TRANSPORT - PRIVATE

4 JAN. 1982 — 30 JUNE 1982

Tramways: We must go for higher fares

Cape Times 25/3/82 (332)

Staff Reporter

THE increase in the price of diesel would make it inevitable for City Tramways to apply for a bus fare increase, a spokesman for the company said yesterday.

"The full implications of the fuel price increase have not been worked out but it is inevitable that we will have to go for an increase in fares," a City Tramways spokesman, who did not wish to be named, said.

He added that no details could be given at this stage.

The increase in diesel fuel to City Tramways would be three cents a litre.

Cahac

Mr Wilfred Rhodes, chairman of the Cape Areas Housing Action Committee, responded to the news from City Tramways by saying his organisation had become very pessimistic about fighting applications for fare increases.

"The last time we appealed against an application for an increase, we stated all the facts, describing the hardships it would cause and showed that things were actually improving for the company — and the increase was still granted," he said.

"We will naturally lodge our objections again if and when the application is announced and hope for the best.

"The effect of another increase will be to once again hit the poorest man the hardest," he said.

He pointed out that City Tramway's was a private company that naturally had a profit motive. But Cahac saw the provision of public transport as a social need and saw this need being financially exploited.

● Mrs Eulalie Stott, chairman of the Cape Town City Council's Housing Committee, said food, rent, clothing and transport costs were the most essential items in the budgets of lower-income families, and that these absorbed almost the entire income.

"In view of the fact that the bus company intends to apply for a fare increase, I hope the Government will increase its subsidy or that employers will provide the extra money for transport costs," she said.

● The Afrikaanse Handelsinstituut said the increase in the fuel price was not unexpected, but its adverse ripple effect on all economic activities could not be ignored and would be inflationary.

The chairman of the the AHI's Motor Chamber, Mr Sarel Steyn, said in a statement to Sapa that although the 3c a litre increase was relatively slight, the full effect of the GST and Rail Tarriffs, as far as petrol was concerned, had not yet been passed on to the consumer and the increase should therefore be seen in perspective.

The AHI noted the drop in the international price of crude oil. However, South Africa paid for crude oil in dollars, and because of the weakening rand/dollar exchange rate, the increase was unavoidable.

Higher profit

Mr Steyn said an investigation by the Institute's chamber, the Motor Industries Federation and the Department of Mineral and Energy Affairs had concluded that the retail trade could lay claim to a higher profit margin, and the chamber was grateful that the Cabinet had approved this.

In view of this, the chamber had supported the request of the minister concerned to postpone recovery until the end of the year.

"However, the attention of the motor trade is drawn to the fact that the existing gross retail margin will now be levied on the increased fuel price, so that monetarily they will in any case be in a better position," Mr Steyn said.

Merc
4/1/82 332

Future for riksha men bleak unless garage found

Mercury Reporter

THE future once again looks bleak for Durban's riksha pullers. They have been given a month to find a new home for their rikshas and head-dresses.

Mr Terry Toohey, director of the Durban Publicity Association, whose New Year resolution was to have his first ride in a riksha, said yesterday that Anglo American and Eagle Taxis, who have given the rikshas space in the Brickhill Parkade, now need the space.

'Anglo American and Eagle Taxis have been very kind in making space for the rikshas for the whole of last year, but I received a letter from them saying they now need the space and I am trying to find alternate garaging,' Mr Toohey said.

New garage

'I hope to approach businesses in the area because the riksha pullers need to find a new garage before February.

'There are about 15 rikshas which pack very conveniently one behind the other so not very much space is needed,' he said.

In March 1973 the rikshas faced extinction when the 83-year-old owner, Mr V L Hickman, was forced to stop business because of ill health. Mr Gerry van Weers, owner of a waste paper company, bought the business as 'more of a charity than a paying proposition'. Unfortunately, he too faced difficulties and gave the riksha pullers their own rikshas as a farewell present.

Advertisements

In April 1977 the Durban Publicity Association, under the guidance of Mr Toohey, launched a campaign to revive the declining riksha business by asking for sponsors or decking the rikshas with advertisements.

Two years later many of the pullers could have lost their jobs because nobody in Durban could repair the damaged spokes of their wheels. A spokesman, who asked not to be named and who 'grew up with the rikshas', stepped forward, welded the spokes and was willing to show an African how to continue repairs.

Soon afterwards the rikshas were given the space in the Brickhill Parkade so they could be close to their working area.

No cheaper bus fares for PE pensioners

4/1/82 E. Post (332)

Municipal Reporter

ALTHOUGH it is the Year of the Aged it seems that Port Elizabeth pensioners will still have to pay full fares on buses — unlike Johannesburg.

There commuters aged 60 and more already have subsidised fares. Pensioners who are over 70 have been entitled to travel free on all buses — even during peak hours — from the beginning of this year.

But in Port Elizabeth, the City Council and PE Tramways each regard the other as being responsible for providing subsidised transport for the elderly, and it looks as though nothing will be done this year.

The general manager of PE Tramways, Mr Carl Coetzer, said in an interview today that subsidies should be the responsibility of local government.

His company was prepared to bear a quarter of the cost of a fare if the City Council and a sponsor each contributed a quarter. The pensioner would then pay for the remaining quarter.

"But we are not prepared to do this unless the council is involved," he said.

For years he had been trying to get council assistance on this matter, but the council had adopted the attitude that it was not their responsibility.

"I have always been very willing to do something for elderly commuters, but to be frank I have now given up," he said.

The chairman of the Works and Traffic Committee, Mr Bill Hayward, pointed out that whereas the Johannesburg buses were run by the municipality, Port Elizabeth had a private bus company.

If the council were to subsidise bus fares then rates would go up substantially, he said.

Already the council had made provision for special rebates on rates for old pensioners.

"I don't see the council setting a precedent by subsidising fares for aged people," he said.

Mr Hayward pointed out that the Johannesburg bus service, being a municipal concern, was not run at a profit.

He said that as this was the Year of the Aged he felt the council should have a "substantial" grant-in-aid to the Algoa Bay Council for the Aged which they could use to help needy elderly people.

The Mayor, Mr H van zyl Cillié, said that he had an open mind on the question of subsidised fares.

The item was not on the 1982 budget, but he would be prepared to discuss the matter at committee level.

However, it was debatable whether the council should enter into the "sphere of social welfare".

● Last year the council turned down a request to pay R15 000 towards subsidised fares.

LETTERS TO THE EDITOR

Dear Putco ...

Sowetan 5/1/82

Does your kitty have holes?

332

SIR — This is an open letter to Putco. I wish to address it to 'My dear old friend' and it reads thus: Those of us who have been associated with you from the good old days of the trams are indeed happy to take this opportunity of congratulating you on having improved your buses from a few smoking montrosities to the present ultra-modern fleet.

Come to think of it, on your way up you "swallowed" a few ailing companies because of their lack of capital or plain inefficiency. Certain ill-informed quarters may accuse you of ruthlessness, little realising that the capitalist or free enterprise system makes provision for this; even to the point that you may grow into a monopoly. This is what I call sound business practice. Having said that, I hereby ask you to please note the following points. We could go on reminiscing if it were not for the fact that our transport system is in shambles, to put it mildly.

The thorny issue of tariffs and services cannot be divorced from each other and must be discussed as a whole. A constant increase in fares presupposes a commensurate provision of services and by this I mean good services. Alas, these are sadly lacking! The people who pay so dearly have to stand in long queues without shelter. The few shelters provided are falling apart because they were not good enough. I note with amusement your half-hearted attempts to improve this aspect of your services.

I have in mind the shelters you are putting on at the Diepkloof terminus. I suspect that in building these structures you do not have to comply with any regulations and it is to be regretted. Those shelters cannot shield anyone from driving rain because their roofs bend skywards on the sides as if pleading with the heavens to bring more rain to soak the thankless and unappreciative commuters. The people are not asking for a concourse but this is just ridiculous.

We also note with alarm your stated intention to again apply for a substantial increase in fares shortly.

Dear Putco, does your kitty have holes in the bottom? Don't you realise that this stone is dry and can no longer yield water? Has it ever occurred to you to apply for a bus-lane from Soweto into the city? Your buses are a menace at peak hours on these footpaths which euphemistically pass for highways.

The vexed question of coupons is one aspect which merits serious and immediate attention.

I would go as far as to say commuters should not compromise on this one. If changing to this widely accepted system means your profit margin will drop then you cannot justifiably refuse to implement it. If I use my weekly ticket for two days in a week then I should be entitled to three days next time I have an inclination to use your buses. You could draw from your wealth of experience of your fellow-traveller, The Joburg City Council, which has long introduced this system with fantastic results.

Which leads me to mentioning your recent application to the Transportation Board to introduce a bus route from the townships to Braamfontein ("The Star" 26.8.'81).

You seem to have initiated a move in this direction but I am inclined to think that your application was not well substantiated. The SAR and City Council have no valid reason to oppose this move because the services they provide jointly are inadequate.

A person who commutes by train and works at the university of the Witwatersrand has a few kilometers to cover from either Braamfontein or Joburg Station. The City Council is struggling to transport the few domestic workers who have to use their service and most important, they cannot fetch us from the dark dusty streets of Soweto like you do. Was it at all difficult to articulate or highlight these pertinent questions and to see their arguments crumbling?

One is left with the feeling that there is some connivance here. My heart bleeds to see the three of you wrangling over the share of the profits and the one who wins being too tired to provide this much needed service — a situation referred to in English as a "pyrrhic victory".

This advice comes to you free of charge. I hate to see a time honoured friend laying himself open to any hostile criticism.

Goitsemang Justice Machailoe.

University

Angry mob stones buses in Pretoria

332

Star 12/1/82

Own Correspondent

Police used teargas to disperse about 3 000 stone-throwing commuters who damaged about 35 Putco buses when they went on the rampage in Soshanguve near Pretoria today.

Three buses were badly damaged and had most of their windows smashed. One bus was forced off the Soshanguve main road and pushed through a fence, nearly hitting a house near the terminus.

No arrests have been made.

The stoning was apparently sparked by the delayed arrival of buses at the transport station following a collision between a Putco bus and a city council bus on the Mainpane road near Wonderboom Station about 6 am.

The driver of the council bus and two passengers on the Putco vehicle, were slightly hurt.

Subsidy on clipcards for Council workers

Municipal Reporter

BLACK employees of the Port Elizabeth municipality will pay no more for their bus clipcards, in spite of the recent fares increase.

The City Council has decided to absorb the increases.

Although R3 clipcards now cost R3.30 and R3.50 clipcards have gone up to R4.20, black municipal workers will continue to pay R1.50 for their cards.

The cost to the council of the increased subsidy will be R16 000 this year.

The decision was taken during the council recess by the Recess Committee and was approved by the Town Clerk, Mr P K Botha.

The Administration and General Purposes Committee will be asked to confirm Mr Botha's decision when it meets this afternoon.

40 buses stoned by crowd

PM 13/1/82 (332)

Mailie Reporter

POLICE used teargas to disperse a crowd of 3 000 commuters who stoned 40 Putco buses at a depot in Soshanguve, north of Pretoria, early yesterday in a dispute over transport delays.

A police spokesman said bus windows were smashed, and four private cars were also damaged.

The spokesman said the trouble started at 7am when Pretoria-bound buses were delayed by an accident which blocked the traffic at Wonderboompoort.

Commuters, fearing they would be late for work, started stoning the buses. Police used teargas to disperse the crowd. No-one was injured during the incident.

In Johannesburg Putco's public relations officer Mr Pat Rogers confirmed the incident.

The company was still assessing how much it would cost to repair the damaged buses, he said.

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13/1/82

BY MICHAEL BRESCIANO

POLICE used tearsmoke to disperse a large number of commuters who stoned and damaged forty Putco buses at the transfer bus terminus, Soshanguve yesterday.

The mob, estimated at more than a thousand, went on the rampage "at about 5.40am" angered by the late arrival of buses to take them to various destinations from the transfer bus station.

Mr D Rolt, Putco's liaison officer said the delay was caused by a collision between a municipal bus and Putco bus on the Mabopane Road near Wonderboom Station. A white driver and two Putco passengers, he added, were slightly injured in the accident.

"Traffic was almost at standstill and buses destined for the transfer station were delayed. Anxious commuters, who did not know what was happening, started stoning the buses. One bus was actually pushed down a bank after the handbrake was released", Mr Rolt said.

A spokesman for the public relations division (SAP) yesterday said police had to use tearsmoke to disperse the rampaging commuters. "No one was injured and the damage of buses is of a minor nature", he said, adding that no arrests had been made as yet.

Mr Rolt, who could not give details of the damage said the commuters reacted that way "because they were afraid of losing their jobs".

A police spokesman said everything was back to normal.

Police patrol bus riot area

By NORMAN MGALE

SOSHANGUVE police were yesterday morning patrolling the local bus ranks in various sections following a riot by bus commuters in the township on Tuesday.

Younger men waiting for buses at the ranks were asked to produce their passes and searched for dangerous weapons. But there was no incident and buses were operating normally.

On Tuesday morning a mob of about 3000 commuters at the Mabopane transfer station near the main exit of the township went on a rampage and damaged 40 Putco buses after they were angered by the late arrival of buses to take them to work.

Most of the commuters involved in the stone throwing which resulted in one bus being pushed off the road and the shattering of 250 windows were villagers from the Odi and Moretele districts of Bophuthatswana, working in Pretoria.

According to Putco officials, there had been a collision between a Putco and a City Council of Pretoria bus near Wonderboom blocking traffic between the city and Soshanguve, causing a delay.

Police had to fire teargas to disperse the angry commuters. Five people — two of them women — appeared in the local court yesterday in connection with the riot.

The SOWETAN learned yesterday that apart from the late arrival of buses at the transfer station the villagers who are transfered from Bophuthatswana buses into Putco buses en route to Pretoria and other areas had been receiving a poor service since the beginning of the year.

Those interviewed said they arrived late at work daily and there was fear that they would lose their jobs. Some complained of breakdowns of old buses along the way causing them to wait 30 minutes for another bus.

Soshanguve residents were taken by surprise by the rioting villagers who are normally regarded as reserved and law fearing people.

Many local residents leaving their homes after 7am failed to go to work as a result of the riot and those who did arrived three to four hours late as the main road out of the township was completely sealed off.

According to eyewitnesses private cars and commercial vehicles did not escape the wrath of angry commuters in free for all rioting.

Mr Dan Rolt, spokesman for Putco in Pretoria yesterday dismissed as nonsense the claims that transport had been poor since the beginning of the year.

He said because of the accident, buses on their way back from town were blocked from 5.40am and there had been no bus going through until after 6.30am when the mess was removed.

Mr Rolt said his company had not been able to assess what damages they had suffered as they were concentrating on getting the buses ready for the road again. He said more than 250 windows had been smashed.

"You see, these people depend on these buses so we had our men working until midnight yesterday to get the buses ready to convey passengers. There is no shortage of buses in this area", Mr Rolt said.

Star 14/1/82 (332)

Putco fares set to rise

By Langa Skosana

Putco bus fares are to go up soon. The increase could be as high as 35 percent.

This emerged today after the Department of Transport granted an increase which Putco applied for last July.

Putco says the increase reflects a backlog of two years of inflationary pressure of 17½ percent a year.

During that period, Putco said, there were two wage increases and the cost of many spare parts had almost doubled.

Last year Putco made a profit of R5,5 million. Their turnover in the last financial year increased by 25 percent to more than R137-million.

The Director of Civic Association has warned that black commuters may boycott buses.

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Why Putco fares are going up . . .

Any day now bus commuters are likely to be hit by the announcement of higher fares. And Putco will inevitably be hit by adverse public reaction.

Putco spokesman Steven Mashile puts the case for his company which he believes to be one of the least understood.

FIRSTLY, we all know that today, R1 cannot buy a piece of meat to feed a family of five like it did some years ago. The good old days when one could buy a tomato for 1 cent are gone forever.

Putco faces the same problem, as buses and petrol and tyres cost more and more, and wages have to go up too. It has to find the money to pay these higher costs by putting up its fares.

SECONDLY, the increase we are now asking for is to pay for price rises during the past TWO years. The general cost of living during this time has increased by about the same amount as we are asking.

It would be better if we could have got an increase each year, because then we would not have to ask for so much at one time. But under the present system, it is not possible for transport operators to put in more than one application at a time for fare increases. Then follows a very slow process.

Our last application was in June 1979 to cover the big rise in the petrol price. This increase was only introduced in 1981 — and only then could we put in our present application. in the meantime this delay has cost us money. And since our present application was lodged, the prices of petrol, tyres and steel have already gone up again.

THIRDLY, unlike the suppliers of most goods and services, private bus passenger operators cannot just charge what they like for fares. Fare increases have to be justified, and the process is a long one.

The application has to be considered by either a Local Road Transport Board or the National Transport Commission. The date for this has to be advertised and anyone can be there to object if he doesn't agree with the increase. A decision is then made on what the fare

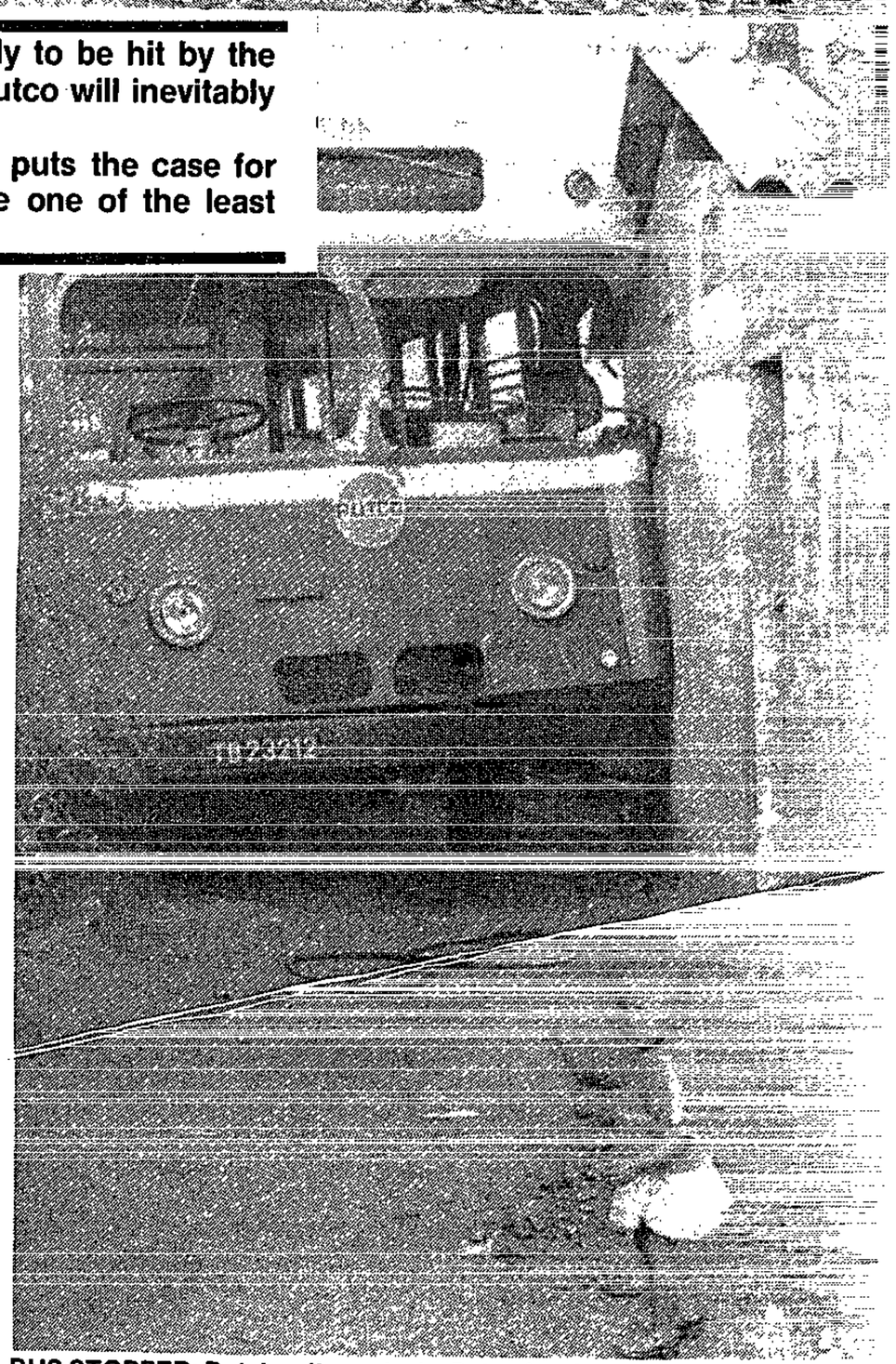
from the Government. As we have explained, it is the passenger whose fares are subsidised. And while a profit of R5 million after tax last year sounds like a lot, any businessman will tell you this depends on how much one has to spend in order to make that profit.

If you spend R1 to make R5, you have made 500 per cent profit. If you use R126 million then R5 million represents less than 5 per cent profit.

Perhaps it needs more figures to make these giant sums mean anything. They mean 8 700 employees operating 3 000 buses on the roads in the Johannesburg, Pretoria and Durban areas, carrying 400 million passengers over 180 million kilometres a year. And the need for Putco services is increasing all the time, so that Putco in turn needs more people and buses and depots and workshops.

Often when a fare increase is proposed the blame is laid at the door of the Group Areas Act. Whether this is true or false, Putco has nothing to do with the Act. Its job is simply to provide the worker with transport.

Yet many people believe wrongly that Putco is semi-Government. This may be because the Government controls its profits by setting its fare prices. It may be partly because the Government subsidises fares for passengers — though not as much as it subsidises fares for train passengers. In any event, Putco is not semi-Government. It is a publicly-held company, and anybody can buy shares in it. In fact, its shareholders already include nearly 50 of its black employees.



BUS STOPPED: But despite protests, Putco fare increases are hard to stop

Putco fares go up four cents a trip

By JOSHUA RABOROKO

THOUSANDS of black commuters in the Pretoria - Witwatersrand - Vereeniging areas are in for a shock - Putco is to increase its fares by 35 percent possibly from March.

Addressing a Press conference in Johannesburg yesterday, Putco's public relations officer, Mr Pat Rodgers, said the National Transport Commission had approved an average increase of 15 percent in the cost of weekly tickets.

He said the new fares would mean an average increase of about 50 cents a week for the casual passengers travelling twice a week — about the same as for a worker using a six-day ticket against 40 cents for a five day week.

The increase represents a fraction over four cents a trip, or about 41 cents a week. The full range of increases varies from nil to 35 percent, or nil to 10 cents a trip — (ie 1c1 per week).

More than half of Putco's fares are in the form of weekly tickets providing two trips a day for five days or six days. The cost of these tickets to passengers is subsidised by the Government from tax funds and out of the employee's levy funds.

"Cash tickets are not subsidised and represent the full economic fare tariff on which the company operates to cover costs and make a profit. This fare has to be approved by the Road Transport Board or the Commission which, in this way, virtually sets the company's profit margins.

The approved cash fare increases for major routes on the Reef average 24 percent, or 11,6 cents a trip. The full range is from nil to 100 percent a trip.

He said Putco had noted that the new fares were awarded with some disappointment. The company pointed out that the last effective fare increase was in May 1979 and during the interim it had had to absorb the rising costs of buses, tyres and higher wages.

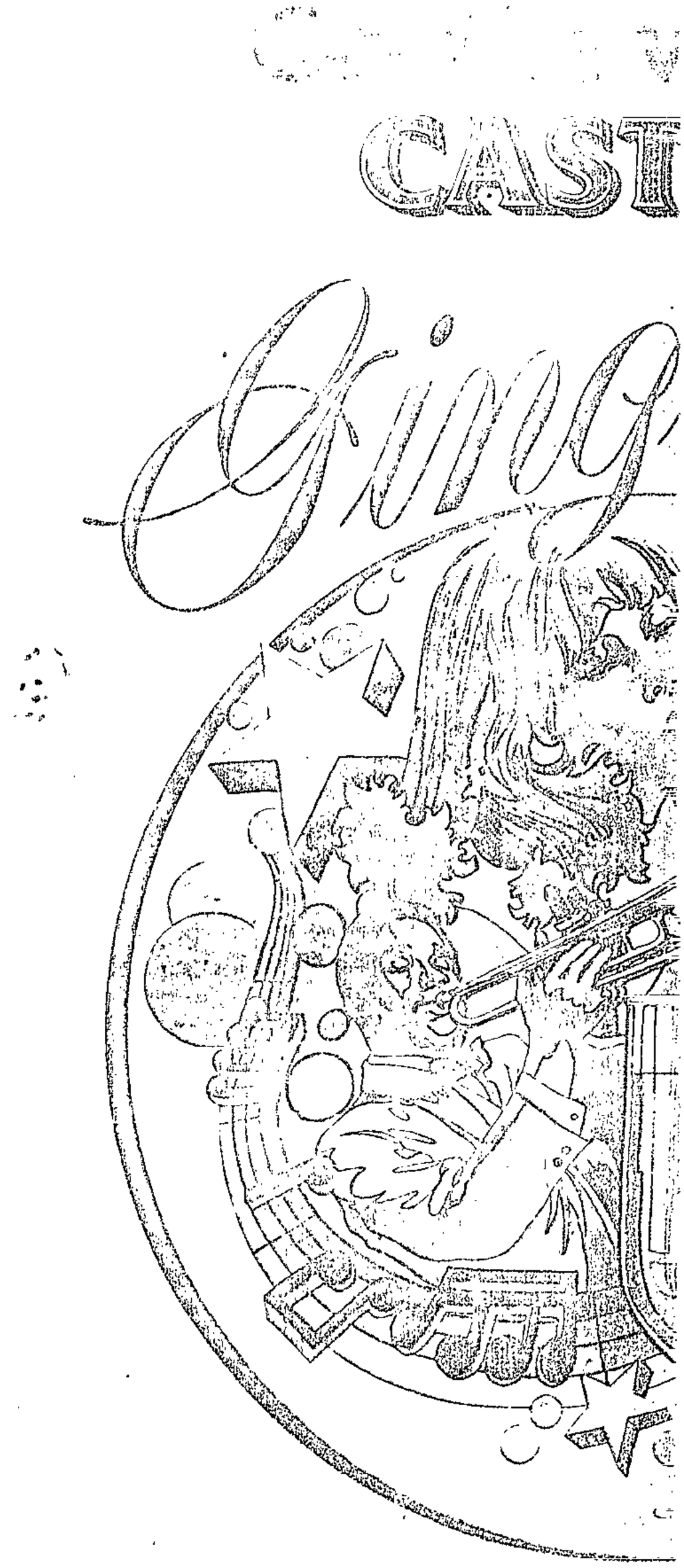
In July 1979, fuel prices were increased by 15 cents a litre. Up to July 1981 additional expenses were met by the Government in the form of a bridging subsidy. From July onwards, it has been recovered from passengers by way of increased fares.

Putco has also announced that the Durban application for increases in bus fares would be heard later this year.

"In recent years, black wage levels have generally increased. Putco is sensitive to the fact that living costs, including transport, have also increased.

"It is for this reason that the company runs an economic type service — as opposed to a luxury service, to keep costs as low as possible. This is also the reason why taxpayers and employers subsidise passengers.

"However, the same forces are at work on Putco's income and expenditure and the company has to earn its way," he said.



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The first natural wine w

Opposition to Putco fare hike on the increase

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RDM 15/1/82

BLACK organisations yesterday expressed strong opposition to Putco's intended 24 percent fare increase.

Mail Reporter

Although the country's largest bus company had applied for a 35 percent increase, the National Transport Commission granted a 24 percent rise on daily cash fares and 15 percent on weekly tickets.

The company wants the fares to be raised on March 1 this year, but the date has still to be approved by the Department of Co-Operation and Development.

When Putco announced its application for increases, several black organisations, among them the Soweto Committee of Ten and the Inkatha movement, formed the Commuters' Watchdog Association specifically to fight the proposed fare rise.

Dr Nthato Motlana, chairman of the Soweto Committee of Ten, said yesterday: "We are surprised and shocked by the granting of fare increases to Putco and the method used in handling the matter.

"We were expecting the announcement of a public hearing where we would give evidence as objectors. But the application has been granted without us being told anything.

"It seems the accompanying objections we made were not forwarded to the relevant authorities. We are now conferring with our legal representatives with a view to frustrating the increases."

Mr Gibson Thula, Inkatha's publicity chief and urban representative for KwaZulu, said Inkatha had indicated it was an objector to the application for fare increases and "as far as we are concerned this matter is not over".

High costs

A spokesman for Putco said yesterday that the company "noted the new fares awarded with some disappointment".

He explained that the last effective fare increase was made in May 1979 and that in the interim it had to continue absorbing the rising costs of buses, tyres and higher wages.

Putco rise raises anger

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Star 13/1/82

By Langa Skosana

Putco's proposed increase in bus fares of 24 percent for major routes on the Reef has evoked anger and dismay among black community leaders and commuters.

Putco has applied to the Department of Co-operation and Development for implementation of the increases on March 1.

Putco PRO Mr Pat Rogers said yesterday: "The National Transport Commission has approved an average increase of 15 percent in the cost of weekly tickets in both areas. This represents a fraction over 4c a trip, or about 41c a week.

The full range varied from 0 to 35 percent, or up to 10c a trip.

Mr Gibson Thula, publicity officer of Inkatha, said that his organisation would consult its lawyers about possible legal action.

The chairman of the Diepkloof Civic Association, Mr Isaac Mogase said he would call a meeting to discuss what action to take against Putco.

Putco fares go to court

332

RDM 16/1/82

By HARRY MASHABELA

THE Commuters Watchdog Association, an umbrella group of black organisations which registered opposition to Putco's application for fare increases, is to seek a Supreme Court interdict to set aside the increases because they were was no public hearing.

Mr Mohamed Dangor, the chairman of the association, said yesterday that all groups objecting to the increases would meet at the weekend to decide collective action in taking the matter to the Supreme Court.

"We are surprised that Putco was granted these fare increases without a public hearing giving us the chance to put forward our objections."

Mr Pat Rogers, an executive PRO for Putco, said yesterday two public hearings on the proposed increases were held in Pretoria on November 30 and December 2.

Protest

The only person who protested at the hearings was a Dr J Joshua, chairman of the National Association for the Advancement of Coloured People (NAACP), he added.

The others showed no interest and he was, therefore, surprised they were now trying to have the decision of the National Transport Commission cancelled.

The company was granted permission this week to increase fares for casual commuters by 24 percent and weeklies by 15 percent.

The announcement of the fare increases provoked anger in the black community, with community leaders complaining that there should have been a public hearing.

Yesterday Putco explained that it needed fare rises despite the R5 500 000 profit it made last year in order to cope with ever-increasing demand.

Mr Pat Rogers said that because the need for the company's services was "increasing all the time", the company had to get more buses and staff and to establish more depots and workshops.

Profit

The company, he added, had been accused in the past of making too much profit and getting to much subsidy from the Government.

While a profit of R5-million after tax might sound a lot, any businessman would tell you this depended on how much one had to spend to make that profit.

"If you spend R1 to make R5, you have made 500 percent profit. If you use R126-million, then R5-million profit represents less than 5 percent profit.

"Perhaps it needs more figures to make these giant sums mean anything. They mean 8 700 employees operating 3 000 buses on roads in Johannesburg, Pretoria and Durban areas, carrying 400-million passengers.

He also pointed out that the Group Areas Act was often blamed whenever fare increases were proposed and that Putco had nothing to do with the Act, whatever the rights or wrongs of that contention.

It was a public company with about 400 shareholders and was not in any way Government owned.

Fresh bid for lower pensioner bus fares

By NOREEN SUTCLIFFE

A FRESH bid is being made to get subsidised bus fares for pensioners in Port Elizabeth.

City councillor Mr Terry Herbst has asked the Town Clerk to place the item on the next agenda of the relevant committee.

He told Weekend Post that over the past few months many welfare organisations had asked him to get the City Council to reconsider its decision not to take part in the scheme.

This year being the Year of the Aged, Mr Herbst said, the council could well help the elderly by providing R15 000, the amount needed as the council's contribution to the scheme.

In March last year, the Policy and Resources Committee chairman, Mr Alan Ward Able, said it was not a City Council's function to subsidise bus fares.

The committee, he said, had, therefore, recommended no action be taken on a proposal that the council contribute R15 000 to a scheme whereby people over the age of 65 would pay a quarter of normal bus fares — the rest to be made up by PE Tramways and a hypermarket.

The decision incensed many old age pensioners, one of whom accused the council of being "completely out of touch with the ordinary man".

Various city councillors were asked for their comments.

Mr Bill Hayward, chairman of the Works and Traffic Committee, pointed out that, whereas the Johannesburg buses (with sponsored fares for the elderly) were run by the municipality, Port Elizabeth had a private bus company.

If the council were to subsidise bus fares then rates would go up substantially, he said

Already the council had made provision for special rebates on rates for pensioners.

"I don't see the council setting a precedent by subsidising fares for aged people," he said.

He also said that as this was the Year of the Aged he felt the council should have a substantial grant in aid to the Algoa Bay Council for the Aged which they could use to help needy elderly people.

When the Mayor, Mr H van Zyl Cillié, was approached, he said he had an open mind on the question of subsidised fares.

The item, he said, was not on the 1982 budget, but he would be prepared to discuss the matter at committee level.

However, it was debatable whether the council should enter into the "sphere of social welfare", the Mayor said.

When asked about the R15 000 involved, Mr Herbst told Weekend Post he felt sure the small amount involved could be found in the coffers of the council without any trouble or hardship.

Mr Carl Coetzer, general manager of PE Tramways, has been pushing for subsidies for the aged, which he felt was the responsibility of local government.

His company was prepared to bear a quarter of the cost of a fare if the City Council and the sponsor each contributed a quarter.

The pensioner would then pay for the remaining quarter.

Mr Herbst said he felt it was "very important" that everything possible be done to try to ease the plight of pensioners, particularly today in view of escalating costs.

Putco may be taken to court

STRONG resistance against Putco's fare increases is building up with calls to boycott the buses or take the matter to court.

SOWETAN REPORTERS

The Commuters Watchdog Association, which represents various black organisations is to hold an urgent meeting tomorrow night to discuss the possibility of seeking a Supreme Court interdict stopping Putco from implementing the increases.

Already many organisations have called on a boycott of Putco buses following an announcement last week that the company is to hike fares by about 24 percent in the Pretoria-Witwatersrand-Vereeniging area.

A spokesman for Watchdog said that the association would base its Supreme Court application on grounds that the bus company did not invite them to a public hearing.

Watchdog was formed by various organisations with the aim of opposing Putco's application for increased fares last year.

The spokesman said all interested groups opposing the fares would meet at a venue still to be decided.

The Watchdog was collecting information from all sources with the view to challenge Putco on this "burning issue".

He could not say when the intended court action would be instituted, but it could easily be within the next two weeks. The matter has been given to lawyers.

If implemented, the increases would affect millions of blacks who are already reeling under the escalating cost of living.

The chairman of the Diepkloof Civic Association, Mr Isaac Mogase, said that the announcement by Putco was "shocking". His association would hold a meeting to discuss this issue.

The publicity secretary of Azapo, Mr George Wauchope, said his organisation will hold a meeting with other organisations and release a statement on the hike.

Inkatha's Mr Gibson Thula, said the increase was upsetting as it was not done with the consultation of the people.

Blacks should have been consulted before the matter was finalised because the increases would affect them, he said.

The chairman of the National Association for the Advancement of Coloured People, Dr Joe Joshua, said that a resolution taken by his association to boycott Putco bus fares has to be implemented.

His association would join hands with other black civic and political organisations in a bid to launch a boycott of the buses.

"We felt that though we made impassioned pleas to the Transportation Commission and to Putco to reconsider their decision on tariff increases, they did not acknowledge our concern.

"It is not easy for us to meet all our financial commitments because they have already reached a non-negotiable point in our economy.

"We fail to see how we can be expected to pay the new increases and we now find no alternative but to fight this type of selfish, free enterprise system which exploits black people in this country.

"In the meantime, we make a plea to all those in authority to take one deeper look at what Putco is doing. They receive Government subsidies being a privately owned company and while making huge profits, they apply for further fare increases.

"It is high time the Government rationalised its bus services for the black masses in SA and start the minimum service bus transport to assist the black community," Dr Joshua said.

Putco's executive PRO, Mr Pat Rodgers, said Putco had applied to the Department of Cooperation and Development to have the new fares introduced on March 1.

The department is to consider the views of such bodies as community councils, Government departments, the police, municipal authorities, large employers of labour and organisations representing commerce and industry.

He said two public hearings were called on the proposed increase and it was not true that representative bodies were not invited.

ROAD HAULIERS (332)

More stick

FM 22/1/82

SA's tightly-controlled transport industry is on the carpet again. Rauties, a Transvaal haulier, was summoned before the Johannesburg Road Transportation Board (RTB) this week for what is expected to be a precedent-setting hearing.

It was asked to justify the continuation of the rights which attach to its existing permits.

By bringing Rauties before a public hearing, the RTB evidently hopes to test its powers under the Road Transportation Act (Sec 25). This enables the board to withdraw, suspend or amend for such periods as it deems fit, any public or private permit granted.

This power, however, can be invoked only if the operator is convicted of an offence under the Act or a law relating to motor vehicles; the material condition has changed since the granting of the permit, or if a new railway service is instituted which could displace a private transportation operation.

The board's apparent justification for the investigation is that it suspects that the permits were initially issued incorrectly.

Board Chairman Jack Nel claims that the permits issued to Rauties were too vague and, therefore, did not conform to the conditions laid down by legislation. He also argued that the haziness of the wording of the permits allow for misinterpretation.

The board's assertions seem to rest on the fact that Rauties' permits do not identify the specific point from which goods may be transported.

The permits merely state that the company may haul goods from points emanating 240 k from the companies HO in Alberton.

However, Nel states the Act compels the board to specify the points between which the transporter must operate.

If the Act states that the board "shall," says Nel, it has no choice but to amend the permits and bring them into line with legislation.

Similarly, if legal conditions were not complied with, there is a possibility that board members were at fault by granting the permits. If so, the situation should be rectified.

Nel adds that the motivation for singling out Rauties was justice. Rauties is, in his view, the strongman of the transport business and, therefore, by implication better able to stand up and fight.

Predictably, Rauties' Kobus Strauss has a different view. He argues that the confiscating of any assets goes against all principles of SA law. This legal principle, in Strauss' opinion, should be closely guarded. Therefore, it does not matter whether a previous board committee was at fault or not. The alienation of property without compensation would be an injustice.

Besides, he claims, the case has previously been brought before the National Transport Commission — a higher body — which upheld and maintained the conditions under which the firm operates its permits.

Strauss, however, is in favour of clarifying the issue and, hopefully, having his rights spelt out.

He argues for certainty of such rights and, at the same time, a respect and protection of property that the firm lawfully acquired.

Strauss also cites continual harassment by railway officials for allegedly exceeding permit authority. Clarification, he claims, would stop this.

Rauties, he adds, faced more than 80 charges laid by the Railway authorities last year. All were withdrawn.

The *FM* understands that the cost to Rauties if it loses the decision could be R1m or more — about 40 permits, some valued at around R30 000.

The exact amount will depend on how the permits are modified. Further losses would be entailed through loss of business.

No compensation is paid even though permits are recognised as assets.

Both parties to the hearing are reluctant to comment. Nel claims that it is in his and the board's interests to "keep as quiet as a mouse." He says it will take anything from a few days to 18 months for the board to come to a decision.

Industry sources claim, however, that decisions are normally available in less than two weeks.

If Rauties is not satisfied with the RTB conclusions it has recourse to the National Transportation Commission and, finally, the law courts.

Others in the industry are taking a keen interest in the case but are wary of being quoted. Says one: "There is a fair amount of victimisation if we alienate officials. The board has got us."

And, uncharitable though the thought may be, there is also a feeling that the hearing may have been instigated by the SAR.

Watchdog takes fares hike to court

332

25/1/82 Sowetan

IN A dramatic bid to halt Putco fare hikes the Commuters Watchdog is to take the National Transportation Association to the Supreme Court on February 2.

BY JOSHUA RABOROKO

The association's spokesman told **The SOWETAN** yesterday the reason for this move was based on grounds that the board did not consult the public when the decision to increase fares was taken.

Putco announced recently that it is to increase its fares by 35 percent, possibly with effect from March 1, and permission was granted by the transportation board.

