."

South African Airways officials declined to comment.

SOWETAN  
Reporter

# Putco fares go up

PUTCO bus company has announced that its fares will increase by an average of 17,5 percent on November 1.

A spokesperson said the 14,1 percent increase in fares approved by the National Transport Commission last month, had been further adjusted to take into account the increase of 4,7 cents a litre in the price of fuel which was announced after the application for fare increases.

The combined impact would be an effective increase in passenger fares of 17,5 percent which would be implemented on November 1.

Meanwhile the Black Consumer Association (BCA) has condemned the new bread price hike, which comes into effect today.

A loaf of brown bread will now coast 50 cents and a white loaf 70 cents — an increase of five cents on the prices of both.

The BCA, whose representatives served on the commission of inquiry looking into the subsidisation of bread, said the increase "was unacceptable" to the black population — the bulk consumers of brown bread.

"Just when the black population is beset with problems like the high rate of unemployment now comes the increase on the price of bread," said a BCA spokesman. "This is unacceptable"



# SATS to raise train, bus fares by 10 to 15 p.c

8/10/85

269

## Mercury Correspondent

JOHANNESBURG— South African Transport Services' rail and road passenger fares would go up by between 10 percent and 15 percent next month, Transport Affairs Minister Hendrik Schoeman announced yesterday

He blamed the increases on reduced traffic, electricity and fuel price increases and the rand-dollar exchange rate

From November 17, all rail tariffs will go up by 10 percent, while bus fares will rise by between 10 percent and 15 percent

February this year saw a rail passenger fare increase of between 20 percent and 30 percent, with bus fares up by 12,5 percent

Mr Schoeman said fuel costs represented 43 percent of total road transport running costs

'The recent increase in fuel prices, as well as the increase in prices of tyres and the influence of the weak rand-dollar exchange rate, makes the increase on fares unavoidable,' he said

SATS was heading for an estimated loss of R450 million for the

present book-year

Reacting to the announcement, the Federated Chamber of Industries' director of information services, Mr Jan de Jager, said the chamber was averse to any type of increase which would aggravate the 'already high inflation rate'

PFP spokesman Peter Soal said the tariff hike would add to the 'awful' burden of blacks

## Withdrawn

'The Government could easily save money by integrating white and non-white coaches and then they would not have to run so many empty ones'

A Mercury Reporter writes that about 59 trains between Durban and the South Coast are to be withdrawn as part of the rationalisation of suburban services by the SATS

A spokesman for the Natal region of the SATS said the cuts — which come into effect from November 4 — were made 'due to the heavy losses being suffered by SATS'

'It has been decided to withdraw certain of the suburban trains, mainly over weekends, and late-night trains which are

very poorly patronised,' he said, adding that of the 59 trains to be cut, 22 were operating on the old line between Durban, Pinetown and Cato Ridge

Following representations from commuters, a fast passenger train service would be introduced between Pinetown and Durban on week days

He said minor adjustments would be made to the times of some of the remaining trains

1000,00

# SATS to increase train, bus fares

CAPE TOWN 8/10/85 (269)

Own Correspondent

JOHANNESBURG — South African Transport Services (SATS) rail and road passenger fares are to go up by between 10 and 15 percent next month, the Minister of Transport Affairs, Mr Hendrik Schoeman, announced yesterday

He blamed the increases on reduced traffic, electricity and fuel price increases and the rand/dollar exchange rate

The Progressive Federal Party spokesman on black affairs, Mr Peter Soal, said the tariff increases would add to the 'awful' burden on blacks

"In a matter of days, first bread and then transport are increased. This could add to the tense situation in the townships," Mr Soal said, adding that rail costs could be reduced by integrating coaches to reduce the number of empty ones

From November 17 all rail tariffs will go up by 10 percent and bus fares by between 10 and 15 percent

February this year saw a rail passenger fare increase of between 20 and 30 percent, with bus fares up by 12.5 percent

Mr Schoeman said electricity and fuel comprised 15 percent of the SATS operating expenditure, and a rise from R980-million to nearly R1,25-billion in 1985/86 was anticipated

SATS was heading for a financial estimated loss of about R450-million for the present bookyear

# Rail fares up 10%

ARKUS 8/10/85

Staff Reporter

26.9

SHOCK rail and bus fare increases — the second in eight months — are the result of the South African Transport Services' "protectionist monopoly," says Progressive Federal Party transport spokesman Mr John Malcomess.

Sats has announced that suburban and mainline rail fares would increase by 10 percent on November 17. Bus fare increases would range from 10 to 15 percent.

Mr Malcomess said today that while the private sector had to cut prices in the recession, Sats did just the opposite "because they are a monopoly protected by law from private competition."

"The private sector has had to bite the bullet and fire staff but Sats just puts up prices. This means that food and other prices will go up and other people will have to fire even more staff. It's crazy," he said.

Mr Malcomess rejected Sats' explanation that fare increases were inevitable because "the Government was no longer compensating for unprofitable socio-economic services," as a Sats spokesman put it.

"If they can't render uneconomic services why don't they let the private sector compete with them?" Mr Malcomess asked.

The Minister of Transport, Mr Hendrik Schoeman, blamed the increase on reduced traffic, electricity and fuel price increases and the rand/dollar exchange rate.

He expected Sats' operating bill to rise from R980-million to R1 250-million in 1985/1986.

In February rail fares went up by between 20 and 30 percent and bus fares by 12,5 percent.

In the new increases bus fares will go up 10 percent for journeys on Monday to Thursday, 12½ percent from Friday to Sunday on ordinary weekends and 15 percent on long weekends.

Some examples of suburban line-increases are

● Mitchell's Plain-Cape Town or Fish Hoek-Cape Town:

		Old Price	New Price
Single	1st class	1,70	1,80
	3rd class	,70	,80
Weekly	1st class	12,50	14,50
	3rd class	3,40	3,80
Monthly	1st class	46,50	51,00
	3rd class	13,50	15,00

● Retreat-Salt River.

Single:	1st class	1,00	1,10
	3rd class	,40	,50
Weekly:	1st class	7,50	8,20
	3rd class	2,40	2,70
Monthly:	1st class	27,50	30,50
	3rd class	9,70	10,50

● Bellville-Cape Town:

Single:	1st class	1,10	1,30
	3rd class	,50	,60
Weekly:	1st class	8,80	9,70
	3rd class	2,80	3,10
Monthly:	1st class	32,50	36,00
	3rd class	11,00	12,00

# Sats passenger fares to go up

269

08/10/85

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**Dispatch Correspondent**  
CAPE TOWN — SA Transport Services (Sats) rail and road passenger fares are to go up by between 10 per cent and 15 per cent next month, the Minister of Transport Affairs, Mr Hendrik Schoeman, announced yesterday.

He blamed the increases on reduced traffic, electricity and fuel price increases, and the rand/dollar exchange rate.

From November 17, all rail tariffs will go up by 10 per cent, while bus fares will rise by between 10 per cent and 15 per cent.

February this year saw a rail passenger fare increase of between 20 per cent and 30 per cent, with bus fares up by 12,5

per cent. Mr Schoeman said fuel costs represented 43 per cent of total road transport running costs.

"The recent increase in fuel prices, as well as the increase in prices of tyres and the influence of the weak rand/dollar exchange rate, makes the increase in fares unavoidable," he said.

Sats' losses on rail passenger services because of "low cost coverage averaging 30 per cent" was compounded "by the state's limited ability to compensate Transport Services fully for losses incurred in rendering socio-economic services," Mr Schoeman said.

Electricity and fuel comprised 15 per cent of Sats' operating expendi-

ture, and a rise from R980 million to nearly R1,25 billion in 1985/86 was anticipated.

Reacting to the announcement, the director of information services of the Federated Chamber of Industries (FCI), Mr Jan de Jager, said the chamber was averse to any type of increase which would aggravate the "already high inflation rate."

"The increase may be lower than the 16 per cent inflation rate, but it adds up when you add the last increase."

The PFP's black affairs spokesman, Mr Peter Soal, said the tariff hike would add to the "awful" burden of blacks



**Putco to raise fares 1. p**

~~Mercury Reporter~~ Mercury Reporter 269  
9/10/85

THE Putco bus company is to increase its fares by 17.5 percent from November 1, it was announced yesterday

The statement said that the increase in the price of diesel fuel this year could not be absorbed by the company, and had to be passed on to the consumer

Notices setting out Putco's new cost structure will be sent to passengers on October 25 Mercury

## Sats fares strategy

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THE South African Transport Services' new fare structure was geared towards discouraging the high passenger traffic in the long-distance bus service during the festive season and other holiday periods.