The announcement sparked off large scale dissatisfaction among thousands of commuters in the Reef and Pretoria, with most blacks saying that they were not invited to the public hearing.

Watchdog, which represents various black organisations, was formed last year with the aim of opposing Putco's application for increased fares.

The Watchdog spokesman said that the public was not called to the public hearing when Putco applied for the increases from the transportation board.

Involved organisations and several leaders who are opposed to the hikes were surprised that Putco was granted the permission and it was for this purpose that "we want the increases to be set aside," the spokesman said.

The spokesman added that the increases were unfair and not in the interests of the people.

An executive PRO for Putco, Mr Pat Rodgers, has denied that the public was not given a chance to make their representations to the board.

Two public hearings were called earlier when Putco made proposals — one was on November 30 last year and the other on December 2, according to Mr Rodgers.

He said the implementation date of the fares would be given to the Department of Cooperation and Development after it had received views from various bodies.

Bus chief spells out benefits

332 C. Herald

HELP FOR MATRICS

30/1/82

THE Cape Herald/Tramways Matric School was designed to help those who were good at a subject to do even better, not really to help a weak pupil to pass, says Mr Johann Barnard, Managing Director of Cape Tramways.

'Our commitment to the Saturday Science Schools forms part of our philosophy of building for the future that has been in operation since August 1971. But very simply, we believe that education is the single most important factor in the long-term improvement in the quality of life of the individual in the community. Education is the key to providing the opportunity for individuals to receive training after they leave school so they can learn the skills necessary to accept more highly-paid and responsible jobs,' said Mr Barnard.

'We started at pre-school level nine years ago when, in collaboration with Grassroots Education Trust, City Tramways provided the first Adventure Buses. The company's drivers donated their off-duty time to drive them.

SERVED

'Last year, Boland Passenger Transport began its Adventure Bus programme, Boland Escapades, working with the Local Child Welfare Society.

'Senior pupils at primary schools in Cape Town are served by a similar adventure bus scheme operated through the Department of Internal Affairs.

'Over the years, tens of thousands of children, who otherwise might never have had the opportunity to move outside of their home neighbourhoods, have been exposed to new sights and experiences,' said Mr Barnard.

teachers of the three science subjects, mathematics, physical science and biology. It was obvious that little could be done to tackle this problem in the short-term and that what was needed was an attempt to solve it at grassroots level. In other words, if it were possible to increase the numbers of good matriculation passes in these subjects, then the numbers of potential science teachers in those subjects would be increased.

IMPORTANT

'At the same time — and this was a very important consideration — those matriculants who did not go into teaching would be available to the many university and employment fields for which mathematics, physical science and biology are essential,' said Mr Barnard.

lenges will have to be faced tomorrow and this is the motive behind the concentration on children in its projects; the demands and challenges of the future will have to be met by the generation which will people it — today's children,' said Mr Barnard.

● HEINRICH WEBER — excelled in both sport and studies.

Heinrich's a shining example

HEINRICH WEBER is a shining example of the saying that all work and no play makes Jack a dull boy.

He not only applied himself to his matric studies but took time off to play tennis and, as is so often the case, he ended up by excelling in both.

Heinrich, of Bellville South, attained A symbols for mathematics and physical science and a B aggregate in last year's senior certificate examinations, — yet the official pass list didn't credit him with a matric exemption.

DISAPPOINTED

'Naturally, I was disappointed. I had already been accepted at the University of Cape Town to study medicine and here I did not have an exemption. But, a few days after that, I received a letter from the Department of Internal (Coloured) Affairs. They had made a mistake and I did have an exemption.'

Heinrich, 18, was an SRC class representative at Spes Bona Senior Secondary School last year and also studied the two official languages, biology and accountancy. He attained a C for biology which he had to rewrite.

PREPARING

He started preparing for the examinations in October, but before that, in September, he decided to attend the Herald-Tramways Matric School run by William Smith of the Argus Matric Schools.

'And much of the credit for my success must go to this school,' he says.

'I attended the Saturday morning school from the September holidays right through to the end of November. I learnt a lot of new things which I had not been told at school. The teaching at school was good, but the matric school opened another dimension to me.

'I adopted the study methods they recommended at the Herald school and it helped a lot.

TENNIS

Heinrich is an avid tennis player and last September he reached another milestone in his sporting career when he clinched the senior schools' tennis title.

His mother is a housewife and his father a part-time church minister. He is the youngest of five children.

Get your applications in early

ANOTHER Herald/Tramways Matric School is about to start. The course will run for a year (excluding school holidays), and the subjects offered are Biology, Mathematics and Physical Science. Would-be pupils are advised to get their application forms in early to be sure of a place.

This school is ideal for matric students, whether full-time, part-time or by correspondence course.

The classes will be held every Saturday morning (excluding school holidays) starting on Saturday February 6.

Pupils who have not applied for bursaries must pay the full amount of R35 a subject on the same day.

Bursary application forms must not be sent to Cape Herald or to City Tramways, or any of the addresses mentioned. They must be retained and brought along by the applicant on Saturday morning, February 6.

Classes for Cape Town pupils will be held at the Savio College (Salesians), Lansdowne, Road, Lansdowne.

The venue in Port Elizabeth is Mac-Sherry Hall, Castle Hill, Port Elizabeth.

Proposed times of both venues are: Science, 8.30—9.30 am; Maths 9.30—10.30 am; Biology 10.30—11.30 am.

● Pupils must be studying the subjects they wish to do at the school on the higher grade;

● Pupils may take one, two or all three subjects;

● Classes will run only during term-time;

● The school will run from February 6 to November and the entire school syllabus will be covered in each subject.

● Special financial arrangements can be made for non-bursary pupils who wish to pay off the course over a few months.

The schools have been devised by Mr William Smith in association with City Tramways, PE Tramways and Cape Herald.

Send your form to Cape Herald / Tramways Matric School, Box 11150, Vlaeberg, 8018 or drop them in the special box in the foyer of The Argus Building, 122 St George's Street, Cape Town.

Fees are R35 a subject annually, but bursaries are available from funds provided by City Tramways (Cape Town) and PE Tramways (Port Elizabeth).

Bursaries will only be given to those who really cannot afford the full fee. Those who do qualify for bursaries, will, however, be expected to pay R10 for the first subject and R5 for each additional subject.

On this page is a bursary application form.

The bursary application form must be signed by the headmaster of your school.

Please note that the bursary application, along with the pupil's share of the fees, must be handed in at the hall where the classes will run on Saturday morning, February 6 1982.

EXTENSION

He added: 'The Saturday Schools project is an extension of this basic concept into the secondary school. We were approached in 1978 by the Urban Foundation to co-operate with them on a venture. Because of our commitment to education, it was decided that our contribution would be in this field.

'After careful consideration, it was concluded that one of the most serious long-term problems was the lack of adequately trained

'This is why, in devising the qualifications for admission to the science schools, it was decided to insist that students must have the endorsement of their school principals that they are very good at their subjects. The Saturday Science Schools were never intended to help weak students to pass their examinations. Rather they were designed to help those who are good at a subject to do even better.

CONCERN

'The Cape Tramways group has a deep concern for the future. It is fully aware that great chal-

CONTAINERS (332)

Transit time

FM 29/1/82

Despite agreement that container movements between Durban and the Reef over the dreaded Christmas/New Year holiday period were impressively free of snarl-ups, there are some problems. Businessmen would like to see a substantial cut in transit times between port and final destination.

Transit time on domestic traffic between Durban and SA Transport Services' City Deep rail terminal averaged 3,6 days during December. On imports it was 5,8 days, including the two-to-three days taken to discharge containers from the vessel.

One businessman points out that over an equivalent distance in the UK, transit time from port to final destination is 24 hours on 80% of imported containers. In West Germany, 75% of imported containers are delivered within that time.

Transport Services' commercial director Gert Coetzee replies that transit times could be cut "but only at substantial cost. If we delivered within 24 hours, costs are likely to increase significantly."

Coetzee holds that UK and SA container traffic densities can't be compared. Traffic flow is still too low in SA to justify massive expenditure on increasing driver complements and cartage facilities which would be under-utilised outside peak times.

Even at this stage City Deep rail terminal is not working to full capacity. Coetzee anticipates it will work to full capacity only in 1984/85. It's not economically viable to expand facilities on present volumes. "When facilities are extended the obvious thing would be to split domestic and deep sea traffic and have two separate cartage services."

Despite criticism of transit times, consensus is that SATS, City Deep, SA Container Depot (SACD) and importers co-operated well over the Christmas period to prevent a recurrence of last year's massive container congestion over the same period.

SACD MD Tony Yuill says that, having spent R7,5m on doubling capacity, SACD experienced considerable idle capacity. The container system, he says, is working very efficiently in terms of transit times, handling, delivery of containers and processing of documents. Consignees have been far more responsible about receiving containers over the holiday period.

Says Yuill: "Duration of dwell (container time in SACD) has been dramatically reduced from 28 days to 10 - 11 days." Container volumes were slightly down on the previous year-end period, maintains Yuill. Over the 1980/81 Christmas period SACD had up to 2 000 containers stacked. This is down to 500 - 650.

Alan Cowell of Assocom's Transport Consultative Committee agrees that concerted efforts by all parties concerned ensured the container system worked efficiently during the Christmas rush. SATS' driver complement "has been thoroughly staffed up." In fact, there were times when they were under-employed, he claims.

Container handling ... beating transit times

Cowell says there was a 22,35% drop in the number of international containers handled during November/December compared to the same period the year before. However, there was a fairly substantial increase in domestic container traffic which meant the net decrease in container flows amounted to no more than 12%.

He expects the volume of imported containers to drop 20% for the first half of 1982 compared to the same period last year. And domestic container traffic is likely to "rise steadily."

Despite the smooth flow of containers over the holiday period, Easter looms. The feeling is that all parties must be alerted to avert a heavy container buildup over the Easter holiday week.

Coetzee admits that heavy driver absenteeism could affect deliveries. But SATS' on-going driver training programme will prevent a recurrence of last Easter's driver shortages — a major contributor to the acute container congestion at City Deep.

C. Herald (332) 30/1/82

Bus hassle upsets nurses

RED CROSS hospital nurses living in Mitchells Plain can't cope with the hours they spend travelling to work and ministering to the sick — but repeated requests for hospital transport have been turned down.

'We would even be prepared to pool our money to hire a bus if the hospital authorities would let us,' one nurse said.

'But they won't.'

It is believed that many of Red Cross's nurses live in Mitchells Plain, and they find that the involved travel arrangements they have to make could lead to their neglecting their jobs.

DIFFICULT

Things are made more difficult because of the two 12-hour shifts nurses work — from 7 to 7.

One nurse, for instance, catches a bus at 5.40 am, changes at Hanover Park and takes the 6.15 to Mowbray. This gets her to the hospital in time for the 7 am shift.

Going home is a different matter. If nurses start preparing to leave about five or 10 minutes early — which is against regulations — they can make the 7.05 pm bus to Hanover Park.

If they miss that bus, there's a long wait until about 7.30 and when they eventually reach home it could be close to 9 am.

On weekends it's even worse. Then there are no buses at suitable times from Hanover Park, so nurses have to walk from Lansdowne Road to Manenberg terminus, where they can take a bus to Mowbray.

And, apart from the problems of getting to work and back home in good time, there is also the danger of nurses being attacked.

'The only way in which we can make our feeling known is through our sisters at their regular meetings,' a nurse said. 'But so far all we have received is a "wait and see".

'It has happened so many times. Nurses aren't the only people in danger, of course, but we feel we have important jobs to do and the least the hospital authorities could do is to try to arrange some permanent, convenient form of transport for us,' our nurse informant said.

332 Mercury 30/1/82

Indian bus owners 'will fight tooth and nail . . .'

Mercury Reporter

INDIAN bus owners in Durban yesterday pledged to 'fight tooth and nail' any moves by Durban's Transport Management Board to take over bus services in Indian and coloured areas.

Mr M N Ramson, a spokesman for one of the pioneer Indian bus operators, said yesterday that they would not simply hand over the services 'on a plate' to the Durban Corporation.

'We will obviously put up a strong battle to retain the service. If the DTMB takes over, the livelihood of thousands of employees and their families would be affected.

'We will not allow this to happen in any circumstances,' said Mr Ramson, adding that Indian operators had provided a reasonable service and had kept fares as low as possible.

The Management Committee is to consider a report by the DTMB on Tuesday for funds totalling R3 000 000 to spend on acquiring bus services in the Indian and coloured areas over the next three years.

SO YOU WANT TO

S. Times 31/1/82

A Putco driver sets off on an early morning trip.

It's a tough school as 600 every month try to get behind the wheel at Putco

"I WANT to be a driver." This oft-repeated request becomes almost a parrot cry to Putco ears.

Every month, an average of 600 hopefuls apply to be admitted to Putco's drivers' training centres. Of these about 108 finally make the grade.

Who are the lucky applicants? Men who have passed several tests and can meet certain requirements.

All applicants must have a Code 10 licence for a heavy vehicle, and preferably a public driving permit as well. They must have had two years' experience driving heavy vehicles, and they should be older than 26.

Exceptions are made for a non-average candidate, but generally a driver should be taller than 1,5 metres and weigh more than 68 kilograms because the work is strenuous.

Standard 6 is the minimum educational qualification, and by the very nature of the job, sober habits are a must.

The driver training centres are at Wynberg, Durban, Putcoton and Sandfontein, and each centre eploys expert personnel to process applicants.

A Putco official explains:

"The decision to employ a trainee driver is made on the basis of various tests — a literacy test, a numeracy test, psychometric tests for foot and hand co-ordination as well as speed of reaction and a medical and eye test.

"The job history of the applicant as well as his pre-employment driving test are also taken into consideration.

"Once a trainee driver has been accepted, he is registered and taken into one of the training schools, all of which have been registered with the Department of Manpower Utilisation. Training courses begin every week and last for 21 working days.

In order to qualify as a Putco driver, the trainee has to pass theoretical tests based on road signs, general theory, reporting of accidents and way-bill and set-right machines.

He must also succeed in practical tests: Basic driving in heavy traffic and keeping to time on routes.

But that is not the end.

The man who passes all these tests is transferred to a division and re-tested. He is then made familiar with all the types of buses used in the division. Once he can handle them, he is allocated to a 'shepherd' driver who supervises him on his routes for up to 12 days — until there is certainty that the probationer is capable of handling his route.

At the end of this period he is re-tested and, if found satisfactory, is given a shift of his own under supervisors and inspectors.

He then drives his buses for a three-month probationary period until a final report is made.

If the divisional manager is satisfied, the probationer is appointed a Putco driver and issued with a certificate.

With all these tests and checks, it is not surprising that Putco drivers are among the best on South Africa's roads. Their high standard of training helps to keep our roads safe.

For a man accepted as a Putco driver, there are ample opportunities for advancement. Drivers who prove themselves can be promoted to many senior positions. They can become inspectors and dispatchers of buses, right up to the scale of depot superintendent.

Putco has 3 561 drivers.

The driver establishment was increased by 49 persons a month in the past financial year to cope with the growing bus fleet. About eight drivers a month were promoted to higher positions.

In keeping with its policy of employing only the best people for the job, Putco accepted only one in every six applicant drivers.

PROSPECTON...

The operation in Natal gears itself for

S Tribune 31/1/82 (332)

Putco's new Prospecton depot under construction. It should be operational in February.

BUILDING at the new Putco depot at Prospecton is forging ahead and should be operational by February.

The depot, which will be the biggest in Natal, is equipped to handle 320 buses and will serve the southern areas. This includes Umlazi, Kwa Makhutha, Umbumbulu and Malagazi.

It will also handle the major body and unit repairs for the entire Durban area and will house the main tyre and stores department.

When operating at capacity Putco will employ 1 100 people to staff the Prospecton depot, which is being built on 3,5 hectares.

"The new depot will lead to greater efficiency, fewer breakdowns and better service," says Colin Bailey, Natal's area executive.

The Prospecton depot is part of Putco's multi-million rand expansion programme in Natal.

The Durban area is split into two operating divisions, with northern services working out of the new Point Road premises and the southern services from the original Sydney Road Site.

Putco has contracted a firm to refurbish the Sydney Road depot to create a third division. This division will take excess operations from the north and the Durban head office will be built into Sydney Road.

The fleet is being expanded at the rate of 20 new buses each month and Bailey predicts this rate will continue for the next year.

"Thereafter it will probably stabilise at the rate of eight percent a year," he says.

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LAST IN THE ALPHABET
FIRST IN SERVICE

Here it is in black and white from the MD's mouth . . .

THE BEST MAN FOR JOB

Managing Director Albino Carleo: Putco is a public company with 42 black shareholders.

QUOTE by Albino Carleo, MD of Putco

PUTCO POLICY SINCE MY TAKE-OVER IN 1971 HAS BEEN TO EMPLOY THE BEST MAN FOR THE JOB, IRRESPECTIVE OF COLOUR. WE TRY TO TRAIN PEOPLE TO MOVE UP THE LADDER

SINCE Albino Carleo took over Putco in 1971, the company has grown tremendously. In an interview he spelt out some of his philosophies about the company, its plans for the people who work for it, and its impact on the community at large.

Q: With Putco expanding rapidly in the Transvaal and Natal, do you see the company expanding to other provinces?

A: We are not looking to expand into other provinces. As it is, we have an annual growth rate of 18 percent to contend with in the areas we already serve. Our industry's growth is dictated by the demand of comuters and we are already faced with a population explosion in the provinces in which we operate.

Q: Putco, in keeping with changing times, is training more and more black people and also promoting more of them to better positions. What is your approach in this repect?

A: Putco policy since my take-over in 1971 has been to employ the best man for the job, irrespective of colours. We try to train people to enable them to move up the ladder. To this end, for example, we have created a training school for mechanics. But it takes time as the base of technical education in this country is an undeveloped one.

Q: Is it correct that you are promoting black participation in Putco equity?

A: In conjunction with the policy of advancing black employees in the company, Putco public relations officers have been sent out to the black community with the mandate to convince individuals to buy shares in the company. Putco is a public company with 42 black shareholders.

Q: How do you rate Putco against other bus services?

A: The bus is a vital part of the infrastructure in any country. We think we are efficient and the best in the country. By world standards, Putco buses are among the best in terms of quality and size — I have seen nothing better in Italy, in Germany, or in the USA.

People may complain about hard seats here, for example. But in Italy there are only a few seats and they are all hard and, in fact, there is mainly standing room in buses there.

Q: People often complain about the standard of facilities at lay-byes and bus stops. What is your reply?

A: Putco is often accused of things that are not the responsibility of the company. People complain that buses cause dust storms when they pull into untarred lay-byes. However, it is the responsibility of the local government authorities to maintain such lay-byes, not Putco.

Similarly, people also accuse us of failing to supply adequate facilities at bus stops. Here again, it is the responsibility of the different municipalities to erect bus stops and provide bus shelters and litter bins.

Shelters, lay-byes and stops are not our responsibility. We can only make proposals on behalf of passengers, but it is up to the civic authorities to erect them.

We pay fees to the municipalities in respect of every bus we operate — it is up to the authorities to use these fees appropriately.

Q: Some newspapers have carried unfavourable comment on your fare increases. Is this justified?

A: Unfortunately, few people pause to compare the percentage of fare increases with the percentage of wage increases over the past 10 years. Over this period Putco fares have increased at a far lower rate than that paid in higher wages. Those who grumble, grumble without logic.

Q: Do people underestimate the value of a bus service?

A: It is time that the community saw its bus service as part of the social structure. Like a street on which people live, buses are a vital necessity to the people who use them. Only when people begin to perceive the bus service as an intergral part of their lives will they appreciate its value.

Q: Can Putco itself be considered part of a broader social structure?

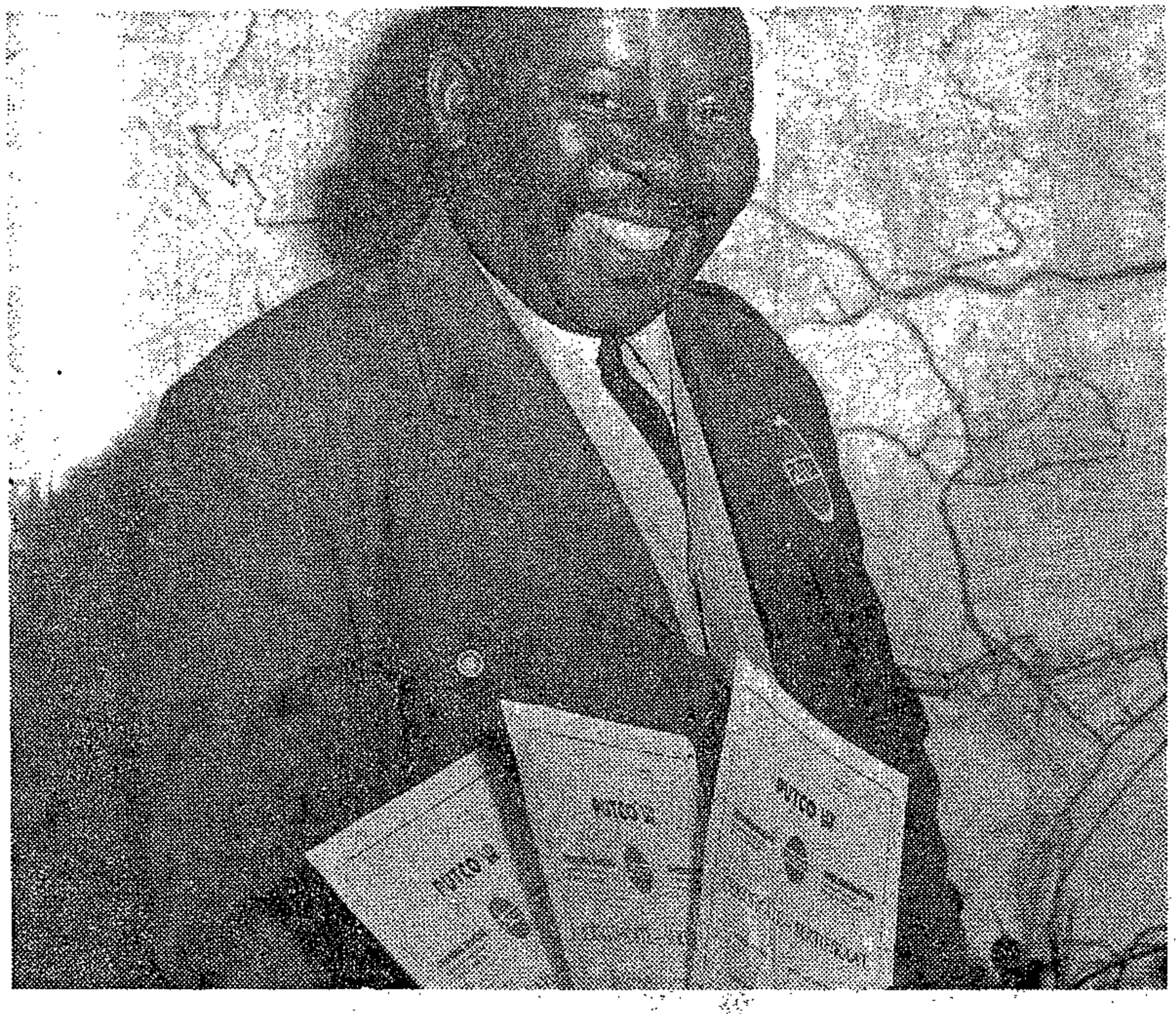
A: We have recently formed a Putco foundation which will make substantial funds available for community projects. The aim of this foundation will be the general upliftment of the lifestyles of the communities we serve.

Our efforts will be directed, among other things, at the promotion of housing projects and the furthering of education in the engineering and technical fields.

MBUMBULU GETS AN EXTRA WEEK-DAY BUS

PUTCO has introduced an extra bus on the Mzwimandla route in the Odidini area, Mbumbulu, following an investigation into the service.

The bus runs from Monday to Friday from Nconco via Mzwimandla at 6.00am and leaves Isipingo at 6.00pm arriving at 7.15pm. This supplements the existing service.



Joseph Mhlongo and his Putco share certificates . . .

LUCKY JOE!

(332) S-Tribune 31/1/82

HE'S GOT 3 TIMES HIS SHARE IN THE COMPANY

STOCKBROKERS still have very few black clients although there is growing, indirect involvement of blacks through insurance, pensions and other forms of savings — some of which are channelled into buying shares on the Stock Exchange.

One of the black pioneers in the field of share investment is Mr Joseph Mhlongo, a Durban bus inspector who bought 1 000 Putco shares last year. Mr Mhlongo's gamble paid off and he has now 4 000 shares following a three for one capitalisation issue by the company and this initial investment of about R2 500 has grown to nearly R7 000.

He is one of 44 black shareholders in Putco.

"Putco operates a service in the black community and buying shares ensures that some of that money stays in the community," says Mr Mhlongo.

He was lucky because just after he bought the shares a rumour was circulating that the Government intended taking over Putco. The rumour, which was later denied strongly by Putco, helped boost the shares because of the high price the Government was supposed to be paying for the shares.

"Some of these profits are poured back into the company to improve its service to the community. The money is used to improve the bus services, maintenance facilities and the frequency of service," says Colin Bailey area executive in Natal.

Mr Mhlongo saved the money to buy shares by putting aside a little each month.

Since his investment he has built himself and his family a house in Inanda, the area he has lived in all his life. He plans to build a bigger house when he has more money saved.

Rogers: The pro P.R.O.

S. TRIBUNE 31/1/82.

PUTCO, the country's biggest bus company, has appointed Pat Rogers as their public relations executive.

Well known to SATV viewers, Rogers has had extensive media and public relations ex-experience in Zambia, Australia and South Africa.

In Zambia, he was news editor and live programmes supervisor for ZTV Kitwe; and in Australia he was on-camera reporter in Melbourne for Australia's top current affairs programme this Day tonight on ABS television.

Rogers is no stranger to public relations having worked in Australia as P.R.O. for Alcoa Alluminum Co of America and as manager of a public relations company in Durban.

More recently, he has been a leading producer and presenter on SATV. He was also editor of a commercial radio news service, Channel 702.

He is married with a son aged 19. His wife, Anne, is a successful estate agent in Johanburg.

Bailey: A pro from ranks

COLIN BAILEY, Putco's area executive in Natal, plans to celebrate his majority this year. 1982 marks his 21st year with Putco.

In 1960 he started his career with Putco as an accident prevention officer which means he spot-checked buses and drivers. In those days Putco only operated 70 buses in the whole of Natal. Today it runs nearly 10 times as many.

Later he was promoted to a traffic supervisor.

Soon after Bailey was transferred to Johannesburg where he worked in the planning department.

In Johannesburg he moved from being the operating manager to to an operating executive in 1976. In 1980 he was promoted to area executive in his native Natal.

Despite his busy work schedule, he likes to set time aside for his hobbies. These include horse-riding and sailing.

Pretoria court sets aside Putco fare rise

(532)

Star 3/2/82

Pretoria Bureau

A Pretoria Supreme Court judge today ordered that fare increases granted to Putco by the National Transportation Commission, which were due to come into effect on April 1, be set aside.

The ruling by Mr Justice K van Dykhorst followed an urgent application by 21 people, including a 67-year-old grandmother Ms Kathleen Mulligan, to have the increase set aside.

In documents before the court it was said the National Transportation Commission had failed to give her and the other 20 people — who had originally objected to Putco fare rise — the opportunity to voice their objections at a public hearing in December and failed to give notice of the hearing through an "oversight."

At the December hearing the commission had heard only Putco and not the objectors' case and they were adversely affected by the decision.

(332) Sowetan 2/2/82

Granny fights Putco hike

A 67-YEAR-OLD Johannesburg granny will this morning make an urgent application in the Pretoria Supreme Court seeking an order to halt Putco bus fare increases.

The fares, announced last month, are due to go up by 35 percent from March 1, in the Witwatersrand, Vaal and Pretoria.

Today's application is being brought against the chairman of the National Transport Commission, who granted permission for the increases, and Putco Limited, by Ms Kathleen Mulligan, chairman of the United Women's Organisation in Ennerdale.

Ms Mulligan will argue that the Transport Commission's decision is invalid and liable to be set aside because the commission failed to consider her objections and those of 20 other people against the increases.

She will also argue that the commission failed to give herself and the other 20 objectors an opportunity to voice their objections during a public hearing in December.

Ms Mulligan's application comes in the wake of continued strong resistance against the increases by community leaders and organisations, who are also threatening to mobilise support from the society with a view to boycotting Putco buses should the fares be brought into effect.

The Commuters Watchdog Association, which represents various black organisations, have at the same time vowed they would fight the increases with "everything we have" to get Putco to abandon them.

They said that, if implemented, the increases would affect millions of blacks who were already reeling under the escalating cost of living.

NO FARES HIKE FOR PUTCO

(332) Sowetan 3/2/82

PUTCO fares won't be going up, after all. A Pretoria Supreme Court judge yesterday ordered that fare increases granted to Putco by the National Transportation Commission, due to come into effect on March 1, be set aside.

The ruling by Mr Justice K van Kijkhorst followed an urgent application by 21 people including a 67-year-old grandmother, Mrs Kathleen Mulligan, to have the increase set aside.

In documents before the court it was said the commission had failed to give her and 20 other people — who had originally objected to the Putco fare rise — the opportunity to voice their objections at a public hearing in December and failed to give notice of the hearing through an "oversight."

By MONK NKOMO

At the December meeting, the commission had heard only Putco and not the objectors' case, and they were adversely affected by the decision.

The application was brought against Putco Limited and the chairman of the National Transport Commission, the first respondent, who had granted permission for the increased tariff.

In affidavits submitted before the court, Miss Mulligan argued that "if the increased tariffs are implemented, Putco will be unjustly and irretrievably enriched at the expense of the vast numbers of people who use their buses."

Miss Mulligan, who represents the Commuters' Watchdog Association, also argued that the Transport Commission's decision was invalid and liable to be set aside after they had failed to consider objections by 20 people, including herself, against the increases.

Neither Putco nor the Transport Commission opposed the application to set aside the proposed increases.

Miss Mulligan requested the court to hear the application as a matter of urgency and to condone non-compliance with the forms and rules of the court.

She submitted that:

- "The Commission failed to give the 20 objectors an opportunity to be heard before it exercised its statutory function by failing to give us notice of the hearing which apparently took place during December 1981;
- "That at the hearing the commission heard one party to the issue, namely the second respondent, but failed to hear other interested parties, 20 objectors, who could be adversely affected by its decision and in fact, have been so affected".

The court's decision, which lasted almost two minutes, will come as a great relief to hundreds of thousands of bus commuters who had earlier condemned the proposed hike.

Mr K Tip, instructed by Mr G Budlender, of Legal Resources, appeared for Miss Mulligan.

Delay on fare increases costs Putco millions

(332)

RDM 4/2/82

By SOPHIE TEMA

IF Putco's application for a 35 percent increase in Reef and Pretoria fares had been granted, the company would have been recovering R4,5-million a month.

The Reef increases granted last month were halted this week by a court action, but Pretoria's daily fares will go up by 22,4 percent on March 1. Weekly tickets there will cost 15 percent more.

Putco's public relations officer, Mr Pat Rogers, said yesterday: "The delay in bus fare hikes is costing us millions of rands.

'Unreasonable'

"In the papers we presented in court in support of our application, we asked for a 35 percent increase which would have recovered R4,5-million a month if it had been granted.

"It is unreasonable to expect the company to forego the increases. We are losing millions of rands," he said.

On Tuesday this week, a Pretoria judge set aside the decision of the National Transportation Board (NTC) which granted Putco its application because it had gone ahead with a hearing without granting Ms Kathleen Mulligan and 19 other objectors a proper opportunity to make their representations against the increases.

Ms Mulligan sucessfully applied for an interdict order in the Pretoria Supreme Court before Mr Justice van Dijkhorst, stopping Putco from increasing fares on the Reef.

The increases were to be put into effect on the Reef and Pretoria on March 1.

Mr Rogers said it was through a clerical mistake by the Department of Transport that Ms Mulligan and the objectors had not been advised of the hearing.

He said the finding applied only to the Reef.

Minister to consult Executive on Indian bus owners

332 Mercury 4/2/82

Mercury Reporter

AN ultimatum to Durban's 225 private Indian bus owners, who run 700 buses, that they form themselves into companies before the end of 1982 was an interim measure, and a final decision would be taken only after a meeting with the Indian Council Executive, Mr Hendrik Schoeman, Minister of Transport Services, said yesterday.

He said his predecessor, Mr Chris Heunis, had promised the Indian Council that further consultations would be held with the council after the Van Zyl Commission of Inquiry's report was released.

He said he was aware of the undertaking and wished to inform the bus owners that his ultimatum calling on them to form themselves into companies by the end of 1982 was an interim step. A final decision will not be taken before the Indian Council Executive is consulted, he said.

Relief

However, Mr Schoeman pointed out the commission would remain operative in order that its investigation could be resumed at the end of the 12-month deadline.

Mr Logan Reddy, secretary of the Durban Bus Owners' Association, yesterday welcomed the minister's assurance.

'It is a relief for the affected bus owners because the Indian Council Executive will no doubt put up a fight to see that the private Indian bus operator is not robbed of his livelihood,' he said.

According to the ultimatum, the minister gave bus owners until December 1982 to plan companies, mergers or take-overs.

332

Putco fares go up in Pretoria

PUTCO will go ahead with the implementation of their 24 percent increases in Pretoria, a company spokesman said yesterday while announcing that they would lose millions of Rands if fares in the Reef were not increased.

By WILLIE BOKALA

The giant bus company had new fare increases set aside by a Pretoria Supreme Court judge this week, after Ms Kathleen Mulligan had made an urgent application seeking a court order to have the increases stopped from coming into effect in March.

Mr Pat Rodgers, chief public relations officer for Putco, said yesterday that the company was now waiting for the National Transport Commission to set a new date for a hearing where Putco would argue for the increases against objectors.

"We cannot say at this stage what we will do because the case is still going to be heard. All that we are waiting for now is for the transport commission to give us a new date for the hearing and probably a debate with the objectors," he said.

He said that the court ruling that granted commuters a temporary reprieve in their fight against increases, affected only the Reef and that Putco would go ahead with increases in Pretoria. He did not, however, say when the new fares would come into effect in that area.

A spokesman for the Transport Commission said yesterday that no date had been decided upon for the hearing and that they would inform all parties involved as soon as a decision was reached.

The Commuters' Watchdog Association (Comwasa) announced yesterday that they were waiting for the hearing and plan to fight the increases before the Transport Commission when the hearing comes forward.

Hauliers blame permits for loss of business

332

Mercury 4/2/82

By Denyse Armour

THE ILLEGAL transport of goods on South African roads is totally out of control and local transport companies claim it is a direct result of the country's notoriously bureaucratic permit system.

Private hauliers say that they are losing business to pirates because of the difficulties in getting permits. They are accusing the Road Transportation Boards and the South African Transport Services (SATS) of collaborating to limit the number granted.

Several companies told of cases where, while they were trying to get temporary permits, illegal operators stepped in and transported the goods.

'Honest applications are more often than not refused, so people are driven to desperate measures and employ fly-by-night operators who transport goods without permits. The whole system is self destructive,' a manager said

The board is authorised to refuse a permit application if 'reasonable facilities already exist.' This means if the destination is served by rail or if the route is run by a company with permanent authority.

Complaint

But transporters complain that even reasonable requests for temporary permits are turned down by the board.

However, Mr Corrie Burger, director of C D Nel and Associates, said: 'Those companies who complain that their applications are always refused simply lack knowledge of the act, and are unaware of the implications We have a fair rate of success for applications, because we only apply for those which have a reasonable chance.'

He thought that the board was fairly impartial and a genuine case would succeed, despite an objection from the Railways.

'There are two factors to

The haulier and the Railways lost business. The company concerned proved that cotton was fruit, and thus an exempted food.

One operator said: 'If you worked to the rules you'd go broke. Some companies have to be dishonest to make a living. A system which encourages people to be dishonest must be wrong.

'Yet you learn from experience that in some cases, if you tell the board a pack of lies, you're more likely to get a permit than if you tell them the truth.'

Private companies have come to realise that they cannot simply apply for a permit themselves. They must employ someone who has been trained in the intricacies of the law.

'The transport system is a mini-industry all on its own,' said one manager. 'If it was simplified it would cost the consumer less. As it is, it only fuels inflation.

Hearings

'The Government is always going on about free enterprise so why can't businesses choose their means of transportation. In most cases road transport costs a lot more than rail. But some people obviously feel that service, speed and efficiency are more important than cost.'

Transporters complain that the transportation boards system of hearings is costly, and no reasons are given for refusals of permits.

Hauliers say the board members are Government officials who are biased in favour of the SATS, and are not qualified enough to pass opinions on road transportation.

'We can appeal but appeals take a long time to get heard — by which time we've lost the contract anyway,' a haulier said

Transport companies say that the difficulty in getting permits has restricted their growth

Limited

Where businesses have been able to adapt to the change in demand for different commodities, transport companies are restricted to the commodity for which they have permanant authority.

They say that a 25 percent opposition to applications cannot be seen as Railways monopolisation.

SATS oppositions are frequently supported by private hauliers who already have permits for that route. They say they frequently oppose permits which are vaguely worded, so the whole application is not opposed.

But transporters carrying exports to the north say that South Africa is losing exports markets because of SATS opposition.

Messina

They say that the SATS insists that everything destined for the north goes by rail to Messina.

They point out that it takes five days by road to Lusaka and 40 days by rail. 'The SATS says it only guarantees efficiency to the border. But the extporter needs efficiency and service all the way to the destination, and most prefer road service,' said one manager

He told of transporters with Zimbabewian licences who have to travel from Durban to Messina with empty trucks and then load their cargo.

Hauliers are becoming increasingly worried that if shipping and port facilities are improved in the north they will lose out on exports to be transported by road.

To prevent this, many feel that the present permit system should be changed. 'It is obvious that there's a problem in the industry. We support the Department of Transport's attempts to institute control,' said Mr John Lipawski, of Moe, Vermaas, Lombard and Associates.

System

But not everyone feels this way.

Some suggested the Transport Commission should employ more qualified men on the boards to be able to deal with the transport situation of the 1980s and beyond.

Others felt that the whole system needed to be changed. South Africa is about 15 years behind the times, say transporters with experience in

cations, because we only apply for those which have a reasonable chance.'

He thought that the board was fairly impartial and a genuine case would succeed, despite an objection from the Railways.

'There are two factors to take into consideration when applying for a permit. The onus is on the applicant to prove neccissity and the decision is the personal decision of the board members — their opinion.'

Refusal

Conjecture has it that the local board has been told to refuse a certain percentage of cases every day. 'We can't prove this and may be jumping to conclusions — but that's what it seems like. An application can be refused one day and granted the next. How can a situation change overnight?' said one transport manager.

But Mr Burger said the problem with the system is not the board or the law, but the enforcement of the law, due partly to the lack of staff, which has led to a shortage of road traffic inspectors.

'The board's not all bad, but if they really want to do their job they should look at those people running without permits, rather than those with permits,' said one transport company manager.

'No-one knows the extent of road transportation, but if the board were to give permits to reputable companies they'd know how much cargo was going by road,' said another.

Loophole

The industry rebounds with stories of those who found yet another loophole in the law and took advantage of it. Some feel that these tales illustrate the absurdity of the system, while others undergo training so they too can trade on the technical inconsistencies of the law.

A well-told story among transporters is the case of the truck, laden with Coca-Cola, that was stopped in the dead of night half way to Johannesburg.

'Coke' — as in coal — is on the exempted goods list, and in the case that followed, the transporter's lawyer proved that permits are interpreted as they are worded and not as they are intended. He got away with it.

Mr Burger tells of another case. In spite of an objection from the Railways, a haulier got a permit to transport cotton from the mills in Pongolo to the stations. All went well, until suddenly a Cape firm moved in and started transporting cotton long distance, without permits.

Limited

Where businesses have been able to adapt to the change in demand for different commodities, transport companies are restricted to the commodity for which they have permanant authority.

The SATS is also severely criticised by private companies. At board hearings the SATS competitions officer opposes permit applications that will be detrimental to the Railways.

Some operators say this officer is ill-informed. 'I've known him tell the board that there are trucks and facilities to move the cargo, when we've already found out that there are not,' said one.

Hauliers feel they stand little chance of getting their applications approved if the SATS opposes them. 'We can understand that the Railways is a State corporation and needs to be protected. But not to the extent that it is,' they said.

But to offset the massive losses it sustains in passenger services the Railways has to keep the more profitable trade.

Exports

It also subsidises export trade and has to carry all goods, low and high tariff, whereas hauliers try to carry only high-tariff goods.

Others noted that the SATS has to bear its own overheads whereas road transport is to a certain extent 'subsidised' by motorists, who pay for the damage caused to roads by heavy vehicles.

Several companies said the SATS is moving goods that should have been transported by private companies by road at rail tariffs. And they maintain that the new aggressive marketing policy of the SATS is a direct threat to private companies' business.

Some told of applications for permits which were consistenly refused, owing to objections by the SATS that adaquate rail facilities existed. Then the SATS soon started offering their own road service, without having the necessary permits.

Report

'The SATS don't need to display permits on their vehicles, and seeing as permits are inspected by government officials and Railways Police, who is going to report a SATS truck anyway?' asked one.

Those who feel that there is no 'conspiracy' between the SATS and the boards point out that in December 1981 there were 133 permit applications in Durban 31 of which were opposed by the SATS.

qualified men on the boards to be able to deal with the transport situation of the 1980s and beyond.

Others felt that the whole system needed to be changed. South Africa is about 15 years behind the times, say transporters with experience in other countries. Britain left such a permit system in 1970.

'It would be a good thing if de regulation were introduced here,' said one company. 'Admittedly it would be a tough time for the industry, there will be more competition — which would mean that rates will be slashed, but the more efficient operators would survive.'

De-regulation is a controversial subject. Some say that it will lead to the smaller companies being eliminated and monopolies being formed. Others say that the established operators will be subjected to unfair competition by new companies entering the market.

They say the present system at least provides some security and protection for those with long-term investments. But high standards of efficiency should provide their own protection.

One manager said 'The more efficient a system is, the cheaper it will be. At the moment it is the consumer who is suffering. The present system works, but only just. It's bogged down by the boards and all that red tape.'

BUS FARES

332 FM 5/2/82

Pretoria to pay

Black bus passengers on the Witwatersrand this week succeeded in getting a Supreme Court order setting aside the fare increases Putco looked set to introduce next month.

However, the court decision does not apply to Pretoria. There the fare increases applied for will go ahead — "hopefully in March," the company's PRO, Pat Rogers, tells the *FM*. Rogers stressed that the court's ruling was made on the basis of a clerical error by the National Transport Commission (NTC) and not the merit or otherwise of Putco's application. And in Durban, the NTC is this week considering the bus giant's application for similar increases in Natal.

The NTC gave Putco the go-ahead for fare rises of 24% on daily cash fares and 15% on weekly (10-trip) tickets at hearings over last November-December. The company had applied for a 35% fare hike to be implemented on March 1, pending approval from the Department of Co-operation and Develpment.

In a re-run of objections lodged in similar circumstances 18 months ago (*Current Affairs* August 12 1980), Mrs Catherine Mulligan and 20 others of the Commuters Watchdog Association (CWA) applied for an interdict to stop the fare increases. They succeeded on a procedural issue: the NTC had not informed the community of its hearing last December when Putco was given the green light. Mulligan and the CWA had made representations to the NTC in September 1981.

The NTC must now set a date for another hearing on the matter to hear commuters' objections. From Putco's point of view this should be done as soon as possible, says Rogers.

Sowetan 5/2/82 (332)

Second bid to halt fare hike

By MONK NKOMO

A SECOND Supreme Court action to stop Putco fare increases for Pretoria is on the cards.

This follows the temporary reprieve granted by a Pretoria Supreme Court judge earlier this week, which Putco says affects the Reef areas only.

The Mamelodi-based Vulamehlo Vukani Peoples' Party yesterday briefed a Pretoria lawyer in a bid to halt the fare hikes, due to be implemented in Pretoria from March 1.

Mr Zikhali Ndlazi, a Mamelodi community leader and president of the party said the case may come to court today.

Mr W M Aphane, chairman of the Mamelodi Community Council, which condemned the increases at a recent meeting, said: "If Putco continues with their intended increases, they must be aware that they are doing it at their own risk. They will have no support from us.

"I foresee trouble where police will be engaged in battles with commuters who are against these increases. We do not want to see that type of thing happening here. If Putco is wise, they should halt these increases in Pretoria too. They don't need to be forced to do that by a court of law.

"We want our drivers to earn a living wage, but not at the expense of poor people. Neither do we deny the fact that they are faced with a country-wide inflation.

"But they must know that the man in the street is also affected. If it is true that they made millions of rands in profits last year, then they should use that surplus to meet their rising costs."

And Mr J Gomba, director of Black Unity Express Bus Service, said Putco was "an illegal company operating in black townships much against the Government's Group Areas Act."

11 SEP 79 15:14:20
20 SEP 79 17:58:13
19 OCT 79 09:48:07
11 SEP 79 15:39:59
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24 OCT 79 18:05:18
11 SEP 79 14:58:53
11 SEP 79 15:55:10
11 SEP 79 15:27:13
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No plan to 'take over' bus services

Mercury 6/2/82 (332)

Municipal Reporter

THE Durban Transport Management Board has no intention of embarking on a wholesale take-over of Indian and coloured bus services, according to general manager Marshall Cuthbert.

The board has asked council to budget R3 000 000 over the next three years so that it can acquire services in the Indian and coloured areas — in keeping with the Van Zyl Commission's rationalisation policy to improve transport control.

Mr Cuthbert has reacted to a strong letter of objection by Councillor Cornelius Koekemoer who joined ranks with Indian operators opposing any take-over.

Mr Koekemoer had said he found it ironical that the DTMB claimed a responsibility to provide Indian and coloured commuters with a sound bus service while white commuters were having to make do with a service 'rapidly becoming extinct'.

Replying to these and other criticisms, Mr Cuthbert wrote to the Town Clerk saying it should be made absolutely clear that the board had no powers of expropriation. Any take-over would be on a basis of mutual consent.

With regard to the efficiency of bus services in the greater Durban area, had the Minister of Transport been satisfied with the level of service for blacks, he would not have instituted a commission of inquiry, he said.

Break even

Mr Koekemoer also had asked why the ratepayers should be responsible for commuters who lived outside the city's boundaries and why they should have to invest in a service that operated on a break-even basis.

Mr Cuthbert replied that virtually all the black labour employed in the city lived beyond the boundary and the DTMB had provided the bulk of the transport to and from the western areas for more than 20 years.

It was council policy which stipulated that the service should be operated on a break-even basis.

RDM 6/2/84

332

Union gains recognition at 2 Putco depots

By STEVEN FRIEDMAN

THE Transport and Allied Workers' Union has won majority support at two Putco bus divisions — including the key Soweto depot — and is to gain official recognition at both, a company statement said yesterday.

TAWU is affiliated to the Council of Unions of South Africa (Cusa).

Recently, Putco signed its first full recognition agreement with TAWU. It has also signed an agreement with Fosatu's Transport and General Workers' Union, but this is not a full agreement.

In terms of the agreement, the union was not automatically entitled to recognition at all of Putco's 12 operating divisions. The two parties agreed that TAWU would be recognised at any division in which it won majority support.

A Putco statement yesterday said that TAWU "now has the support of more than 50% of the workforce at the Soweto division and will hold elections of shop stewards there on March 4 and 5".

The statement also revealed that TAWU has already proved majority support at Putco's Boksburg division and that polling for shop stewards there was under way.

Grievances

Voting will end at lunchtime today, the statement added.

The stewards will be responsible for bargaining with management on worker grievances.

The signing of a full recognition agreement between Putco and TAWU late last year ended protracted negotiations which began shortly after the Putco strike in mid-1980.

(332) E. Post 6/2/82

Popularity causing problems in PE bus system for pupils

By WAYNE ASHER

SKOOLINK, Port Elizabeth's transport system for school pupils, is experiencing difficulties — because of its popularity.

Complaints about noise, pollution, traffic hazards and the inability of anyone in authority to solve the problem are being received by Port Elizabeth Tramways — particularly from residents in Ryan and and Osler streets, Newton Park.

The residents say the buses block the two streets, making it difficult to get cars out of driveways.

However, a spokesman for Port Elizabeth Tramways says the company is aware of the problem "but the loop formed by the two streets was the safest place for unloading and picking up school children".

Mr Geoff Bird, public relations consultant for PE Tramways, said the increasing numbers of passengers and unforseen travel patterns, particularly among Std 5 pupils going to high schools in different suburbs this year, had extended certain Skoolink services to the limit.

The deputy manager of PE Tramways, Mr Graham Shields, said this had resulted in buses running to full capacity.

"We do have a problem and we appeal to pupils and parents to be patient while we sort it out," said Mr Shields.

"Numerous adjustments will have to be made to the Skoolink network in the next few weeks.

"The linking principle, which makes the Skoolink system possible, means it is very difficult to make changes to particular routes in isolation.

"We have to examine each group of routes carefully to ensure any changes will benefit most pupils using the service."

Mr Shields said the problem would be greatly relieved if certain schools would alter their starting and finishing times, in some cases by as little as 15 minutes.

"The starting time of schools is one of the biggest obstacles we have to face, yet there is a reluctance among schools to alter their hours."

Mr Shields said anybody with comments or suggestions on Skoolink services should telephone Mrs Mickey Smal at ☎ 28751 or write to Box 225, Port Elizabeth, 6000.

"All feedback from pupils who use the service or any other interested people will be very welcome and will be carefully evaluated," he said.

s paddle battle

MARATHON canocist Brian van Zyl.

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Permit conman swindles blacks

ARGUS 8/2/82

FRAUD detectives have uncovered a countrywide racket involving the issuing of false taxi permits to blacks.

A conman is believed to have rented post office boxes throughout the country under fictitious names after placing advertisements in magazines intended for the black market, a police spokesman said.

A Langa man, Mr Mninawa Geuwa, fell victim when a friend who had obtain the permit for a suggested he write to Empire Services, of P O Box 6038, Durban, for a permit to operate a taxi between Langa and Guguletu.

R200 FEE

Empire Services told Mr Geuwa they would obtain tre permit for a fee of R200, which he sent in postal orders.

Mr Geuwa did not receive the permit, and approached Argus Action when the postal authorities confirmed delivery of the money.

Argus Action received no reply to its letters to Empire Services — they were not returned unclaimed — and then discussed the case with the secretary of the Local Road Transportation Board in Durban.

He pointed out that Durban had no jurisdiction over the Cape, and that Mr Geuwa had to apply to the Cape Town board for a permit.

The Durban board had no record of an application from Mr Geuwua.

Argus Action then obtained the name and address of the renter of PO Box 6038 as Mr N P Shozi, of K328, KwaMashu.

A letter to Mr Shozi was returned unclaimed.

A spokesman for the Durban Fraud Squad said they had had compalints from several victims who had lost their money.

He said the racket was country-wide, and there was no such firm as Empire Services.

The name N P Shozi was false, as was the address in KwaMashu.

The man responsible had offered 'almost everything — you name it' in the advertisements — the fraud was not confined to taxi permits, he said.

Court action on election: Nat withdraws

Argus Correspondent

JOHANNESBURG. — The National Party's MPC for Jeppe, Mr Hennie Bekker, has withdrawn from the municipal election here one day before a Rand Supreme Court action to have him disqualified as a candidate.

Mr Bekker said today he had decided to withdraw on the advice of his attorneys who had said his nominaation form had a 'technical defect.'

Mr Bekker was to have contested Von Brandis (Ward 33).

The application to have him disqualified as a candidate was brought by his Progressive Federal Party opponent, Mrs Molly Kopel.

In his nomination form, Mr Bekker gave his residential address at 403 Marshall Street, Johannesburg. But the PFP obtained affidavits from residents at the address saying they had not heard of Mr Bekker.

Mr Bekker later said he had bought the property last year, but due to various problems, had not yet taken transfer.

A second address given by Mr Bekker — a house in Cliffside Crescent, Northcliff — was found to be under construction.

The PFP again obtained affidavits stating that Mr Bekker had moved in a few articles of furniture some hours after nominations for the elections had closed.

Mr Bekker said he would oppose the application if Mrs Kopel decided to continue with legal action.

Mrs Kopel said Mr Bekker had also offered to pay all legal costs.

'This is a capitulation and I regard this as an important victory,' said Mrs Kopel.

Journalist G R Naidoo dies

Argus Correspondent

DURBAN. — Veteran Sunday Times journalist, Mr G R Naidoo, died in St Aidan's Hospital here today. He had been in hospital for a heart complaint.

The editor of the Sunday Times, Mr Tertius Myburgh said: 'GR was an accomplished journalist and a true professional. He was a most congenial colleague, well loved by all who knew him.'

Jailed MP: New order

Argus Africa News Service

SALISBURY. — The Republican Front MP, Mr Wally Stuttaford, who has been in detention for two months, has now been served with an order under which he can be detained indefinitely.

The order, signed by the Minister of Home Affairs on Friday, was served on him yesterday, his sixtieth day of detention.

It provides for detention if it appears to the Minister that it is in the interests of public safety or order.

A detainee has the right of appeal to a review tribunal and immediate steps are being taken to lodge an appeal.

But if the Minister disagrees with the recommendation of the tribunal, the Government can overrule it and keep the detention order in force.

Hauliers warned on lying for permits

(332) ROM Financial Reporter 8/2/82

TRANSPORT companies engaging in illegal operations were warned last week that if they did not change their ways, permit applicants might have to submit sworn statements.

Mr A B Eksteen, Director-General of Transport, told the official launching of the Public Carriers Association of SA in Johannesburg there were many "irresponsible operators who have no respect for the law and engage in illegal operations".

They interpreted the law in a way which "defies the comprehension of normal honest-thinking people".

A shortage of staff at the department's inspection services did not give transport companies a licence to disregard the law to the extent they were doing.

It was unreasonable to expect the Government to further deregulate the industry.

He also had hard words for applicants for temporary permits who in some cases tried to deceive local road transportation boards.

"There are cases on record which prove that applicants have in the past been downright dishonest and have supplied false information.

"Although one does not wish to revert to harsh measures, it appears that the only solution to the problem is to compel applicants to submit sworn statements or sworn affidavits".

That would allow a lever to institute court actions against offenders.

Mr Eksteen urged the chairman of the new PCA, Mr D Bolton, to "get the irresponsible and illegal operators to join you — don't join them".

Mr Bolton said he hoped that the PCA would "cement the industry into one cohesive whole" to present its problems with a semblance of unity.

The PCA's "ultimate aim is to incorporate the National Association of Private Operators together with the SA Bus Operators Association to form the Road Transport Association of SA", he said.

He denied that the aim was but a pipe-dream and said it was a distinct possibility.

The PCA represents about 600 members, who operate about R5 000-million worth of vehicles.

In the two years it took to organise the association, about R150 000 was raised to fund the initial outgoings. The annual revenue of the PCA is expected to be about R220 000.

Bus fare application heard

(332) CAPE TIMES 18/2/82

Staff Reporter

AN APPLICATION to the National Transport Commission that it should not hear an application from Atlantis and Mitchells Plain bus companies for a 30 percent bus fare increase, was rejected by the commission yesterday.

Mr Geoff Budlender, acting on behalf of about 60 associations, said the bus fare application was in contravention of the National Transportation Board Act because the companies had tabled the increase about five weeks after the previous unsuccessful application.

The Act stated that no new application for an increase could be considered within six months of the last application, if the object of the application was the same and the situation had not changed.

Changed

Mr Budlender said the situation had in fact changed, but to the advantage of the bus companies. The position of the Mitchells Plain company had improved and it was now showing a profit.

Mr S Selikowitz, acting for the companies, said the situation of the companies was critical enough for the commission to hear the appeal.

Putting the case for the companies after the application had been dismissed, Mr Selikowitz said a 30 percent increase was necessary to meet rising costs.

The cost of living was increasing, the price of fuel was due to rise, replacement and maintenance costs had risen, and the company wanted to pay their drivers higher salaries, he said.

"The problem is not profits, it is survival," he told the four-man commission.

Inflation

Mr Brian Bishop, representing the Catholic Commission for Peace and Justice, said inflation was caused by the bosses.

"Galloping inflation comes about because everybody wants to be ahead of it. The thing to do is to say that it has to stop somewhere."

In an inflationary situation the worker came off worst. Only the people who fixed the prices had some control over them, he said.

Inflation could be stopped. Many governements had done it in the past.

Mr Jeff Leonard of the Atlantis Civic Affairs Association said any fare increase would not go past without protest.

If prices went up people in Atlantis would be cut off in the bush, he said. However many would still be forced to travel to Cape Town because of the shortage of facilities in Atlantis.

Komperprint

IMPORT SURCHARGE (332)

Balancing trade

FM 19/2/82

Cargo liner trades between SA and Europe will come tumbling down after the March 1 impost of a 10% import surcharge.

According to liner operators, it hardly required a fiscal instrument of the kind announced by Finance Minister Horwood in his mini budget speech last week to put the brakes on south-bound cargo runs. Yet Horwood expects to raise R550m in a full year from this source.

So demand for goods not subject to Gatt bindings looks like remaining pretty buoyant. If it turns out that Horwood over-estimated revenue from the import surcharge it would hardly cause him sleepless nights because the major aim of the instrument is to reduce the current payments deficit.

Members of the SA-Europe Conference Service (SAECS) are preparing for a tough year. Return on their historic investment of $1 500m in ships and boxes is down to 5% as their battle to maintain volumes squeezes the profit and loss account. (As a matter of interest, their ocean freight agreement with government entitles them to a return of 12,5% on the cost of ships and 10,5% on containers.) Even before the announcement of the import surcharge, SAECS announced plans to withdraw one of the large (3 200 boxes), fully cellular ships from service and place it on charter in another trade. Ironically, though, the surcharge could have the effect of bringing a semblance of balance to SA-Europe trades, although it may aggravate capacity problems.

At the time of Horwood's announcement, SAECS ships were running at 90% of capacity on the south-bound voyage, while the export leg (even with seasonal fruit sales getting into stride) operated at no more than 60%. Unhappily, the north-bound run is further made up of thousands of empty containers which are not only a grim reminder of loss of earnings, but add greatly to the interest burden.

In the transport game utilisation is a question of frequency. When the going gets tough owners could fill their ships by cutting down on scheduled sailings, but then the service suffers and opens a gap for interlopers. Or they could reduce frequency and step up operational speeds at a higher fuel cost. In the end, demand will probably dictate which course of action SAECS will adopt.

For the time being, however, SAECS is determined to maintain a weekly service both ways.

Johnstone, F.A.
1970 "White prosperity and white Africa Affairs 69 (April):

Republic of South Africa
1974 Gross Geographic Product by Mag Pretoria: Government Printer.

Wilson, M. and L. Thompson (eds)
1969 The Oxford History of South Afri

Horrell, M.
1969a South Africa's Workers. Jo tute of Race Relations.

1969b A Survey of Race Relations burg: South African Institu

PLAGIARISM: "Plagiarise: publish b (thoughts), steal from (work, autho

There is a distinction between makir vant literature, which is accepted e sentences or passages unacknowledgec is known as plagiarism, and is unacc student's understanding of the mater

REFERENCES: The style of the journa lowed. Your attention is drawn espe ing in the appendix of your essay. I by year of publication in an appendi italics and no abbreviations. Thus,

Research papers/essays written duri the evaluation of lecture or semina are kept for the external examiners have their papers returned with the submit their papers in duplicate.

Students should state clearly on th and name of lecturer/tutor concern

It is in the student's interests to handed in, in case of loss.

An abstract is generally desirable set on the content of the essay.

Gen 2

term by Library staff.

ESSAY/ASSIGNMENT PREPARATION

Typing is strongly recommended. Where handwritten work is presented, a high standard of legibility and neatness is required.

One side of the page only should be used, and typewritten work must be double-spaced.

(k)

Dear Mr Brown

Many thanks for your recent enquiry concerning our Power Saver Instaflow Shower - the most advanced on the market today.

We regret that we are unable to forward to you our colour brochure but owing to demand we are awaiting new stock. In the meantime however, I have asked our local shower consultant to call on you to give you some idea as to what we can offer and give details of our product.

Our system incorporates a Power saver control which is unique to Instaflow Showers. Full power for showers when ambient water temperatures are at their coldest, half power to halve the cost of warm weather showering. In these days of soaring inflation, with yet another increase in electricity charges, it means real worthwhile savings are possible in fuel bills.

With Instaflow showers the average electricity cost of a 5 minute shower is approximately 2 cents, compared to the average cost of a normal bath of water which is approximately 24 cents, there is a considerable saving.

Most of all, I feel sure that you will enjoy your shower more for its superb luxury than its amazing economy or safety features. In the morning there is nothing quite like an invigorating shower to get you ready to face the day. It's quite incredible how a shower can refresh and rejuvenate you after a hard day's work for, in fact, once you are used to having a shower in your home you will wonder how you ever managed without one.

Although there are no expensive extra tanks, pumps or mixer taps with Instaflow showers, each unit is carefully tailored to individual requirements.

Please do not hesitate to contact us at the above address should you require any further details or assistance.

Yours sincerely

Manager

Putco fares up

PUTCO bus fares will go up on March 1 in the Pretoria area.

Mr Pat Rogers, spokesman for the company, said in a statement that the increases averaging 15 percent on weekly tickets and 22 percent on single trip tickets were implemented after the nod from the Department of Co-operation and Development.

This means that commuters using season tickets will pay 50c more while those who buy **their tickets on a daily basis will pay an increase** of between 10c on the main routes and 30c on other routes.

The hikes approved by the National Transport Commission on January 14 will presently be effected on Pretoria routes only.

A decision on the 35c percent fare increases on Putco's Durban routes is still in the pipe-line.

19/2/88 Star

(332) C. Herald 20/2/82

Bid to stop bus hearing fails

AN attempt to put an early stop to applications for higher bus fares in Mitchells Plain and Atlantis failed on Wednesday morning when the National Transportation Commission decided to listen to the full application and objections.

Mr Geoff Budlender who represented all but two of the nearly 60 objecting organisations, said the NTC should not even consider the applications.

Previous applications were refused in October after strong community objections. Now 12 organisations, including the Cape Areas Housing Action Committee (CAHAC) and the Federation of Cape Civic Associations, have objected to the latest application for bus increases.

UNCHANGED

Mr Budlender said at the start of the hearing that the present application was no different from the previous one and that the situation had not changed drastically enough to warrant another hearing.

'It is true that the cost of living had risen but the bus companies were not affected by dramatic fuel increases in the five weeks since their previous application was turned down,' Mr Budlender said.

'In terms of the law the Commission has the right to refuse to hear any application made within six months after a similar application had been turned down.'

Mr Selwyn Selikowitz appeared for Associated Bus Holdings, which runs the bus services in Mitchells Plain and Atlantis.

He said the urgency of the situation as shown by public auditors led the company to make the applications.

A pamphlet issued by the company and exhibited at the hearing said if there were no increases in bus fares the companies would be forced to close down because they were running at a loss at the moment.

Dangerous Dunswart

332 By SAM MOTHEI Sowetan 23/2/82

HUGE crowds of passengers stampede daily to and from the trains during peak hours on platforms at Dunswart station in the East Rand, causing a danger to life and limb, angry commuters say.

The stampede at the station, which has only three platforms, occurs mostly at about 6.15 am when two trains, one from Johannesburg to Springs and the other from Daveyton to Johannesburg, arrive at platforms two and three.

"The stampede occurs when passengers from the Daveyton train rush for the Springs-bound train and those from the location pour onto the platform, to collide with those getting off both trains", said Mr Goodman Nqilitshane.

Mr Nqilitshane also said that the platforms at Dunswart station are too narrow to accommodate hundreds of commuters. He said people just push one another because there is no moving place. And the two trains don't stop for any length of time.

According to commuters, police stationed at the station won't allow them to use the "whites only" bridge, even if it is empty.

Mr Barry Lessing, director of passenger services for the SAR, said he was not aware of it and promised to investigate the matter.

SOL

(1)

	being closing entry		
	Years 02 and 03 - same as 01		
04, Jan 1:	Insurance Expense	300	
	Bank		300
Jan 2:	Debtor (Insurance Company)	24 000	
	Income from Life Policy		24 000
	being accrual of proceeds receivable		
Jan 2:	Income from Life Policy	24 000	
	Income Statement		24 000
	being closing entry		
Jan 2:	Income Statement	300	
	Insurance Expense		300
	being closing entry		
Jan 31:	Bank	24 000	
	Debtor (Insurance Company)		24 000
	being receipt of proceeds		

(2) Premiums Treated as an Asset

01, Jan 1:	Life Policy	300	
	Bank		300
Dec 31:	Income Statement	300	
	Life Policy		300
	(Surrender value of policy is zero - therefore no amount can be capitalised)		

Continued/ .....

(332) Sowetan 23/2/82

Tutu, Motlana vs Putco

BISHOP DESMOND Tutu and Dr Nthato Motlana will be among chief objectors when Putco's application for higher fares is heard before the National Transport Commission tomorrow.

By WILLIE BOKALA

Among other objectors refuting Putco's claim to increases on the Rand will be veteran civic leader Ms Kathleen Mulligan, who has twice won a Pretoria Supreme Court judge ordered that their increases be set aside.

Supreme Court cases against Putco applications for higher fares in the area.

Putco, the country's largest bus company, wants to increase its daily cash fares by 24 percent and its weekly tickets by 15 percent on Reef routes.

The company suffered a telling blow early this month when

MOTLANA: To object.

Spokesmen for the Commuters Watchdog Association of SA (Comwasa) said yesterday that they had lined up several top personalities to argue the case for commuters against Putco's proposed increases.

Witnesses will also include Mr Gibson Thula, Inkatha's chief and principal representative of the KwaZulu Government in the Witwatersrand, and Mr Smiley Richard and Mr A Jeeben of the Labour Party.

Meanwhile Mr W M Aphane, chairman of the Mamelodi Community Council, has said that Putco's final stance to increase bus fares in Pretoria indicated their refusal to create a platform of consultation with community leaders.

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(1) ... as Business Expense

01, Jan 1: Insurance Expense
Bank
being payment of premium

Dec 31: Income Statement
Insurance Expense
being closing entry

Years 02 and 03 - same as 01

04, Jan 1: Insurance Expense
Bank

Jan 2: Debtor (Insurance Company)
Income from Life Policy
being accrual of proceeds receivable

Jan 2: Income from Life Policy
Income Statement
being closing entry

Jan 2: Income Statement
Insurance Expense
being closing entry

Jan 31: Bank
Debtor (Insurance Company)
being receipt of proceeds

(2) Premiums Treated as an Asset

01, Jan 1:	Life Policy	300	
	Bank		300
Dec 31:	Income Statement	300	
	Life Policy		300
	(Surrender value of policy is zero - therefore no amount can be capitalised)		

Continued/ .....

332 Sowetan

Putco profit rate: 60%

25/2/82

By NORMAN NGALE

THE National Transport Commission heard yesterday that Putco Bus Company had been making a profit rate of 60 percent per year between 1979 and 1981 and as a result increased its share equity by R42-million.

This was revealed during the second hearing of Putco's fare increase in the Witwatersrand area following a Supreme Court order.

The Supreme Court had last month set aside the fare hikes until another hearing was held to give objectors a chance to air their views.

Mr Arthur Chaskalson SC for the objectors (Commuters' Watchdog of South Africa members and Dr Joshua, an individual objector) told the commission that according to facts and figures Putco managed favourably over the past two years.

Mr Chaskalson said Putco was in a position to make a profit of R29-million before tax deductions by the end of their next financial year.

He said this during his cross-examination of Mr M Simpson, an independent chartered accountant, appointed by Putco to determine whether the company was making a fair return.

Mr Simpson said in his evidence that his enquiry after comparison with other companies listed on the Johannesburg Stock Exchange showed Putco had a higher risk and needed to have reserves.

CONTAINERS (332) FM 26/2/82

Shake-up on the way

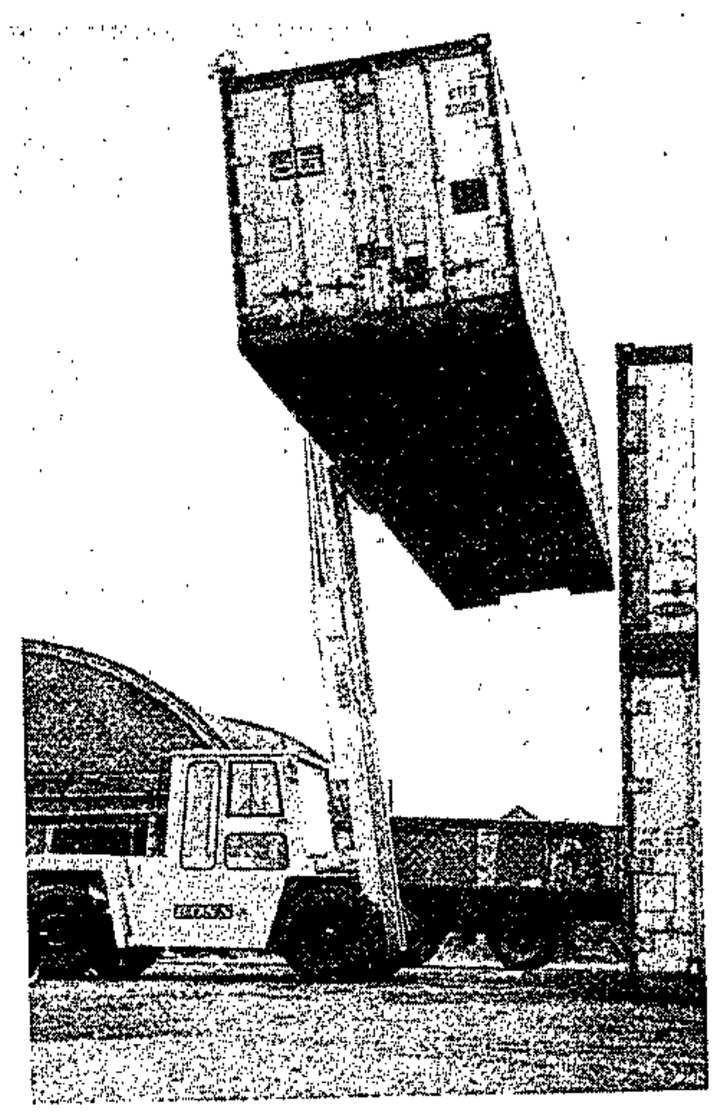
The multimillion rand/year containerisation industry is under scrutiny Problem areas are being investigated by a national committee comprising both private and public sectors, which met recently under the auspices of the Department of Transport.

Assocom, the FCI, AHI, Chamber of Mines, Seifsa, Naamsa, Bifsa, SA Shipping and Forwarding Agents' Association, SACD, SA Transport Services, container park operators, representatives of conference and non-conference lines, Departments of Finance and Commerce and SA Bureau of Standards were represented at the first pow-wow.

Working committees to look at documentation and procedures, landside transportation systems, communications and public relations were appointed and report-back date is the end of July.

Alan Cowell, vice-chairman of Assocom's Transport Consultative Committee, comments: "It's only logical to have a reappraisal of the system's efficiency after operating officially for five years."

And there certainly are a number of gross inefficiencies built into the system. Sorting these out will minimise the chances of further clogging. Last year's container build up over the Easter period is still a sore point. It took months to sort out, but if some problems quoted by Cowell are remedied, the streamlining of containerisation will be well on the way.



Containers ... due for a lift

Cowell notes that "one of the stupidities" on present documentation is that overseas shipping lines and their shippers do not disclose check digits in connection with container numbers.

"Unless the number is available, you can't feed the information into the customs and railways computers. Incomplete information is rejected. Operations are stultified and you can't clear or move containers."

Commerce and industry, says Cowell, would like to see the ad valorem wharfage charge of R1,50/R100 fob value abolished. He points out that high value importers are subsidising low value importers. "The cross subsidisation is intolerable."

For example, a small package valued at R100 000 would pay R1 500 ad valorem. Huge bales of raw rubber would pay one tenth of that on value. Instead of the ad valorem duty, commerce wants to see a reintroduction of the cost related wharfage charge based on harbour tonnage.

Also leading to intense frustration on the part of importers is Railways' failure to give priority to containers already customs-cleared in Durban. "Uncleared containers clog the system at City Deep," says Cowell. "We want priority transit for those already cleared."

Possibly one of the biggest gripes in the industry is the lack of SATS customer service. What's needed, says Cowell, is for consignees to be informed in advance of container deliveries. Arrangements to receive and unpack containers then becomes easy.

He adds "We are always pressured to receive containers after hours. If people are informed in advance, after-hour deliveries would be acceptable."

Other areas which need looking at are methods of ordering, invoicing, financing and payment, shipping documents, customs entry, container terminal order and uniformity of documentation format.

Similarly, electronic data processing and transmission between source and destination should be considered. Telex, facsimile transmission of documents or fully computerised linkage could simplify and speed up procedures considerably. Frets Cowell: "Overseas this is common practice. We're doing damn all here." What's needed, he stresses, is streamlined operations.

Other areas for analysis include physical inadequacy of rail links and the possible inefficiencies of railways computer controls. Bound to generate a lot of interest is the whole question of SA Transport Services' monopoly on container transport. Obviously there are many who would like to see permission given for bonded carriers to transport containers by road.

FORCED SALES FM 26/2/82

Sinking ships

(332)

South African and Portuguese creditors with claims against four Portuguese-flag fishing trawlers arrested in Cape Town harbour in December, have problems. They claim outstanding debts of about R9m, but a sale-in-execution already sanctioned by an SA court is expected to draw no more than R5m.

The Portuguese Banco Pinto Sotto Mayor has made an offer for South African creditors' claims, worth about R2,5m, in an attempt to stay the sale, now set for March 31.

In mid-March a deputation of SA creditors will travel to Lisbon to discuss the settlement, according to Cape Town lawyer John van Niekerk, who is acting for several of the creditors.

The 1 139 t side trawler, *Almoural,* and 1 140 t stern trawler, *Altair,* are owned by Companhia Portuguesa De Pesca (CPP) of Lisbon. The other two, both stern trawlers, are the 1 138 t *Ilha de St Nicolau* and the 1 139 t *Nova Fe,* owned by Sociedade Nacionale Dos Armadores de Pesca De Arrasto (Snapa).

Local claims are for stevedoring services, supplies and crew salaries during 1981.

For example, SA Stevedoring Service Company has claimed R35 908, David East Packaging R31 526 and Teescape SA R22 322. Judgment is pending on an engineering company's application to claim R344 504.

Van Niekerk says foreign mortgages on the boats amount to about R5m. With preferent SA claims of R2,5m, this means R7,5m has to be repaid before Banco Pinto Sotto Mayor's claim would be considered.

Sowetan 26/2/82 (332)

Bid to ease ticket queues

THE South African Railways have come up with a plan to alleviate congestion at ticket offices at week and month's end.

By SELLO RABOTHATA

Acting senior superintendent of passenger services, Mr J. G. Visser, said yesterday that the new scheme will be implemented from this weekend.

Mr Visser said: "Exceptionally heavy sales and long queues on the first day of each month, and in particular on Mondays, is experienced. The position is worsened when the first day of a month falls on a Monday when monthly tickets and weekly tickets are required, The first day of February was a typical example of long queues at ticket windows which, one can understand, is most frustrating.

"But it must be borne in mind that it is difficult to provide thousands of passengers with a ticket in the short time everybody wants a ticket. It would appear as if commuters are not aware of the provision that workers' weekly season tickets can be renewed from a Thursday and monthly season tickets in the last three days or four days if the month ends on a Sunday or public holiday.

"As the validity of a weekly ticket is identified by a week number, the new ticket will not be accepted at barriers and on trains until the next Monday morning. For this reason the current week's ticket is retained by the passenger to allow him to travel for the rest of that week. In the case of monthly tickets a passenger will only be issued with a renewed ticket if the current month's ticket is surrendered in which case the new ticket is valid immediately," he said.

He said that if a passenger requires a monthly ticket without being in possession of a ticket for the current month, he can only buy his ticket on the first day of the new month. These cases are, however, in the minority. Special arrangements have been made by the South African Transport services to alleviate congestion at ticket offices, starting on Monday, by providing additional ticket office staff particularly tomorrow and Sunday at the larger and busier stations and especially at all Soweto stations.

To obviate long queues on such days commuters are requested to make use of this facility by renewing their season tickets early and, in particular, to take advantage of the provision made on Saturdays and Sundays. Special stocks to speed up sales are already being supplied to busy stations. These will be increased if so required and could also be extended to other stations.

Mr Visser said: "If we receive the co-operation of passengers by purchasing their season tickets early, we are prepared to continue with the special arrangements of having additional season ticket windows during renewal days in future and will also extend it to other stations."

Solution to GL5 (Cont

(2) Premiums Treated as an

Year 02 - same as year

03, Jan 1:	Life Policy Bank		300
Dec 31:	Income Stat Life Poli Policy writ (See Note 1		60
04, Jan 1:	Life Policy Bank		300
Jan 2:	Debtor (Insurance Company) Life Policy Income from Life Policy being accrual of proceeds receivable	24 000	 540 23 460
Jan 2:	Income from Life Policy Income Statement being closing entry	23 460	 23 460
Jan 31:	Bank Debtor being receipt of proceeds	24 000	 24 000

Putco must wait for fare hike reply

(332)

Sowetan 26/2/82

By NORMAN NGALE

THE National Transport Commission (NTC) yesterday reserved their judgement on Putco's application for fare increases for their Witwatersrand area.

This was announced at the close of the hearing after defences for the objectors and Putco had closed their argument on the merits for or against the 35 percent fare hikes asked for.

In his main argument, Mr Arthur Chaskalson SC for the Commuters Watchdog of South Africa appealed to NTC not to grant the fare increase and as a result put a brake to the massive accumulation of profits by Putco.

He said nine affidavits were made by people representing various community and national groups, objecting to the fare increases, and pointing out clearly that the people worst affected earned on or below the bread-line.

The Commission heard that the company had a poor image among the blacks who identified it as being a vehicle of an oppressive Government.

Note 1:

At the end of year 03, the life policy would be reflected on the partnership balance sheet as a non-current asset at its surrender value of R240.

Note 2:

The death of a partner automatically dissolves the partnership as legal and accounting entities. For this reason a partnership income statement would have to be drawn up for the period up to the date of death of the partner so as to ascertain the correct balance on his capital account. The proceeds from the life policy would be shown as income in this income statement and NOT credited direct to the partners' capital accounts.

332

Drivers injured in battle

1/3/82

Herald

African Affairs Reporter

SCORES of buses and taxis were damaged and several people were injured in Kwa Mashu at the weekend when an argument between Putco bus and black taxi drivers flared into a running battle.

It apparently began when a Putco bus driver stopped his vehicle in a taxi rank, claiming it had broken down. There was an argument and the driver of the bus was attacked and injured.

A group of bus drivers later returned to Kwa Mashu and another fight ensued.

Tension came to a head on Saturday evening when Putco buses were waylaid and stoned along their Kwa Mashu routes.

Three bus drivers and two taxi drivers were injured and taken to King Edward VIII Hospital.

A police spokesman said yesterday that 27 buses were reported damaged and the taxi drivers claimed that 25 taxis and several private cars had also been stoned.

No taxis were operating in the area yesterday.

The injured taxi drivers were Mr Madoda Mtetwa and Mr Eric Ngidi. Passers-by, Mr Simon Dladla and Mr S Mgodozi, were also injured and taken to hospital. The names of the injured bus drivers had not been released by last night.

SOLUTION TO: GL5

(1) Premiums Treated as Business Expense

01, Jan 1:	Insurance Expense	300	
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Jan 31:	Bank	24 000	
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(2) Premiums Treated as an

01, Jan 1:	Life Policy	300	
	Bank		300
Dec 31:	Income State	300	
	Life Polic		300
	(Surrender va ro -		
	therefore n talised)		

Continued/ .....

Hike in fares 'heavy'

Sowetan 1/3/83

By NORMAN NGALE

SEVEN affidavits of objection to the Putco fare increases in the Witwatersrand area have been handed to the national transport commission.

The affidavits represented the feelings of the 21 members of the Commuters Watchdog of South Africa (Commwasa) who had won a Supreme Court ruling setting aside Putco fare increases in the area until their case was heard.

Mrs Sally Motlana, president of the Black Housewives' League, stated in her affidavits that an increase in bus fares would come as a heavy blow to the Soweto community.