This was disclosed yesterday by Sats' public relations officer, Mr Janne van Zyl, who added that long-distance bus fares would be cheaper in weekdays. Train and long-distance bus fares are going up by 10 to 15 percent from November 17.

The new fare structure means that passengers will pay as high as 15 percent more when travelling in long-distance buses during peak periods.

9/10/85  
Phaka e honolo

10/10/85 (269) STAR

# SATS retain some 'whites only' facilities on stations

Certain facilities reserved for whites are still to be found on trains and platforms of railway stations and "unfortunately are here to stay", a spokesman for the public-relations-department of the South African Transport Services said yesterday.

Mr J E van Zyl was commenting on a letter published in *The Star* on Tuesday from a reader who witnessed an incident at the Germiston Station last week in which railway policemen ordered several black commuters off benches reserved for whites.

Mr van Zyl said it was not the kind of action the South African Transport Services would like to see from its employees.

The reader said he was under the impression the Minister of Transport had abolished petty apartheid at stations and on trains. Mr van Zyl said this was the case, but said there were still facilities which were reserved exclusively for white commuters.

Asked whether these facilities would be opened to all races in the future, he said although most of the facilities had been opened to all race groups, there were still some reserved for whites.

# Putco to pull out its buses

PUTCO would no longer make buses available for hire for funerals in Soweto on Saturdays, a spokesman has announced. 269

In a statement to The SOWETAN the spokesman expressed sympathy for the bereaved families but said this action had been taken because of continual bus hijackings. 11/10/85

He said these often involve a threat to the safety of employees as well as heavy damages. One Putco official, Mr Justice Dladla, is still unconscious in hospital after being attacked by a mob on September 28.

"Hijackings have

usually been associated with the funerals of unrest victims which are usually held on Saturdays. SOWETAN

"Sunday funerals have been comparatively free of such vio-

lence and buses will continue to be made available for these," he said.

An average of 150 buses are hired for funerals on Saturdays in Soweto. A similar number is also hired on Sundays.

# SATS raises loss estimate by R50 m

(269) 15/10/85 Mercury

**Mercury Correspondent**  
 PRETORIA—South African Transport Services has raised its loss estimate for the current financial year by R50 million to R450 million

Last month Transport Affairs Minister Hendrik Schoeman told the Natal National Party congress SATS was heading for a

R400 million deficit because of a 'collapse' of rail, air and sea traffic

Railway staff, he said, had been 'cut to the bone' in the economy effort and could not be reduced further without grave risk of disrupting services

April to July figures showed a combined loss in all three services of

R92 million and losses are likely to escalate in the last three months of the financial year

In an effort to increase revenue SATS has embarked on a campaign to win back some of the traffic lost to road hauliers

According to a SATS spokesman SATS at one time had a 65 percent

share of all transport but this figure had plunged to 35 percent and extraordinary efforts would be made through intensive marketing to close the gap

Factors influencing the plunge in SATS earnings include fewer South Africans travelling abroad, hitting SAA revenue

hard, fewer overseas tourists and immigrants coming to South Africa and a steep decline in high-rated goods traffic, including imports.

And according to PFP transport spokesman Ruben Sive the R600 million a year paid by SATS to cheapen urban commuter fares is crippling the administration

# SATS loss estimate R450m

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IS 10/25  
(269)*

Own Correspondent

PRETORIA — South African Transport Services (SATS) has raised its loss estimate for the current financial year by R50 million to R450 million

Last month the Minister of Transport Affairs, Mr Hendrik Schoeman, told the Natal National Party congress SATS was heading for a R400m deficit because of a "collapse" of rail, air and sea traffic. Railway staff, he said, had been "cut to the bone" in the economy effort, and could not be reduced further without grave risk of disrupting services.

April to July figures showed a combined loss in all three services of R92 million

In an effort to increase revenue SATS has embarked on a campaign to win back some of the traffic lost to road hauliers over the past decade

SATS at one time had a 65 percent share of all transport. This figure had plunged to 35 percent and extraordinary efforts would be made, through intensive marketing, to close the gap, a spokesman said.

Factors influencing the plunge in SATS earnings included the fact that fewer South Africans were travelling abroad — hitting SAA revenue hard — because of the depreciated rand and the general growing antipathy towards South Africans.

Also, fewer overseas tourists and immigrants were coming to South Africa since they were scared off by unrest and the state of emergency.

# Govt warned of huge transport subsidies bill

269

B. Day

227 10/18/85

GOVERNMENT will face a huge bill for direct subsidies of commuter transport if it accepts the National Transport Policy Study's recommendation to open the transport market to free-market principles.

That was one of the main messages from a National Institute for Transport and Road Research (NITRR) workshop held in Pretoria on Monday.

"For example, SA Transport Services' cross-subsidisation of uneconomical services from profitable ones will have to go. Then government will have to subsidise directly any services which are not cost-efficient but are retained for socio-political motives," said NITRR economist Tom Kennedy.

ALAN PEAT

"They will have to decide what has to stay and what can be pruned. There is nowhere in the world that commuter systems are cost-efficient in totality," he added.

"The new thing in South Africa will be that the cash cow, which at present supports suburban rail-passenger services by cross-subsidy, will fall by the wayside in a free-market scenario.

"This country will have to follow the proven experience in the likes of the US and Canada to devise

appropriate mechanisms to support these services. Things like loss-making branch lines will have to be identified and a decision taken on whether to retain them or whether they could be substituted by more relevant modes of transport, such as road."

The transport cost for black commuting is about R1bn a year, excluding short-distance feeder services, according to a report prepared by Andries Naudé of the NITRR's urban-transport group.

"But together with other cost items, such as time costs, the total is nearer R2bn a year. This alarmingly high cost is from the low-level volume of about 2,1-million trips per daily peak period," said Naudé.

# Australia is entitled to stop SAA landings

By Zenaide Vendeiro,  
Transport Reporter

Australia and all Commonwealth countries which have threatened to withdraw South African Airways' landing rights are legally entitled to do so, Mr Justice Cecil Margo, who chaired the Margo Commission of Inquiry into civil aviation, said yesterday.

International civil aviation, he said, was regulated by the Chicago Convention, formulated in 1944. South Africa was a signatory, as were all Commonwealth countries of any stature.

"In terms of that convention, all member states enjoy the right of innocent passage for non-traffic purposes through the airspace of all member states.

"Thus, the ban on South African aircraft flying across North and West Africa and landing for non-traffic purposes was a illegal as it contravened the provisions of the Chicago Convention."

STAR

## BILATERAL AGREEMENT

"But, when it comes to enjoyment of traffic rights, especially by scheduled services, it is necessary to conclude a bilateral agreement between the two countries concerned. These bilateral agreements can be cancelled at any time."

Judge Margo said if SAA's right to land in Australia was withdrawn, it could, theoretically, still fly over Australia "although this would be of little use."

23/10/55

Judge Margo has for many years advocated a full-scale lobbying campaign in the International Civil Aviation Organisation (ICAO) and the International Air Transport Association (IATA), urging representatives to tell their governments not to ban SAA aircraft flying over or landing in their states, as it would set a precedent damaging to the interests of civil aviation.

This was also one of the recommendations of the Margo Commission.

"Nothing came of it and it is now too late," he said.



# Hawke Govt ready to ban all SAA flights to Australia

The Star's Foreign  
News Service

MELBOURNE — The Australian Government seems set to withdraw South African Airways landing rights. This is likely to be the next move in its mounting campaign against Pretoria.

The government secretly ordered a review of the service — the only direct air link between the two countries — six weeks ago. The Cabinet is believed to have been divided on the issue then with some members arguing that Australia should not be the first to impose such a ban.

However this week's decision by the Commonwealth leaders to consider a ban in six months will remove this obstacle and increase the likelihood that the ban will be imposed.

Prime Minister Bob Hawke appears

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to have been referring to such a move when he said last Thursday that his government might soon implement some of the bans which the Commonwealth members adopted.

Qantas stopped its Australia-South Africa flights in 1977 and later introduced a weekly service to Harare which SAA linked to Johannesburg. However Zimbabwe Prime Minister Robert Mugabe has said his country would cut air links with South Africa in the second stage (after six months) of the sanctions plan.

This would mean travellers using Harare as a link between the two countries would have to go to and from Johannesburg by car or train.

The ban on SAA has been considered by both the Bob Hawke and Mal-

23/10/85  
colm Fraser governments but rejected partly out of concern that interference with family contacts between the two countries could provoke a strong political backlash.

SAA carried about 38 000 passengers each year on its Australian route and last year paid the Australian government over R1 million in landing fees.