Said Mr Mohamed Dangor, Chairman of Commwasa: "People believe Putco has made tremendous profit out of them without offering an adequate and acceptable standard of service."

Bishop Desmond Tutu said ordinary black people were already under tremendous economic pressure as a result of the effects of the GST.

The commission which sat for two days last week reserved judgment at the end of the hearing.

Said Mr Mohamed Dangor, Chairman of Commwasa: "People believe Putco has made tremendous profit out of them without offering an adequate and acceptable standard of service."

Bishop Desmond Tutu said ordinary black people were already under tremendous economic pressure as a result of the effects of the GST.

The commission which sat for two days last week reserved judgment at the end of the hearing.

'Halt bus fare hike'

3/3/84 (332) Save fare

By SELLO RABOTHATA

THE Thokoza Progressive Association (TPA) and the Community Council have called upon the Alberton Town Council to suspend bus fare increases, and instead improve transport facilities in the area.

Bus fares in the area have been increased by 5c from yesterday. Mr J van Staden, the transport manager, said the Town Council had made its decision and the fares had to go up.

Mr Phineas Lekoloane, chairman of TPA, said a meeting held by TPA showed that residents felt the number of taxis and buses in the township was insufficient for the needs of the people.

He also said:

- The number of residents today differs from recently — there are at present 60 000 families in Thokoza alone.
- Industries have expanded from Alrode Extension 1 to Alrode Extension 7.
- Thokoza has only 41 taxis serving about 250 000 people — including 10 which have been off the road for the past year.
- The last taxi licence was granted in 1971.

The TPA is ready to give those who wish to run a taxi business free legal aid. Those who are interested can contact the secretary of TPA, Mr Benjamin Tshabalala, at 2060 Khumalo Street.

Community Council chairman Mr G Mamabolo said the council had written to the Town Council rejecting the new increases and claiming residents were not informed in time. The Community Council expects to meet the Town Council soon to discuss the issue.

Mitchells Plain by bus or train costs the same

Cape Times 5/3/82 (332)

Staff Reporter

WITH the South African Railways still finalising its new tariff structure following the increases announced in Wednesday's transport budget, the known new fares appear to compare favourably with corresponding bus fares on routes carrying a high passenger volume.

Figures made available by the SAR's commercial section yesterday indicate that it will now cost bus and train commuters the same to travel from Mitchell's Plain to Cape Town.

The cost of a single first-class train ticket on the route will increase from R1 to R1,15. The existing cash bus fare is also R1,15 for a single ride from Mitchells Plain to Cape Town via Hanover Park. The clip-card fare is R5 a week (10 rides).

Third class

The cost of a single third-class train ticket from Mitchell's Plain to Cape Town will rise from 45c to 50c.

A first-class single train ticket from Wynberg to Cape Town will increase from 50c to 60c and the third-class fare from 20c to 25c. The total bus fare from Wynberg to Cape Town via Claremont is 80c and the clip-card fare R4,50.

The train fare from Bellville to Cape Town is up from 65c to 75c (first-class single) and from 30c to 35c (third-class single). A single bus ticket on the same route costs 65c and a clip-card R3,50.

Other routes with a high passenger volume (eg Mitchell's Plain to Epping, Nyanga to Claremont and Nyanga to Mutual) could not be compared yesterday as the SAR had no corresponding statistics available. A spokesman for the SAR commercial section said the new railway tariff structure was expected to be completed by Monday.

Pretoria angry over SAR hike

THE 15 percent train fare increases were received with anger and dismay by Pretoria leaders yesterday.

Their common complaint is that the poorest class among black residents in all Pretoria townships using the trains as the only convenient transport service to and from places of employment would no longer be able to absorb the hikes.

Mr Andrew Monaledi, chairman of the Moretele Transport Committee, who also serves on the Pretoria District SAR Liaison Committee, revealed yesterday that the Railways had indicated they would increase fares twice per year to offset a deficit they experienced.

He said members of the liaison committee representing various townships in Pretoria had vigorously opposed this, pointing out that this would throttle the ill-paid commuters.

Mr Monaledi said at a meeting held January 10, SAR officials told them because of the inflation rate the railways was fast losing money and that in order to defuse this they had to hike train fares twice every year.

The current fare increases to be effected on April 1 come only six months after the Railways had hiked their fares and in the process did away with the return ticket system.

Mr Monaledi said he had called a public meeting to be held in Temba, Hammanskraal, where residents would be given a chance to voice their protest and discuss the hikes in the presence of SAR officials invited.

Mr J Gomba, director of Black Unity Express Bus Service in Atteridgeville said the Railways would continue to increase fares unabated because commuters had no say in the running of the trains.

He said men co-opted to serve on the SAR Liaison Committee were toothless and unrepresentative because they had not been elected by the commuters.

Atteridgeville and Mamelodi are represented in this committee by members of their community councils.

Sowetan 5/3/82 (332)

CAPE TIMES 5/3/82 (332)

R2,8m new bus depot

Municipal Reporter

WORK has started on a new R2 800 000 bus depot for City Tramways on a site near D F Malan Airport.

The depot, expected to be completed in three years, would replace the Klipfontein Road depot and become the bus company's main operating depot, a senior spokesman said.

The site, considered in the long-term to be "reasonably central", is directly behind the St Joseph's Home on land acquired from the King David Country Club.

● Meanwhile, a R4-million office and shop development is planned on the old Carson garage site and St John's Place bounded by Long, Riebeeck and Waterkant Streets.

The developers, Anglo-American Life Insurances, are in the process of demolishing the Carson building and will erect "an up-market establishment" above and next to St John's Place "for a complete new centre", a spokesman for the company said.

● The construction of Vanguard Expressway will mean the temporary closure of two roads in Athlone from Monday.

The section of Carbon Street between Hein Road and Mymona Crescent will be closed for the about three months, with alternative access on Endeavour Road.

Welby Road will be closed at its junction with Hein Road until further notice. Alternative access will be on College Road.

● The construction work associated with the elimination of the Ottery Road level-crossing is expected to be completed by December this year, nearly a year earlier than originally planned.

However, for this to be done, traffic will have to be rerouted on the western side of the railway line.

Fares decision

332

C. Herald 6/3/83

THE National Transport Commission has come to a decision on the application for higher bus fares made by companies operating in Mitchells Plain and Atlantis.

However, objectors will have to wait until later this week before they will know whether the increases have been granted or not.

The NTC's decision comes less than two weeks after a two-day hearing at which about 60 organisations objected against fare increases in the two areas.

A spokesman for the NTC said on Monday morning that a decision had been given by the commission but letters outlining their decision would still be posted on Tuesday or Wednesday.

'We cannot say anything before people have received written confirmation of the decision,' he said.

After a three-day hearing last year, the NTC took two months before deciding that bus companies could not put up their fares.

School bus boycotted

332

C. Herald 6/3/82

By Ryland Fisher

PUPILS at the Swartberg Senior Secondary School in Caledon are upset about travelling arrangements to their school and on Friday refused to board their overcrowded school-bus.

Pupils said the bus, which is used to transport pupils from Hawston, Botriver and Bontjieskraal, was meant to hold 75 people but sometimes there were about 45 extra people on the bus.

'It is extremely uncomfortable travelling like that. When you stand you have to hang on for dear life or get thrown around when the bus takes a turn. The luggage racks and the floor are filled with cases,' a pupil said.

They said that since the beginning of the year they had complained regularly to the principal Mr A L Edson that one bus was not adequate for all the pupils.

On Friday morning they decided they had had enough.

When the bus arrived at Botriver, the 90 pupils who were to be picked up refused to board the bus.

They informed the principal of their decision and he promised to look into the matter, a pupil said.

HAWSTON

Further along the route, the Hawston pupils decided to stop the bus and get off in support of their fellow pupils.

The bus was later sent back to pick up the pupils but again they refused to get on when they learnt that a teacher who normally travels with them would no longer be allowed to do so.

NEW BUSES

According to the pupils, it was alleged that the teacher provoked them to act on their grievances.

Mr Edson said that he had referred the matter to the regional representative of the Department of Internal Affairs in Worcester.

'They are now having discussions and I believe two new buses are to be used on the route.

'I would like to see the problem solved as soon as possible because it isn't doing the pupils or the school any good,' he said.

Continued/ .....

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Some ships not suitable for container transportation, says insurance expert

(332) S. Tribune 7/3/82

Containers:

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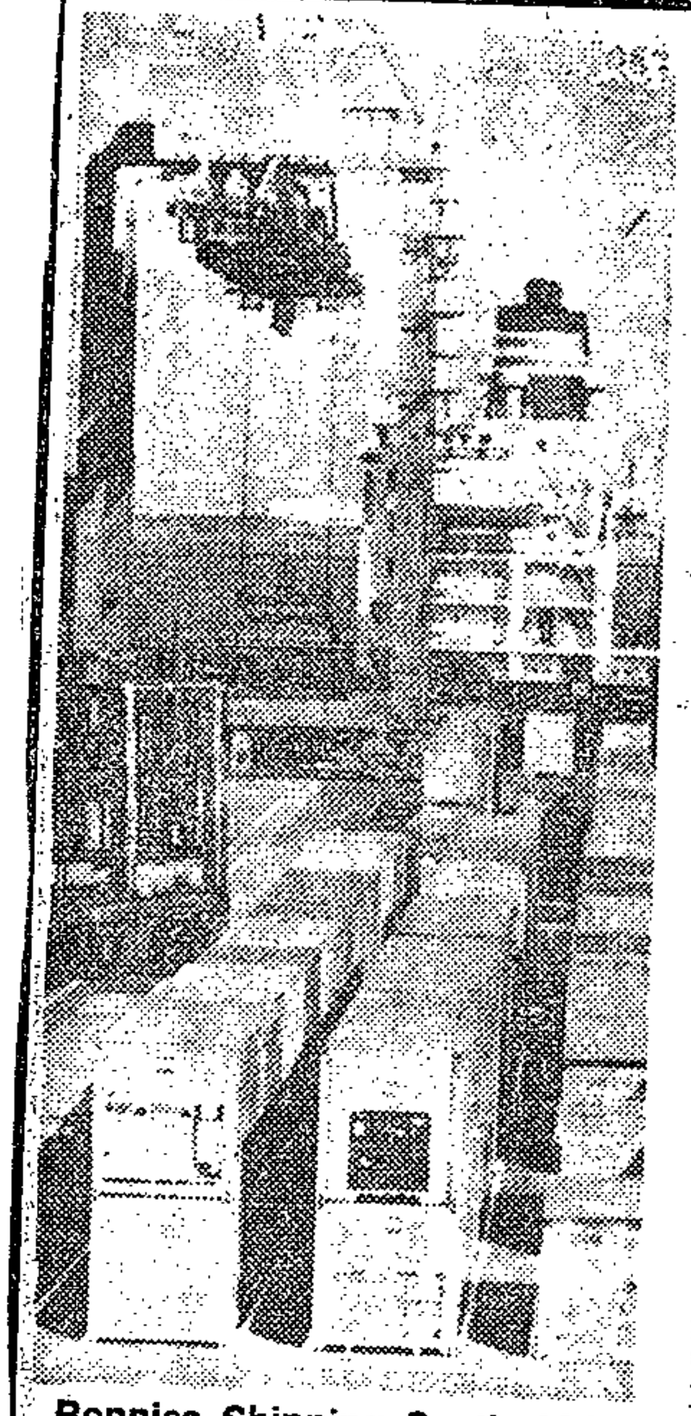

Rennies Shipping South Africa has appointed Nippon Express and Comprehensive International Freight Forwarders as agents in the Far East. This is a section of the container terminal in Tokyo used by Nippon Express

By Jeremy Rees

DON'T go overboard about containers — that is the feeling of many marine insurance underwriters who believe that the concept of containerisation has failed to live up to expectations.

When containers were a novelty they showed promise of being the quickest, surest and cheapest method of transporting goods and machinery, whether by sea, air, rail or road.

A reduction of claims for petty pilferage soon became evident and the number of claims dwindled. But on the other side of the coin the value of individual losses rose dramatically.

While there are some obvious advantages of using containers such as ease of handling and security there are some distinct disadvantages.

When something does go wrong all the contents of the particular container will often be affected giving rise to large claims.

Recently incidents of containers being washed overboard have increased and one underwriter had two claims involving such losses under consideration.

Chairman of the Association of Marine Underwriters of South Africa, Harry Glashof, commenting from Johannesburg this week, laid the blame on the unsuitability of certain vessels converted to carry containers.

"The problem is non-conventional vessels converted for containers," he said. "Vessels designed for the purpose have never been a difficulty.

"At one time there was a lessening of claims and those for petty theft were reduced out of sight. But an inirease in the value of claims crept in.

"In the past 12 months there has been, for some reason an increase in the number and value of claims. One problem has always been moisture and condensation in containers."

One marine insurance investigator who did not wish to be named, quoted a recent claim for R60 000 for spoiled coffee caused by the lack of proper ventilation in a container.

"The greatest problem is amateurs dealing with sea transport," he said. "Containers are subjected to the fury and violence of the sea and if not properly packed, tremendous forces are let loose on the contents when a ship rolls 30-40 degrees.'

Some underwriters spoke out strongly against the use of containers, and off-the-cuff quotes from leading marine insurance men included such condemnations as:

- Containers are a flop...
- Some claims would make your hair stand on end . . .
- Containers are by no means a cure-all...
- Freak waves cause havoc with contain tainers . .

Attributing responsibility is a vital issue for marine underwriters and the task is made more difficult with the use of containers.

A recent example of a container arriving with six empty cartons was typical of what could happen, said an investigator.

"The container was shipped from pier to pier but 20 days elapsed before it was opened and the empty cartons discovered too late to find out who was responsible.

"Lack of packing is a major cause of claims and this is another example of amateurs in the business. Some containers arrive without any packing at all."

The hijacking of containers is a world-wide threat but this has not affected South Africa so far.

In the United States, containers are considered lucrative targets for hijackers and top security has become essential wherever containers are used.

The escalating value of claims in respect of containerised goods could result in increased premiums from marine underwriters.

But there is no danger of an increase "across the board" as individual underwriters assess their clients from records of claims submitted.

Massive increase in Putco bus fares

Herald 9/3/82 (332)

The annual industrial council talks take place against the backdrop of mounting unrest over wages in the East Rand metal industries. They also follow a systematic offensive by some black unions on the industrial council system.

In an unprecedented step — apparently aimed at softening resistance to the council — unregistered unions have been offered "observer status" at the talks.

ACCEPTED

The Black Allied Workers Union and the Engineering and Allied Workers Union are known to have accep-

they have not been able to agree on a common platform for the first time.

BOTTOM RATE

The established unions are demanding a bottom rate of R1,75 and hour, rising to R2 during the year — the current minimum is R1,13 — and 20 percent in the minimum rate for artisans.

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Municipal Reporter

PUTCO has announced an average 31,5 percent increase in cash fares and an average 17,6 percent increase in weekly tickets for commuters in the Durban area.

Durban executive Colin Bailey said he had been advised of the National Transport Commission's approval of the increases yesterday.

This meant, on average, an 11c increase per cash trip and an extra 4c per trip for weekly tickets. More than half the commuters travelling on Putco buses used weekly tickets, he said.

The company intended introducing the increase early in April.

But the date still had to be approved by the Department of Co-operation and Development which would seek the views of various concerned bodies including community councils, Government departments, the police, municipal authorities, commerce and industry.

Mr Bailey said while the fare increases seemed high, it was nearly three years since Putco's last fare increase in Durban — with the exception of one rise approved specifically to recover costs on a fuel hike of 15c a litre.

During the past three years the company had continued to absorb the rising costs of buses, tyres, spares, wages, land and buildings. Inflation had averaged 14 percent a year and the procedure to get a fares increase was a lengthy one, designed to subject the case to public scrutiny.

Fares had to be approved by the Local Road Transportation Board or the National Transport Commission — which heard evidence from objectors and effectively limited the bus company's profit margin.

Mr Marshall Cuthbert, general manager of the Durban Transport Management Board — which runs the city's municipal black bus service — said it would be unfair to compare fares on the two fleets as they operated on different routes.

Appeal

'But,' he said, 'we had an increase in February this year and that was about 14 percent. The previous one was in October '79.'

Last night Mr G E Benghu, member of the KwaZulu Legislative Assembly for Kwa Mashu, said: 'The percentage increase is too high. It is going to place a terrific strain on the commuters.

'I realise costs have gone up but the black man who is struggling will find the size of the increase difficult to understand. I must appeal to employers to help their workers bear the burden by increasing wages accordingly.'

Mr Roland Freakes, executive director of the Chamber of Industries, said he had not had time to study the implications of the increases.

The Kwa Mashu Mayor, Mr S S L Mtolo, commented: 'We regret the situation and would prevent it if we could, as our people are finding it very difficult to make ends meet.'

Mr H T Madubane, chairman of the Kwa Mashu Transport Committee, said a meeting had been arranged with Putco for today so the increases could be discussed.

Putco fares were increased in Pretoria from the beginning of this month and an application for fare increases on the Reef was heard on February 24 and 25, but no decision has been announced.

Putco fares in Durban to go up

10/2/82 RDM

332

PUTCO bus fare increases in the Durban area would cost commuters an average of 4c a trip extra for weekly tickets (or about 40c a week) and 11c extra a trip for cash, the company said in Johannesburg yesterday.

The spokesman for the company in Durban, Mr Colin Bailey, said he had been advised of the fare increases by the National Transport Commission following its hearing of the application last month.

He said Putco was applying for the new fares to be implemented on April 1. The date has to be approved by the Department of Cooperation and Development. — Sapa.

Putco may have to wait

(332) Sowetan 1/3/82

PUTCO may still have to wait to hear if their application for a 35 percent fare increases for the Witwatersrand is granted by the National Transport Commission (NTC).

By WILLIE BOKALA

A spokesman for the commission said yesterday that the matter had not been dealt with yet and that it might take some time before they decided to grant the bus company the increase or not.

The NTC reserved their judgment on Putco's application after hearing argument for and against the increases in Pretoria last month.

Mr Arthur Chaskalson SC, representing the hike objectors — the Commuters' Watchdog of South Africa, Ms Kathleen Mulligan and 19 other people — had appealed to NTC not to grant the fare increase and put a brake to the massive accumulation of profits by Putco.

He said nine affidavits made by people representing various community and national groups, objecting to the fare increases, pointed out clearly that people worst affected earned on or below the bread-line. Putco had a poor image among blacks who identified it as being a vehicle of an oppressive Government.

Meanwhile Putco felt that the increases were necessary if the company had to cope with petrol and parts price increases, and the general running of the company.

And yesterday, Mr Pat Rodgers, Putco's public relations officer, announced that Putco was proposing new hikes in Durban and would continue to seek increases in the Witwatersrand.

He said the company was losing millions of Rands every month and the situation might deteriorate if the increases were not granted.

Responding to this announcement the Durban executive of the company, Mr Colin Bailey, said in a statement, he had been advised of the fare increases by the National Transport Commission following its hearing of the company's application in Durban last month.

He said Putco was applying for the new fares to be implemented on April 1 when air and rail fares go up.

The date had to be approved by the Department of Co-operation and Development.

Putco bus fare increases in the Durban area would cost commuters an average of four cents a trip extra for weekly tickets and eleven cents a trip for cash, the company said in Johannesburg today.

The cost to the commuter was subsidised by the Government in the case of weekly tickets

FARES SHOCK

ARGUS 11/3/82

332

By Henry Ludski

RESIDENTS of Mitchell's Plain and Atlantis face another shock increase in the cost of living.

The National Transport Commission has granted Associated Bus Holding Company permission to raise bus fares in their areas by an average of 25 percent.

Residents in the two areas, already hard hit by recent rent increases, face a further blow on April 1 when train fares are increased.

The bus company and about 70 associations which objected to the increase, because they said residents could not afford it, were informed today that the company had been granted an average 15 percent increase for Mitchell's Plain and a 33 percent increase for Atlantis residents.

The increase has angered affected community associations, especially since it was said at a Transport Commission hearing that an increase in Atlantis would push about 25 percent of the residents below the poverty datum line.

Mr T C Price, director of the bus company, said today that no date was given for when the increases would be effective, but it was expected to be implemented in the next few weeks.

The reason given for not dating the implementation was that the commission was considering an application from the company for a subsidy to ease the burden for commuters.

Mr Price said the fares on the main route between Killarney and Atlantis would be increased from 90c to R1,20 a single trip. In Mitchell's Plain the common 35c trip would be increased to 40c.

'This will break the people of Atlantis,' was the reaction of Mr Noel Williams, chairman of the Atlantis Housing Action Committee.

The Cape Areas Housing Action Committee said in a statement today that the increases favoured the shareholders of the company, not the people who 'very clearly' stated their worsening financial position at the hearing.

The committee said the long distances people travelled, their displacement under the Group Areas Act, the recent rent increase and other major increases had definitely not been given consideration.

Mr Williams said he was dismayed at how the State had treated the people's plea for no more increases.

'As with the rent increases, it can be seen that the State has no interest in the welfare of the people,' he said.

'It has been scientifically proven that Atlantis will not become a viable city that can generate its

(Contd on Page 3, col 1)

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THE rain in Namaqualand and Bushmanland yesterday has given the veld and farmers a welcome relief but much more is needed to break the drought.

Although the rain was unseasonal — Namaqualand is a winter rainfall area — a spokesman at the Springbok agricultural extension office reacted indignantly to reports that it had been the first rain in seven years.

'What? We are not in a

Russell hits at 'protective attitude'

ARGUS 11/3/82 28

Religion Reporter

CENSORSHIP policy and the Steyn and Rabie Commission reports are symptoms of a Government attitude that South Africans must be protected from knowing 'the harsh realities' of the situation in this country.

This is a view of the Most Rev Philip Russell, Archbishop of Cape Town, who criticised the Government in his monthly newsletter, Good Hope.

Archbishop Russell said the South African Council of Churches film and video tape, entitled This We Can Do For Peace, had been cut by the Publications Board to remove an episode quoting Bishop Desmond Tutu. After an appeal by the SACC, the episode was restored.

In this portion, Bishop Tutu visited a resettlement camp outside Queenstown, during which a little girl told him people drank water to fill their stomachs in the absence of food.

'First of all it is astonishing that an episode which Bishop Tutu has quoted on more than one occasion, and which has been pretty widely publicised, should suddenly become so offensive that it had to be removed from the script,' Archbishop Russell said.

ECHOES

'Secondly, and this is far more important, I find the whole thing completely symptomatic of what seems to be the mind of the authorities in

Fares

ARGUS 11/3/82 332

(Continued from Page 1)

own finances, but yet increases are granted.

'One wonders how the area can ever become a stable community and how people can be expected to pay these increases.'

Mr John Erentzen, secretary of the Cape Town Municipal Workers' Association, representing 11 000 workers, many residing in these areas said the increase was another blow to workers already overburdened by price increases.

'How they are going to cope I don't know,' he said.

'The workers will have to think of ways to continue the battle.'

Mr Price said that his company had allowed for 'normal' initial passenger resistance.

The decision to increase the fares was taken by the commission a week after it sat in Cape Town to listen to the application and objections.

Mr Pieter le Roux, director for social development at the University of the Western Cape, said in evidence that a survey by himself and students showed that the increases would shift about 25 percent of Atlantis people to below the poverty datum.

The survey, carried out a week before the hearing, showed that about 60 percent of residents there worked outside Atlantis and were totally dependent on the bus service.

This application was the company's second attempt in the last three months to get an increase. The first application, in November, was refused.

Rape laws queried

Argus Correspondent

DURBAN. — Six women's organisations will this month repeat their call on the Minister of Police and the Minister of Justice to institute an urgent commission of inquiry into the rape laws.

They are the National Council of Women, the Abortion Reform Action Group, Women's Legal Status Committee, and the three Rape Crisis

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ARGUS 12/3/82

'R3,50 return fare to Atlantis'

332

ATLANTIS residents will pay R3,50 for a return bus journey to Cape Town if the 33 percent increase recently granted is not offset by a subsidy.

Two buses are needed to travel the 50 km from Atlantis to the city.

From Atlantis to Killarney, the fare will be increased from 90c to R1,20. From there, the fare is 55c.

Mr Pieter le Roux, director of the Institute of Social Development at the University of the Western Cape, said today that 24,5 percent of Atlantis were living below the breadline.

If the increases came into effect without subsidies, the figure would increase to 33 percent.

APPLICATION

This fact was given to the National Transport Commission about two weeks ago when it heard an application by Associated Bus Holding for a 33 percent fares increase in Atlantis and a 15 percent increase in Mitchell's Plain.

The application, which was opposed by about 70 organisations, was approved.

Mr Noel Williams, chairman of the Atlantis Housing Action Committee, said today that if the increases came into effect it would cost him and his family of three R10 to travel to and from Cape Town and about R14 to visit his mother in Elsies River.

Very few people would be able to leave the area for anything except work, he said.

Atlantis

'Pleas against fares ignored'

CAPE TIMES 12/3/82 332

By JANE ARBOUS
Municipal Reporter

BUS fare increases ranging from 15 to 33 percent for the Mitchells Plain and Atlantis routes would force many commuters below the breadline, community spokesmen warned yesterday.

They believed the "pleas of the people" regarding their critical financial position had been ignored by the National Transport Commission which heard evidence on the fares application earlier this year.

The worst-hit area is Atlantis where a single trip between the distant town and the Killarney bus interchange near Milnerton will rise from 90 cents to R1,20. This does not include fares for people getting to and from the bus depot.

Mitchells Plain residents are a little better off with the common trip to the City rising from 35 cents to 40 cents.

The director of Associated Bus Holdings, Mr Trevor Brice, said yesterday that the implementation of the increases, notice of which was relayed to them late on Wednesday by the NTC, would be delayed until the company obtained "clarification" on its application for a subsidy.

The application was the second in three months. The first, in November, was refused.

The increase for Atlantis commuters was "a very bad sign" for the local industry, the chairman of the area's Housing Action Committee, Mr Noel Williams, said.

Not only would it deter people from moving out to the area, but it would accelerate the "emmigration" of residents who would be pushed under the poverty datum line if they stayed on, he said.

"We call on the Minister of Transport to investigate fully the situation."

A Mitchells Plain community leader, Mr Eddie Kai, said the regional planning in the Western Cape which had led to the emergence of the two towns, was "outrageous". The residents had had no part in the design and were forced to live in the areas. They were now being compelled to pay for the costs involved.

The secretary of the Cape Areas Housing Action Committee, Mr Trevor Manuel, said it was clear the NTC decision favoured the company's shareholders and that the "critical" position of commuters had not been taken into consideration.

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Ballet

MISS M A SALVAGE,
Dip Ball II

MUSIC SCHOLARSHIPS

Tenure: 1 year, renewable for 3 years maximum.

Undergraduate: Awarded to students showing special promise in a course to a degree, specialise in the

FACULTY OF MUSIC (Continued)

'Stop adultery' call at school opening

Sowetan 15/3/84

THE Putco-SOWETAN weekend classes opened officially at the Holy Trinity High School in Atteridgeville, Pretoria, on Saturday.

The classes, to cater for the local Junior and Senior Certificate candidates, were launched after the Putco Foundation had injected R60 000 towards helping students with problematic subjects throughout the Transvaal.

Tuition in subjects including English, Afrikaans, Mathematics, Physical Science, Biology, History and Accountancy, are being offered. More than 100 pupils have already enrolled.

During the official opening on Saturday, Mr David Motlatla, chairman of the Mamelodi School Committee Chairman's Council, warned female students against going out with married men and said they should stick to their fellow students.

Mr Motlatla said following the poor results in last year's examinations, his council conducted a survey in Mamelodi and discovered the students' weekend activities had a direct contribution in the quality of school results.

"Shebeens and gigs are also patronised by students who join grown-ups in corruption and forget that they are students," he said.

He called for self-respect, discipline and commitment among students. He blamed the Department of Education and Training for lack of career guidance which resulted in most students lacking vision as to which line of study to pursue.

Students were also warned not to compare the teaching team acquired for the Putco-SOWETAN school with their teachers at their various schools because this could result in their looking down upon their teachers who may not be equally qualified.

Registrations for the classes will continue until the end of March and pupils are required to pay R10 and R5 for each subject for the year and the rest is beig subsidised by the Foundation.

Putco fares go up again

(332) 16/3/82

By SAM MABE

Sowetan

PUTCO bus fares on the Reef will go up from next month.

The average increase of 35 percent, for which Putco has been battling since the middle of last year, was approved yesterday by the National Transport Commission.

This means an average Putco bus passenger on the Reef will pay an additional 43 cents a week when the new tariffs are put into effect towards the end of next month.

For weekly tickets, increases will average 16 percent and for cash fares, increases will average 28 percent.

A spokesman for Putco told **The SOWETAN** yesterday that an application was still to be made to the Department of Co-operation and Development to seek permission to implement the increases on April 26.

The increases were yesterday criticised by Dr Joe Joshua, president of the National Association for the Advancement of Coloured People (NAACP), who threatened a boycott of Putco buses in the Johannesburg area.

He said an emergency meeting would be called by his association within the next few days to discuss the increases.

"There is no doubt that this is going to be too much for our black commuters, who are presently struggling to cope with some of the most basic of their needs.

"We have made impassioned pleas in two successive hearings but we find the Government and Putco indifferent to our plight. We are actually doing the Government a service by pointing out some of the burning issues that affect black people on matters such as increased bus fares.

"We know that people are getting angrier and angrier by the day."

Putco wins battle to raise bus fares on the Reef

RDM 16/3/82

332

By HARRY MASHABELA

PUTCO, the giant bus company, has won the battle to increase its fares on the Reef.

The National Transport Commission (NTC) informed the bus company yesterday it could increase fares on the Reef as applied for. The Commuters Watchdog Association, an umbrella body representing many community organisations, opposed the company's application.

Mr Pat Rogers, a public relations officer for the company, said yesterday that Putco would now apply to the Department of Co-operation and Development for the increases to be implemented at the beginning of next month.

Weekly fares, he added, would go up by 43c each week while casual cash fares would go up by 13c a trip which would mean 26c more for a return trip.

"The increases average 16% for weeklies and 28% for cash fares," he said.

Mr Rogers also explained that although NTC granted the company 35% more in fare revenue, the commuter would only pay 28% more because "the difference is accounted for by the Government subsidy given to the company".

Mr Mohamed Dangor, chairman of the umbrella body, said yesterday they were considering asking the Government to increase its subsidy to the company.

An increase in the subsidy could enable Putco to charge commuters less than they would be expected to pay when the new increases were actually implemented.

"The new increases will raise the inflation rate. Train fares have just gone up and rents are due to go up, too. Workers are also being retrenched because of the present economic climate.

"Frustration is building up among workers. We pray and hope that this matter will be resolved in a rational way," said Mr Dangor.

Dr Joe Joshua, head of the National Association for the Advancement of Coloured Persons (NAACP), said the NTC had "slapped us in the face and we are going to take a deeper look into this matter, considereing whether or not to call on people to boycott buses."

He said the fact that NTC granted the fare increases despite opposition from the community showed "just how insensitive the Government is.

"The whole thing is shocking and we are dumbfounded. Commuters will find it tremendously hard to meet their daily needs as a result of these increses," Dr Joshua said.

Mr Rogers said that, except for rises for increased petrol costs last July, the new fare increases were the first in three years on the Reef.

Stott's plea on bus fares

ARGUS 17/3/82

332

Staff Reporter

PUBLIC transport should be run by a non-profit public utility company, the chairman of the City Council's Housing Committee, Mrs Eulalie Stott, said this week.

Mrs Stott was commenting on recent bus fare increases in Atlantis and Mitchell's Plain — of about 15 percent — granted by the National Transport Commission in spite of evidence from about 70 bodies that residents would not be able to afford the fares.

She said it was extremely unfortunate that bus companies in the Western Cape were not public utility companies which, because they did not make profits, could obtain better subsidies to help those required to live up to 28 km from the city and pay high bus fares for public transport.

CRITICISM

'Because as long as private enterprise tries to run an efficient service and give shareholders a return on their money, they will be criticised,' she said.

'It is desirable that public transport should be in the hands of a non-profit-making public utility company.'

Mrs Stott said the clip-card undoubtedly helped weekly workers but many who, for instance, did char work once or twice a week, could not benefit from the system.

'One can only appeal to employers who have staff in places such as Mitchell's Plain to increase wages or give their workers some adequate compensation for the high cost of transport.'

4 hurt in bus fire

17/3/82

(33)

FOUR students were injured when a Thari Transport bus they were travelling in suddenly caught fire at Krokodilkraal, near Brits on Monday afternoon.

About sixty students from Ramadikela Secondary School, were on their way home when the accident happened at 4.15 pm.

Two students who escaped injury, A B Motsepe and Louisa Moumakwe, said they were sitting at the back of the bus when they suddenly heard screams and saw the bus on fire.

In the stampede that followed, three students lost consciousness. Four other students were injured and rushed to the Garankuwa Hospital, while other terror-stricken students fought their way out of the bus.

According to Louisa, the fire was eventually brought under control by the bus driver.

Mr Joel Mogase, traffic superintendent at Thari Fransport yesterday said he knew nothing about the accident.

Meanwhile the Garankuwa Hospital yesterday confirmed the admittance of one passenger injured in the accident."

332

Vaal Transport will not push up bus fares

By STAN MHLONGO

THE Vaal Transport Corporation (VTC), which is one of the biggest bus companies in South Africa, is not considering any fare increase at the moment.

Mr F M Bricks, the manager of VTC, said yesterday that the fare increase in October last year "is enough to see us through — unless another price increase in fuel crops up".

Mr Daizer Mqhaba, a record promoter from Evaton, accepted this "as a gesture of good reasoning by VTC.

"Our people cannot afford to cope with another senseless bus increase — what with the cost of food rocketing by the day," said Mr Mqhaba.

The Rev Phrlemon Sekwatla, also of Evaton, felt that VTC was compassionate and "not like other companies that increase their bus fares now and then.

"It must be taken into account, by those who are holding responsible positions in the bus companies, that blacks are underpaid and struggle to make a living," he said.

Mr Dibu Liphoko, also a resident of Evaton, felt that "VTC are sensible enough not to increase their fares. To go to Johannesburg I have to pay R1,90.

"How the hell do they expect a man who earns a meagre R45 per week and has five mouths to feed to cope?" fumed Mr Liphoko.

"Putco is a big company, but I don't think they are interested in the welfare of the black community. They make as if the socio-economy of this country is balanced and blacks earn as much as whites — which is a lie, as we still have the apartheid ogre with us," concluded Mr Liphoko.

Residents' meetings

Sowetan 17/3/82 (332)

CIVIC associations all over Soweto are planning a series of residents' meetings to gauge people's reactions to the court failure to stop Putco from increasing bus fares and rent increases which are expected some time next month.

According to Mr Isaac Mogase, chairman of the Meadowlands Civic Association, the meetings, which are hoped to be held between now and late April when increases are effected, may result in the organisation taking the matter back to court.

The National Transportation Corporation gave Putco the go-ahead to increase their fares on the Reef.

"We will be guided by the reaction of the residents. If people feel that increases are unfair and that action should be taken against the company or Wrab, we will do just that," he said.

Anglo's Samancor stake

(332) Star 18/3/82

By Mervyn Harris

The acquisition by Anglo American of 9 million shares in Samancor in exchange for Middelplaats Manganese gives Anglo a six percent stake in Samancor.

The shares are to be allotted at a price of 300c putting a value of R27 million on the deal.

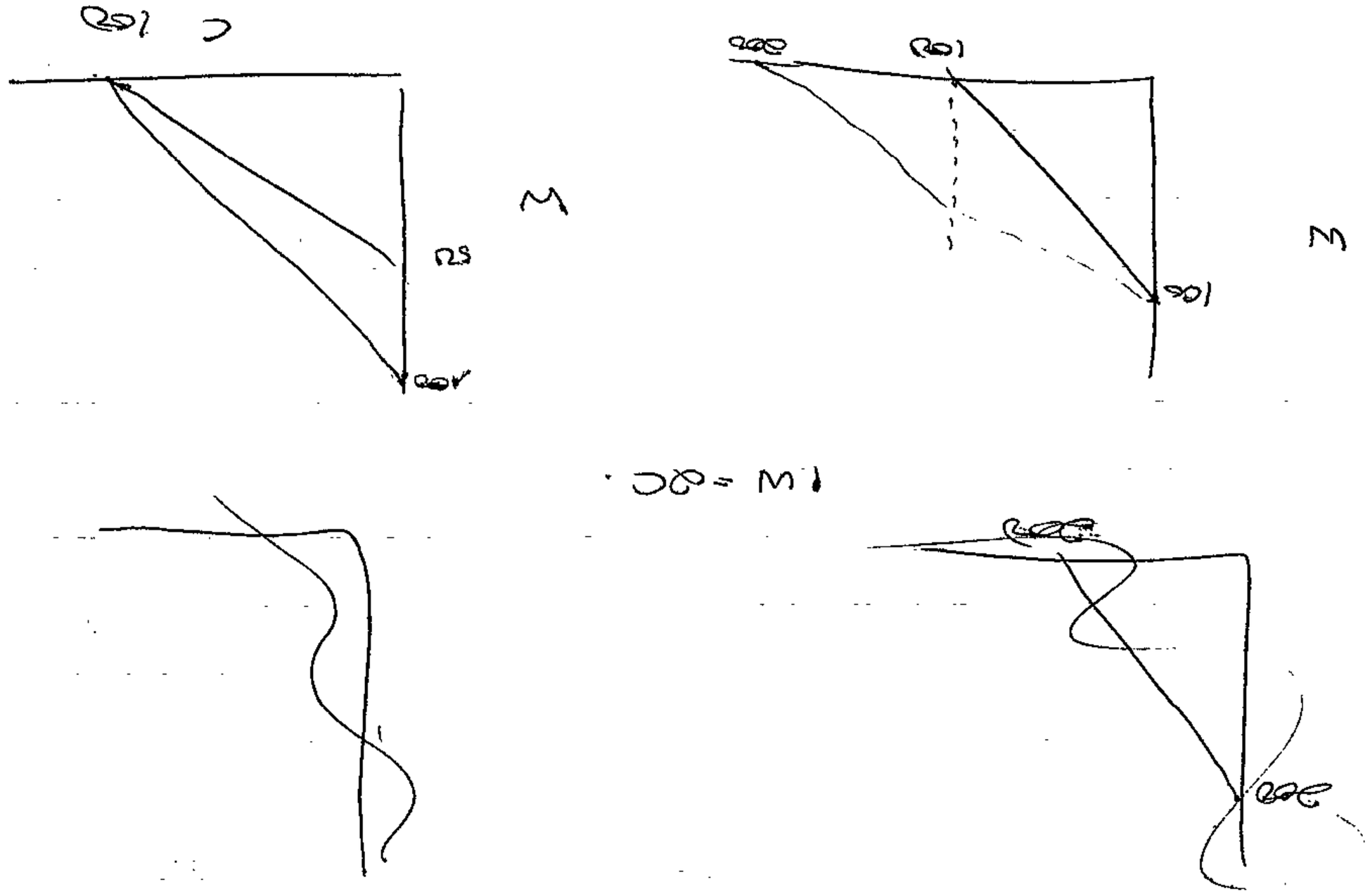
Anglo wanted to take over Samancor in 1977 but was prevented from doing so by the Government.

It is the intention that Middelplaats Manganese will continue to operate independently and the existing sales channels will be maintained.

The acquisition will result in [illegible] tionalisation and cost savings, and is expected to have no immediate effect on the earnings a share of Samancor, but should have a favourable impact in the future, a joint statement said.

The sale of Middelplaats comes as somewhat of a surprise as Anglo is reported to have spent nearly R50 million in its development, and is now regarded as one of the most modern mines of its kind in the world.

The price of 300c is a premium of nearly 19 percent on the share price of 250c on the market.



Another blow for commuters

By MZIKAYISE EDOM

ALBERTON TOWN Council has dealt another blow to Thokoza residents - in fact, a double blow. Not only has it withdrawn a Putco service, but it has doubled the fares on a former Putco route.

Putco was asked to withdraw its service on the Natalspruit Hostel-Alberton route by the Town Council on Monday morning because it was claimed the company had too many buses operating on its route. The route has now been taken over by the town council, but fares on the route have been increased 100 percent.

Before Putco was ordered out of the area, passengers paid 20c a trip from the Natalspruit Hospital to Alberton. Now they will have to pay 40c for the same trip.