Asked to comment on Australian threats of withdrawal of SAA landing rights, Mr D A S de Bruyn, SAA's acting international services director, said today "We have heard about them but have not received any official notification."

"If landing rights are withdrawn passengers from South Africa will still be able to go to Australia via alternative routes to the Far East. SAA flies to Taipei and Hong Kong once a week.

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# 'Bus boycott' looms

THE Azanian People's Organisation and the Azanian Students Movement yesterday warned the latest increase in bus fares announced by Putco may result in a boycott by black passengers.

A statement by Azapo and Azasm, issued in Johannesburg, said "While the services rendered by Putco to the black community are presently deteriorating, and given the explosive political and economic climate here, the bus fare increases announced by Putco become most provocative and unjustifiable

"We (Azapo and Azasm) find it utterly unacceptable that the black community will now be forced to help Putco recover the losses it has incurred owing to the failure of the Government to subsidise it

"Putco should accept to bear with the laws (and recover the subsidy from

the Government) rather than shift the responsibility onto the already overburdened and under-employed black masses

"Azapo and Azasm further warn Putco to realise that the bus fare increase would invariably force the black community to direct action and thus include Putco in the ongoing black consumer Boycott"

Replying, Putco said it had done its best to ease the burden of the increase by a subsidy

It added that, while the two organisations' statements did not improve the situation, Putco would not dismiss the statement lightly

The company said "Putco has an open door policy to meet with community leaders — official and unofficial — and commuter representatives to discuss matters of mutual interest"

— Sapa

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Sowetan

29/10/85

Muti account book

R2 000 and jewellery

# Transport rights defended in PE

By KIN BENTLEY

A HEARING of the Road Transportation Board in Port Elizabeth today heard a submission that PE Tramways Limited had a "statutory right", sold to it by the PE Municipality — dating back to 1879 — to operate the sole bus company in the city

An application to run 100 51-seater buses from the coloured and Indian suburbs of PE along several routes to Berry's Corner was being heard. The applicants are Messrs Agmat Abrahams, Hashem Baboo, Donald Cairncross, Colin Coltman and Hendrik Nel, directors of the Bethelsdorp Mini-bus Service Company (Pty) Ltd

Mr L S Melunsky, SC, for PE Tramways, said by virtue of certain agreements between the PE City Council and PE Tramways and its predecessors, which had been enshrined in legislation, PE Tramways was entitled by statutory right to run a scheduled bus service in PE

He said the council had sold the right to PE Tramways and in terms of the Road Transportation Act of 1967, it was specifically stated that existing rights in PE and Cape Town in this respect, were not to be substituted

After citing the ordinances which over the years had enshrined the right of PE Tramways to operate the sole scheduled bus company, Mr Melunsky said he was not questioning the board's right to authorise on transport matters, but merely to point out that "existing legislation precludes the board from granting the application"

He said the right "vests in the City Council, but has been temporarily contracted out to PE Tramways

"That right can return to the council and be re-vested. It is in operation until 1991, when the municipality will be entitled to receive it back"

After a submission by Mr Melunsky that the municipality's rights in the issue stood to be diluted, the chairman of the board, Mr B I Miskey, said the PE City Council had chosen not to object to the application

The application was postponed until later today

Mr Melunsky was instructed by Oosthuizen, Hazel and Wilmot. Mr R Buchanan, instructed by Rushmere, Noach and partners, appeared for the applicants

# Prototype trolley buses not a success

Municipal Reporter

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STAR

30/10/85

The era of trolley buses in Johannesburg will not be revived

The regular trolley bus service was stopped several years ago, but in 1980 the city council decided to investigate reviving the buses and launched a feasibility study using seven prototype trolley buses

Following a report by the dem-

onstration project steering committee, the council decided at its monthly meeting last night to stop the project and dispose of the prototype buses and 42 old trolley buses and infrastructures

According to the report, diesel buses were up to 10 percent more effective than trolley buses.

"The operation of such trolley buses in Johannesburg is for the

foreseeable future not economically viable. However, in the national context, the desirability of having a public mass transport system based on an alternative energy source may justify a capital grant," said the committee.

Mr Danie van Zyl, chairman of the transport committee, said the council had still to decide what would happen to the seven prototype trolley buses

# SATS increases will aggravate losses — FCI

27/11/85 Staff

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The 15 percent increase in rail, road and harbour goods rates announced yesterday would aggravate rather than assist the South African Transport Services' efforts to reduce its losses this year, said the Federated Chamber of Industries chief executive

Dr Johan van Zyl also said the increase, together with the five percent adjustment in March and the extensive commodity reclassifications, went against the undertaking given by SATS to introduce tariff increases lower than the rate of inflation

The Afrikaanse Handelsinstituut (AHI) managing director, Mr Fritz Stockenstrom, said the increase would contribute to more inflationary pressure

The AHI was aware that SATS rail freight volumes had declined as a result of the recession and it hoped the

tariffs would be revised downwards when freight volumes expanded

The Minister of Transport Affairs, Mr Hendrik Schoeman, said the rates increase, which would come into effect from January 1, was unavoidable in view of increased costs and revenue losses.

He said "In an effort to keep rates as low as possible, the SATS budgeted for a deficit of R192 million this financial year. With the unforeseen worsening of the recession, SATS's high-rated traffic, and thus its revenue, decreased considerably

"The expenditure on fuel increased by R237 million during the past two years while that on electricity increased by R73 million. This higher expenditure and lower revenue could cause a deficit of more than R400 million" — Staff Reporter, Sapa

ALAN PEAT

# Travel time, costs for blacks 'excessive'

THE complaint by the Trade Union Council of South Africa (Tucsa) that black commuter travel time, distance and cost are excessive has been backed by extensive investigations. The Tucsa complaint was aimed at the 17.5% bus fare increase by Putco, but the responsibility for the whole travel issue was aimed at the government.

In the case of Putco there has been logical motivation for the increase. Costs for bus operators have soared this year. The last fuel price increase joined those for tyres, components, replacement vehicles, non-vehicular equipment, property, services and the like. Wages and salaries have also been increased in most cases.

And there has been the horrendously expensive cost of the unrest — reckoned at R30m to the whole industry by the SA Bus Operators Association.

The impending increase in diesel fuel, planned for mid-November, and the possibility of a decrease, or even the total removal, of the fuel rebate enjoyed by bus operators, will only compound the cost problem — and lead to the likelihood of further fare increases.

The point that Tucsa raises is that the cause of lengthy black commuter travel time and distance was caused by the government's separation of blacks from the rest of the population. Therefore the government, said Tucsa, must bear a larger responsibility for covering the cost of travel with increased subsidies.

The travel problem was caused by legislatively entrenched policies like the Group Areas Act.

The work travel problems that blacks face have also been highlighted in two major reports from the National Institute for Transport and Road Research (NITRR).

One, by engineer Sias Oosthuizen, and economist Andries Naudé, states that 20% of all black commuters travel for more than 30km, with a travelling time averaging 4.5 hours a day.

In the other report by chief research officer Nesta Morris and assistant Liz Fourie, stress was laid on the fact that "a major feature of black commuting is the long distance travelled by many commuters — particularly in Pretoria, Bloemfontein and Durban".

The longest commuting distance in Pretoria, for example, was the 60km to 130km for commuters from rural Bophuthatswana and KwaNdebele.

This gave average travel times of 6hr 41min for KwaNdebele and 7hr 19min for north-east Bophuthatswana. The second group, it was found, spent more time travelling than sleeping. The rising hours were equally extreme with KwaNdebele commuters rising at 03h55 and those from north-east Bophuthatswana at 03h48.

Oosthuizen and Naudé's report gave the average time/distance figures for all black daily commuters. The report said that 30% travel a distance up to 15km, with an average time spent travelling each day of 1hr 50min. Fifty percent travelled 16km-30km and spent an average of three hours travelling.