Mr Pat Rogers, Putco's public relations officer, said they were "pressurised" by the Town Council to cut their fleet to 20 percent - from 23 buses to seven daily - and told not to go through Alberton any more.

"The Town Council had complained that we had too many buses and we had to withdraw our bus service from this particular route. We were eventually allocated another route by the Transportation Board, the Vereeniging highway which does not allow us to stop in Alberton any more on our way from Natalspruit Hospital to Faraday Station or when we return.

"At the present moment there is a great shortage of buses operating between Thokoza, Alberton and Alberton industrial areas.

"The bus service operating in this area is owned by the Town Council. By stopping Putco from operating between Natalspruit Hospital and Alberton, transport problems will increase because there are only 41 taxis operating in the township."

Mr Benjamin Tshabalala, secretary of the Thokoza Progressive Association, said Putco should be brought back or the Town Council should add more buses and stick to the old bus fare charged by Putco.

Mr C Khanyile, chairman of the Residents' Committee, said the Town Council will not cope with the hundreds of passengers travelling between Natalspruit and Thokoza. He said he suspected the aim behind Putco's removal was for the Town Council to "exploit" the people.

Mr L T Mamabolo, chairman of the local community council, said his council was going to press for an urgent meeting with the Town Council because they were not informed about this move. He also said the Town Council was not capable of running the present bus service in the township and that Putco should be brought back.

Mr J van Staden, the Council's Transport manager, was not available for comment yesterday. He was reported to have said that Putco was not forced to withdraw from Alberton and that Putco withdrew on its own after it could not cope up with the route congestion.

He was also reported to have said the council had taken precautionary measures to ensure that the commuters would have an adequate service.

HAULIERS (332) FM 19/3/82

Railroaded

SA Transport Services (SATS) is increasing its road transport operations at the expense of private road hauliers. So say the hauliers who also face the added burden of reduced cartage volumes due to reduced imports and lower domestic traffic.

"Where rail services have proved inadequate, SATS is increasing its road transport services," says one. "It is making a creeping attack on private enterprise, which it can do by opposing all our permit applications."

These factors, combined with rocketing truck prices stemming largely from the Atlantis Diesel Engine project, could send a lot of small and medium-sized contractors to the wall. A truck and trailer, for exan ple, cost R100 000 today.

One haulier says: "Cash flow problen mean small and medium-sized firms a unable to make the sort of investment ne essary to equip a modern fleet. To keep business and compete with larger and mo efficient firms, they have to quote unec nomic rates. They can't survive."

A worrying aspect of the situation is th the Road Transportation Board is appa ently more inclined than ever to refuse a plications for temporary transport permit Says a member of the newly formed Publ Carriers Association: "Railways objects every application to move containers lo distance. The only time it's easy to get permit is when there's container congesti and a log jam down at Durban port or City Deep container terminal."

At the moment there is no container co gestion. Hauliers say traffic is down 20% last year. At the moment several big fle operators claim at least 10% idle capaci and this is expected to get even worse ov the next 18 months.

One firm claims that recently six app cations to carry general cargo on domest routes was refused. This is being taken appeal. "It will cost us at least R20 000 get the best legal advice and we may st lose the appeal."

If the applications are again refused a the matter is taken further, it could cost much as R100 000.

When it comes to movement of sm loads (1 t or less) SATS is proving a form dable competitor claim haulage firm "Railways is a protected industry. W could easily double our work if we we given every permit we apply for but v find two out of every three applications a refused." complains one firm. In the sh term it anticipates 30% reduction in high rated small load traffic.

Not all hauliers condemn SATS. "O biggest problem," says one, "is that peo are not ordering stock. Reduced volum rather than SATS is our problem."

● A spokesman for SATS says: "SA cannot block applications for road tra port permits. The Road Transporti Boards act autonomously when granti permits.

"Road hauliers are not obliged to provi social services at a loss. They also do n have to bear infrastructural costs. SA does both.

"For this reason SATS depends on hig rated rail traffic which is normally t business road hauliers go for.

"In his last budget speech Transport Mi ister Hendrik Schoeman explained that the past the road transport service w used only as an ancillary to the r service.

"He said that as the result of the rele less swing of high-rated traffic from rail road, SATS will in future have to ent the competitive transport market in t field to a greater extent."

CONTAINERS (332)

Money in the box?

FM 19/3/82

After turning down 27 applications in nearly 10 years, the Reserve Bank has now allowed international container leasing companies to canvass investment support in SA.

Two UK companies have launched vigorous local investment drives. One, Textainer Incorporated, offers "an average annual return of 21% or more, tax free over 15 years." The other, Multistar Container Transport Pty (the SA subsidiary of Shirlstar Container Transport of London), offers the prospect of "a minimum tax-free return, net of costs, of 14% and, in all likelihood, a tax-free return of 16,5% after allowing a write-down to nil after 15 years and after allowing for refurbishment costs."

This adds up to a possible real return of more than 40% on a Textainer investment, and more than 34% on a Multistar investment.

However, there are no guarantees that the tax status of container investment will remain unchanged. And container prices quoted by the two companies appear to be out of line with current market levels. So do their assesments of future demand.

Textainer invites investment at $3 600 per 6 m equivalent container, while the minimum investment required by Multistar is $12 000 for three units (two closed, one open top) to provide a good "spread."

SA ship-owners say that containers now sell for less than $2 200. This implies "front-end loading" of at least 50% and could mean that the "guaranteed income" during the initial life of the box would amount to little more than a reimbursement of the load factor, plus interest, by which time there could be any number of changes in the market.

World container population is now about 2,8m units, about half of which are owned by ship-owners. By 1990 it should be more than 6m.

Multistar says growth in use of containers has not yet reached even the halfway stage. And Textainer says barely 25% of world trade is currently carried in boxes.

But SA shipping sources say that worldwide box production has grown ahead of demand, forcing prices to remain static at best. Subsidised plants in the Far East and Comecon countries, steel export subsidies and automation have contributed to "oversupply," while the useful life of boxes has been extended by improved handling and maintenance techniques.

And the international recession has made current hire rates far lower in real terms than five years ago.

Leasing companies say container investment has many advantages over conventional investment. Among the claims are that:

- A total loss is virtually impossible. At worst the owner still has a saleable asset; and in lean times only a temporary void or reduction of income is possible.
- Container leasing is a worldwide business and is not subject to the downturn of any particular economy. They go where there is business and this flexibility assures the owner a steady income.
- Income tends to increase with inflation as equipment prices and leasing rates escalate.
- The small unit cost of containers allows for a good spread of risk and a steady cash flow. This is enhanced by including different types of containers in the portfolio.
- The owner may sell his containers at any time, provided the buyer agrees to be bound by the original management contract although the programme is designed primarily as a long-term, high-income investment.

Doubts persist, however, about growth potential on the one hand, and earnings prospects on the other. There are real limits to the growth of "containerisable" cargo trades, but no limits to the number of boxes being made. A shortage of boxes which could give better returns is therefore unlikely.

Says one shipowner: "Major leasing companies are maintaining earnings only through ruthless cost control and very active marketing with major shipping lines. Some have also done a bit of fancy footwork in their annual reports by reducing their depreciation bill by extending the life of their boxes."

Cape Herald, March 20 1982 3

Transport crisis: 332 Firms

Step in

THOUSANDS of bus commuters are being transported from Mitchells Plain by their employers to offset the 'tremendous problems commuters have in getting to work' from the area.

Ironically, the bus company hired to do this contract is the same company which runs the public service on the same routes.

Nine city factories have contracted buses to pick their workers up at specific points in the area and bring them to work on time. The workers are also taken home in the afternoon.

LONG WAITS

In the past workers have complained of buses running late, insufficient buses and long waits at change-over points.

In addition to the contracted service 83 other firms are buying clip cards in bulk from City Tramways.

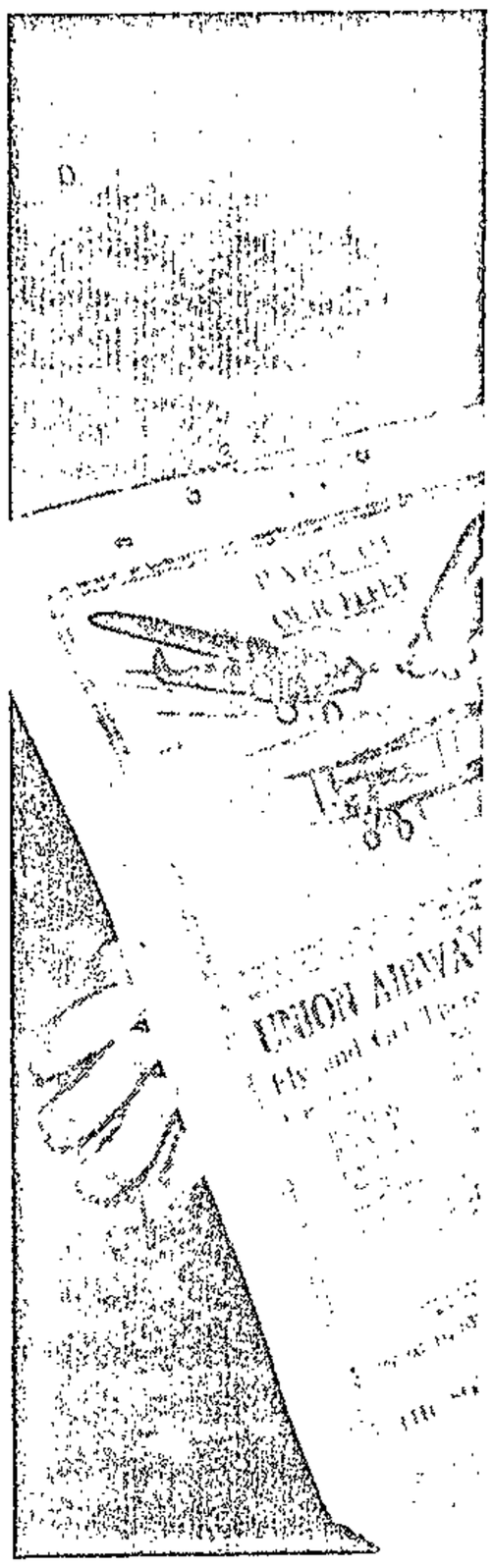
A Tramways spokesman said they knew of firms who gave the cards to their workers, while other firms sold them to the workers at a reduced price or for the full fare.

These cards can be used for the full journey to Mitchells Plain from the city.

Cape to respond to an appeal by SA Airways for items of historic interest to be exhibited during the airline's 50th anniversary celebrations in 1984.

Mr Johann Prozesky, SAA's deputy director of technical training at Jan Smuts Airport flew to Cape Town yesterday to see relics of the passenger-carrying past that have been offered by Mrs Williamson, whose late husband Captain John "Bill" Williamson was one of the pioneers of civil aviation in this country.

One of the items offered for exhibition is a large and well preserved photograph of George



In the Cape Times offic
African Airways two of t
SAA's 50th anniversary
Shaw at Wingfield, Cape

'We can't mothball the City'

WHILE Cape Town's population continued to rise rapidly, it was just not possible to put the whole of the historical city centre into mothballs, the Mayor, Mr M J van Zyl, told the United Municipal Executive this week.

Addressing delegates in Cape Town at the UME's 51st meeting, Mr Van Zyl said the City Council did what it could to preserve the City's many buildings

Tollgate profits fall by R1,2m in first half

Cape Times 20/5/82

By PAUL DOLD
Financial Editor

TOLLGATE HOLDINGS profits have fallen fairly sharply at the half-way stage but chairman Dr M D Marais says results for the second six months should show an improvement.

Pre-taxed profits were down by around R1,2m to R3 579 000. After tax profits were R1 357 000 as against R1 860 000. — equivalent to earnings per share of 7,6c (10,5c).

Applications for fare increases by the two subsidiaries of Associated Bus Holdings have been approved by the National Transport Commission and the new fares will be introduced on March 21.

"The operating position of City Tramways continues to be closely watched to determine the timing of a fares application by the company."

The group has also disclosed that the valuations of a number of older buses have been revised leading to a reduction of R4,3m in the value placed on the bus fleet as at July 1980. The drop has been set off against the surplus of R21,5m arising from the earlier revaluation which was transferred to non-distributable reserves.

The reduction the the valuations flows from the extended lives of the bus fleet due to changing operating conditions, the delivery of new buses over the next two years in terms of existing orders and the phasing out of obsolete types of buses.

Group capex commitments over the next three years are R12,2m which be financed internally and through borrowings.

Alderson passes interim dividend

The downswing in the economy has hit Alderson and with profits slumping at the halfway stage the board has passed the interim dividend.

Chairman Mr Johan van der Burgh says that pretax profits fell to R567 000 from R1 485 000 with taxed profits down to R284 000 (R873 000). Earnings per share were 5,2c as against 16c.

The profit slide was due to a combination of higher interest rates, adverse exchange rates and below budget sales.

The board is taking steps to improve profits but this is unlikely to have an impact until the new financial year. Last year Alderson paid an interim of 4,5c.

Today's announcement says that Alderson has reduced its majority stake in Isando Electrical to a minority position and the White River branch of the General Motors Division has been sold.

The group has bought Mobi Jack (Pty) Ltd for R240 000. This Johannesburg based company manufactures recovery trailers.

Bateman profits plunge

JOHANNESBURG. — Edward L Bateman report unaudited operating profit for the six months to December 31 last of R1 076 000, compared to R3 235 000 for the corresponding period in 1980. Taxation took R1 295 000 (R1 191 000), leaving an after-tax loss of R219 000 (1980: profit of R2 044 000).

After further deducting outside shareholder's interest and extraordinary item and preference dividend, net loss for the period under review amounted to R229 000 (profit of R1 970 000). An interim ordinary dividend of 13c, which is unchanged, has been declared.

The directors say results for the first half year "are very disappointing." They add the major reasons for this were cost overruns on some firm price contracts.

They add, however, that they are forecasting pretax profits for the year close to last year's figures, though earnings will be lower. A final dividend in line with last year's is anticipated.

Quincor pays 8c

JOHANNESBURG. — Quin Corporation, an industrial engineering holding company, reports unaudited group operating income before taxation of R2 195 000 for the six months to December 31, down from the corresponding R2 458 000 recorded in the corresponding 1980 period.

No taxation (1980: R835 000) has been provided for as a result of assessable losses brought forward from previous years.

After adding net non-recurrable income and deducting preference dividends, earning attributable to ordinay shareholders amounted to R2 527 000 (R1 246 000).

The directors have declared an ordinary interim dividend of 8c per share (nil) and say that prospects for the group's trading divisions are satisfactory notwithstanding the current economic downturn. — Sapa

City's R12,5m loan issue

THE City of Cape Town is coming to the market with a new loan stock issue which will be issued at an all-in 14,74 percent — some 24 points above Escom's current rate.

The City is to issue R12,5m loan stock with a nominal value of R14,4m. The loan will be for 16 years and is to be handled by Senbank.

Cape Town was originally scheduled to borrow some R20m and appears to have cut the amount of the issue due to the record interest rates.

RDM indices

Coal 1 278,1.
Diamonds 1 023,7.
Gold 451,3.
Metals 193,5.
Mining houses 510,8.
Industrial 580,3.

Metal markets

LONDON. — Closing prices (in sterling) on the London metal exchange:

Copper: Higher grade — barely steady 9 475, mainly carries; cash 845,50 846,00; three months 873,00 874,00; settlement 846,00. Cats, standard — quiet 250, mainly carries; cash 841,50 842,50; three months 869,00 870,00; settlement 842,50.

Tin: Standard — barely steady 355, mainly carries; cash 7 145 7 150; three months 7 360 7 365; settlement 7 150

PROPERTY ADMINISTRATION

READERS' VIEWS

Putco facilities often criticised in the Press

(332) Star 22/3/82

There has been a "huge growth in the service" supplied by the Putco company (letter left).

Putco shares the concern you express for the black community in the editorial "Fairness and fares" (March 17). Our buses are a part of that community.

But the reference to a bus service "which has shown no tangible improvement in 20 years" reveals a lack of clarity too often reflected in Press coverage.

There is no single way to measure the quality of a bus service. But perhaps the best is the "lost trip factor"; trips that should have taken place but did not, making passengers wait or find other means of transport. Various causes include mechanical fault or driver fault.

In Soweto in 1971 about 100 of the 1 194 scheduled trips a day were "lost." By 1981 the number of trips daily had grown to 3 415 and the lost trip rate had been reduced to a startling 0,204.

Twenty years ago Putco won international praise for the work done in driver selection and training, reducing accidents to two per 16 000 km in 1951. By 1981 the rate was down to 0,54 — and the reward is criticism.

Because in absolute terms there are more accidents, with the huge growth in the service.

Another way to show improved quality of service is to compare two maps of Soweto, with today's bus routes on the one and the routes of a decade ago on the other.

The old one would show at a glance a very bare skeleton compared with the fine web of today. If offers a better service than that available to a white Jonannesburg bus traveller and one equal to most overseas.

We are often criticised in the Press for the lack of facilities for waiting passengers. There seems a resistance to understanding that Putco has no power to decide where a bus stop or terminus must be sited — or that bus shelters, toilets and tarred laybys must be built.

That is the responsibility of the local authorities, who own and control the public domain.

Our buses, you say, are uncomfortable. We do get complaints about dirty buses.

Every day, more than 15 tons of paper, bottles, cobs and peels are left in our vehicles —and every night it is swept out.

Commuters of course may well argue that shelters at bus stops and rubbish bins there would allow them to keep dry and put away the rubbish before getting on to the bus.

The buses are not luxurious because we are mindful of the demand for an economy service. But about 50 new buses a month go into the fleet, to provide fro growth and to scrap old ones.

All new bodies have padded seats and the company has been pleased to see that few are wantonly damaged — unlike the experience of a few years ago.

Incidentally, many services overseas feature buses for standing passengers only, and others have moulded plastic seats for easy cleaning.

We know that growth does not necessarilly mean improvement, but here are a few statistics that may be of interest: now in its 36th year of operation, Putco has 3 000 buses carrying more than 400 million passengers over 180 million kilometres a year.

It presents an investment of R140 million, providing employment for 8 700 people.

P M Rogers
Public Relations executive, Putco
Sandton.

Jim and May—where are you?

I am trying to trace friends of mine who have been staying in Johannesburg for about two years. I would like very much to get in touch with them again.

Their names are Jim and May Haggerty and they have a daughter, Amanda, who is about eight. Before leaving Scotland they stayed in Dean Park Estate, Renfrew.

If anyone knows of their whereabouts, I would be grateful if they would contact me at 217 Grossloan Road, Govan, Glassgow G51 3QD.

(Miss) Sheila Bisset

Write to: The Editor
Readers' Views
P O Box 61682
Marshalltown 2107

(332) DOM 23/3/82

28% fall for Tollgate

Financial Reporter

TOLLGATE Holdings, the Western Cape's biggest bus operator, reports a 28% earnings fall in the six months to December, but is looking for better in the second half.

Pre-tax profit fell 25% to R3 579 000. The tax rate rose slightly, leaving taxed attributable profit down 27% at R1 357 000 (R1 860 000).

Earnings a share were 7,6c (10,5c).

A cut in the interim dividend to 5c (10c) was announced in February but at the time the directors said it "should not necessarily be taken as an indication that the total dividend for the current year will be similarly reduced".

They say now: "It is expected that the results for the second half of the financial year will show an improvement over the results for the first half," say the directors.

Tollgate has written down the value of its older buses by R4 324 000 and set this off against the R21-million upward revaluation of its buses made earlier.

The Port Elizabeth Local Road Transportation Board approved a fare increase effective from December 27. In addition, applications by two subsidiaries of Associated Bus Holdings have been approved by the National Transport Commission and new fares were introduced on March 21.

"The operating position of City Tramways continues to be closely watched to determine the timing of a fares application by that company."

Capital commitments at the yearend were R12 157 000 (R9 952 000) to be spent over three years.

Busfare increase 'inevitable'

ARGUS 24/3/87

(352)

AN increase in busfares in the Peninsula is 'inevitable' following the announcement yesterday that the price of petrol would be increased.

This was confirmed today by a spokesman for City Tramways who said it was not at this stage known when the increases would come into effect.

The proposed increases are in accordance with the Road Transportation Act of 1977 which states that bus companies can, with immediate effect after a petrol increase, increase their busfare tariffs by not more than 10 percent to recover losses in increased expenditure.

A spokesman for the Local Transportation Board said today that all the companies had to do was notify the board of the changes in tariffs before they were implemented.

At the time of going to Press it could not be confirmed whether Associated Bus Holding, which runs the Mitchell's Plain and Atlantis routes, would also increase their fares.

They were recently granted a 33 percent increase for Atlantis and an average 15 percent increase for Mitchell's Plain.

The increases have not yet been brought into effect because they are awaiting an answer to an application for a subsidy.

Putco Bus Services/Tollgate Holdings

(332) Hansard Q.61. 482 24/3/82

422. Mr. R. A. F. SWART asked the Minister of Transport Affairs:

(1) What was the amount of subsidy paid to (a) Putco Bus Service and (b) Tollgate Holdings in the financial years 1979-'80 and 1980-'81, respectively;

(2) what amount of the total paid to Tollgate Holdings in each such year was paid in respect of each of its subsidiaries?

The MINISTER OF TRANSPORT AFFAIRS:

(1) and (2) The information is contained in the Reports of the Department of Transport and of the National Transport Commission for 1979-'80 and 1980-'81.

Sea Point—Green Point area: drunkenness

471. Mr. C. W. EGLIN asked the Minister of Law and Order:

(1) How many persons were arrested for drunkenness in the Sea Point-Green Point area in each of the last six months of 1981;

(2) how many of those arrested were (a) discharged without having been charged in court and (b) charged in court?

The MINISTER OF LAW AND ORDER:

	(1)	(2)	
		(a)	(b)
July	286	145	141
August	230	103	127
September	198	97	101

(332) 24/3/82 Sowetan

Pirate taxi trouble

By MONK NKOMO

THE president of the Atteridgeville/Saulsville Taxi Association, Mr Count Moerane, yesterday called on the authorities to confiscate all cars belonging to "proven pirate taxi owners".

The call for this drastic action, he said, followed "a record number of complaints alleging that customers had been raped and robbed by pirate taxi owners".

He added: "Pirate business is bad business which is illegal and the authorities have turned a blind eye to this serious issue. The fines imposed on these people mean nothing because they can afford it. They make R400 to R500 per week while the legal taxi owners are struggling, and paying licences.

"Any proven case of a private taxi should result in the confiscation of the car and stiff court action", he said.

Mr Moerane also announced that the association had submitted 29 applications to the local transportation board, for the extension of travelling distance to the present township taxis to be able to ferry passengers to and from town. The move, he said, was to alleviate the acute shortage of taxis in the township which has reached "a critical stage".

He said there were only two legally authorised taxis in the township to convey people to and from town. Most of the taxi owners holding the required 25 km radius licences, he added, had moved to other townships operating under the same radius.

Meanwhile, Mr M J van Rensburg, senior superintendent in charge of law enforcement in the Pretoria Traffic Department, told **The SOWETAN** yesterday that seven people had been arrested and 13 ticketed during Monday's clampdown on pirate taxis at the Boom Street rank.

"It was a sporadic routine inspection on cars conveying passengers illegally. We were also checking if taxis had transportation certificates and if they were rightfully operating within the area stipulated by the certificate", Mr Van Rensburg said.

Mr Moerane blamed the local transportation board "for depriving the Atteridgeville/Saulsville residents of sufficient transport".

Bus fares to go up again

(332) E. Post 25/3/82

By SIMON BLOCH

BUS fares in Port Elizabeth will rise next week — for the second time in just over three months.

This follows Monday's announcement by the Minister of Mineral and Energy Affairs, Mr F W de Klerk, of another fuel price hike.

A spokesman for PE Tramways said today: "The latest increase in the price of fuel will result in bus fares going up from April 1. The exact increases have not been calculated, but they will be minimal."

On December 17 bus fares rose by an average of 24,6% throughout Port Elizabeth.

In terms of the Road Transportation Act, PE Tramways is entitled to recover the exact additional costs resulting from a fuel price increase, but only up to 10% of existing fares.

A spokesman for the Domestic Workers' and Salesladies' Association, Mrs Pat Maqina, said she was shocked to hear that fares were to rise again.

"This is going to be a blow to domestics who are so badly underpaid. I'm surprised that bus fares can be raised again in such a short space of time. Tramways don't run at a loss."

The chairman of the Malabar Ratepayers' Association, Mr Clive Pillay, said: "This constitutes a further burden on an already overburdened commuter. There was a mammoth increase in bus fares in December."

The Government has come under fire from economists and industrialists for increasing the price of fuel while the world price for crude oil has dropped.

Mr N Tlaki, chairman of the black cultural organisation, Roots, said he was very surprised at the decision by PE Tramways to increase their fares.

"We were under the impression that when PE Tramways increased their fares last year, they were also considering the possibility of a fuel price increase.

"This new increase seems to mean that every time the Government increases the petrol price, the Tramways will increase their fares.

"We hope industry and commerce will take note of these increases so that salaries will rise accordingly," he said.

The president of the Port Elizabeth Chamber of Commerce, Mr Rocky Ridgway, said: "It would have been wiser policy for the Government to have waited before announcing the increase in fuel prices, because crude oil prices were falling everywhere.

"I'm led to believe that the drop in the price of crude oil is greater than the increase in the price of petrol, and there is a real possibility that the price of crude will drop even further this year," he said.

In condemning the increases, the Progressive Federal Party MP for Central, Mr John Malcomess, said today: "With all these increases, the average South African will have to tighten his belt.

"The Government allowed the economic situation to deteriorate by fiscal and economic mismangement, and they blame the increases on the resulting situation.

"The South African consumer is in for a rough ride in the next year, and increased bus tariffs will be just one of the prices he's going to have to pay for the high inflation rate."

40.5

Business and Shipping

Who will look after SA merchant ships in war overseas?

E. Post 26/3/82 (330)

SHIPPING

By George Young

UNDER whose overall control will South African merchant ships fall in time of an international upheaval?

They cannot effectively be controlled from here when sailing in foreign waters, and since their safety is a major concern to a wide variety of parties, their security becomes of international importance.

In London and Washington strategists are making dispositions of respective commercial fleets in event of a worldwide, or even a local conflagration, where commercial ships could become involved.

For instance, owners and underwriters are still negotiating for the release of a flotilla of commercial ships locked up at the top end of the Persian Gulf since the Iran-Iraq war made it no longer safe for them to sail the narrow waters.

Owners want to abandon the ships to underwriters, but insurance interests are satisfied that given time and great expense, the ships may still be brought out.

In the Second World War the South African ships were still classified British and went into the UK pool, enjoying the benefits and sometimes the demerits of the naval protection provided commercial shipping.

But since South Africa is now a republic, its ships must find safety in time of war under the wing of an established power. But which?

The naval strategists are alarmed at the evolution in commercial shipping since the last world war.

The expunging of passenger liners has left them without troopships, the emergence of container liners has necessitated sophisticated landing wharves not always available in wartime, and the popularity of massive bulkers without cranes makes them useless for moving war hardware.

And the biggest risk of all is the massive container liner which, with one modern missile, could be dispatched to the seabed whereas it would have taken the sinking by the enemy of six general cargo ships in previous wars to dispose of the same amount of equipment.

South Africa has a flotilla of seven container ships. They would be ideal helicopter carriers, but too big and tempting targets for air and under-sea attack.

The general cargo ships, now getting long in the tooth, are ideal for naval and military transport service, but they would need to fall under some sophisticated power capable of affording a protective umbrella in distant waters.

The South African Navy was never capable, because of its size, of protecting the national merchant fleet.

The modern stern trawlers on the coast could serve as patrol craft, although too slow and presenting a big target in return for their usefulness.

Because the American merchant fleet has been so heavily pruned, as after the First World War, the strategists are resigned to the fact that military aid to Europe in time of war will be heavily dependent on foreign ships serving the Americans.

Hundreds of American-owned ships under the Panama and Liberian flags would be recalled, but even these would be of limited use for they compose in the main enormous tankers which make splendid targets for any air force pupil pilot.

Let's face it, even for the South African war strategists, there are few ships under the national flag capable of being effectively converted to war service in these waters.

The prerequisite is speed, but thanks to the high cost of fuel, commercial owners have opted for the most economic diesel machinery and speed is no longer the highest priority.

Even the biggest Safmarine container ships, capable of 22½ knots, have had their diesels downgraded to be most economic at about 16 knots.

The smaller ships, which the navy needs most, are all about 12 knots.

The fast ro-ro ferry type passenger and cargo vessel used in the North Sea are the ideal, but are not found in these waters.

It is no secret that shipowners in this country keep a wary eye on political developments in distant places, mindful not only of the embarrassment the presence of the South African flag can bring the carrier on occasion, but also the complications in event of a major national upheaval in an adjoining territory.

Putco hold

332 27/3/82 Sowetan

ALTHOUGH the price of petrol is to be increased by 2,2 cents a litre from Thursday April 1, the increase will not be passed on to commuters, a Putco spokesman said yesterday.

Ms Sharon McCann, public relations officer of Putco, said: "We have no plans to increase the fares presently. We are instead busy with the fare increases we asked for recently."

Putco said the new increase in the pump price of petrol is going to affect the company but this would not necessarily be passed onto the consumer.

The increase in the price of petrol was announced by the Minister of Mineral and Energy Affairs, Mr F W de Klerk, in Parliament on Tuesday. He also said the oil companies' price of diesel oil, illuminating paraffin, power paraffin and aviation turbine fuel is to be increased by 2,7 cents a litre at the coast.

Putco still waits

332

Sowetan 27/3/82

By WILLIE BOKALA

PUTCO is anxiously waiting for the Department of Co-operation and Development to tell them when to effect the new fare increases of 16 and 28 percent on the Rand.

A spokesman for the Department of Co-operation said the committee dealing with the issue was still looking into it, and Putco would be notified as soon as a decision was reached.

Although Putco had initially planned to increase fares by 15 and 24 percent for cash and weekly tickets respectively, they were granted a higher increase of 16 and 28 percent by the National Transport Commission early this month.

The company's increases were approved after a long battle between its officials and community objectors who felt Putco was making enough profit to cover its costs without increasing fares.

A spokesman for Putco could not confirm that the company hoped to implement the new fares by the end of April, possibly on April 26.

Fare hikes: black backlash

332

Mildred Milaza, 21, of Amaoti . . . "How will I get to work?"

Ronnie Mullar of Phoenix will catch the independent Indian buses.

America Ndlovu of Kwa Mashu . . . from R2,90 a week to R3,30.

Hamilton Mkize of Inanda would prefer to walk if the distance was not so great. Bus fares will now swallow more than 20 percent of his income

By Sue Robertson

BLACK bus commuters are despairing over Putco's fare hikes which are expected to come into effect later this week.

For most, the extra 40 cents on weekly tickets and the extra 11 cents a trip on cash fares will be met begrudgingly and with difficulty.

"They tell us to reach deeper into our pockets — but my pocket is empty before I even put my hand in it," one Kwa Mashu resident complained from the Centenary Road bus ranks in Durban last week.

The increases — which amount to 31,5 percent for cash fares and 17,6 percent on weekly tickets — were announced amid howls of protest from the various black townships' community councils.

Complained

They complained they had not been able to object to the increases which were approved at the National Transport Commission's hearing in February as they had been unaware of the hearing.

Although the date for the increase is still to be confirmed Putco was "pushing for April 1" according to PRO executive, Mr Pat Rogers.

He said the increases were the first general fare hikes in nearly three years, the last having been towards the end of 1979.

But Putco commuters had also to fork out an extra 60 cents a month after a 7,5 percent fuel price hike increase was approved not quite six months ago.

Increases

Like every Putco bus commuter who spoke to the Tribune this week, Mr Hamilton Mkize of Inanda, says he "can't afford it".

"And because we have no alternative transport we have to accept the increases whether we can afford it or not. The only cheaper thing would be to walk," he said.

A daily commuter who uses a R2,65 weekly coupon to get to and from his work as a rank manager for the Indian bus services, says he will pay R3,05 when the increases are effected.

The sole breadwinner — R52 a week — he also reckons on R5,40 a week in bus fares for his six schoolgoing children. He expects their fares to go up to almost R7 a week now. His wife's Saturday morning shopping expeditions into the city will cost R1,12 return as opposed to 90 cents.

After the increases, bus fares will swallow up more than 20 percent of the Mkize family's total income.

If it wasn't so far from Durban — 15 kilometres — Mr Mkize said he would walk to work and back each day.

The worst hit are those commuters who pay cash fares. Miss Mildred Milaza, 21, and Miss Nonhlanhla Ndlovu, 22, of Amaoti pay R1 each every day in return fares — or R5 a week. With a 31,5 percent increase their fares will leap by R1,10 a week to R6,10.

"Sometimes I buy the weekly ticket (R3,50), but I don't always have enough money," said Nonhlanhla who works in a Durban clothing factory.

An Indian commuter who uses Putco's service to Phoenix, Mr Ronnie Mullar, 33, said he would rather walk the extra distance and use the cheaper independent Indians bus services than pay the increase.

Wages

Putco's Mr Rogers said that during the last three years the company had continued to absorb "the rising costs of buses, tyres, spares, wages, land and buildings" although inflation had averaged 15 percent annually.

A spokesman for the Legal Resources Centre, who fought on behalf of commuters against fare hikes in Johannesburg, said that Putco was a monopoly founded on State subsidies.

The company had made money out of the poorer section of the community who were forced by the Group Areas Act to live out of the city centres.

Profit

"Yet on what these commuters contribute, Putco makes it's huge profits."

According to a report from the Department of Transport and the National Transport Commission, the Government subsidy for Putco's service in Natal had risen from R1,2-million in 1978 to R7,6-million last year. Nationwide it had increased from R4,5-million in 1977 to R36,6-million last year.

The President of the Natal Commuters' Association, Mr Jarbandhan Ramdhani, said although they had informed Putco of their intention to object to the application for the fare increases, the association had not been informed of the date of the hearing.

"There is nothing we can do now. And the fares are now out of reach for the community."

C.T. 29/3/82

Exile witness left SA after Biko funeral

~~327~~ ~~49~~ 332

Own Correspondent

EAST LONDON. — Miss Nokonono Delphine Kave, 27-year-old former Fort Hare student who appeared before a United States Senate committee in Washington this week, disappeared from the Zwelitsha house she lived in on the day of the funeral of black consciousness leader Mr Steve Biko.

This was confirmed yesterday by Mrs Nokuzola Msutu, of Zwelitsha, who lived with Miss Kave for about two months when the latter was employed by the Ciskei authorities in 1977.

Mrs Msutu said she got the surprise of her life this week when she heard over the late television news that Miss Kave had appeared before the US Senate committee.

"She left about the day of Steve Biko's funeral — in fact she left on the morning of the funeral and said she was going there, but never returned."

Mrs Msutu said Miss Kave's friends used to remark on the the fact that she had not even bothered to collect her pay cheque, which included the annual bonus paid to civil servants at the end of September, 1977.

'Politically-minded'

"I knew she was politically-minded. She used to ask me if I had ever listened to Radio Zambia and Radio Uganda, but as a person who has always been apolitical I used to tell her such matters were too complicated for my simple mind."

Mrs Msutu said Miss Kave was a complete stranger to her when she called at her home for the first time.

"But I grew to like her and when we stayed together she was good around the house and even offered to pay for groceries sometimes."

She said Miss Kave seemed attached to her family, who lived in Port Elizabeth, and paid frequent visits to them at the end of the month.

The only time Mrs Msutu remembered Miss Kave being involved in any argument other than political was when she brought home a man she said was her boyfriend from Port Elizabeth.

Biko vigils

"For some time she had visits from her local boyfriend and when she came with this man my husband told her she should not bring other men to the house.

Former colleagues in the Ciskei government service said Miss Kave did not report for work after the news of Biko's death had appeared in the press.

"But those of us who knew her from Fort Hare used to joke about the fact that she had become so politically involved," said a former colleague.

"Whenever there was trouble at Fort Hare she would pack her belongings and leave the campus to spend time with relatives until everything had returned to normal.

"Now she was the big noise in political rallies and we later heard she was leading student rioters in Port Elizabeth," the former colleague said.

The head of the Ciskei Central Intelligence Service, General Charles Sebe, who was reported from Washington to have been Miss Kave's uncle and to have arranged her transit from Canada, yesterday declined to comment.

He would not say they were related and declined to answer questions about claims that Miss Kave had lived in his home.

NEW TAXI RANK FOR TOWNSHIP

332

Sowetan 29/3/82

GA-RANKUWA Taxi Association - which has for years been moved from one point to the next - is to be provided with a proper taxi rank in the near future.

This was revealed by Mr Moagi, the chairman of the Ga-Rankuwa Taxi Association, during an interview with **The SOWETAN.** Mr Moagi said that improvements on the rank opposite the Zone 1 Shopping Complex, from where they are presently operating, are underway. He said, since they were moved from their original rank at the township entrance to make way for the building of houses early in 1979, they had to contend with any empty plot where they would rank until they were moved again. As a result, he said, they had moved from three such places already.

He said the application for the project was approved late last year by Mr D C Mokale, Bophuthatswana Minister of Tenure and Urban Affairs. According to Mr Moagi, the purpose of sending the delegates to see the president was to voice their dissatisfaction over the Department of Urban Affairs for moving them from one place to the other without giving then an appropriate place where they could establish a permanent rank.

Mr Moagi said the improvements on the rank would be a blessing for the Ga-Rankuwa taxi owners who have been searching franctically for a suitable rank.

All bus fares to go up

CAPE TIMES 30/3/82

332

Staff Reporter

CITY TRAMWAYS yesterday announced a two cent increase on all bus fares from next Monday — because of the recent petrol price rise, which comes into effect on Thursday.

The bus fare increase averages about five percent on all journeys and applies to cash fares and pre-bought subsidized clipcards.

The last increase was in May, 1980.

It was announced that clipcard users would face the increase from Thursday, April 8, and anyone buying a clipcard before Wednesday, April 7, would have 14 days in which to travel at the existing fare.

"We will hold fares at the present level for as long as our currently-priced fuel stocks last," the managing director of the company, Mr Derek King, said.

"Unfortunately this will only be until Sunday, April 4."

He said City Tramways had absorbed all fuel price increases since May 1980 and as a result their fuel bill had increased by 24 percent in that period.

Mrs Eulalie Stott

Mr Rommel Roberts

New clipcards

A new clipcard system which would do away with the "awkward in/out restrictions on the present system" would be introduced at an unspecified date, or "as soon as the equipment arrives from England," a spokesman for the company said.

A lawyer who has been associated with a number of bus fare applications said: "Another increase in bus fares following so closely after the last one can only be viewed as disturbing."

He said City Tramways derived considerable profit from its bus operations and the public was "by no means satisfied that the scale of such profit is reasonable with regard to the monopolistic nature of the business and the fact that it is already heavily subsidized by the State."

The Welgemoed Commission on urban transport which is due to report later this year should give urgent attention to the issue of privately-owned bus companies, he said.

Social need

The chairman of the Cape Areas Housing Action Committee, Mr Wilfred Rhodes, said the poorest people, for whom transport was a social need, were being exploited by the fare increase.

The bus fare increases would hit housewives, schoolchildren, pensioners and ailing people most.

He also felt the clipcard system was "a gross exploitation of not only the man in the street but also the taxpayer who subsidizes it".

The chairman of the City Council's Housing Committee, Mrs Eulalie Stott, said that although the fare increases were inevitable, "public transport to and from work should be free".

As low-income families were increasingly compelled to live far from their work, she felt transport to work should be free, so that "they do not have to pay more for transport than the rich who can afford to live close by".

"Ideally the bus company should be a non-profit making public utility company, but it seems unlikely that this could be achieved in the near future."

She felt that where employees had not recently been granted a cost-of-living increase, "perhaps employers could inquire from their employees by how much their transport costs were increased and make good this amount".

'Strange'

A community worker, Mr Rommel Roberts, felt it was "strange" that the company gave the petrol price increase as a reason for putting up their fares.

"The company does not purchase its fuel in the normal manner, so it is not subject to the increases as is the normal public.

"In fact they should be lowering their fares as there has recently been an overall decrease in the price of crude oil," said.

All answer boxes must be completed

Number of pages

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DATE MUST enter in number of each question order in which it has leave columns (2) and

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Unity: better buses on the way

332

Sowetan

By SOLLY MORATHI

30/3/82

THE director of Black Unity Express Bus Service, Mr Joseph Gomba, issued a strong warning to Atteridgeville/Saulsville taxi owners that their business was going to be forced to fold up by his company very soon.