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# Train, bus, taxi fares on way up

Mercury 13/11/85

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## Mercury Reporter

TRAIN fares go up 10 percent on Sunday and the Durban Transport Management Board meets today to decide whether bus fares will also rise

DTMB general manager Marshall Cuthbert said yesterday it was 'highly likely' that fuel increases announced by the Government on Monday would have to be passed on to commuters

He gave no indication of how much the increase would be, or whether it would be in the same region as the 10 percent hike announced for Pietermaritzburg's bus service

Taxi operators have also applied for a fare hike

The only cheerful news was for Putco commuters

— the firm announced yesterday that it would not immediately increase fares

The train fare increase applies to all but the Blue Train

A spokesman for South African Transport Services said the increase was as a result of increased costs and the 'poor economic outlook'

Relief for Putco commuters is likely to be only temporary as the company, already faced with an R8 400 000 loss for the past financial year, says it cannot carry the extra cost itself much beyond the end of the year

The company said although it would be faced with increased costs of about R350 000 a month because of the 4,7 c/l increase for diesel, it did

not feel commuters 'can bear another increase at this time'

The company, the black bus passenger industry and its commuters, are facing major economic problems, with potentially serious consequences for commerce and industry dependent on black labour

Mrs Kay Watson, the owner of one of Durban's biggest taxi companies, confirmed that taxi owners had applied to the Local Road Transportation Board for permission to increase fares

'We are already carrying September's petrol price increase'

Mr Mahmood Bux, chairman of the Indian Bus Owners' Association, said it was likely that operators would announce a

10 percent fare increase by Monday

'We will have to pass on these increases to the commuter otherwise we cannot carry on. It is not just the fuel increase, but the soaring price of spare parts and the rand-dollar exchange rate as well,' he said

5

# Workers stranded in bus boycott

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21/11/85

Qualifying period  
 Waiting period  
 Percentage of wage paid  
 Maternity days per pregnancy

HUNDREDS of workers were stranded yesterday morning in Ga-Rankuwa and Winterveldt (Bophuthatswana) as the boycott of Putco buses entered its third day.

Commuters have vowed to continue with the boycott in protest against the company's 17,5 percent fare increase which came into effect on Sunday.

Several buses, including those owned by the Bophuthatswana Transport Holdings (BTH), were damaged when violence broke out near the Ga-Rankuwa bus terminus on Monday morning. A number of people were injured when Bophuthatswana police fired tearsmoke canisters and used batons to disperse the boycotting commuters.

## Boycott

Large numbers of workers were stranded at the Mabopane railway station on Tuesday night when BTH employees refused to drive into Mabopane and Winterveldt for fear of their lives. Scores of people walked long distances to their homes.

Boycotting workers were transported to Rosslyn and Pretoria on Tuesday morning by a BTH bus which allegedly has no authority to ferry commuters to the city.

Commuters continued the boycott yesterday morning and workers used taxis and private vehicles to go to work. Bophuthatswana police stood guard at the Putco

By SOWETAN Reporter

terminus in Winterveldt yesterday morning.

Colonel David George, public relations officer for the Bophuthatswana police, yesterday said the situation was back to normal. Putco's liaison officer in Pretoria, Mr Dan Rolt, was yesterday not available for comment. His office said he was attending a meeting in Johannesburg.



Conference

on repression

The Federation of Transvaal Women will hold a one-day conference on Saturday on repression in South Africa. The venue is St Peter's Catholic Church in Kagiso on the West Rand. There will be two panel presentations featuring representatives of Cape Town community organisations and members of the legal and journalism professions as well as the clergy. Contributions will also be made by a trade unionist and a youth organisation leader. The emphasis will be on exploring ways of meaningful community participation under emergency provisions. The conference, which starts at 10 am, is open to the public.

Bus Service can show a profit

By Zenaide Vendeiro, Transport Reporter

City bus services can be run profitably, says a report published yesterday by the National Institute for Transport and Road Research of the Council for Scientific and Industrial Research.

Researchers Paul Browning and Rodger Smith suggest the key is to see urban public transport as a business rather than as a social service.

They say that, without subsidies and protective legislation, public transport would have reacted to changing circumstances — such as near-universal car ownership — by limiting services to a series of direct bus lines along corridors with frequent services and varying fares depending on demand.

With this business approach would have come other tools of the business world. A finely-

tuned price mechanism would have been used to regulate demand.

"The constant adjustments to market demand would have meant a public transport system which paid its way like any other business. Subsidies would never have appeared, local authorities would merely have made specific grants for specific social purposes as they do in many other fields."

"This is a process which should have begun some 15 to 20 years ago. As it did not, there must be a transitional period — but the goal should remain to achieve quickly an urban public transport system which at least pays its way."

The two researchers say research has shown that the most popular bus services — and the ones most likely to produce a profit — are those which operate along corridors, usually radiating from central business

districts, and which are frequent, direct and fast.

They call these bus services "Bus Rapid Transit" or BRT. BRT would begin with buses but could eventually develop into a fixed track system.

Improved speeds, (up to 100km/h) would be achieved by limiting the number of bus stops, introducing bus lanes and traffic lights giving priority to the buses.

Routes would run directly from suburbs into the CBD, linking important centres on the way but not deviating for the purpose of penetrating a suburb. Ideally, frequencies would be at a minimum of five-minute intervals in the peak periods and every 15 minutes at other times.

As the BRT system would operate on a limited number of lines, access to these lines would mostly be by car on a park-and-ride principle although BRT would also be designed to cater

for pedestrians.

"However, there will always be groups of people — the elderly, in particular, and also the young to some degree — who cannot relocate themselves along a route and who cannot provide their own mobility," the two researchers concede.

They suggest the concept of a "transport broker" who would encourage the development of suburban taxi operations, the provision of low-cost car hire in suburbs and similar ventures.

Local authorities would not be involved in funding but would be responsible for giving legal, administrative and other advice to would-be entrepreneurs who would like to offer a local community service of this kind at a profit.

The report takes a typical urban commuter route in Pretoria to describe in detail how "Bus Rapid Transit" would work.

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# Bus passengers fear new 52 pc Sats' fare rise

By Zenaide Vendeiro,  
Transport Reporter

23/11/85

Fares on buses to Johannesburg from Vanderbijlpark, Vereeniging and Meyerton, which went up by 10 percent last week, could be raised by a further 52 percent, say angry commuters.

A spokesman for South African Transport Services (Sats), which runs the services, said a figure of 52 percent had been mentioned, but was not definite. "It could be more, or less, depending on the number of passengers."

Sats told passengers at the beginning of the month that the services would be terminated on December 3 because of poor support and the "weak economy."

After representations by passengers and local politicians, it agreed to continue the services on a temporary basis.

A committee of 10 was formed, comprising commuters and Sats officials, though there are plans to enlarge it to include students, scholars and their parents.

Rumours of the 52 percent fare increase have stunned passengers. "We were told the service was being run at a total loss, and the 52 percent increase would just enable it to break even," said one. "It's unbelievable. We are all in favour of rationalisation, but not of an increase of this magnitude."

ARGUS 27/11/85  
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# Rail rates rise 'against undertaking by Sats'

Argus Correspondent

JOHANNESBURG — The 15-percent increase in rail, road and harbour goods rates announced in Pretoria yesterday by the Minister of Transport Affairs, Mr Hendrik Schoeman, will aggravate rather than help the South African Transport Services's efforts to reduce its losses for this year

This was said by the chief executive of the Federated Chamber of Industries, Dr Johan van Zyl, who added that the increase, combined with the five-percent adjustment in March and extensive commodity reclassifications, went against the undertaking Sats had given to introduce tariff increases lower than the rate of inflation

He said the increase would have the effect of choking off demand

The managing director of the Afrikaanse Handelsinstituut, Mr Fritz Stockenstrom, said it was unfortunate that the increase would contribute to further inflationary pressure in the

midst of rising costs and a latent inflation danger

In a statement yesterday Mr Schoeman said the rates increase, which will come into effect on January 1, was unavoidable in view of increased costs and revenue losses

"In an effort to keep rates as low as possible, Sats budgeted for a deficit of R192-million for the current financial year. With the unforeseen worsening of the recession Sats's high-rated traffic, and thus its revenue, decreased considerably

"The increase in the price of fuel, electricity and other costs caused expenditure to rise sharply — the expenditure on fuel increased by R237-million during the past two years, while that on electricity increased by R73-million

This higher expenditure and lower revenue could cause a deficit of more than R400-million. To bring this expected deficit within Sats's financing capability a rates increase is unavoidable"

SAPC

# Railways Police (269) role in (208) unrest praised *Star*

Transport Reporter *23/11/85*

Minister of Transport Affairs Mr Hendrik Schoeman yesterday paid tribute to the role played by the Railways Police and the security forces in unrest-stricken areas.

"Although there have been instances when our peace-keeping forces have been taken to task for the way in which they allegedly performed their duties, and even for their presence in the unrest-stricken areas, we are most thankful and proud of the noble conduct they displayed and their excellent performance under difficult circumstances," he said at a medal and passing-out parade at Esselen Park, Johannesburg.

The devotion, loyalty, training and co-operation among the forces had made it possible for the state of emergency to be lifted in six districts, and he hoped the position would soon be reached where it could be lifted altogether.

Mr Schoeman said it could not be gainsaid that intimidation, which still occurred over a large area of South Africa, was instigated and nurtured "by the communists through their satellites".

He warned that as stability returned, renewed and intensified attempts to intimidate peaceful and law-abiding citizens would be made.

The Railways Police's new flag was officially inaugurated at the parade at which 162 police men and women were presented.

Mr Schoeman said he hoped the "enemies of peace" would, at the sight of the flag, realise that the Railways Police was a formidable force and would not hesitate to ward off any threat against South Africa and the South African Transport Services.

# Rembrandt Group earnings soar

EARNINGS of Rembrandt Group soared by a third or almost R39 million to R166 million for the half-year to September

Remgro, top company in the Stellenbosch-based Rupert stable is also raising its interim dividend to 46.5c from the 40c paid a year ago

Profit jumped by R42 million to R170 million before tax and the taxman increased his take by 89 percent to R50-million

Earnings rose to 317.6c from 238.3c a share after extraordinary items

● A R20 million rise in first-half earnings is reported by Rembrandt Controlling Investments, with R84.7 million after tax

The interim payout has been increased to 46.5c from 40c

● Technical Investment Corporation is paying a 30.2c interim dividend after 25.9c Profit was R8 million higher at R34.4 million after tax

● Technical and Industrial reports earnings up to 218.9c from 167.4c a share and an interim dividend of 32c up from 27.4c

● Trans-Natal Coal Corporation is to take over the entire issued share capital of Alfred McAlpine and Son from December 2 and the listing of McAlpine's shares on the JSE will terminate tomorrow

● Protea Holding's earnings jumped to 26c and it is paying a dividend of 12.5cs (10c) for

the year to August

The report shows contributing to R51.7 million operating income were motor and allied (18 percent) packaging and mining supplies (17 percent); chemical (16 percent), electronics and electrical supplies (15 percent); farm machinery and engineering (11 percent each), healthcare (6 percent) and workwear (4 percent)

● Rand Mines chairman Mr D Watt says if there is no unforeseen deterioration in the political and economic spheres, the group earnings are expected to be marginally better than last year's

Turnover of R66 million showed a 21 percent rise on 1984's record R548 million

Tom Hood

# Scrap transport monopoly

28/11/85  
DISPATCH PFP

PORT ELIZABETH

The chief Opposition spokesman on Transport Affairs, Mr John Malcomess, yesterday called on the monopoly held by the South African Transport Services (Sats) to be scrapped "so that the free enterprise system can operate to reduce prices and help the fight against inflation".

He was reacting to the 15 per cent rise in rail, road and harbour goods rates.

The increase is to be effective from January 1.

Mr Malcomess, PFP MP for Port Elizabeth Central, said Sats was "drawing South Africa into the poorhouse and must be the largest single contributor to our high rate of inflation".

If there were alternative means of transport available, the increase would be acceptable, but Sats had a monopoly

"And they use every means available to maintain that monopoly," Mr Malcomess said



MR MALCOMESS

Sats routinely objected to transport permits being issued to private enterprise. This resulted in legal procedures which the man in the street had to pay for

"They use their own police to man roadblocks and confiscate trucks" Most of these cases were withdrawn, he added

"It is high time this

monopolistic system was changed so that free enterprise can operate to reduce prices and help fight inflation"

A spokesman for the Association of Chambers of Commerce said the tariff increases would give rise to a further inflationary spiral in the new year

The spokesman said "These increases will afflict the hard-pressed business sector"

In the field of exports it will erode, in part, the competitive advantage of the present rand/dollar exchange rate, he said

"Although the underlying financial reasons for these increases are understood and the improvement in productivity in recent years is fully recognised, it does highlight the serious effect administered prices have on the economy and points to the need for a more competitively-based arrangement in the field of transportation." — Sapa

BUS DAY 2/12/85  
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# Safmarine's new service

CHRIS CAIRNCROSS

SAFMARINE plans to offer shippers a dual service on the US trade route, increasing from 26 to 55 the number of sailing opportunities available per year.

Shippers using Safmarine will have the alternative of a three-weekly direct service for breakbulk, bulk and project cargoes calling at Atlantic and Gulf ports, or a fully-cellular triangular service, operated in conjunction with United States Lines.

This cellular service will operate every nine days via Europe, with transfer at Rotterdam to vessels on the Southern African Europe Container Service (SAECS)

The slot charter arrangement with US Lines, which provides for separate marketing, is subject to approval by the US Federal Maritime Commission (FMC).

Until approval is granted — probably during the first quarter of 1986 — Safmarine will continue with its present multi-purpose direct service and space share agreement with Bankline of London.

3/12/85  
BUS DAY  
Police merger  
is discussed

Business Day Reports

SA Police and Railways Police will probably merge on or before April 1, police sources said yesterday.

Transport Affairs Minister Hendrik Schoeman has confirmed that he and Law and Order Minister Louis le Grange were discussing a possible amalgamation of the forces.

A joint statement was likely at the appropriate time.



# 40 pc rise in Randburg bus tariffs expected

By Shirley Woodgate

Randburg bus tariffs are expected to soar by 40 percent by September next year and certain internal off-peak services are to be drastically cut to offset an expected loss of R1.8-million in 1986.

The bad news for the four percent of the population using the service is the result of a study by consultants commissioned by the council and tabled at last night's meeting.

Mr Olaus van Zyl (NP) said the operating loss was less than R200 000 in 1977 and during the past three years commuters had benefited from a transport department subsidy in terms of the demonstration project, but ratepayers would have to foot the nearly R2-million loss in full in 1986 unless steps were

taken.

Poorly supported buses are to be removed — this applies particularly to Saturday services — or rerouted, and by extending certain routes, adding to others and changing starting times it will be possible to incorporate all privately operated school services at a cheaper price.

Mr van Zyl said although buses would be open to all races in the future, there was no talk of integration at this stage as the Putco service was cheaper and more convenient for black people.

The present service is operated jointly by Johannesburg Transport Department and Greyhound but the former is to be asked to take over the entire service as the survey showed this would be cheaper and more efficient.

Door shuts

Insurance companies included in new scheme to handle claims

# Third Party fuel levy talks

4/12/85 BUS DAY

269

GERALD REILLY

THE Department of Transport Services is working intensively to clear obstacles in the way of introducing the third-party petrol levy scheme before deadline on May 1, according to Director-General of Transport Adriaan Eksteen.

Eksteen told *Business Day* in Pretoria yesterday that discussions on the mechanics of the new scheme with insurance companies and the legal profession had taken place over the past few months and would be resumed early in the new year.

Eksteen said there was no question of retaining the existing premium scheme.

Meanwhile, Dudley Honey, chairman of the Association of Law Societies of SA standing committee on the Motor Vehicle Assurance Scheme (MVA), said it seemed government had been persuaded to include the

insurance companies in the new scheme, if only to handle claims.

At first sight, Honey said, it appeared the companies were not needed, and that the MVA could administer and handle claims.

However, objections to this were lodged on the grounds it would represent a total nationalisation of the scheme.

"We felt it important in the current climate of privatisation that an element of privatisation should be retained in the scheme," Honey said.

"In any case," he stressed, "the companies had the know-how, the facilities and the trained staff to handle claims."

"If the scheme were to be nationalised, government would either have to entice trained staff away from the companies or

train greenhorns — and this would result in chaos."

It seemed now, however, the handling of claims from May 1 would be entrusted to the 14 companies which now formed the Third Party Consortium, he said.

Another problem was whether or not vehicles should carry identification tokens.

It was pointed out that vehicles involved in accidents should be clearly identifiable as a starting point in the claims procedure.

Yet another problem was how claims should be distributed among the companies and whether the vehicle owner should be allowed to choose his own company.

One scheme suggested by the department was that certain days of the year be allocated to different companies, and all claims originating from accidents on those days should be handled by the relevant company.

4/12/85

# SAA — still flying in the face of adversity

BU'S DAY



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4/12/85

SAA chief executive  
GERT VAN DER VEER  
Fred Stiglingh talking to



**S**OUTH AFRICAN Airways is running at a loss, but is not in financial difficulty. Chief executive Gert van der Veer wings his way through financial straits propelled by sheer positivism and a view of problems as purely transient. He sees bad times as a chance to adapt and woo new passengers, the exchange rate as good for tourism and political upheaval as free publicity.

Rising costs and dollar-based expenditure are what stand between the airline and break-even — perhaps even profit — he proclaims.

“SAA as a company has a very good financial record, and has shown profits virtually every year of its 51 years’ existence.”

Losses during 1980-1983 were caused by the recession and the “second generation” fuel price-hike of 1979.