Speaking in a public meeting attended by less than 100 people at the Atteridgeville Community Centre yesterday, Mr Gomba said taxi owners in Atteridgeville were going to have it hard when his company start operating in the township early next month.

Mr Gomba said his bus company, BUEBS would introduce 40 buses which will operate between the two townships.

When his buses come into operation they will ferry school children, who need to be encouraged to study to be good leaders of tomorrow, for free, residents would travel at lower prices than normal.

This move is to eliminate confusion of fares which is occuring between the Putco buses and the local taxis.

According to Mr Gomba the residents of Atteridgeville-/Saulsville pay 60c on a return journey from Pretoria for either taxis or Putco buses.

"In taxis we sit on "Chesterfield" seats as compared to the stone-hard seats in the Putco buses, so taxi fares will increase soon," he said.

In his speech the mayor of Atteridgeville, Mr Joe Tshabalala condemned both the residents and the taxi owners for failing to turn up at the meeting which was theirs.

Mr Tshabalala said they called the meeting to hear resident's plight and discuss certain issues with them but they decided to stay away.

He promised the audience that Putco fare increases will never go unchallenged as had happened earlier this year. This he said, was due to their late objection to the fare increases.

Putco loses R2,7-million

COM 31/3/82 (332)

Financial Reporter

PUTCO, the major bus operator for blacks, suffered a taxed loss of R2 724 000 in the six months to December 31 last against a net profit of R1 250 000 in the 1980 equivalent.

The directors say the reason was heavy cost increases coupled with various moves that prevented, delayed or reduced fare increases.

They expect, however, to get a compensating subsidy from Government that will turn the loss into a taxed profit of R2 716 000.

The interim dividend has been maintained at 3c a share because of this expectation.

In the first six months of this financial year Putco's bus operating revenue rose by 18% to nearly R77-million. Total revenue was just over R78-million.

But operating costs increased by 26,4% to R76 833 000.

This left a gross profit of R1 193 000 but there was a tax liability of R3 917 000 (R4 148 000) which resulted in the net loss of R2 724 000.

The directors say the problems began in 1979 which was the last time there was "an effective increase in fares".

In June of that year there was a "massive fuel price increase".

Various court applications and hearings by the National Transportation Commission had, however, resulted in fares rising by much less than Putco wanted.

The directors say: "These delays particularly have had a ruinous effect on the company's profits.

"The board has, therefore, approached the authorities requesting a subsidy to be paid to cover the loss of revenue incurred during the period October 1, 1981, (the date originally planned to have the increased fares implemented) until the actual date of implementation.

"Indications are that this application will be favourably considered."

They say the outlook for the 1981-82 year depends on:

- When new fares are implemented.
- How much subsidy is granted.

A "fair basis for optimism" is seen if a "positive approach to these factors is adopted."

Hikes in PE bus fares condemned

332

E. Post 31/3/82

Post Reporter

COMMUNITY leaders today condemned the bus fare increases which come into effect tomorrow — the second hike since December.

The Port Elizabeth Tramway Company has announced that fares costing more than 24c will go up tomorrow.

A single journey from New Brighton to the city centre will go up from 24c to 26c, while a single trip from Windvogel to the city will cost 36c instead of 35c.

Ten-journey clipcards costing less than R1,50 will remain the same, while most others will increase by 10c a card.

Fares for school pupils will go up from 30c to 32c and from 40c to 42c.

An official of the Salsoneville-Bethelsdorp Ratepayers' Association, Mr H Assam, said the increases were not warranted because the company was, in any case, reaping a profit.

Most people in his area depended on the buses to get to work. But the service was so bad that any increase in fares was most unfair, he said.

The Rev James Hayi, of the Holy Spirit Church, Kwazakele, said the community was already "burdened" with increases.

"There is no justification for putting up bus fares again," he said.

The Rev Welile Kani, of the Save Walmer Committee, said the company could easily have absorbed the increase.

Schoolchildren who travelled by bus daily would suffer most, he said.

Transport levy for domestic workers' employers

ARGUS 31/3/82

334

Political Correspondent

EMPLOYERS of domestic workers will have to pay a levy to help subsidise transport for their workers, in terms of two Bills that were published today.

The Bills will bring employers of domestic workers in line with employers of other black, coloured and Indian workers.

The Bills are the Black Transport Services Amendment Bill and the Transport Services for Coloured Persons and Indians Amendment Bill.

The present R1 a month levy for black labourers is being scrapped and instead the Minister of Transport will have the discretion to decide on an amount to be levied.

Employers who provide 'approved accommodation' such as mine compounds, will have to contribute to a special transport accounts to be set up by local authorities.

Employers of domestic labour and those who provide approved accommodation have to date been exempt from paying levies. Local authorities will have to establish special black transport accounts and the money collected will have to be paid into these.

(332) Star 2/4/82

Sea survivor dissatisfied with inquiry

Own Correspondent

DURBAN — Mr Kim Macpherson, sole survivor of the Induna tragedy in September 1979 and central figure in the furore that followed, says the Van Huyssteen Commission's findings regarding safety at sea warrant further investigation.

In a telephone interview from Newport in the United States, where he runs a yacht delivery business, Mr Macpherson said last night that he was "surprised" the findings had finally been made public.

EMPHASISED

The chairman of the commission, Mr Merculas van Huyssteen, has emphasised that the inquiry was not into the loss of the Induna, a cargo ship that sank off Madagascar with the loss of 17 lives.

But the Minister of Transport, at the time, Mr Chris Heunis, said the commission was sitting as a result of the tragedy.

Although the vessel was managed, crewed and understood to be owned by South Africans, her Panamanian "flag of convenience" required her to abide by that country's regulations — and anything to which Panama was a signatory — so the South African Government "washed its hands of the whole messy business," according to Mr Macpherson.

"For six months I waited in South Africa for this inquiry. Then I was told that, as the issue was sub judice — because Panama was supposedly inquiring into the whole thing — I could not give evidence before the commission," he said.

LETTER

At the hearing in Durban Mr van Huyssteen said he had received a letter from the Panamanian authorities saying that they were conducting their own inquiry.

Mr Macpherson said: "As the only survivor, and the only one who knew, isn't it a little strange that I was never approached by that country about an inquiry?

"And isn't it strange that a trade commission from the same country with whom I made contact in South Africa knew nothing of any inquiry?

"It appears to me to have been an excuse for fobbing off my evidence," Mr Macpherson said.

UNIVERSITY OF CAPE TOWN
EXAMINATION ANSWER BOOK

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

Ex-bus firm boss tells all

(332) C. Herald 3/4/82

BY RYLAND FISHER

CLAIMS of 'gross injustices' in the running of Associated Bus Holdings, the bus company operating in Mitchell's Plain and Atlantis were made this week by Mr Goosain Abrahams who resigned earlier this month as general manager of the company.

Mr Abrahams, of Kensington, said he resigned because of 'dissatisfaction'. His resignation was handed in at a meeting of the Board of Directors on Friday March 19.

'There were many events affecting my decision to resign, but the final straw came when wage increases for drivers, which were agreed upon by the ABH directors, were not granted because of a decision by directors of City Tramways. This shows the involvement of City Tramways in the running of ABH,' said Mr Abrahams.

DEMANDS

Mr Abrahams said the five percent increase had

Board meeting on December 3 last year after a drivers' meeting at which drivers said they would refuse to work on December 17 and 18 in support of wage demands.

'However, the union was never informed of this decision and I was told to play ignorant. This is a gross injustice,' he said.

● MR Goosain Abrahams, who resigned as general manager of Associated Bus Holdings earlier this month.

ABH employed close to 120 drivers for Atlantis and Mitchells Plain at the time. Mr Abrahams said the refusal of the increases led to drivers resigning at a rate of three to five a week leading to a staff shortage.

The drivers had demanded a 20 percent increase from January, or if this could not be met, at least a proportion of the increase.

City Tramways drivers, who also belong to the Tramways and Omnibus Union, received increases of 15 percent in January and were expected to receive another five precent when ABH bus fares go up in April.

Mr Abrahams said he controlled the income of the company, but not expenditure.

'At a time when inquiries were made about what I considered to be excessive charges to the company, I was given a blunt answer by one of the directors.

'At many times I could see things going on which, in my opinion were not favourable to the coloured shareholders,' said Mr Abrahams, who is an accountant.

Tollgate has 50 percent shares in the company.

'Their permit allows them to operate in that area but they cannot pick up passengers because Tramways run a service in that area,' he said.

Mr Trevor Brice, spokesman for ABH, could not be contacted for comment.

(to be copied from the heading on the Examination Paper)

Internal marks confirmed

NOTE CAREFULLY

1. Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering.
2. Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
3. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
4. Do not write in the left hand margin.

WARNING

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

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

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Mystery shrouds chopper business

By Vera Beljakova

HELICOPTER sales figures in South Africa are shrouded in mystery now that the Civil Aviation Association has decided to remain silent on the subject.

Certain figures, however, can be gleaned. On January 1 this year, 154 commercial helicopters were registered, ranging from twin-seater Robinsons to twin-engined Lloyds.

This number, however, excludes all self-built choppers assembled from kits, for they are classified as only of value to those seeking recreation or technical knowledge.

In 1981, 129 helicopters were registered as opposed to 104 in 1980, 98 in 1979, 97 in 1978 — and 35 in 1969.

This year's registration is divided into 63 single-engine piston choppers and 81 single-engine turbine units, the balance being made up of multi-engined helicopters.

The most popular helicopters are still in the single-engine turbine class, primarily because of the engine's lightness.

Corporations, on the other hand, preferring the 4 to 5 seater machines, have branched out into the multi-engine executive-class 'copters for the sake of increased safety.

Though there appears to have been a scurry in chopper sales during 1980-81, this trend is likely to reverse, predicts the aviation industry.

"After deliveries have taken place, few new orders will be written," says one salesman.

Top of the list in the single-engine turbine class remains Bell with 80 choppers in the South African sky.

The Bell 412, for 15 passengers, has become popular as an executive aircraft, though it is still beaten by the more economic 8-10-seater Bell 222 unit.

In the single-engine piston class, Hughes is the hot favourite with 32 units registered.

There are 10 large utility-type Sikorsky machines (three single-engined, seven multi-engine turbines) used for offshore oil-rig work.

The 10 French-produced turbine Aerospatiales have been making strong inroads locally as well as on international markets.

Robinson, with its nine machines, is a relatively new entry catering for the bottom end of the market. "This cheaper chopper is ideal for training purposes, but still needs to prove itself in the high-altitude Highveld," say experts.

Next on the list are the nine Hilliers, followed by three Enstroms, one German-made Bolkow and one Brentley.

More than 80% of helicopters in South Africa are used for offshore oil-rig operations, ship-chandlering and commuting crews.

Now construction companies are increasingly owning their own machines for site visits in parts of country badly serviced by road or air links.

Decade's sales will probably surge by more than 100%

WORLDWIDE helicopter sales could be worth more than R32 000-million during this decade — or 100% more than the total revenue earned from helicopters in the 70s, which came to R16 000-million.

Sikorsky's new study of future market trends forecasts that 67% of this decade's helicopter turnover will come from commercial (as opposed to military) clients, and of this percentage two-thirds (or 22% of the total) will be accounted for by sales to corporations.

"The civil helicopter market has turned soft," complains Sikorsky, "as a result of the worldwide economic downturn."

Despite the moans of helicopter manufacturers, their annual growth in the international markets has been a steady 13% over the past 10 years.

"Admittedly nothing to cry about," says Sikorsky, "because we believe that last year's over-production will be corrected by this year's sales, and by 1983 our industry will even out again."

The projections, however, are based on the assumption of a general world recovery. Predictions for the next 10 years state that intermediate class copters of between 6 000 and 15 000 lb gross weight will be the best-sellers.

Such aircraft, like the Sikorsky S-76, are used for business transport as well as for commuter shuttle services, such as servicing the off-shore drilling crews.

This class of helicopter is already one of the biggest sellers in terms of units, hence Sikorsky is introducing a new utility model for use in rough terrain.

In South Africa, however, Sikorsky helicopters — of which there are only seven plying the local skies — are outshone by Bells (the world's biggest seller). Hughes, Robinsons, Hilliers and the odd man out, the French Aerospatiale. All the others are American imports.

Application to raise bus fares

332 Mercury 8/4/82

Mercury Reporter

COMMUTERS in the Chatsworth and Phoenix areas may have to dig deeper into their pockets if an application to the Local Road Transportation Board for an increase in bus fares is successful.

Mr Logan Reddy, secretary of the Chatsworth, Mt Edgecombe and Phoenix Bus Operators' Association, yesterday confirmed that an application was being made to raise bus fares following the recent increase in the price of fuel.

He said the increase, if granted, would vary from 5 c to 15 c — pushing the maximum fare from Durban to Chatsworth from 35 c to 50 c.

But Mr Reddy pointed out that the 15 c hike would not be implemented *in toto* immediately. 'We will introduce the increase on a staggered basis over a period of time. However, the minimum fares will be raised by 5 c immediately we get the green light from the board.'

He said that although the Transportation Act allowed bus operators to increase fares by 10 percent immediately after an increase in the price of fuel, bus operators had decided to postpone it until their formal application to the board was granted.

HAULIERS (332) FM 9/4/82

Railroaded

The Johannesburg Road Transportation Board has stripped a major road haulier of its rights to operate nationwide. And now the road transport industry has the jitters.

By cutting operations of Transvaal carrier Rauties from a nationwide service to a 240 km radius, the board has made a precedent-setting judgment. Chairman Jack Nel admitted this when he said at the public hearing that Rauties had been singled out because it was, in his view, the strongman of the industry.

Industry insiders believe that many other hauliers could now be in for the same treatment.

At the hearing the board contended it suspected that the permits were issued incorrectly and that they were too vague and allowed for misinterpretation.

Previously Rauties' permits stated that it could haul goods *from* points emanating 240 km from the Alberton Post Office. Rauties interpreted this as meaning that it could haul goods from this area to any destination in the Republic, and acted accordingly.

Its business has been drastically curtailed because the permits have been changed to restrict its operations to between Alberton Post Office and points within a 240 km radius.

At the hearing the company was asked to justify the continuation of the rights which attached to its existing permits.

Rauties' MD Kobus Strauss argued that when he had bought the transport businesses which now constitute Rauties, their possession of the permits in question was considered a major asset.

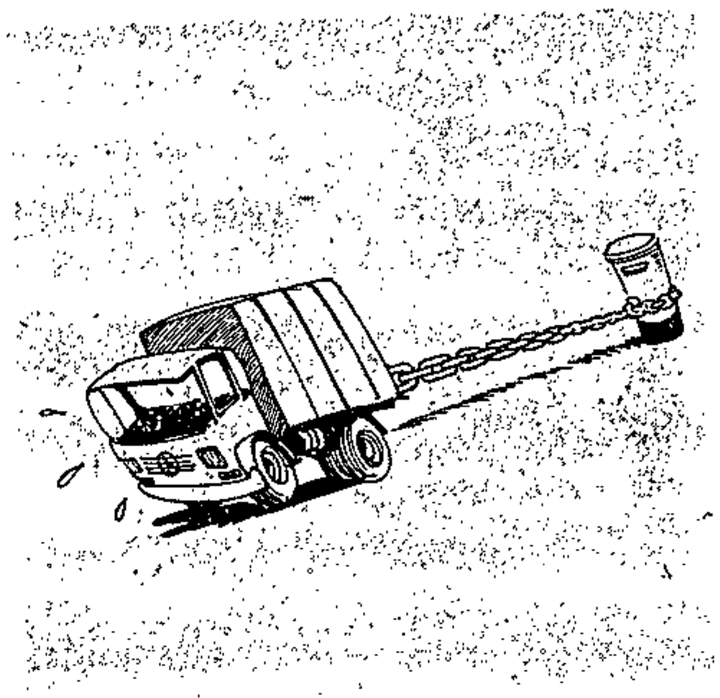
He said permits are recognised as assets and that confiscation of assets goes against all principles of SA law, and alienation of property without compensation is an injustice.

Strauss also cited continual harassment by railway officials for allegedly exceeding permit authority. He faced more than 80 charges laid by the railway authorities last year. All were withdrawn.

The RTB has surprised operators by amending the Rauties permits because the Road Transportation Act enables the Board to withdraw or amend permits only if the operator is convicted of an offence under the Act or a law relating to motor vehicles; the material condition has changed since the granting of the permit, or if a new railway service is instituted which could displace a private transportation operation.

None of the stipulations applied in the Rauties case.

Rauties has lost the first round but has not given up the battle.



It has taken the case on appeal to the National Tranportation Commission and, if the present decision is upheld, could take the case to the Supreme Court.

RTB chairman Jack Nel is not prepared to comment.

SAA FM 9/4/82 (332)

Going to ground

First SA Railways was accused of muscling in on private road transporters *(Business* March 12) and now SAA stands similarly accused.

Industry sources say that SAA hopes to pick up a slice of the express road haulage business through incentives in its new domestic freight tariffs.

But they see little inroads being made on their business as SAA's rates are still uncompetitive. Also, overnight road transport on a major route such as Johannesburg/Durban is often faster than by air. Indeed, about 85% of cargo designated as "airfreight" is delivered overnight by road.

The rates are clearly designed to attract heavier cargo. Previously, SAA had one weight at which the rates changed — called breakpoints — at 45 kg. It now has four.

Previous rates from Johannesburg to Durban were 65c/kg up to 45 kg and 49c/kg for over 45 kg. Now they are 69c/kg up to 100 kg; 52c/kg for over 100 kg; 48c/kg for over 300 kg; 45c/kg for over 500 kg and 35c/kg for over 1 000 kg.

SAA Deputy marketing director Jurgens van der Heever says the new system is based on SAA's international freight-all-kind (FAK) rates.

He explains: "We want additional business. It's a normal commercial thing to attract those people who want to move bigger consignments."

SAA says that although the tariffs are very attractive, they are not structured to entice express road freight cargo but to draw more business in general.

It is hard to see what business SAA is actually aiming at, because agents — who handle 80% of the domestic express cargo business — prefer to use road hauliers. They get better rates and door-to-door delivery.

Agents are annoyed because SAA announced the tariff increases only three days before they became effective on April 1. But Van der Heever says the reason for the delay was that SAA wanted to introduce the increases with the new FAK structure.

SHIPPING (332)

In the doldrums

FM 9/4/82

Shipowners expect seaborne imports to SA to fall up to 20% when the business cycle hits the bottom of the trough. They are less certain when that will happen or how long the recession will last.

Latest projections by owners indicate that government's monetary/fiscal strategies to turn the balance of payments around may only begin to bite into cargo flows by the end of the year, or early 1983. This is because there is still a good deal of momentum left in machinery and equipment imports for projects initiated during the recent boom, and because government and public utility capital goods imports are unaffected by the 10% surcharge.

Members of the SA/Europe conference lines say imports of consumer goods have seldom exceeded 10% of their South-bound cargoes, but they could be hit hard by a fall in flows of intermediate goods and parts for the manufacturing industry when consumer demand drops.

The outlook for export cargoes remains bleak despite a US$0,95 rand and a currency adjustment factor at a record minus 17,5% on rates quoted by SA/Europe conference lines. In addition, conference offers rebates of up to 30% to blue-chip shippers. Even with these inducements liner operators are finding it difficult to maintain utilisation of 60% on the northbound run.

There is a very strong likelihood that conference will begin to develop spare capacity on the South-bound route before long.

World shipping markets of all types are over-traded. Dry cargo freight rates fell 50% last year and there is no prospect of recovery until late next year or early 1984. Shipping unemployment is rising fast and owners bearing crushing interest burdens are desperate for contracts simply to meet basic operating expenses.

This is bound to lead to intensified freight-dumping, also on SA trades. Recent surveys have shown that non-conference shipping companies are prepared to offer door-to-door container rates 55% below the most competitive quotes from members of SA/Europe conference lines. To importers suffering the effects of the low external rand/dollar value and most Euro-currencies, the attractions of such rates are probably irresistible.

Conference lines estimate that 15%-20% of SA imports from Europe are currently borne in ships of "interloper" companies. In SA the two major non-conference cargo liner operators (i.e. lines that offer users a regular schedule of two-way sailings) are Africa-Europe Shipping Lines (AESL) and Mediterranean Shipping Company (MSC). But a good deal of business is creamed off by tramps offering cut-throat rates for one-off voyages.

In the past government has exerted moral suasion on importers to buy on an fob basis and nominate an SA or conference lines carrier to reduce the adverse invisible trade balance. At one time (in the Sixties) there were even threats to reduce the import permit allocations of importers who used non-conference shipping. The plan was leaked to the press and it died in a welter of bad publicity.

SIMONSTOWN'S PRICE

After years of trying to sell the West on the virtues of the Simonstown naval base, Pretoria is in the ironical position of hoping the British do not ask to use it during the Falklands dispute. If they do, they might have to be refused.

Like much of the world SA does not want to be forced into taking sides in any conflict between Britain and Argentina. Foreign Affairs sources point out that Pretoria has devoted considerable effort to building ties with South American states and in the case of Argentina has had some success. There would be reluctance to offend the Argentinians by giving the British access to naval facilities.

Of course if the price was right, in the way of international support, the RN could have Simonstown back tomorrow on a full-time basis. But even if Britain ends up in a hot war with Argentina she probably could not afford to pay Pretoria's price.

TRANSPORT (332)

Revolution deferred

FM 9/4/82

Seven years ago, government's white paper on the Driessen Report (on urban transport) said: "Timely action would result in substantial savings at a later stage." Five years ago, the Urban Transport Act (78/1977) was enacted. The main thrust of the Act was to provide "co-ordinated forward planning aimed at maximum mobility and convenience at reasonable cost and with minimum harmful effects for health, the environment and human welfare in general."

In the first of three interim reports it has been instructed to submit, the commission of inquiry into bus passenger transport (the Welgemoed Commission) reported to Parliament this week that Driessen's dream of an urban transport revolution had not materialised because metropolitan transport advisory boards established under 78/1977 did not have the teeth or the funds to enforce a co-ordinated transport plan.

This showed up consistently in submissions made to the commission: "...passengers are not well-served owing to defective co-ordination, as a result of which (they) have adequate transport services in certain areas, while services remain inadequate in others." Part of the problem is that transport planning is confined to metropolitan areas. It should be done on a regional basis and the commission recommends that the major regions identified in government's regional industrial planning strategy should be used as the basis for a wider transport plan.

To get the ball rolling, the Welgemoed Commission recommends that the powers and scope of operation of the National Transport Commission (NTC) should be extended to include regional transport co-ordination. Although the NTC is all-powerful it does not have the statutory muscle to design and impose a broad, co-ordinated transport strategy.

Welgemoed falls in line with the Franzsen Committee's recommendation in 1979 that the NTC should be made the custodian of a Central Transport Fund (CTF). The fund — to derive its revenue from a host of sources including the CTF, would become a kind of national transport bank that would use its money "to secure co-ordination" of bus and railway transport.

In yet another graphic illustration of the P W Botha administration's obsession with central planning, the Welgemoed Commission says the CTF should be used by the NTC with due regard to:

- ☐ Government's economic development policy;
- ☐ The transport needs of the different regions including the metropolitan areas;
- ☐ Energy conservation measures; and
- ☐ Gradual implementation of a co-ordinated transport policy.

It supports another Franzsen recommendation that transport levies imposed under existing transport services Acts for blacks, coloureds and Indians, be replaced with a differentiated transport levy on employers based on the sum of wages of all workers regardless of race/colour and that all revenue derived from external sources (levies on employers, fuel and carriers) be paid into the CTF.

This is bound to raise apprehension among black workers and their employers in regions like the PWV. Transport, like the "availability of work and housing" and Sections 2 and 3 of the Physical Planning Act could be added to the list of disincentives to locate or expand industrial undertakings in metropolitan zones regarded by government as undesirably populous. In other words, it could be used to create yet another set of costs to employers and workers alike, and so subtly take the place of influx control and the pass laws.

(332) C. Herald 10/4/82

Bus row: ex-boss hits back

'I WAS not forced to resign from Associated Bus Holdings'.

This was the response of Mr Goosain Abrahams, a former manager of ABH after a company statement that he had been asked to resign after a board meeting on March 19.

Mr Abrahams this week showed Cape Herald a letter which he said, showed he was not asked to resign.

'I resigned because I was dissatisfied with the way the company was being run', he said.

The letter, signed by Mr Trevor Brice (a director of ABH) read:

'This is to certify that Mr Goosain Abrahams was engaged by this company in the capacity of manager of its bus operating subsidiaries, Mitchells Plain Bus Holdings Limited, and Atlantis Bus Services Limited, on July 2, 1979.

'Mr Abrahams terminated his service with the company by resignation effective from April 30, 1982'.

STATEMENT

A statement released by ABH reads:

'At the request of Mr Abrahams, the company had initially declined to comment on the circumstances in which he left its service.

'In the light of his statements reported in the Cape Herald of April 3, the company must point out that Mr Abrahams was in fact requested to resign his position as manager with immediate effect on March 19.

'This followed a unanimous decision taken that day by the full board of directors (both coloured and white directors) based on his inability to manage the company satisfactorily.

'The company does not wish to discuss delicate matters concerning labour and trade union relationships in the Press, nor to comment on his other statements, save to deny their veracity.'

TAXI FARES UP

332

Sowetan 13/4/82

By MZIKAYISE EDOM

TAXI fares in Daveyton and Wattville, near Benoni, have been increased by 10 cents.

The increases were announced last Thursday by the Benoni Taxi Association in pamphlets displayed in taxis. Residents have called on the association to suspend the increases.

VARSITY
A SASPU AFFILIATE

'NATIONAL' silenced

Saspu NATIONAL has been silenced. Its co-editors, Clive van Heerden and Keith Coleman, have been banned for two years following five months in detention.

Focussing on labour and community struggles and student issues all over the country, the NATIONAL, in its two years of existence, gained a wide distribution and credibility amongst both white and black students. It also set an exceptionally high standard of content and production for the student press.

Clive and Keith are two ordinary students, like thousands of others on campuses around the country. They, however, dedicated themselves to working for a free and democratic South Africa, and did so in the best tradition of the alternative press in this country. Their banning, and the banning of their newspaper, is testimony to the fact that the free flow of information cannot be tolerated by the regime in a fundamentally unjust and undemocratic society.

VARSITY expresses solidarity with them in their two years of hardship. We, along with the other Saspu publications around the country will continue to keep students informed of the realities of life in this country and the struggles being waged around us.

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City Tramways

(332) Varsity April 1982

Higher fares, bigger profits

The issue of increasing bus fares is becoming explosive again, particularly among commuters who are forced to live miles from their places of work in the city centre because of the Group Areas Act.

City Tramways, a bus company with a multi-million Rand State subsidy and a virtual monopoly on bus transport in Cape Town, recently increased all bus fares by two cents.

Announcing the latest increase, the managing director of the company, Mr Derek King, gave the recent petrol price increase as the reason, adding that the company had absorbed all fuel increases since May 1980.

"Shame", one could almost be tempted to say – except that anyone with any knowledge of the company's finances would call the increase no less than "scandalous."

And that is an understatement, as an examination of the facts and figures reveals.

A short investigation threw up enough material for a book on the bus-transport racket in Cape Town. It is a long story and a complicated one because it involves all sorts of (legal) inter-company financial spider-webs. But these webs pay handsomely.

So well in fact that between 1978 and 1980 the company's average rate of profit was 60 percent. The Government's recommended profit limit for companies with a monopoly of goods and services is 15 percent.

The shareholders of City Tramways' holding company, Tollgate Holdings, don't do that badly either. In March last year they received a special dividend pay-out of R48-million – which meant that the shareholders suddenly received a dividend that was bigger than the par or nominal value of their shares.

Even Jan Pickard, a Tollgate shareholder and one of the wealthiest businessmen in the country, was clearly embarassed by this huge payout. At the annual shareholders meeting in December last year he told his fellow shareholders that the R48-million cash payout had not benefited the company's image.

Getting to the facts behind this image only makes matters worse. They are as follows:

*City Tramways is one subsidiary of a very large quoted holding company, Tollgate Holdings. A few years ago Tollgate had some 100 subsidiaries.

City Tramways bus fares have risen once again – "Anyone with any knowledge of the company's finances would call the increase no less than 'scandalous'"

*Through what amounts to little more than a bookkeeping exercise, the holding company, Tollgate, can make larger profits derived from the operation of bus transport than would be apparent from the books of City Tramways. This helps the company strengthen its case before the National Transport Commission, a statutory body that decides on fare increases.

*The standard reason Tramways gives when applying for bus fare increases is that it needs the money to cover costs, particularly of new buses.

*City Tramways runs Cape Town's buses. Almost all the consumerables and services it needs to do this are sold to Tramways by other subsidiaries of Tollgate: buses themselves, tyres, spares, fuel, even rolls of bus tickets.

*When selling to Tramways, the other Tollgate subsidiaries mark-up their cost prices to ensure a healthy profit.

Not only the commuter, but also the taxpayer are subsidising the huge profits made by an ostensibly private company (with state backing of about R15-million), much of wh[illegible] of wealthy shareholders as dividends.

In the light of all this, why does the NTC continue to approve the company's application for fare increases? Are the inter-company connections of Tollgate adequately taken into account when the matter is considered?

Are they properly considered when the Government hands over approximately R15-million a year to subsidise the company's bus service?

To get a clear idea of how this spider-web of intercompany profit-making works, it is interesting to look at part of the history of the notorious R48-million dividend payout.

Several years back, Tollgate holdings set up large finance companies that lent out money at high rates of return, including leasing and Hire Purchase Contracts. A great deal of this money came from profits originally generated by City Tramways and other bus companies(i.e from bus fares paid by commuters). Apart from a rate of interest on loans, Tramways itself derived no benefit from the super-profits made with its cash by these finance [illegible]

In 1980 Tollgate sold their finance companies and some property for R30-million, and got an additional R27-million back from the finance companies. This meant that Tollgate had R57-million at its disposal.

Instead of making the money available for buses Tramways said it needed, Tollgate paid out the R48-million to its shareholders and used the rest to pay back a loan.

Two months later, Tollgate wanted to increase City Tramways' fares again. But even the National Transport Commission (NTC) had to turn them down this time.

What about all the new buses Tramways keeps on needing? Tramways have on occasion, bought second-hand buses from among others London Transport, that were already 20 years old. However, when calculating the depreciation for purposes of fare-increase applications, they were permitted by the NTC to base their figure on the replacement cost of brand new buses.

What's more, sometimes when buses have been virtually "written off" completely for City Tramways' Cape Town operation they are apparently sent to country towns where Tollgate also runs bus services.

So while Cape Town commuters may be riding around in second-hand buses and paying for new ones, they should count themselves lucky. Some commuters in Port Elizabeth and Oudtshoorn are paying the "new" fares for Cape Town's third hand "written-off" rattletraps.

City Tramways buys its fuel from one of Tollgate's other subsidiaries which slaps a ten percent profit mark-up on it. This is almost double the mark-up that garages are legally permitted to put on their petrol. City Tramways may be paying through its exhaust-pipe for fuel, but what does that matter when the profit is going to its "parent" company through a subsidiary? The only people who lose out are those who pay the fares.

Apparently the commuter even subsidises the profit the company makes on the ticket rolls. At least this was certainly the case a while ago when one source checked and found he could buy a roll of tickets cheaper at OK Bazaars than Tramways was paying to one of Tollgate's [illegible]

Protest defused

At a meeting on April Fool's Day between Dr Piet Koornhof, Minister of Co-operation and Development, church leaders and four representatives of the 54 squatters fasting at St George's Cathedral, the squatters agreed to call off their protest.

When they began their fast 24 days earlier, they had demanded that they be allowed to remain in the Western Cape with their families and had threatened to "starve until we die" unless granted legal residence rights.

Nyanga mother fasts in the cathedral with her child.

At the meeting Dr Koornhof said he would treat each case separately "on its own merit" over a period of three weeks, during which time the squatters would be granted "immunity from arrest". He also promised to examine the conditions of the more than 800 other Nyanga Bush squatters.

But the catch came with his announcement that the government would continue to take firm action against squatters and that he had "definately not" given any undertakings that they would be allowed to remain in the peninsula.

"Concession"

It is widely felt that Dr Koornhof has successfully managed to defuse a potentially explosive situation by having granted the squatters a "concession".

The outcome has been that the national and international publicity for the squatter cause has died down while the squatters themselves, many of them still feeling the physical effects of their ordeal, have to hope for a favourable government decision on their future.

No, not a silo

A spokesperson for the UCT Planning Unit has confirmed the University is NOT building a missile silo behind the Students' Union.

The truth is that the "missile silo" is part of a carefully designed "natural lighting" scheme for what will eventually be the new Science and Engineering Library.

It is expected that the library will be in operation by the end of this year, after an initial period of juggling around books and adding finishing touches.

One of the features of this new complex will be on entrance from the Students' Union. In effect this will mean a covered connection to the Jagger and Leslie Libraries through a series of interleading passages.

Furthermore, VARSITY has received information which confirms the rumour about a nuclear proof bunker being dug near the psychology building to be false.

The "bunker" is part of a long-term project that will link the Psychology Building and the Bolus Herbarium (it really exists) with the building behind them.

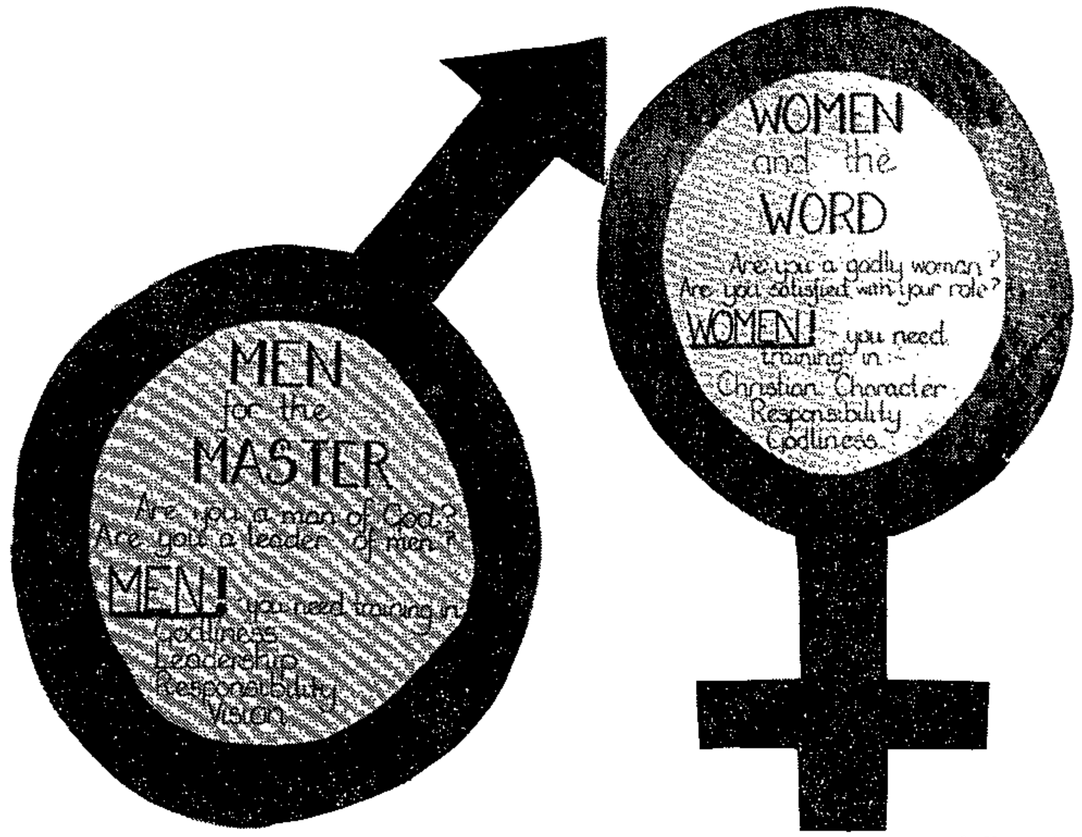
This project will require a large amount of money and "may only be completed in the year 2000."

'Women must submit'

by Liz Sparg and Mike Loewe

Strong criticism has been expressed on campus in response to the new right-wing "conservative evangelical" YMCA series, "Men for the Master, Women and the Word".

Following concern expressed to VARSITY about certain aspects of the talks, two reporters attended the introductory meeting. On arriving at the YMCA they were whisked into two different groups, one for each sex.



Les Palmer addressed the women's group. She briefly explained the standpoints of the YMCA on some of the topics to be covered during the series, which will look at women's roles in family, church and society.

*Women must submit to their husbands.
*A woman may not teach and have authority over men in the church.
*A woman should sacrifice her career for marriage and family life.

Two posters in the YMCA listed qualities desirable in men and women. On the men's poster, "leadership" and "vision" were listed, but were left off the women's poster, where "Christian character" appeared instead.

"You must have a head of the home, the man", Martin, an active member of YMCA, told VARSITY.

Conservative

The conservative evangelicals base their viewpoint on complete acceptance of the Bible. "To question the Bible is to judge God's Word, and man sets himself up as the supreme authority. No longer does man listen to God, but to the wants of the majority. Out of this has come liberal abortion laws", said Ms Palmer.

The main point that emerged from the talk was that women have a different role from men, although they are "equal before God".

After the meeting VARSITY spoke to a few of the more liberal Christians who admitted that in the practical working out of relationships, submission on the part of the women often led to domination on the part of the men.

In the men's group YMCA staff worker Greville Wood explained how the idea for the programme arose after he had read in a book that "women were taking over the church', as men were not "taking their leadership roles responsible".

YMCA warden, Roger Palmer, then delivered a seminar in which he:

*lamented the fact that 101 Christian groups were running about on campus without the authority of the church, which was "Making Satan's work easy".
*Placed the authority of the government above that of the church.
*Criticised Christian men for neglecting their leadership responsibilities and roles and argued that in order to discuss this it was necessary for the men to "get together alone".

Challenged

Later, when questions were invited, Palmer was challenged as to whether people had the right to overthrow cruel and oppressive governments. He agreed that this was a possibility, but disputed the contention that revolutions had to be violent. "There can be a peaceful revolution – it depends on definition", he said.

After the speech Palmer said that men and women were separated because "guys are more open together" and that issues become clearer when men debated them alone.

The topic "Men for the Master, Women for the Word" was not intended to reinforce the subjugation of women and the dominance of men because he believed that "all people are equal" even though "their roles are defined differently in the Scriptures".

He said it was his duty to follow the authority laid down in the Scriptures, and added that this was where his political statements were justified.

Other groups on campus have not accepted this view of Christianity. "Palmer's view", said prominent Christian and PhD student Adi Paterson, "is conservative and stereotypical. It reflects the type of people they're trying to attract".

In a statement to VARSITY, representatives of the Women's Movement said, "Christianity often portrays the situation of women as a destiny provided by God who made them as they are, females, a lesser species of the human race."

The SRC president, Laurie Nathan said the attitude of YMCA was "perpetuating male domination and women's oppression. I don't accept the use of Scriptures to justify exploitation and domination of one group over another."

A spokesman for YMCA said that proposals for future meetings included showing films on abortion, pre-marital sex, homosexuality, euthanasia and euthanasia. He said that the YMCA backed the views of these films.

Eco's course changed

Group action by Economics III students has resulted in the Economics Department changing the content of the compulsory econometrics sub-course.

Students felt that the lecturer, Mr H Abraham, had misjudged their mathematical knowledge, causing a large part of the course to be incomprehensible. A deputation from the class went to Prof. Z.S.A. Gurzynski, head of the Economics Department to present their problems.

This action resulted in the standard of the course being lowered to a more reasistic level. The lecturer has also started the course almost from scratch to ensure that students understand the work.

their borders and those in neighboring states." Brig Khama said.

He alleged that South Africa's aggressions against Botswana started in earnest at the beginning of this year with border shooting incidents along the Caprivi strip border with Namibia

In February Botswana officials accused South Africa of kidnapping a South African refugee from the capital, Gaborone

Brig Khama also said he does not believe that South Africa will be sincere in negotiating independence for Namibia which would allow a government by Swapo.

TRAIN

"We phoned Mpho at school in Swaziland last Wednesday, informing him about his aunt's death. He said he would be coming at the weekend to attend the funeral. He had intended to board a train the following day but was told all trains to Johannesburg were fully-booked." Mrs Monareng said.