**D**espite this, SAA has adjusted itself to the point where an expected loss of R120m for 1983-1984 was turned into a R4,5m profit. The following financial year, which ended in March this year, saw a profit once more, of R2,2m “despite the domestic recession and the rapid drop in the exchange rate”.

So why is SAA in the red now? April to September shows a loss of R19,5m for the first six months of the last financial year. Simple,

says Van der Veer. It is due to rising costs “over which we have virtually no control”.

Of SAA’s total expenditure, he says, nearly 60% is dollar-based. “I’m referring to all our fuel, including domestic fuel, as we pay in dollars on an import-parity basis.”

“Aircraft and components are paid for in dollars, we have a lot of direct overseas expenditure — landing fees, fuel, catering, advertising — and we have some 800 people working for us overseas.”

This has led to a 60% sensitivity to the dollar, says Van der Veer.

“Anybody can see that a very small proportion — less than 25% — of our revenue is earned in foreign currency, and it makes SAA very vulnerable to the exchange rate.”

Part two of the airline’s losses involve a decline in the number of passengers. Internationally, there was a drop of 10,3% in incoming and outgoing passengers during April-September this year, compared with the same period last year. September was

15,8% lower than last year. Domestically for the same period, passengers declined 2,3%, and in September by 5,6%.

Van der Veer forecasts that the international passenger decline will even out at about 15% for the rest of the year and domestically at between 4% and 5%.

But, he says, things are not as serious as they seem, since the previous financial year (April 1984 to March 1985) saw an overall passenger increase of more than 13%.

“The traffic drop alone did not put us in a negative situation. In effect I had the same people, the same aircraft and flew to the same places. The problem is the cost, due to the rand/dollar exchange.”

Since February last year the fuel bill has virtually doubled.

Whereas fuel made up 10% of total costs five years ago, it now accounts for between 30% and 40%.

So what is SAA doing about its losses?

Van der Veer recalls the previous financial year “when we did magnificently, despite rising costs”.

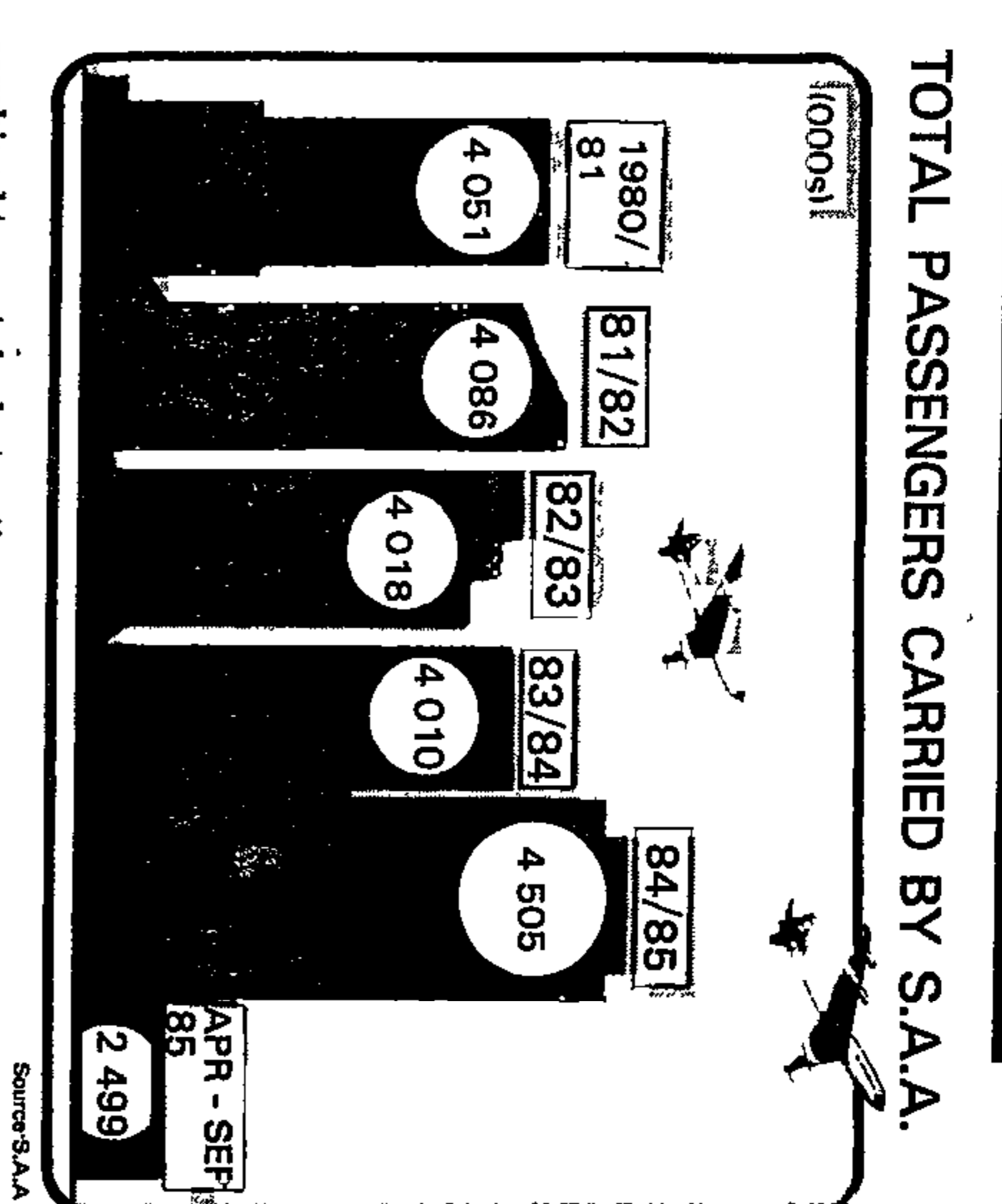
Instead of raising, SAA lowered fares by introducing incentives, such as midnight flights (50% off), flexflights (40% off), pensioner flights (40% off) and family fares (50% and less).

**T**he airline sold spare capacity to a part of the market that had not flown before and increased passenger count.

“This year we’ve got additional customers and we’ve stimulated the market to its limits as far as discounts are concerned. The difficulty is costs. We have to pass it on; we cannot do any more ‘tricks’.”

Flight cuts is one way to control losses, as direct operating costs due to the fuel price are forcing SAA to fly only if an aircraft is filled with a “reasonable number of passengers”. That means about 75% capacity to be profitable, as opposed to under 65% a year ago.

A revised domestic timetable has led to a saving of at least R1m a week since its introduction on September 15. Internationally, flights were



combined to certain destinations, with a new timetable from November 1, while certain unprofitable destinations were cut altogether.

SAA has also adjusted staff levels (in line with SA Transport Services), and has stopped hiring new people since July. One result is a cut in training. For example, the airline will not take on 200 new apprentices next year as planned.

stay overseas for long periods. Van der Veer is positive about the future “The economy is warming up, there is government stimulation and we will undoubtedly feel the effect.”

If the rand stays at its present level, he says, next year will be “difficult, but not as difficult as this year, as we will have adapted ourselves to circumstances”.

He does not expect SAA to increase domestic fares before the end of the year despite the petrol price rise.

“Also, this country has never had so much free publicity — negative publicity is better than not being talked about. For the first time, overseas people know where Cape Town, Johannesburg and Port Elizabeth are.”

People, he says, have short memories and “the minute the unrest dies down, SA will be the ideal tourist destination, particularly with the low rand”.

Internationally, he says, South Africans may be able to afford the airfare, but cannot afford to

“The traffic drop alone did not put us in a negative situation. In effect I had the same people, the same aircraft and flew to the same places. The problem is the cost, due to the rand/dollar exchange.”

Since February last year the fuel bill has virtually doubled.

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Since February last year the fuel bill has virtually doubled.

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5/12/81 SATS DAY

# Sats switch-off for foresters

LAWRENCE BEDFORD

FORESTRY owners say they will shift rail traffic to the roads in the face of a 15% increase in railage rates from the new year.

Timber accounts for about 3.2%, or 5.2-million tons, of commodities railed. Sawn timber railage is down 25% on the 1.2-million-ton peak of 1980-81 and rough-hewn is down 27% on its 1976-77 high of 5.9-million tons.

The annual increase in railage over the past five years has been 18%, says Forestry Owners' Association economist Mike Edwards.

He says SA Transport Services' (Sats) new tariffs will cause industry-wide havoc and kill the pole market, which faces crippling railage increases.

"We have done a detailed study on the loss of traffic and revenue to Sats if

rates continue to escalate, and we are saying to them, 'Give us a decent rate and we will give you sufficient additional tonnage to ensure that your revenue does not decrease'.