"His physics teacher offered to fly him home in his light aircraft. They searched for a pilot and left from Mbabane on Saturday afternoon. The tragedy struck a few minutes after take-off when their plane crashed against a mountain."

death of a 50-year-old woman who was alle-

year.

Major S M Tsoka,

ter weekend, appeared in court yesterday charged with murder

Ms Florence Phatlane, of 25 Makena Street, died at the Kalafong Hospital on March 6, after she was allegedly raped and sustained serious head wounds

Following an intensive investigation, police exhumed her body five days after she was buried when they realised that a post mortem had not been conducted.

A police spokesman said the hospital gave the body to private undertakers instead of sending it to the Government mortuary for a post-mortem.

Confusion over new taxi fares

332

Sowetan 14/4/82

SEVERAL Soweto taxi associations are still to meet to decide on a uniform fare increase — but at least one has already implemented rises.

Since last Thursday taxis belonging to the Dube/Phefeni/Rockville Association have increased their prices by 10 cents.

However, this decision has left passengers who use double taxi transport confused because on other routes they still pay the old price.

Mr Naphtalie Sekwati secretary of the Witwatersrand African Taxi Association, said yesterday he was aware that some associations had been in a hurry to increase their fares.

He said initially an agreement had been reached with several associations that they should meet to decide on a uniform fee. To his knowledge arrangements were being made to meet either tomorrow or next Tuesday to sort out the issue.

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- OVEREATING
- LOSS OF APPETITE
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Symposium on aged t

By SELLO RABOTHATA

THE Soweto Care of the Aged's steering committee will hold a symposium at the Diepkloof Hotel Workshop on The Caring Community today starting at 10 am.

Speakers at the meeting will include the chairman of the Soweto Committee, the Rev N M Khumalo, social worker Mr B P Nteso and Mrs C Makhene, a community worker, will be the guest speaker.

APPEAL

Programme organisers Miss I. Masango and Mrs D Cingo will speak on suggested programmes for the year and thereafter there will be discussions on The Internatio the Aged.

Mr Ntes appeal to people an tions to be outlin needs of transport getting to hospitals, nursing sion payout

...can be a newsound!

WEDNESDAY, APRIL 14, 1982

SOWETAN

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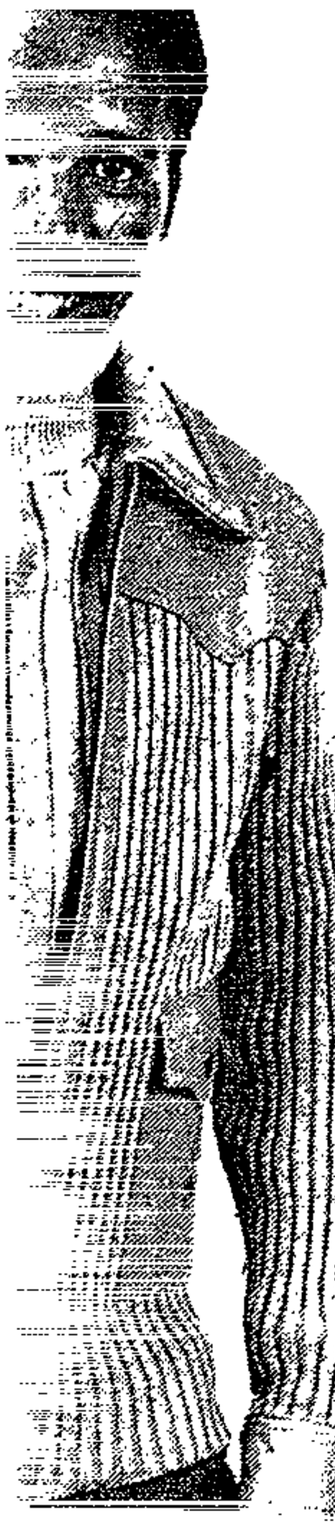

port trade... Campaign" have been suspended.

chamber.

Orlando time-tables

THE principal of the Orlando Adult Education Centre, Mr London Masilela, is appealing to all his students to fetch their examinations time-tables at the earliest opportunity.

Examinations begin on May 3. Students are advised to fetch their time-tables from the school.

Examinations to be written are for Standard 5, Junior Certificate (Form 3) and Senior Certificate (Form 5). The time-tables will be published in The SOWETAN next week.

(332) Sowetan 16/4/82

Putco fares up

PUTCO has released the list for increased fares around the Reef and the Vaal, effective from April 26.

- From Jeppe Station to: South Rand Hospital and South Hills 20c, five days R1.80c; to Abattoir 25c, five days R1.80c; to Steel and Barnet and Steeldale 25c, five days R1.80c.
- From Baragwanath to : Alrode 80c, five days R5.20c; to Roodekop R1.00, five days R6.00.
- From Cross Roads to: Alrode 90c, five days R6.50c; to Roodekop R1.00, five days R7.30c
- From Merafi or Emndeni to: Alrode R1.30c, five days R6.70c; to Roodekop R1.50c, five days R7.50c.
- From Faraday to: Alberton 35c (no five days ticket); to Angus 70c, five days R3.10c; to De Deur R1.20c, five days R4.90c; to Forest Hill/The Hill-/Linmeyer 20c, five days R1.80c; to Walkerville Post Office 90c, five days R4.70c; to Steeldale 25c, five days R2.00.
- From Evaton to: Alrode R1.20c, five days R4.90c; to Doornfontein R1.50c, five days R5.70c.
- From Thokoza Hostel to: Galaxcia Farm 60c, five days R4.80c; to Kliprivier (Everite) 45c, five days R2.90c; to Rosherville 60c, five days R3.20c; to Rand Water Board 70c, five days R3.50c; to Steeldale 40c, five days R2.40c.
- From Westgate to: Evaton R1.30c, five days R4.90c and six days R5.80c; to Abattoir 25c, five days R2.00.

night. On Wednesday morning he asked them where his money was and they told him they had given it to their mother. He punched the mother, Thalitha, in the face.

Mr Magasela was then said to have grabbed Sipho and flung him across the room, starting to kick and trample on him. He is also alleged to have hit him with bricks. The children's screams attracted a number of people who were angered, and started beating the uncle up. They also chased and stoned him until he died next to the garage.

The chief of the Soweto CID Brigadier, J J Viktor, was not in for comment yesterday. On Wednesday he had said he had not as yet received any information on the incident.

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SUSPE...

(343) By MC... NKC... Sowetan

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SOWETAN
FRIDAY, APRIL 16, 1982

BLACKCHA
loop BARAGWANATH H...

Mr Jacobus Radloff (leaning on the car) and Mr Andre Prinsloo, ce[illegible] technicality in the Randburg magistrate's court yesterday.

332 ~~305~~ ~~264~~ D. Dispatch 16/4/82

Why the buses lasted longer

EAST LONDON — A comprehensive training programme adopted by the Corporation for Economic Development (CED) and the Ciskei Transport Corporation (CTC) had led to the doubling of the life-span of buses, the public relations manager, transport, of the CED, Mr Harry Strydom, said here yesterday.

Mr Strydom said the lifespan had been improved from four to five years to eight to 10 years since 1974.

This had been done by ensuring that the people who worked on and with buses at every level knew what they were doing and why they were doing it.

As a result of this, costs, which had escalated in every sphere over the years, had been kept to a minimum — something that explained why bus tranport was still among the cheapest means of transportation.

However the cost of buying a bus had increased almost four-fold during the same period.

"While one could get a new bus for just below R15 000 in 1974, one has to spend almost R60 000 for one now," he said.

The group manager of CTC, Mr Hans Kaiser, said the expansion programme announced by the company yesterday would increase the number of buses run by the three companies — Gompo here, Bisho in King William's Town and Hewu in the Whittlesea area — from 312 to 381.

He said that the company ran 268 buses in March, last year, before the Hewu operation was undertaken.

Mr Kaiser said the buses had conveyed 65,1 million passengers during the course of the past financial year, covering 20,5 million km.

The company employed 1 225 people, 1 116 of whom were Ciskeians.

Mr Kaiser said the paramount factor in the operation was the safety and convenience of the passenger.

Buses were inspected daily, weekly, bi-weekly and bi-monthly for various features.

He also announced that the company was operating an express service to Cape Town but added that the correct type of vehicle for this service was not available yet but special arrangements had been made to convert some buses for it. — DDR.

(332) D. Dispatch 16/4/82

R15m CTC expansion

EAST LONDON — Ciskei Transport Corporation — the bus company that operates from here, King William's Town and Hewu — is to spend R15,8 million on expansion between now and the end of its next financial year.

Of this R11,2 million is to be spent during the course of this year to build a depot in Potsdam and buy an additional 100 buses.

The Potsdam depot, which will cost R6,6 million to complete, has been allocated R4 million on this year's estimates while the company will spend R7,2 million on new buses, 31 of which will be bought to replace old ones.

The public relations manager, transport, for the Corporation for Economic Development (CED) Mr Harry Strydom, said CTC was owned by the CED and the Ciskei National Development Corporation (CNDC) on a 50-50 share basis.

He said at least 220 new jobs would be created when the new depot was opened and the new buses purchased.

This, however, did not include the number of people who would be employed by the construction company and sub-contractors that would be involved in building the depot.

Mr Strydom emphasised that special training facilities — for which R2 million would be spent on buildings and new equipment — would be provided at the new depot.

He said the company had realised that the best way of maintaining their equipment in good condition and giving the passenger a reliable, effective and efficient transport system was to train staff to handle the equipment — DDR

See also page 11.

ROAD TRANSPORTATION

Railroading the rules

(~~269~~) (332) FM 16/4/82

"As a result of the relentless swing of high-rated goods traffic from rail to road, South African Transport Services will in future have to enter the competitive transport market in this field to a greater extent" — **Minister of Transport Hendrik Schoeman in his budget speech on March 3 1982**

This statement signals the start of an equally relentless campaign by the SA Transport Services (SATS) to grab back for itself a stake in the road transport business lost to private enterprise in recent years

What worries private hauliers and their customers is that it will not be fought on the basis of price and prompt, efficient service, but by administrative decree.

Evidence of this is already mounting. For example, the recent case in which the Johannesburg Road Transportation Board (RTB) severely curtailed the operating rights of Rauties, a private haulier, to the obvious benefit of SATS.

Rauties' permits previously allowed it to haul goods from within a radius of 240 km of the Alberton Post Office to anywhere in the Republic. They have now been amended to restrict it to the area within a 240 km radius of the Alberton Post Office. By this stroke of a bureaucratic pen, the Rauties operation has been cut from a nationwide business to a local one.

The incident has raised questions about the Johannesburg RTB, which is supposedly an unbiased body, acting in the public interest, for the issuing of transport permits to SATS and private hauliers. (The RTBs fall under the Department of Transport — as does SATS.)

Some hauliers feel that the relationship between the RTBs and SATS is not in the public interest. At the hearing, a Rauties spokesman cited constant harassment from the railways police (part of SATS) for allegedly operating outside its permitted area.

He claimed that 80 charges were laid against the company last year, all of which were withdrawn before the Johannesburg RTB began its investigation into the permits.

There is also doubt that the Johannesburg RTB was acting within the powers laid down by the Road Transportation Act in its treatment of Rauties. The Act states that a board's power to amend permits can only be invoked if the operator is convicted of an offence under the Act or a law relating to motor vehicles; also if the material condition has changed since the granting of the permit or if a new railway service is instituted which could displace a private transportation operation

None of these stipulations applied in this case and Rauties is now taking the matter to the National Transportation Commission (NTC).

Rauties argues that the confiscation of assets (some of Rauties permits are valued at as much as R30 000) is against the principles of SA law and that alienation without compensation is an injustice.

At the hearing, Johannesburg RTB chairman Jack Nel stated that the reason for singling out Rauties was that it was the strongman of the industry and, therefore, better able to stand up and fight. Hauliers interpret this as an indication that a lot more of them will come under fire.

"It is hardly possible to think of a field of economic activity which lends itself more ideally to free enterprise under keen competition than road transport." — **Andries Wassenaar**

Nel refused to comment on the case when approached by the *FM*.

An established haulier, L & L Transport, complains of another costly bureaucratic burden. It has to apply for a temporary permit for every trip it undertakes if it is to conduct its business legally.

Permit applications are time-consuming and hauliers estimate that this can cost as much as R700/week. Temporary permits incur additional costs as hauliers are often forced into empty leg hauls.

Dozens of other hauliers are in a plight similar to L & L's and their additional costs are ultimately borne by consumers.

L & L claims that it is forced to operate on temporary permits because the Johannesburg RTB is illegally withholding permanent permission. It is taking the matter up with the NTC.

It argues that in terms of Section 15 of the Act, the board is not evaluating permit applications correctly.

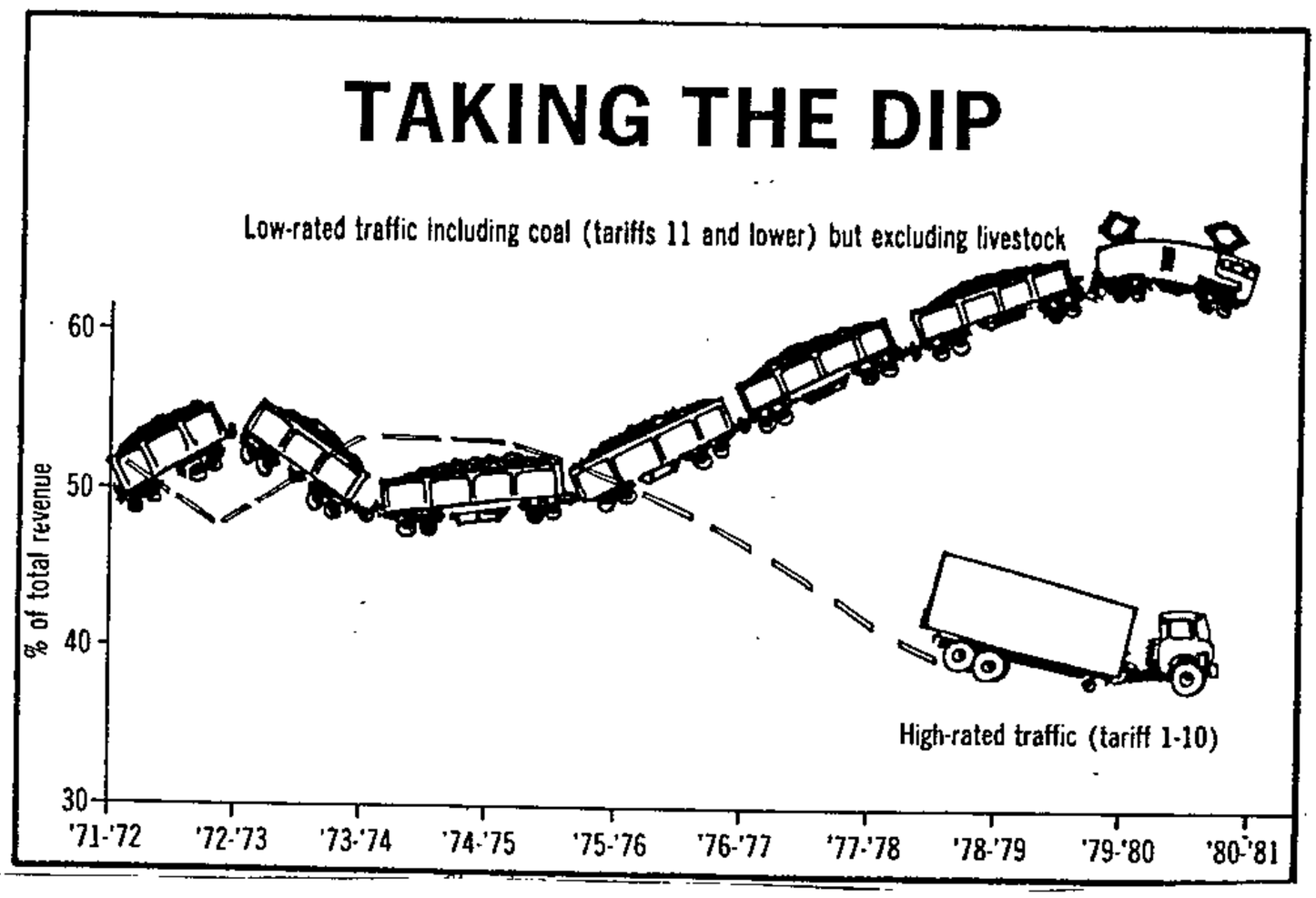
The Act states that extra permits can be allowed if "the extent to which the transport to be provided is necessary or desirable in the public interest."

The Johannesburg RTB argues that the onus of proving necessity for the granting of a permit rests with the applicant.

But L & L's consultant, Leon Louw, says: "Assuming that competition is in the public interest, the onus should be on the boards to prove that new permits are detrimental to the public interest." He claims that L & L provides a cheaper, more efficient service than SATS and that the demand for its services indicates that it meets public need; he adds that the Act lays down that public interest should prevail over specific, or SATS, interests.

Things could get worse for private hauliers. The Director-General of Transport, Adriaan Eksteen, says that because of the increasing number of transport regulation contraventions, applications for temporary permits may have to be submitted with sworn affidavits from customers requiring the service.

Road hauliers believe the RTBs have recently tightened up on issuing transport permits since the authorities came to the conclusion that SATS was losing too much lucrative high-tariff business to private enterprise. In 1975, high-rated traffic provided around 53% of revenue, but by 1981 it



(332) Sowetan 20/4/82

Police blitz pirate taxi owners

By MONK NKOMO

ATTERIDGEVILLE Police yesterday launched a massive clampdown on pirate taxis and overloaded vehicles at the Saulsville Station rank and the main entrance into the township.

The blitz at the Saulsville station rank — where there had been unconfirmed allegations that most drivers do not have valid licences — forced a number of taxis to stop operating for fear of possible arrest.

At the main entrance, uniformed police stopped mostly kombis ferrying people to work and demanded transportation certificates. Passengers were ordered out of the vehicles and the drivers escorted to the local police station charged with overloading or conveying passengers illegally.

A number of passengers, who were late for work, pleaded with the police to leave the driver to continue with their journey to work, but their pleas fell on deaf ears.

"Nobody is going to compensate you when you get involved in an accident in this pirate taxi," said one police officer.

Captain A Maluleka, local police station commander, said it was a sporadic routine inspection on cars conveying passengers illegally. He could not confirm how many people had been arrested or ticketed.

The blitz followed the recent meeting between the local Taxi Association, police and the community council, where the association complained about pirate taxi owners.

Mr Count Moerane, president of the Taxi Association, recently called on authorities to confiscate all cars belonging to "proven pirate taxi owners". The call for this drastic action, he said, followed "a record number of complaints from some members of the public that they were robbed by pirate taxi owners."

Taxi men clash with 'pirates'

(332)

Sowetan 19/4/82

POLICE had to be called in to stop what could have resulted in a bloody riot when taxi drivers were involved in a confrontation with "pirate" taximen in Thokoza, Alberton, at the weekend.

By CHARLES MOGALE

The confrontation, a direct result of a shortage of taxis in the area, took place at the entrance of the township. Witnesses said the timely arrival of armed police and soldiers calmed the situation which was already out of hand.

A Thokoza resident, Mrs Nomsa Maseko, said the incident started at the taxi rank in Alberton.

"I knocked off at 1 pm on Saturday and went to the taxi rank. I was among hundreds of people who had been impatiently waiting for the taxis for more than two hours. Not a single one appeared. At about 3.30 pm the first one came and the people sent it away, saying they would find their own way home without the taxis," Mrs Maseko said.

She and a friend, Mrs Asina Mhlaba, got a lift from a private mini-bus.

Said Mrs Mhlaba: "At the entrance into the township, we found a number of taxis parked. They forced us to stop and ordered us out. There was a whole crowd of people who had apparently been forced to stop too. The taximen were arrogant and there were several scuffles. In fact, the taxi drivers were armed with sjamboks and accusing every car approaching the township of being a pirate."

Mrs Mhlaba said just shortly after they were stopped, the police arrived and ordered the crowd to disperse.

East Rand Police Chief Captain F N Swart was not available for comment.

DISABLED

PUTCO WAITS FOR R3-m BOOST

(332) By ELLIOT TSHINGWALA Sowetan 20/4/82

THE Government has not yet responded to Putco's call for a R3-million subsidy to boost their profits, but the company's public relations officer, Mr Pat Rogers, said he expects it to do so "very soon."

Putco made the appeal to the Government after they suffered tax losses of R2 724 000 in the last six months of last year. In 1980 Putco, the major bus operator in the black townships, made a profit of over R1-million.

Directors of the company blamed the delay in fare increases as one of the reasons for the losses.

Taxi bodies in 'hot water'

HEAVY penalties may be imposed on two taxi associations in the East Rand for "jumping the gun" by increasing their taxi fares, when their mother body, the Transvaal Taxi Association (TTB), meets on Thursday.

By MZIKAYISE EDOM

The two taxi associations who have landed themselves in "hot water" are the Benoni and KwaThema Taxi Associations, who increased their fares by 5c and 10c earlier this month.

Mr Petros Nkosi, the vice-chairman for the Transvaal Taxi Association, said yesterday that local taxi associations falling under the TTA were told not to increase their fares until the matter had been discussed.

He said: "Taxi fare increases in the PWV area are scheduled for discussion on Thursday at a general meeting of the association which will be held at the DOCC hall in Orlando, Soweto. The meeting will start at 10 am."

Mr Nkosi said heavy penalties are likely to be imposed on the two taxi associations who have gone against the association's order. He said that, at the moment, he cannot say what kind of action will be taken against the two associations.

NOTICE TO ALL PASSENGERS

332

Sowetan 21/4/82

PUTCO

Putco would like to advise all its passengers on the Reef that the fare increases recently announced will be introduced from Monday, April 26. This is the date applied for by the company and it has now been agreed by the Department of Co-operation and Development.

The increases, awarded last month, average an extra 4,3c a trip for weekly tickets (or about 40c a week) and 13c a trip for cash fares. The figures for different routes can be obtained from your driver, divisional manager or Putco Head Office.

The only increase Putco has had on the Reef in the last three years was in July 1981, to recover the big fuel price increase of 1979. It has declared a loss of R2,7-million for the six months to December 31 last year, due to procedural delays in obtaining fare increases while having to absorb increases in the price of buses, tyres, spares, wages, land and buildings.

We ask our passengers to understand then that the company has to struggle against inflation in the same way as they do.

104817

HAULIERS

Extra load

(332)

FM 23.4.82

The Department of Transport has struck a new blow which will boost SA Transport Services' (SATS) freight hauling business at the expense of the private sector — from next month private hauliers will have to back temporary transport permit applications with signed declarations.

This may seem a minor bureaucratic burden, but in many cases it will delay the granting of permits for several days. At the moment supporting evidence for transport permits can be telexed to the appropriate Road Transportation Board. But in future this evidence, in the form of a signed declaration, may have to go by post.

According to one transport consultant the new requirement will deter permit applications because if any discrepancies are found between details given in the signed declaration and in the goods actually conveyed, the haulier will be liable for prosecution. Apparently in practice, minor discrepancies can often occur without wilful intent.

"It will make life impossible," he claims.

The measure was not unexpected. Earlier this year Transport's Director-General, Adriaan Eksteen, complained that hauliers were abusing their permit regulations and threatened: "If the industry can not organise itself, the government should step in and get it organised

"The boards will thus be able to institute court proceedings against those applicants who have no regard for honesty."

Hauliers predictably see the move as primarily a means of taking away their business and giving it to the SATS.

"It is a devious way to impose further restrictions on the private sector, ostensibly in the interests of the industry, but with the main aim of protecting the business of the SATS," claims one. "It is an attack which will do tremendous damage to the private sector of the transport industry."

Eksteen says the new procedure was decided on by the NTC on March 25. At this meeting the NTC — which is empowered to prescribe the application form for temporary permits — amended it to include the declaration.

"Although it will not be necessary for an applicant or his representative to make a sworn affidavit before a commissioner of oaths, the form will provide for a declaration to be signed by the applicant or representative to the effect that the information contained in the form is true and correct," says Eksteen.

Bus commuters lose out during school holidays

(332)

By NOREEN SUTCLIFFE

NOTHING can be done to help commuters trying to reach Circular Drive and Lorraine from the city centre by bus between 1pm and 5pm during school holidays.

This is the bad news for commuters and particularly for Mrs Pat Wilson, who was recently accosted on a bus she was forced to take to Fairview because of the suspension of the normal services.

She told Weekend Post she was the only white on the bus when the incident happened and, being in a state of shock, left the bus near the Walmer police station and walked home.

The journey took her more than two hours.

"This would never have happened if the bus company had not suspended the normal services.

"There is no bus during school holidays from 1pm until 5.20pm. So, if you want to get home to your family you are forced to take the Fairview bus.

"I was told this when I complained to the bus company," she said.

Mrs Wilson, who was not injured in the incident, but who was deeply affected by it, said a drunk man stumbled into the bus at the bus station.

He fell asleep till the bus pulled away and then interferred with a young woman who was breastfeeding her baby. He then sat next to Mrs Wilson and accosted her.

Mr Geoff Bird, public relations officer for Port Elizabeth Tramways, told Weekend Post drivers had strict instructions that if there were any problems on the bus they were driving, they were to drive straight to the nearest police station where the police would take up the matter.

"The police are fully aware of this," said Mr Bird.

He said that the company "deeply regretted the incident", but, unfortunately, nothing could be done to alleviate the problems of the residents in the Lorraine-Circular Drive areas during school holidays.

"The company has kept a close check on the commuters over a long time.

"They have found that, during school holidays, it is not a viable proposition to run the buses between the hours 2.30pm and 3pm," he said.

"If the company finds there is a demand for buses during these hours they will see to it that they are reinstated during those hours. But, at the moment, it is not possible," said Mr Bird.

Mrs Wilson said the Fairview bus weaved its way through Fairview and Willowdene before reaching the start of Circular Drive and residents were forced either to use this bus or wait more than four hours for the Lorraine bus.

She said that even during term times the Lorraine buses were not full. "On the bus this week, which left at 3pm, I counted four elderly ladies, one schoolgirl, three nannies and two women who got on at the bus depot.

"In Western Road, we picked up two Holy Rosary Convent pupils and at the top of Target Kloof, three Grey boys.

"The next intake was in Walmer, near the Town Hall, and then a group of young schoolboys at 14th Avenue."

Mr Bird said the company was aware of the problems but at this stage it was not possible to run the buses during the school holidays when they were obviously run at a loss, "but we are keeping a close watch on the situation and, should the situation change, we will be only too happy to have a re-think on the problem," he said.

In the meantime, it will be a long wait for working women during school holidays who cannot catch the 1pm bus to Lorraine and who, through necessity, will only get home in time to put the pots on for supper.

Putco fares go up today

Sowetan 26/4/82 (332)

PUTCO WILL increase bus fares throughout the Reef today by 16 percent for weekly tickets and 28 percent for daily cash fares.

By LEN KALANE

The increases were awarded by the National Transport Commission last month, after the company had been given the go-ahead by the Department of Co-operation and Development.

Putco had initially wanted to increase the fares by 15 percent and 24 percent on weekly and cash fares respectively, but the National Transport Commission granted them larger increases of 16 and 28 percent.

The increases were approved after a long battle between the giant bus company and community spokesmen who felt that Putco was making enough profit already.

The company's last fare increase came into effect July 1 1981.

FARMWORKERS UNION

Address:

Telephone:

Officials: Chairman: Mr. Solly Essop

Area of Operation: Western, Cape, Karroo and parts of the Transvaal

Founded: 1967

Agency plan to reopen Iran trade

27/4/82 Mercury 332

A CLEARING and forwarding company which recently opened an office in Durban, hopes to open an agency and develop trade between Southern Africa and Iran.

Adriko, which got off the ground with an office in Johannesburg about three years ago, is researching the possibilities of filling modern ships with cargo from Durban and Maputo for the Iranian gulf ports of Bandar Abbas, Bushire and Bandar Khomeini.

Managing director for the company, Mr John Koenraads, said the potential had to be good for trade between Southern Africa and Iran as it was not long ago that the Middle Eastern country was a big partner of South Africa. He said he was also looking at the possibilities of cargo from Zimbabwe.

Not yet named

Adriko was also considering at the possibilities of calling at Bahrain and Abu Dhabi but the line, which they have not yet named, would be calling at the ports only subject to inducement. The line would also call at Port Elizabeth and Cape Town if there was cargo to be picked up there.

The line would carry as few containers as possible as box loading facilities at the ports were limited.

Adriko now has offices in Johannesburg and one in Durban — which was opened at the beginning of last month — and associated offices in Cape Town and Manzini in Swaziland.

TRAMWAY AND OMNIBUS WORKERS UNION (CAPE)

Year	Membership				
	African	Asian and Coloured	White	Total	
1970		..	..	2 500	Ø
1971		..	..	2 500	Ø
1972		..	..	2 500	Ø
1973		2 254	170	2 424	x
1974		2 213	159	2 372	x
1975		2 212	126	2 338	x
1976		2 120	101	2 221	x
1977		1 994	84	2 078	x
1978		..	..	2 338	$
1979		2 071	67	2 138	$
1980		2116	50	2 216	$

Address: P.O. Box 1562
Cape Town
8000

Telephone: (021) 554691

Officials: Secretary: D.C. Benade

Area of Operation: Cape Town

Founded:

Registration: Yes

ARGUS 27/4/82

332

Five on corruption charges

FIVE Gallows Hill driving examiners appeared in the Regional Court, Cape Town today in connection with charges of corruption.

The men were not asked to plead and no evidence was led.

The five, who appeared before Mr J C L Botha, were Mr Neville Dumbrill, 36, of Springbok Road, Fish Hoek; Mr Neil Spencer, 57, of Avenue des Huguenot, Sea Point; Mr Petrus Peek, 41, of Pringle Road, Sanddrift; Mr Matthys Brand, 45, of Paarl Street, Vasco; Mr Lincoln Willenburg, 51, of Mowbray.

The State alleges that between January 1979 and December 1980 the men, while being employed by the Municipality of Cape Town, issued drivers' or learners' licences to three applicants in return for "gifts or considerations."

The case was postponed to July 7 for trial.

Indian hauliers claim discrimination

Mercury 28/4/82 (332)

By NAGOOR BISSETTY

A MEMBER of the South African Indian Council, Mr Ramcharitar Panday, claimed yesterday local road transportation boards in Natal readily granted permits to white transport operators to carry heavy goods on long distances on roads while frequently rejecting applications for similar permits by Indian operators.

He said: 'This is blatant discrimination and I have asked my council's executive committee to make urgent representations to the Minister of Transport, Mr Hendrik Schoeman, to ensure fair play and justice.'

Mr Panday, the council's chief spokesman on transport matters, said the boards gave no reasons for turning down applications because they were not obliged to do so.

Pirating

'Some Indians have invested thousands of rands on heavy duty vehicles and the lack of permits to transport heavy goods is forcing some to act as pirates for white operators with such permits.

'They are battling to keep up hire-purchase payments and pirating seems a way out to help them keep their heads above water,' he said.

Several Indian transport operators, who asked not to be identified for fear of victimisation, yesterday referred the Mercury to Mr Panday who, they said, was taking their complaints to the Department of Transport.

They said, however, they felt 'very bitter' because of alleged discrimination in the issue of permits.

Approached for comment yesterday, Mr J B Haak, chairman of the Local Road Transportation Board in Durban, referred the Mercury to the department's head office in Pretoria, but dismissed discrimination allegations as baseless.

Memorandum

Mr D J Claassen, deputy director-general of the Department of Transport yesterday gave the assurance the department would investigate any complaints of discrimination in the granting of permits.

He said Mr Panday had called on him at his office in Pretoria with the allegations and had undertaken to furnish the department with a memorandum for urgent attention.

'You can quote me as saying we'll fully investigate any grievances,' he said.

MR Panday

Mr Jack Webster, the Johannesburg-based chief executive of the all-white Public Carriers' Association, told the Mercury after meeting Mr Panday in Durban at the weekend: 'I am sure we can get things sorted out to everyone's satisfaction.'

Date 31/10/79

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

Subject ECONOMICS 1
(to be copied from the heading on the Ex

Paper No 1
(to be copied from the heading on the Ex

NOTE CAREFULLY

1. Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering.
2. Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
3. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
4. Do not write in the left hand margin.

WARNING

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

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

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VAAL BUS FARES GO UP

(332) Sowetan 28/4/82

THE Vaal Transport Corporation (VTC), a bus company operating in the Vaal area, will only increase its fares by nine percent on long routes — there will be no fare increase on industrial and commercial routes.

Mr F M Bricks, the VTC manager, told **The SOWETAN** this week that the nine percent increase will be effective as from the tenth of next month.

"This is actually a selective fare increase as we have arranged special fares for scholars. And the domestic areas affected will only have an increase of one cent — the same as the scholars, where we have found it necessary to increase the fares," said Mr Bricks.

Mr Bricks mentioned Witsieshoek in Qwa-Qwa as one of the distant places which will be affected by the nine percent fare increase.

The increase comes a month after VTC announced that it did not wish to increase fares this year.

"We have been forced to abandon the resolution because of the increased price of fuel," said Mr Bricks.

NATIONAL UNION OF SEAMEN (SOUTH AFRICA)

This Union formed in 1980 is presently administered by Mr. A.B. Sookhul of the Natal Branch of the Transport Workers Union (Coloured and Asian)

Crowds stone Putco buses

(332) 4/5/82 Sowetan

ANGRY commuters stoned Putco buses in Vosloorus township on the East Rand yesterday and more than 1 000 people had to walk for at least three kilometres to get transport to work as a result of the morning skirmish.

People in the township said the incident had something to do with last week's fare increases which affected areas on the Reef. But there is also word that commuters were angered because the buses arrived late to transport them to work.

A Putco spokesman confirmed that trouble broke out yesterday morning because most of the buses were not on schedule. The buses were late because of the morning mist that had hit the township, affecting the vision of the drivers who were forced to drive slowly as a result.

About 13 buses were stoned and their windows shattered. Two Putco bus drivers were also reported to have been robbed of their daily takings, but a Putco spokesman would not say how much the robbers had snatched. The damage to the buses is estimated at an initial R3 000

A bakery van was also looted during the morning drama, but police later arrived in four vans to get the situation under control. Things were normal by 8.00 am and buses were running smoothly.

The late arrival of buses is said to have started as early as 5.00 am.

A Putco spokesman said drivers had to travel slowly as a safety precaution due to the morning mist which hung heavily over the township.

The spokesman said they will repair all the damaged buses before they are put into use again.

Putco ruled out that the morning riot had anything to do with fare increases. No arrests were reported.

Address: 201/4 City Centre
Corporation Street
Cape Town
8001

Telephone: (021) 433658

Officials: Secretary: A.Frazer

Area of Operation: Western Cape

JEWELLERS AND GOLDSMITHS UNION

Year	Membership				
	African	Asian and Coloured	White	Total	
1970					
1971					
1972					
1973		98	320	418	*
1974		28	294	322	*
1975		26	305	331	*
1976		21	201	222	*
1977		30	347	377	*
1978				..	
1979				445	$
1980				460	Fosatu Annual Report

1980/81

'Ship South African' campaign planned

(332) Mercury 6/5/82

SOUTH African exporters and importers will be encouraged to ship their goods on South African vessels to bolster the local economy.

The South African Shipowners' Association is to appoint a committee to introduce a programme to emphasise the benefits that flow from 'shipping South African'. Its first meeting is scheduled for the middle of the year.

'Their function will be to educate more than anything else,' said Mr Michael Finlay, who was elected president for the year at the annual meeting of shipowners at the end of last month.

It will be pointed out to importers and exporters, expecially bulk exporters, that the economy will benefit from freight charges that the country gains if they support local shipping lines and operators.

The association's membership is made up of 15 South African shipowners and three honorary members, operating more than 46 sea-going vessels, and representing a total investmet of more than R680 million.

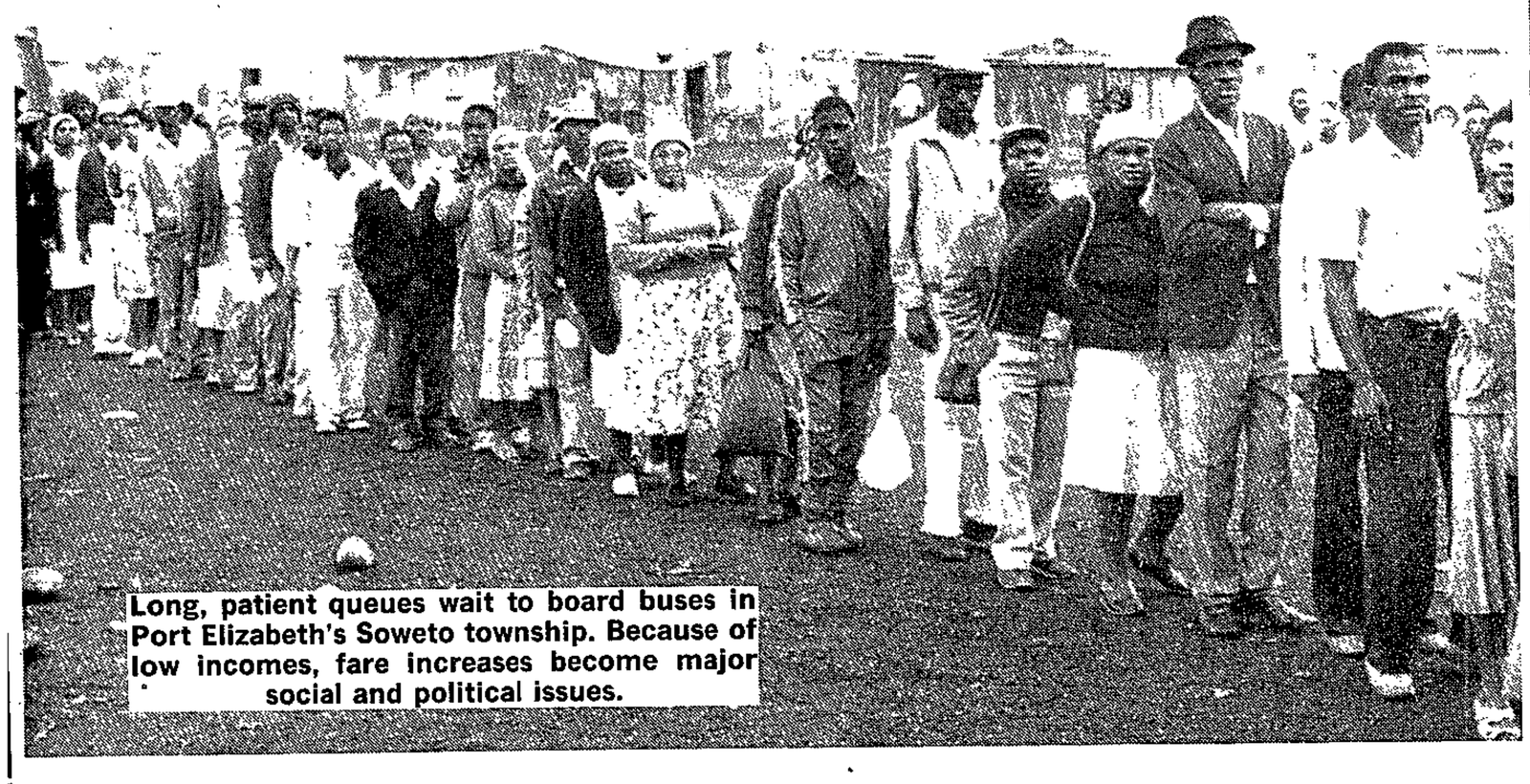
More than 2 660 South African officers and seamen are employed directly on vessels operated by the members of the association, and many thousand more staff are employed ashore by agents, stevedores, container depots.

A major contribution is made to the country's balance of payments by the freight revenues earned by vessels owned and operated from South Africa.