"I think the crunch has come. We have got to the stage where something has to be done."

Sats marketing director Andre Heydenrych says timber has always been carried under cost.

He says Sats is negotiating contract rates with the larger, heavy-timber concerns on major routes. The rest will be faced with rates at cost level.

"We want to negotiate with the industry to let them cross-subsidise within the sector," he says.

The proposals include the following reductions which range between 20%  
Says Schneeweis

The committee has...

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# Freehold not tied to urban rights

6/12/85  
BUS DAY 269  
6/12/85

**FREEHOLD** rights for blacks will not be tied to urban residence rights. Any black South African able to buy a house in a proclaimed black urban area may do so — and live there.

In other words, blacks who can afford it will be able to acquire immediate urban rights simply through the purchase of a house, once enabling legislation has been enacted by Parliament next year.

They will be able to circumvent the provisions of Sections 10 (i) A, B and C of the Black (Urban Areas) Consolidation Act. These sections define black eligibility for urban residence rights in terms of birth, period of residence or employment, and familial relationships.

Constitutional Development and Planning Minister Chris Heunis issued an explanatory statement yesterday, after 24 hours of confusion caused by his

**PAUL BELL**  
Political Correspondent

statement on Wednesday, when he said blacks would get freehold rights in leasehold areas.

The entitlement to leasehold had been dependent on an applicant's possession of Section 10 rights — a linkage which government has now dropped. Leasehold has applied to all black townships since November and government will now grant freehold in these areas.

Heunis gave three examples of the implications:

- "A person who at presents finds himself in Soweto and who is able to buy a house, will be able to occupy that house legally
- "An inhabitant of Lebowa, who is able

● To Page 2 →

6/12/85  
BUS DAY

## Air fares set to rise 20%

**FRED STIGLINGH**

**INTERNATIONAL** air fares will increase by up to 20% between January and April next year on all airlines operating out of SA.

An SAA spokesman said yesterday the weakening rand will necessitate a currency adjustment of 15% to all international areas except Israel with effect from January 1.

In addition, the International Air Transport Association (Iata) has announced increases of between 3% and 5% on regional and international destinations from April 1.

**EXCLUSIVE**

There will be a 5% increase to and from all regional destinations with the exception of Malawi, Tanzania and Zambia, where incoming fares remain the same.

Fares to and from Australia, Japan and Korea will increase by 5%, and the Middle East, Far East and South America by 3%.

European and Canadian fares remain the same until new agreements are reached.

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# Freehold welcomed

BUS Day 6/12/85

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← From Page 1

to afford the purchase of a plot or house in Tembisa, can do so and he and his family will be able to occupy the house or premises

□ "An illegal immigrant from Mozambique, who is therefore not a SA citizen, will not acquire any rights in terms of the announcement"

The Black Sash's Sheena Duncan said that, while this was an improvement, it was "still only half a plan". The other half would be government's acceptance of the President's Council committee recommendation that large tracts of land be bought in urban areas for site-

and-service schemes

This would permit more people — other than simply those rural people who could buy their way into urban areas — to settle in the towns

The Federated Chamber of Industries (FCI) said the move was an important step in normalising black home ownership "albeit to a relatively small segment" of the black community

Assocom said it "warmly welcomed" the move.

15,5% increase in two stages

# Escom rise 'a setback to recovery'

BUS DAY  
6/12/85



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THE 15,5% electricity tariff increase next year will aggravate Escom's financial position and delay economic upturn, said Federated Chamber of Industries (FCI) president John Wilson.

"A tariff increase of this magnitude at this time will undoubtedly further curb electricity demand," Wilson said.

FRED STIGLINGH, GERALD REILLY  
and SAPA

Escom chairman John Maree yesterday announced the increases would be implemented in two stages, on January 1 and July 1, amounting to a cumulative 15,5% for the year.

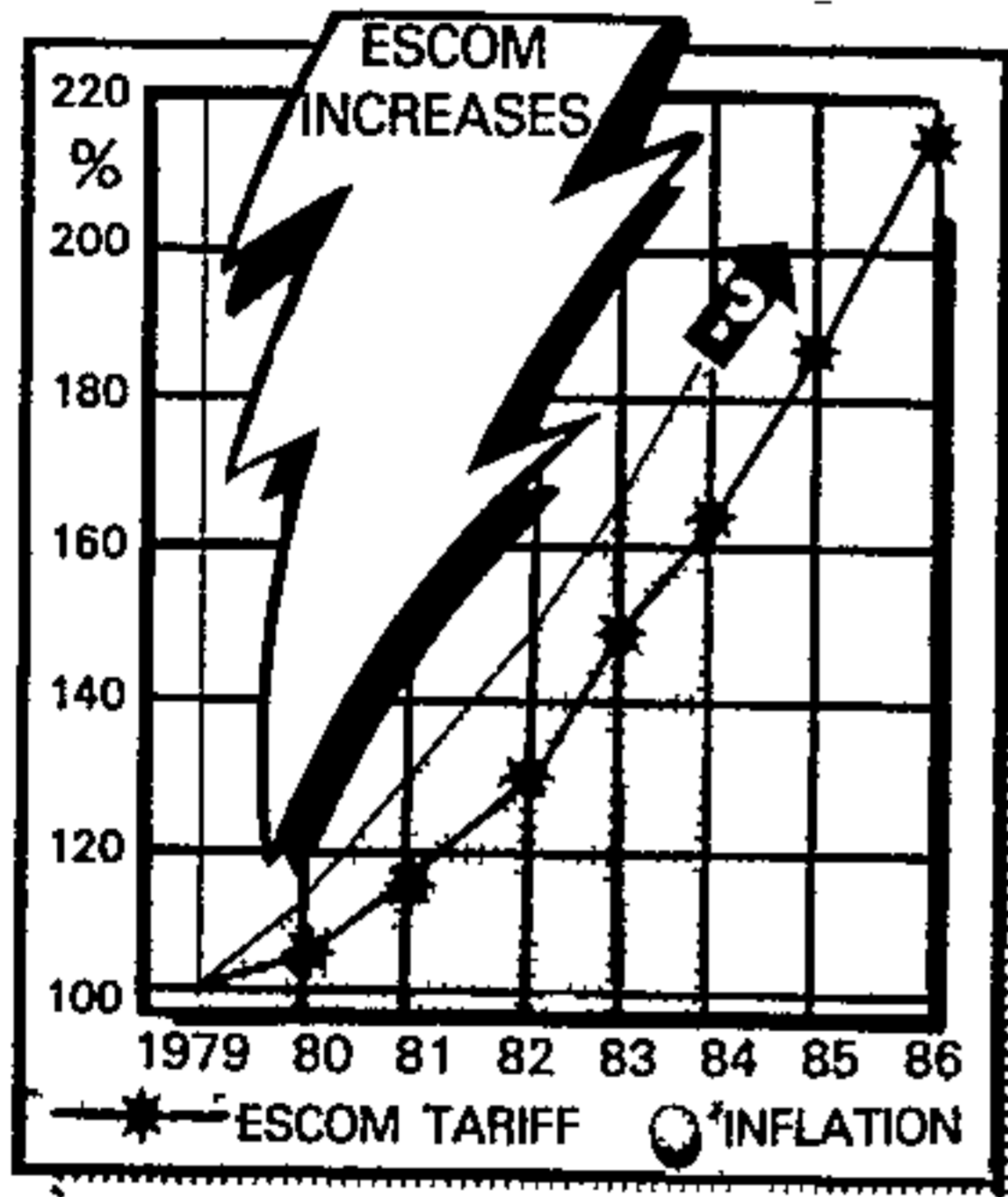
This year saw similar increases, on January 1 and September 1.

Maree said major cost reduction had to be implemented to keep the increase below the 16% inflation rate.

Cost factors include:

- Higher interest rates on the local capital market due to difficulties in getting foreign loans.
- Lower income from electricity sales resulting from lower economic growth.
- The decrease in the rand value boosting cost of imported equipment.
- The import surcharge
- Higher transport costs

The increases would raise basic power tariffs by 21% by the end of 1986, FCI's Wilson said, adding: "This occurs alongside substantial increases which have already taken place, resulting from



● To Page 2



# Escom hike 'a setback'

changes in the basic rate structure."

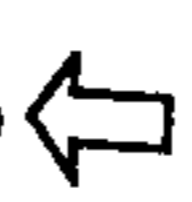
He said decline in electricity demand was partly due to a history of tariff increases which averaged 18% over the past 10 years.

This was more than 5% above the average inflation rate.

An Assocom spokesman said the increases came at an inopportune moment when "business viability is under pressure".

"Not only will these increases impact upon the cost of living but will have an

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● From Page 1

BUS DAY 6/12/85

adverse effect upon the production costs of most industries," the spokesman said.

Volkskas economist Adam Jacobs said the combined impact of the power tariff hikes, the 15% hike in railway rates from January and the expected increase in the petrol price — also in January — would send the inflation rate above 17%.

The current CPI level is 16,6 — the highest since 1922.



# SAP, Railways Police merger may be feasible

26 Pretoria Bureau

The Department of Transport has confirmed that talks are under way which could lead to the South African Police and the Railways Police combining forces.

It is understood that a feasibility study is being carried out to determine how viable such a scheme would be.

The office of the Minister of Transport, Mr Hendrik Schoeman, confirmed the talks were being held but declined to give further details.

And a spokesman for the Minister of Law and Order, Mr Louis le Grange, said the matter was still confidential so comment was not possible.

It is understood that such an amalgamation of forces is very likely, particularly in the light of statements to Parliament this year by Mr le Grange, in which he indicated that he wanted to increase the size of the police force.

BUS DAY  
10/12/85

## Mozambique bridge attack

JOSE CAETANO

MOZAMBIQUE claimed at the weekend that the railway line linking Komatipoort to Maputo was sabotaged by a group of specialists infiltrated from SA.

An official source in Maputo said the group, accompanied by "armed bandits" of the Mozambique National Resistance, attacked a 22m bridge on Thursday night.

The entire horizontal structure of the bridge was destroyed, as well as some support structures.

Ironically the bridge, 8km from the SA border, is within a stone's throw of the site where, on March 16 last year, the then Prime Minister P W Botha and Mozambican President Samora Machel signed the Nkomati Accord.

On Friday, members of the Mozambican special forces investigated the scene of the sabotage.

The latest incident is the most serious case of sabotage near the SA border since the end of September, when the Mozambican government released documents detailing support by senior SADF members for the MNR rebel group at an international Press conference in Maputo.

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BUS DAY 12/12/85

## Bus services lose custom

FORTUNES of municipal bus services are still plummeting.

Passenger levels fell by another 8,8% for the quarter ending September 30 compared with the previous quarter, according to latest figures from Central Statistical Services (CSS).

The actual number of passengers carried was 51,75-million, 13,4% down on the 59,79-million for the same quarter last year.

South African Transport Services' (Sats) road and rail passenger sections figures are also declining

The road section showed a fall of 6% and rail 5,2% in the third quarter compared with the second. Third quarter-on-quarter figures displayed

Industrial Staff

road down by 12,2% and rail by 3,1%.

The only good news is that private sector bus operations have shown a rise of 4,5% for the quarter to end-September, compared with the second quarter, although the annual quarterly comparison shows the 243,5-million passengers they carried was still down 4,6% on the third quarter last year.

CSS trend lines for private transport operations are still climbing for both black and white passengers. But those for Sats' first-, second- and third-class passengers are declining.

Municipal transport departments' trend lines are still falling sharply.

## Car rentals down in October

CAR rentals dipped again in October, says the monthly report by Pretoria University's Bureau of Financial Analysis.

Fleet sizes and the number of rentals fell against October 1984. Revenue, though up 6,4%, fell 10,4% in real terms when adjusted for inflation. Fewer people rented cars, but those who did used them for longer periods. The number of rental days increased 2,1%

Car rental companies say this indi-

Industrial Staff

cates companies have had some success in promoting their leisure time discount packages.

The report says despite smaller fleets, there was surplus capacity.

Truck hire companies were even worse hit. Although the number of rental days was up 4,7% compared with October last year, revenue fell 4,3% — a 21,1% fall in real terms.

**SATS** ~~232~~  
**hands** ~~24~~ STAR  
269 11/12/85  
**over food**

Food worth thousands of rands collected for the needy was handed over to the Department of National Health and Population Development by the South African Transport Services (SATS) at a function in Johannesburg yesterday

The food collection project, "Operation We Care", was launched by the SATS, with the help of welfare organisations, about a month ago

Accepting the food from SATS' general manager, Dr EL Grove, the department's regional director, Dr WJ Lindeque, said the donation would be a tremendous help as it would feed about 200 000 people

The SATS has decided to make the "Operation We Care" containers available to any organisation which wants to collect food for the needy

It will deliver and remove the containers free of charge.

For more information contact the Director (Public Relations), South African Transport Services, Private Bag X47, Johannesburg 2000, or on (011) 773-2208

7-month  
loss of  
R140m  
for Sats

GERALD REILLY

SA Transport Services (Sats) suffered an overall loss of R140,6m in the first seven months of the current financial year.

The loss for the year, even taking into account the 15% freight tariff increase from January 1, is expected to be close to Transport Minister Hendrik Schoeman's estimate of R400m.

A senior Sats official said the best revenue months were over. December, January and February were low revenue months and still had to come into the calculation.

It was possible higher freight rates would raise revenue between January and the March year-end by as much as R100m.

During the April-October period, Railways suffered the biggest loss - R378m. Its loss for the whole of the financial year has been estimated at R698m.

Revenue amounted to R3,103bn and expenditure, R3,481bn.

Airways losses in the period amounted to R50,8m. Revenue was R786,1m and expenditure, R836,9m.

Harbours' revenue was R546,3m and expenditure R362,1m - a surplus of R184,2m.

The pipeline showed a healthy surplus of R105,6m - revenue R139m and R33,4m expenditure.

An additional expenditure item was R1,8m appropriated from net revenue.

Economists said that, given the state of Sats' finances, further tariff rises were almost certain at the start of the new financial year.

Shots were also fired at the family's

the mountains until he and his wife were

# Sats thwarts' Cape bus plan

**CHRIS CAIRNCROSS**  
PLANS by Cape Town's City Tramways to launch an inter-city luxury bus service are being thwarted by SA Transport Services (Sats)

According to a spokesman for the company, part of the Tollgate Holdings group, it had been hoped to start up an inter-city service early in 1986

This would have involved the operation of luxury coaches fitted with television, radios and on-board refreshments. Proposals included a fare structure considerably below that charged for other modes of transport

An application was made to the authorities earlier this year for certificates to operate the proposed service

It is, however, being strenuously opposed by Sats. The result is the National Transport Commission (NTC) has decided to delay a decision on the issue



TUTU

# Tutu appeals for a just SA society

NOBEL peace prize-winner Bishop Desmond Tutu at Christmas appealed to racially-divided South Africans to work for a just and peaceful country.

His appeal came during an apparent lull in unrest which has cost more than 1 000 lives since February, 1984.

Police headquarters in Pretoria said yesterday there had been no serious incidents of unrest in the past 12 hours

Tutu, an outspoken opponent of apartheid, told a congregation of about 400 people of all races at St Mary's Cathedral in central Johannesburg that Christ had left them to continue his work on earth.

"He told us to work for justice for

only so can we work for peace," Tutu said in his Christmas Day sermon

"How can we go on like this?"

"With a state of emergency, soldiers in the townships, teargas and rubber bullets, people being burned, homes being petrol-bombed, people being intimidated, people being detained without trial," he asked.

Much of the violence had been in the townships, where people seen as government collaborators had been burned and their houses attacked

Tutu said: "Let us work so that Christmas 1986, unlike Christmas 1985, will be one where all of us, black and white, will be able to say indeed God is with us" — Sapa-Reuter.

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BUS TRANSPORT FIN MAIL

27/12/85 (269)  
**Slowing down**

Long-awaited reform in the troubled public transport sector (*Business* December 6) now seems likely to be delayed yet again, this time by the new Regional Services Councils Act and the sensitive issue of subsidies.

Government's appointed research team, the National Transport Policy Study (NTPS), has submitted its recommendations for new legislation and government was expected to announce radical new measures in the first Parliamentary session next year.

However, group head of urban transport at the National Institute for Transport and Road Research (NITRR), Bill Cameron, believes only technical regulations will be proposed on a national government level. Economic regulations are likely to be de-

volved on the RSCs

"This could mean," he explains, "that the NTPS will want more time to study the RSCs in greater detail and extra studies of subsidies."

Ultimately, he reckons, the NTPS will draw up options for economic regulation from which the RSCs can choose. Local needs will then decide how far the area's transport sector should be regulated. Critics of the RSCs doubt the ability of any bureaucrat to deregulate, and they want legislation to specify guidelines and limits to economic regulation.

But Cameron believes dramatic reform incorporating deregulation will be announced in Parliament, regardless of the NTPS's desire for more time.