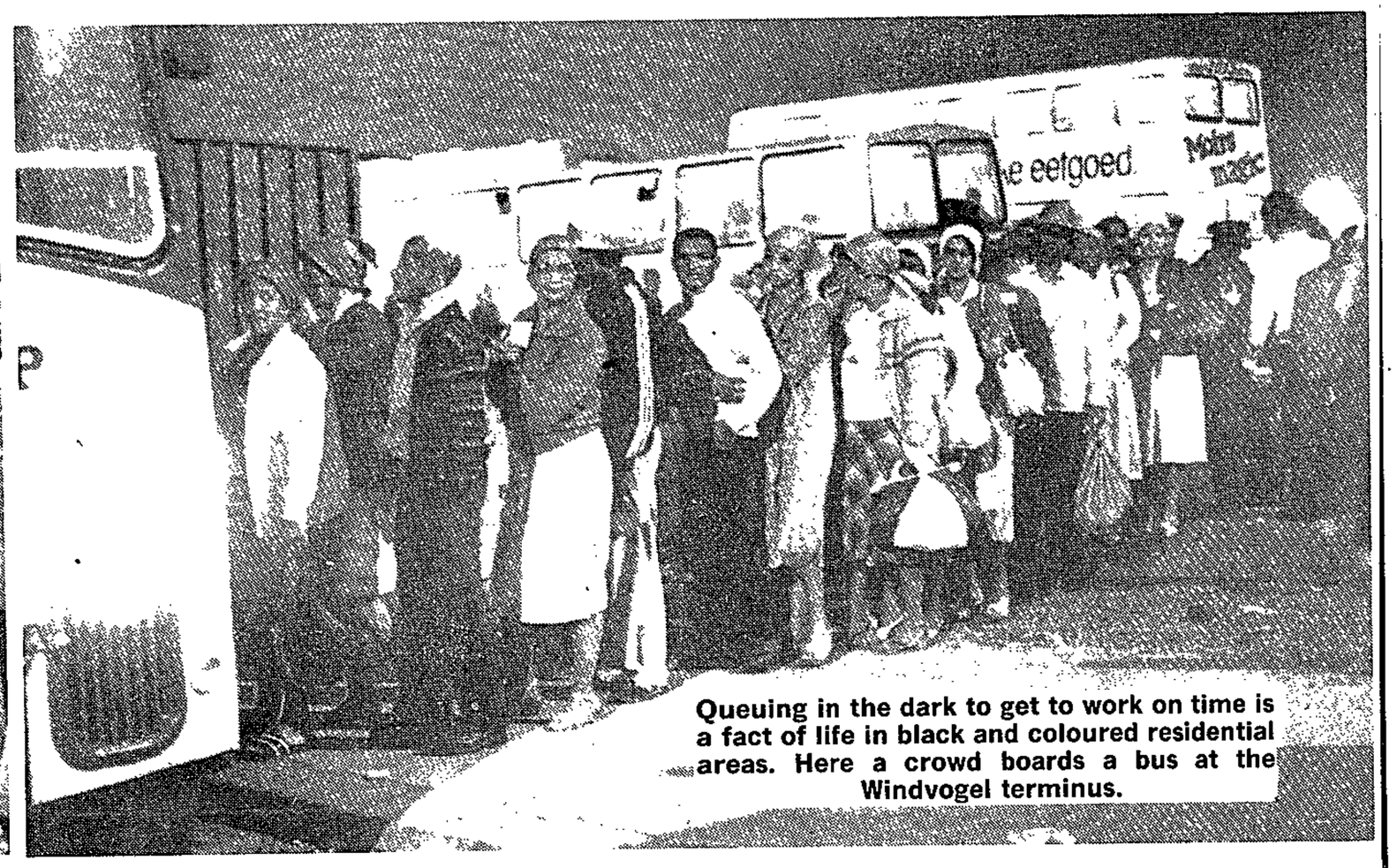
The association is also involved in matters relating to further development of the merchant fleet, training of officers and seamen, oil pollution, the Unctad code of conduct for onference lines, the review of the Merchant Shipping Act and the CMI draft convention on salvage.

It is represented on the National Marine Advisory council and the board of control of the South African Merchant Navy Academy, General Botha.

At the annual meeting Captain B I Algar, marine director of Unicorn Lines, and Mr Marmion de Marsh, managing director of Safmarine, were chosen as vice-presidents.



Long, patient queues wait to board buses in Port Elizabeth's Soweto township. Because of low incomes, fare increases become major social and political issues.



Queuing in the dark to get to work on time is a fact of life in black and coloured residential areas. Here a crowd boards a bus at the Windvogel terminus.

Busing snags blamed on shelter shortage

(332) E.Post 8/5/82

Public transport in Port Elizabeth has for long been an explosive issue, especially in the black community. Commuters complain of a chaotic and erratic bus service during peak hours and fares have increased by more than 25% in less than three months. The bus company says it is doing its best to provide an adequate service, but that local authorities are neglecting to provide the necessary infrastructure. Weekend Post reporter SANDRA SMITH interviewed those responsible for providing bus transport facillities in an attempt to find out why problems remain.

THE bus company operating in Port Elizabeth, Port Elizabeth Tramways, has claimed that complaints about an inadequate bus transport service in the city arise largely because of the conditions under which thousands of black commuters have to queue.

Mr Carl Coetzer, managing director of the company, says the local authorities have neglected to provide the necessary infrastructure — adequate shelters, concrete paths and lighting.

However, the chairman of the City Council's Works and Traffic Committee, Mr Bill Hayward, has denied these claims.

He said the council's policy was not to erect costly permanent structures, but rather to provide shelters which could be transferred at low cost.

However, a spokesman for the Town Clerk's office revealed the municipality had not erected a single shelter during the past two years and had granted a franchise to provide shelters to a private company, which had to erect a minimum of 250 shelters over a 25-year period.

Transport to and from work is a central issue in the lives of most working people and one which, along with rent and food, absorbs a substantial portion of their wage.

According to a Johannesburg researcher, Mr G Mare, increases in bus fares was one of the major factors leading to the outbreak of the 1973 industrial disputes in Durban. Fare increases often become social and political issues, he says.

An industrial sociologist at the University of the Witwatersrand, Mr Eddie Webster, sees the issue of opposition to increased fares as being complicated by race laws, with blacks suffering more than whites from the burden of additional expenditure.

To black commuters, continual fares increases underline their own lack of political power and share in decision-making. This lack of control over critical issues in workers' lives causes deep-rooted bitterness, so buses emerge as a symbol of oppression, leading to boycotts and stoning.

After reports of high levels of absenteeism in industry and workers losing attendance bonuses because of late arrival at work, a survey was undertaken by the Midland Chamber of Industries last year to establish local industrial transport requirements.

The chamber and PE Tramways embarked on a policy of closer co-operation and decided to meet on a regular basis to monitor the service.

In an interview, Mr Coetzer explained why he thought the transport situation has become so significant in Port Elizabeth.

While the company was short of 70 drivers, which had disrupted the service in the past, PE Tramways was now managing to cover all shifts with the help of parttime drivers.

The driver shortage was a result of poor wages, which was because fares were not high enough, according to Mr Coetzer.

In the past five years, PE Tramways had attempted to keep fares as low as possible but the company had reached a point where it was considering increasing fares to pay more attractive salaries.

The minimum hourly starting wage for drivers was R1,99 an hour, which Mr Coetzer described as "far too low". He also said bus driving was "very unattractive work" because of the staggered hours.

The company's return on capital was too low to absorb massive wage increases.

Another problem arose because, other than the Emthonjeni In-Service Training Centre, the company has the only training facilities for heavy-duty drivers in the Eastern Cape. Employers were, therefore, in the habit of "poaching" drivers trained by PE Tramways.

Commenting on complaints about the inadequacy of the service, Mr Coetzer said it was impossible for the company to police the movement of every bus, but was satisfied that, with exceptions, no passenger had to wait more than 10 minutes for a bus during peak periods.

The wait should not exceed 20 minutes during off-peak periods.

"I invite anyone to go to any queue in a residential area and to time a person from when he joins the queue to when he boards a bus.

"Just before he gets on a bus ask him how long he has waited — and invariably the time will be disproportionate to the actual time."

Queues stood in the open "under very difficult circumstances". It was dark, possibly cold and raining, and there were usually large crowds waiting to board buses.

"Ten minutes in the cold, wet and rain feels like an hour," Mr Coetzer said.

A recent Press tour of bus stops in black residential areas confirmed Mr Coetzer's claims.

While queues were long, buses arrived at regular intervals. In many areas basic facilities such as shelters and lighting were absent.

Mr Coetzer said the responsibility for providing adequate shelters at bus stops and infrastructure lay with the local authorities. Before the Urban Transport Act of 1977, this had been solely their responsibility.

Mr CARL COETZER

The Act made provision for central Government and the provincial authorities to jointly assist local authorities in providing the transport infrastructure.

Nothing in the Act absolved local authorities from providing these facilities and, since the passing of the Act, they had provided nothing except "advertising shelters", Mr Coetzer said.

He would welcome the sale of PE Tramways to the municipality, which would "release the company to invest its money in a more profitable business". The franchise was offered to the municipality every 10 years.

Mr Coetzer vigorously opposed the introduction of other private companies into urban routes, a stance for which he and the Urban Transportation Board have been criticised by black businessmen with private bus companies in the past.

Mr Coetzer felt "small operators" would only operate the most lucrative routes, whereas PE Tramways had to operate on all routes, whether economical or not.

Replying to Mr Coetzer's criticisms of local authorities, the chairman of the Works and Traffic Committee, Mr Hayward, said he could not agree that the local authorities had "done nothing" to provide a transport infrastructure.

He quoted the Norwich Union bus terminus which had cost the city R2,47 million to build. (Mr Coetzer replied that the municipality had been committed to the project before the 1977 Act.)

"I cannot determine what we spend in transferring and erecting bus stops," Mr Hayward said.

With the changing pattern of traffic and bus routes, it was not economical or practical to erect permanent bus shelter structures and it was better to have shelters which could be transferred at low cost, he said.

However, a spokesman for the Town Clerk's office said the municipality had not erected a single shelter during the past two years. A private company, Algoa Advertising, had bought the rights to erect a maximum of 250 shelters over a period of 25 years.

The company had to provide 50 within a period of six months ending in April next year and another 50 within three years.

Critics of this system claimed the company would choose to erect the shelter only on main traffic routes.

The municipality did not elect to take up the offer of buying PE Tramways because, with "municipal controls and the restriction in its freedom", the municipality did not have the same authority as private enterprise, Mr Hayward said.

PE Tramways was strictly a profit-making company, whereas a municipality "tended to be philanthropic".

e *Mikado*, are three members of Port
hey are (from the left), JANINE PEDDIE
VOODHEAD (Yum-Yum).

Golden
l show

l evening, and members
he society will entertain
sts between courses.

The society started in
2, and until 1948 they
ck to the works of Sir
thur Sullivan, the great
itish composer of operet-
s, and his librettist,
illiam Gilbert.

In 1949 they put on *Merry England*, and since then their non-Gilbert and Sullivan productions have included *Fiddler on the Roof*, *The Boyfriend* and *South Pacific*.

The society's president, Mr George Loopuyt, said that if the Port Elizabeth society was not the oldest light operatic society in the country, it was certainly "one of the oldest".

Its next show will be the ever-popular musical *My Fair Lady*.

tion in the Department of Environment Affairs will be submitted to the Commission of Administration for approval.

According to a proposed draft Bill developed by the commission, the new council will be composed of 20 members with equal representation of Government and private agencies.

Among the objects of the council are to:

- Recommend priorities for environmental protection.
- Give advice on the co-ordination of people and organisations concerned with conservation activities.

in order to attain any of the ends of the Act.

In its preamble the Hoon Commission paid tribute to the high standard of conservation bodies and agencies.

It observed several departments, statutory bodies and provincial authorities had expressed fears that the proposed legislation would deprive them of powers.

"The commission wishes, however, to give the assurance that its recommendations are not aimed at impairing any of the rights or powers of these bodies or organisations."

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visional Council, Mr Anderson, be inter from circulating to body the contents of three of the agenda letter. He also asked all agendas supplied councillors be withd and the items be ren from them.

In his affidavit, Dr alleged that disputes arisen between him a Anderson, and, as a r Mr Anderson had st making unfounded ac tions against him.

The dispute had res in the council dec

Request for officer to control use of the Swartkops estuary

Municipal Reporter

A REQUEST for a nature conservation officer to control the Swartkops Estuary will be discussed by the Port Elizabeth City Council's Community Services Committee, which meets this afternoon.

The request has come from a city councillor, Professor Roux van der Merwe, and the Zwartkops Trust.

They submitted the following points when they wrote to the Town Clerk, Mr P K Botha:

- The Swartkops Estuary was the largest estuary within a South African city which was still "biologically alive and viable". It was a "unique" recreational asset, used by thousands. Little or nothing was spent on its upkeep at present.
- The popularity of the river had increased greatly in recent years with the growing interest in boating and angling.
- As the river was being used by many anglers, serious pressures were being placed on the marine life of

produce revenue to defray costs.

However, the Director of Parks, Mr Peter Gibbs, has raised certain objections to the proposal.

In a letter to Mr Botha, he pointed out that the lower part of the estuary was not under the council's control but was administered by the South African Railways and Harbours. Most of the land surface adjoining the river was State-owned.

The conservation officer would need staff to help

SA to decide soon on fuel plant

CAPE TOWN — A decision on the building of a new Sasol-sized synthetic fuel plant would have to be made soon, the Minister of Mineral and Energy Affairs, Mr F W de Klerk, said yesterday.

Speaking during the committee stage debate

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Firm's bus service criticises

232

A PORT ELIZABETH manufacturer today complained to PE Transways that the late arrivals of staff, which he blamed on an inefficient bus service, was crippling production.

The director of Max Cowell Suitcase Manufacturing Company in Deal Party, Mr D Porter, said today only 14 of his 100 employees had arrived before 8.15am.

Mr Porter said staff had been arriving late every morning for months.

"Some of these people have been working for me for 20 years and I don't think they are going to start telling me stories now," he said.

A microbus belonging to the firm was sent to Gelvandale to fetch employees in relays, Mr Porter said.

A spokesman for PE Transways said the problem arose because the 6,50am bus from Windvogel Terminus to Deal Party, via Gelvandale, had been too full to stop at the Kobus Road stop.

Another bus was put on the route because a bus was running late. PE Transways had "an average number of buses in this sector" for the normal service.

"We could not foresee that the Windvogel sector would be so full."

An official would check the service in Gelvandale tomorrow morning.

without stopping to pick them up.

Mr Porter said staff had been arriving late every morning for months.

"Some of these people have been working for me for 20 years and I don't think they are going to start telling me stories now," he said.

A microbus belonging to

distress flare off St Croix Island early today. Mr Kies, who had a badly burnt to get treatment for it as soon as possible. His yacht was becalmed near been at sea for eight days, after sailing from East London, because of

guilty to a charge of unlaw

about 8.15pm warning of an explosion on board the message at

winterberg at the weekend.

The full export order for 10 000 units will be completed within a year. The contract is worth R60 million.

To cope with the manufacture and assembly of the additional 40 vehicles a day the order entails, Ford has employed 500 new workers.

These one-ton pickups, assembled in Port Elizabeth have a locally manufactured content of 75%. A number of British parts are however, built into the vehicles

The managing director of Ford South Africa, Mr Brian Pitt said the decision of Ford of Britain to import the trucks was a tribute to the expertise and ability of Ford's South African engineers.

The vehicles will be sold throughout the United Kingdom

GENERAL NEWS

Boycott threat over bus fares

332

Star 12/5/82

Indian commuters are threatening to boycott the Lenasia Bus Service if it increases its fares.

The bus company wants to raise fares from 70c to 90c return between Lenasia and Johannesburg. And children will have to pay 40c.

If the company is successful, it would be the second rise in a month. The fare went up last month from 60c to 70c.

When the proposed increases were announced there was an immediate outcry from commuters. A meeting was held last week and protest petitions collected

When these proposed fares were announced on posters in the buses, there was an immediate outcry from the commuters.

A meeting was held with protest petitions drawn up signed by thousands of commuters.

The Federation of Residents Association which opposes the transport monopoly held by Lenasia Bus Service said the increases were unjustified.

It listed the following commuter grievances.

- An inferior service being provided by the company.
- Buses were not properly cleaned. Some were "like pig styes," littered with beer cans, fish and chip wrappings and other paper.
- Buses broke down very requently and people were late for work.
- Overcrowding was frequent.
- Buses were often late
- There was no internal service, no service to new townships extensions and no service on Sundays

Representatives of the residents' federation and the Anti-South African Indian Council Committee last night handed a petition with 4 000 signatures to the bus company.

The representatives said the company was willing to meet a delegation of commuters before this Saturday to discuss the proposed increase.

A spokesman for the company refused to speak to the Star over the telephone.

Only Clarke Datsun offers you a Datsun Pulsar from R5 699 excluding GST.
All trade-ins welcome.
Instant finance.
Offer lasts till 31st May to make it the deal with a difference, from the dealer with a difference.
THE CLARKE DATSUN DIFFERENCE
We don't expect a second chance
GREY ADVERTISING & MARKETING 14582

Site for ...

Roodepoort Little Falls form a spectacular backdrop for Mr Peter Chaplin, the first curator of the city's newly proclaimed Botanical Gardens. Mr Chaplin, who will take up his new post on June 1, has spent the last two days exploring the area set aside for the gardens. Work on the gardens will start in earnest when

Linctifed Reg Nr G/10.1/175 5 ml contain Triprolidine Hcl BP 1.25 mg Pseudoephedrine Hcl BP 20 mg Codeine Phosphate BP 7.5 mg Guaphenesin BPC 100 mg Methyl Hydroxybenzoate 0.1% Sodium Benzoate 0.1%
STOP THAT COUGH!
Linctifed is the complete Cough Medicine

Crash bandits flee with R3 770

Crime Staff

Robbers crashed a pick-up truck into a Fordsburg business-

containing three men drove into his car

In Kensington yesterday three men held u...

A defence and brickbats for Putco

YOUR correspondent "Worried and Appalled" is wrong when he assumes that we are going to have a "quick statistical answer" to the complaints he lodges about Putco (RDM Letters April).

That would be pointless, as he indicates quite clearly that he is not prepared to be confused by "fancy figures", as your headline sees them.

The following is intended not to score points, but to clarify some of the issues raised:

● It is the responsibility of the local authority to build termini, shelters and other facilities. We pay bus licences which we believe should go towards this. Our thinking on the matter is not closed. We are considering financing such facilities through the Putco Foundation out of revenues derived from the use of our buses as advertising media.

● We do not, in fact, blame commuters for dirty buses, although obviously they drop the rubbish and we sweep out 15 tons a night. They might not if there were refuse bins provided at termini and bus stops, and we are experimenting with rubbish bags fitted in some buses. We employ cleaners and automatic machines to try and ensure every bus is washed down two or three times a week.

We cannot accept the contention that it is a bus company's responsibility "to educate passengers on basic hygiene". Why not blame us too for the circumstances that make it difficult for them to meet economic fare structures?

● The music provided on some buses does not, in fact, cost the company or the passenger anything. On the contrary, this form of advertising is a source of revenue for the Putco Foundation, which has been created to finance projects serving communities in which Putco operates.

● A number of our buses are, in fact, built to accommodate more than 100 people — and nowhere that we know of are buses not crowded during peak traffic hours.

● We're not perfect, but I'd like to think we're the best — and that's generally how one becomes the biggest. No other company provides the same frequency of service on as many routes at as low an operating cost with as good a safety record. But right now we're concerned about complaints and that means trying to act on them where possible, apart from replying to them. — **PAT ROGERS, Public Relations Executive, Putco Limited, Mimosa Park, Mimosa Way, Gallo Manor, Wendywood, Sandton.**

□□□

PUTCO is doing it again. On April 26 bus fares increased by 40% per trip.

The bus service in Eldorado Park wasn't any better than before and the inside as well as the outside of the buses are as filthy as always. We all know that it rained, but it gives Putco no reason to let their buses be a real eyesore to the public, or is it because they couldn't be bothered since the passengers are black.

The time schedule of the buses to Eldorado Park and Noordgesig on a Friday afternoon is to be seen to be believed. I am sure that by now Putco should know that people go home earlier on a Friday than on a normal weekday.

You find that if you don't force your way through the mob that rushes to the first available bus, you can forget about getting home early.

Some fight on the one side to get nearer the driver, ladies clutch their bags, and others try to keep their shoes on.

And when you eventually get into the bus you find that all seats are taken.

Even more frustrating is the working day after a long weekend. Putco buses are often late and most of us are late for work.

What do we do now about all the buses which, for the past week-and-a-half, have broken down either on the way to work or on the way home? I mean, the reason why Putco increase fares is because maintenance, spare parts, diesel, etc, are more expensive than before.

I am sure that Putco isn't a charitable organisation. So, if we, the passengers, provide the profit, they can really do something about their service. — **RHODA PRIM, Terry Flats, Eldorado Park.**

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Amalgamated Engineering Union of S.A.
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Food and Canning Workers Union
National Certified Fishing Officers Association
Orange-Vaal General Workers Union
Trawler and Line Fishermen's Union
AGRICULTURE, FORESTRY AND FISHING
National Federation of Workers
Orange-Vaal General Workers Union
General and Allied Workers Union
Black Allied Workers Union
Farmworkers Union
UNIONS OPERATING IN 1981 GROUPED ACCORDING TO INDUSTRIAL CLASSIFICATION
Unions have been classified according to the Standard Industrial Classification of All Economic Activities. The full extent of the operation of the following general workers unions has not been established:
xxxiii
Society

Soweto taxi fares soar

332

By NKOPANE MAKOBANE

Sowetan 18/5/82

THE new Soweto taxi fare increases coming into effect from the beginning of next month were yesterday announced by the Johannesburg Region of Soweto Taxi Association.

The new fares between Soweto and the city and within the townships are as follows:

Daily and weekend (including holidays) commuters using taxis between Merafe Station and city will pay R1.30; Bara-Naledi 70 cents; Bara-Merafe 60 cents; Merafe-Nancefield 60 cents; Kliptown-Merafe 60 cents and Bara-Molapo Grounds 60 cents.

From Meadowlands to city during weekdays R1 but on weekends and holidays R1.10. Prices on the Diepkloof and city route will be 90 cents for both weekdays and weekends.

Passengers travelling between Bara and Diagonal Street will pay 90 cents during the week and R1 on weekends. For those going further to either Noord or End Streets an extra 10 cents will be charged.

From Emdeni Bus Terminus to city the price has been increased by 10 cents. The old fee was R1.10 during weekdays and R1.30 on weekends. For both weekdays and weekends prices will remain 50 cents between the same terminus and Central Western Jabavu or Assembly of God Church and 40 cents to Inhlanzane Station.

During weekdays prices are to be 30 cents between Zola and Merafe Station and 35 cents on weekends. Throughout the week from Zola to Sakies Garage 40 cents; Zola to Rantol Garage 50 cents and Zola to the bridge 60 cents.

Between Orlando Station and Bara 40 cents;

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Mr A J Ardington,
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was essential for proper development.

In the early 1950s the Tomlinson Report (which set the blueprint for the homeland policy) had pointed out that significant numbers of rural blacks lived marginal existences which required huge investment just to provide development for the people already there.

"Now, 30 years later, there have been huge population increases in these areas — also the result of forced migration, via influx control — but there is still virtually no development," Mr Ardington said.

Professor L Schlemmer (Natal University), who drafted a report on attitude surveys for the commission, said a recent nationwide survey showed that two-thirds of National Party supporters would support a consociational system of government in which urban black representatives, homeland leaders and the white Cabinet served.

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'Mixing would let PFP win'

A report in The Star last week quoted Mr J F Oberholzer, chairman of the Johannesburg City Council's management committee, as saying the inclusion of coloured and Indian management committee members on the city council would lead to instability.

Mr Oberholzer said he actually stated that such a move would give the Progressive Federal Party a majority in the council. It now has 23 of the 47 seats.

Mr Oberholzer said that suggesting the move would cause "instability" was an insult to the coloured and Indian people.

He also said the report indicated he believed new sources of income suggested by the President's Council must come from the cities and not the Government. In fact he suggested the opposite.

Bus boycott off despite rise in fares

Star 19/5/82

332

The Lenasia Bus Service has increased its fares despite a boycott threat from commuters. The boycott was abandoned yesterday following a meeting between the company and the Residents' Association.

The boycott threat was made last week when the company announced a fare rise — the second in five weeks.

The Residents' Association, which represents more than 25 000 commuters, protested against the increase on the grounds that the service was "putrid" with "dirty" buses breaking down and no service in Lenasia extensions 9, 10 and 11.

The association said commuters' money was not refunded when buses broke down and the company failed to send another vehicle to pick up stranded passengers on their way to work.

Association spokesmen said the boycott was called off after the company assured them it would remedy grievances.

"We have been assured that new buses will be placed on commuter services and that an internal services to the new extensions will be instituted as soon as the city council completes tarring roads in those extensions by July," one spokesman said.

"The company also agreed to consult and negotiate with us on any future fare increases, but assured us that there would be no increases for the next three years," he added.

The company declined to comment.

The association spokesmen said the company told them the fare increase was necessary because of rises in fuel costs and running expenses.

In April the fare went from 60c to 70c single. This was increased to 90c single between Lenasia and Johannesburg.

The five-day weekly ticket now costs R6 return and the six-day tickets R7.

Fees up — hunting too

The amount of game being hunted in the Transvaal is increasing despite rises in hunting licence fees.

The Deputy Director of the Transvaal Department of Nature Conservation, Dr Piet Mulder, said yesterday the number of licences issued is growing by an average of 500 a year.

Hunters wanting to shoot zebra will now pay a R10 licence fee. Last year they paid R4.

Other new prices for hunting licence fees are R5 for springbok, R15 for kudu, R6 for impala, R10 for blue wildebeest and R1 for all types of hare.

The price for hunting a lion remains R100.

Dr Mulder said his department was expecting to sell about 10 000 licences this year.

Besides the licences, hunters need written permission from the owners of land where hunting is allowed.

Public servants vie for R200-m

Chief Reporter

Public servants are vying with one another for a share of R200 million which the Government has made available this year for special pay deals.

Provincial traffic officers and typists have already benefited from the pay differentiation system introduced by the Commission for Administration.

Nurses will get new pay scales in October, and people in many other job categories are waiting to see if they will be included in the special pay deal.

Pay increases above the average of 15 percent announced in this year's Budget will be paid to classes of public servants regarded by the commission as of special importance to the State or in short supply.

Dr Alex Cameron, President of the Public Servants Association, said all public servants regarded themselves as deserving cases for the special increase.

He said the association had recommended that technical staff and tradesmen receive special consideration. This should also apply to beginners in some fields.

The latest edition of the association's mouthpiece, the Public Servant, asks that members exercise patience.

"Everywhere the association makes known these principles, there has been scepticism as well as disappointment that everyone cannot benefit simultaneously," the journal said.

"Members must remember that acceptance of the principle of equal pay between the public and private sector is so important and has such wide implications, that a degree of patience is necessary."

part-time study while working under the control of a chartered accountant.

'Black Genocide'

A HUGE rally by black Americans against Reagan Administration policies towards blacks — in Africa and America —is planned to take place in New York tomorrow.

The march from Harlem to the United Nations is a demonstration against what the organisers call "Reaganism — Black Genocide."

An organiser said at least 10 000 people from all over the East Coast were expected to participate in the rally, which will end at the United

spondent.

Buses late?

PUTCO bus commuters at Klipspruit West and Naledi are complaining that they are always late for work because of buses being late most of the time.

But Putco officials maintain that they are running a smooth operation in all parts of Soweto.

"We have many buses operating in the morning. In Naledi we have buses from as early as

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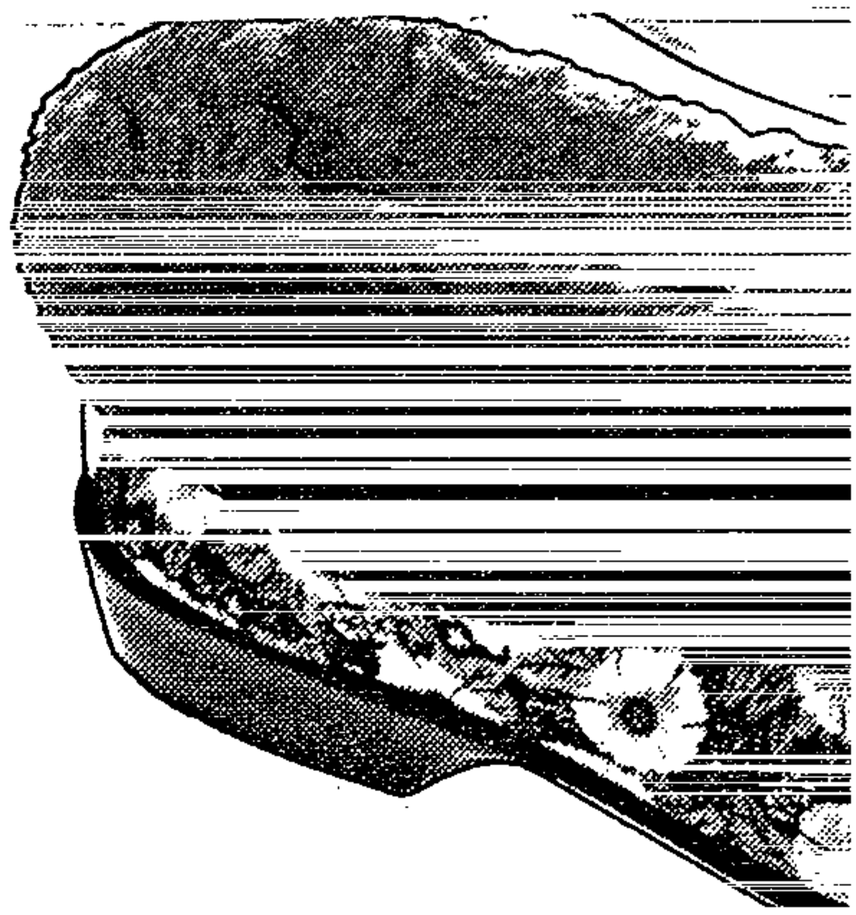

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Putco rise pushes up bus fares

(332) Star 25/5/82

A 10,9 percent increase in Putco's tariffs has pushed up Sandton's bus fares.

The increases for the white bus service were approved at the monthly meeting of the town council last night.

Management committee chairman Mr Ricky Valente said the council would pass on most of the Putco increase to passengers.

The council decided to increase its subsidy to the bus service from R350 000 in 1981-1982 to R357 000 in 1982-1983.

From July 1 school pupils will pay from 20c to 35c a coupon or from 30c to the full fare if they pay cash.

Student season tickets which are valid for 42 trips will cost R25 for students using the bus to or from points north of Sandton City and R20 for students using the bus beween Sandton City and Johannesburg.

Adults will pay between R16 and R35 for monthly season tickets.

Cash fares for trips which cross the Sandton border will vary from 85c (one stage) to 95c (three stages). The new fare for travel within Sandton's borders will be 50c.

APPENDIX D

Final warning for pirate taxis

THE Alberton Town Council has warned that it will impose heavy fines on anyone found pirating between Thokóza and Alberton.

And Mr L G Mamabolo, chairman of the Thokoza Community Council yesterday accused Thokoza Progressive Association (TPA) of causing friction between owners of private cars and taxi owners.

The warning, from Alberton town clerk, Mr P Prinsloo follows the resolution taken by the TPA that private cars should in future transport commuters to town and back until the problem of transport shortage in the area was solved.

Mr Benjamin Tshabalala, secretary of TPA said the decision was taken after the town council had failed to keep their promise that they would increase the number of buses in the area.

He said: "The residents complained that since Putco buses were withdrawn from operating between Natalspruit and Alberton, the bus service has gone from bad to worse."

Mr Prinsloo however, was firm: "The council will not tolerate any pirating in the township and anybody found breaking the law, will be fined."

Mr Prinsloo dismissed TPA allegations of transport problems as "untrue and unfounded." He said the number of buses operating between Thokoza and Alberton had increased from 60 to 71 in the past few weeks and that the town council was planning to add more buses before the end of the year.

Taxis to run goods?

A WELL-KNOWN Johannesburg freight and parcel delivery company has come up with the novel idea of using black taxi operators between the periods of 9am and 4pm during weekdays — hours when most taxis are idle and doing little business.

According to this month's publication of the Southern Africa Black Taxi Association(Sabta), called Taxi, the company is prepared to utilise black taxis to meet the increasing demand of deliveries vitally needed to satisfy commerce and industry within the Witwatersrand complex.

The publication says it was recently brought to their notice in the Sabra/Welgemoed Commission Report that throughout the country there is a need to utilise the taxis during these periods.

"The concept is a logical one wonders why the taxi operators and the successful freight companies have never got together before. To some degree there are obvious restrictions on the "legality" of carrying freight or parcels in which one may or may not have a licence to operate as a taxi.

"With more than 10 000 certified 'legal' operators in South Africa, the freight and delivery business could receive the biggest boost ever since the introduction of containerisation. For this reason there is a need to clarify with the Transportation authorities what the position is," it says.

The publication goes on to say it has set up a meeting with the Johannesburg authorities to determine the precise parameters of the law and to find out other details which will be reported back to members in their next issue.

Although this phenomenon has not yet manifested itself to the same degree in South Africa, the Commission has nevertheless noticed signs of incipient problems in certain fields of study. In submitting a scheme for the development of universities so far as organisational forms are concerned, it is by no means the intention that the emphasis should fall on numbers. In South Africa there is no risk of an "over-production" of graduates, provided the channelling of students is carried out more effectively. According to reasonably acceptable projections that have been made, the flow of students to certain professions and fields of training is insufficient to meet the needs of the country. Such conditions cannot be rectified overnight.

The Commission envisages development with the accent on quality for the future. Given effective channelling which, as has been pointed out in this report, should begin at school, there should in time be adequate organisational facilities for training at the tertiary level so that it will be possible for every citizen to be trained in his particular field to the maximum of his potential.

This is why the Commission feels that the development of training facilities at the tertiary level should be based on a flexible organisational pattern with the emphasis on the role of the universities.

Inter-university Co-operation

34.35 Much has already been said in this report about the desirability of co-operation between universities in various matters.

In conjunction with the future organisational pattern for universities, attention is drawn to the desirability of more closely-
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Bus service may sue

Sowetan 28/5/82

By SOLLY MORATHI

THE director of the Black Unity Transport Bus Service, Mr Joseph Gomba told The SOWETAN yesterday he intended taking the local road transportation board to court for refusing his company a carrier permit.

He said the court had earlier turned the application down for a carrier permit of his 40 busses.

"I have briefed my lawyers on this matter and we will soon be going to fight it out," Mr Gomba said.

He said the board's decision to turn his application down was aimed at frustrating his company.

"We are not going to take the matter lying down and we will fight it to the highest level. We are prepared to see this thing through and no obstacle will stop us because we know we are in the right," Mr Gomba said.

He said the buses were to carry schoolgoing children for free and the Atteridgeville residents at lower prices.

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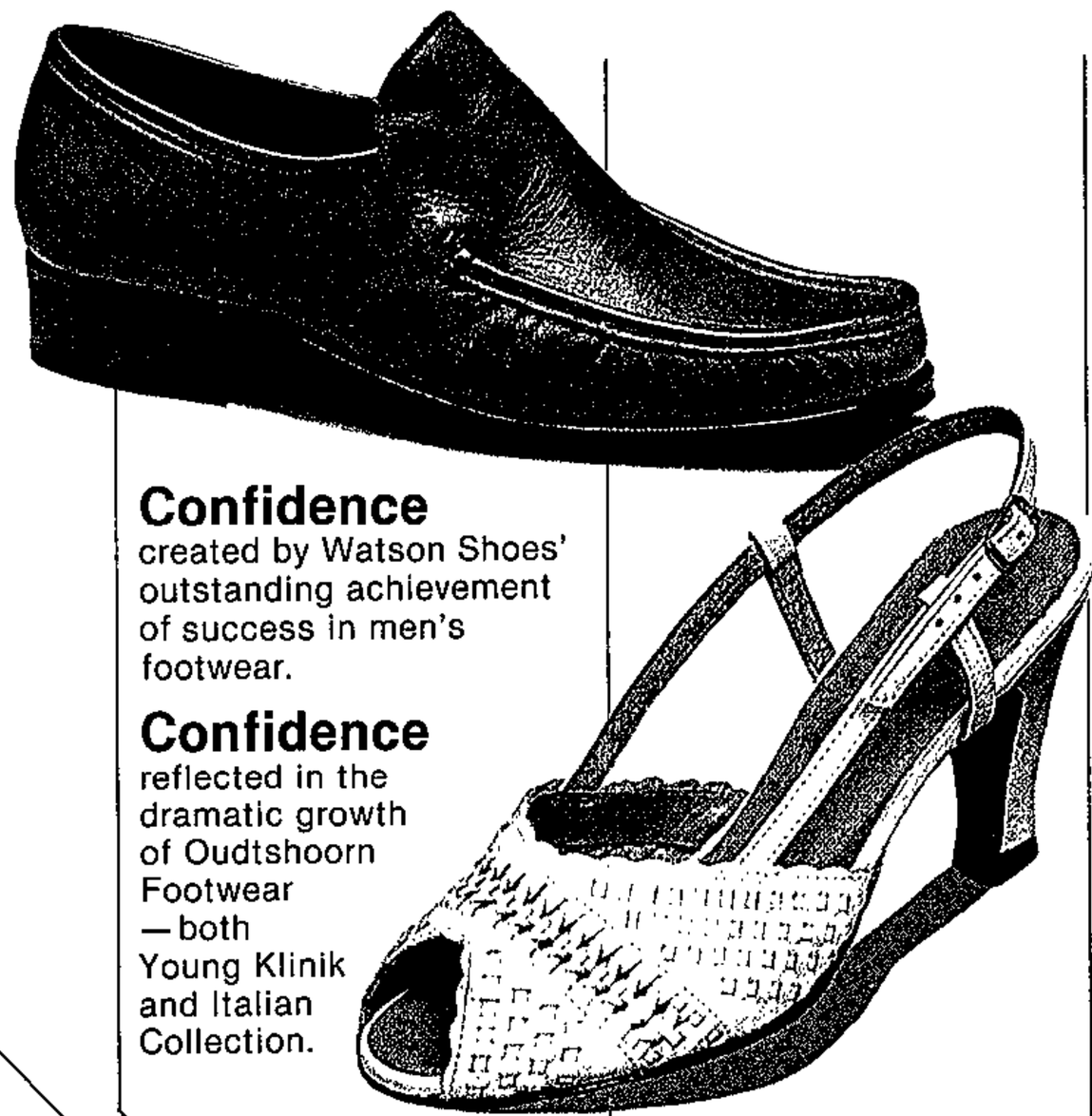

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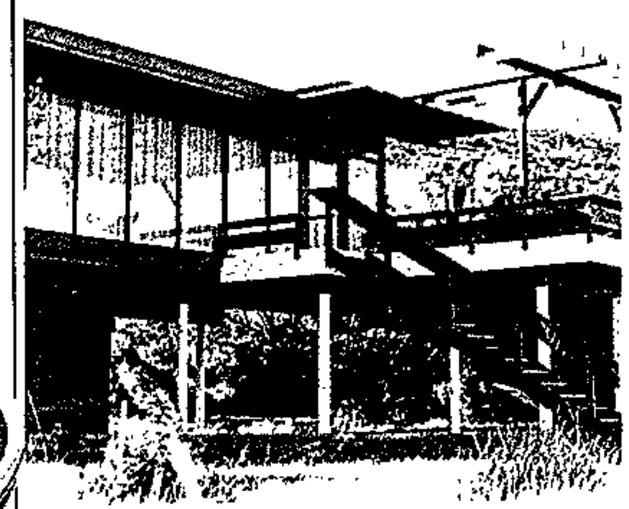

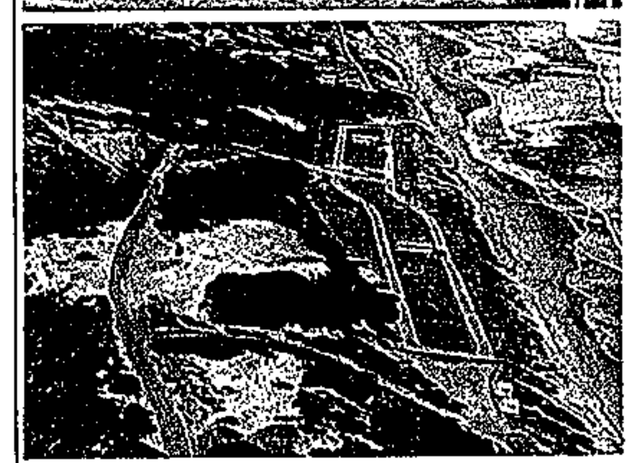

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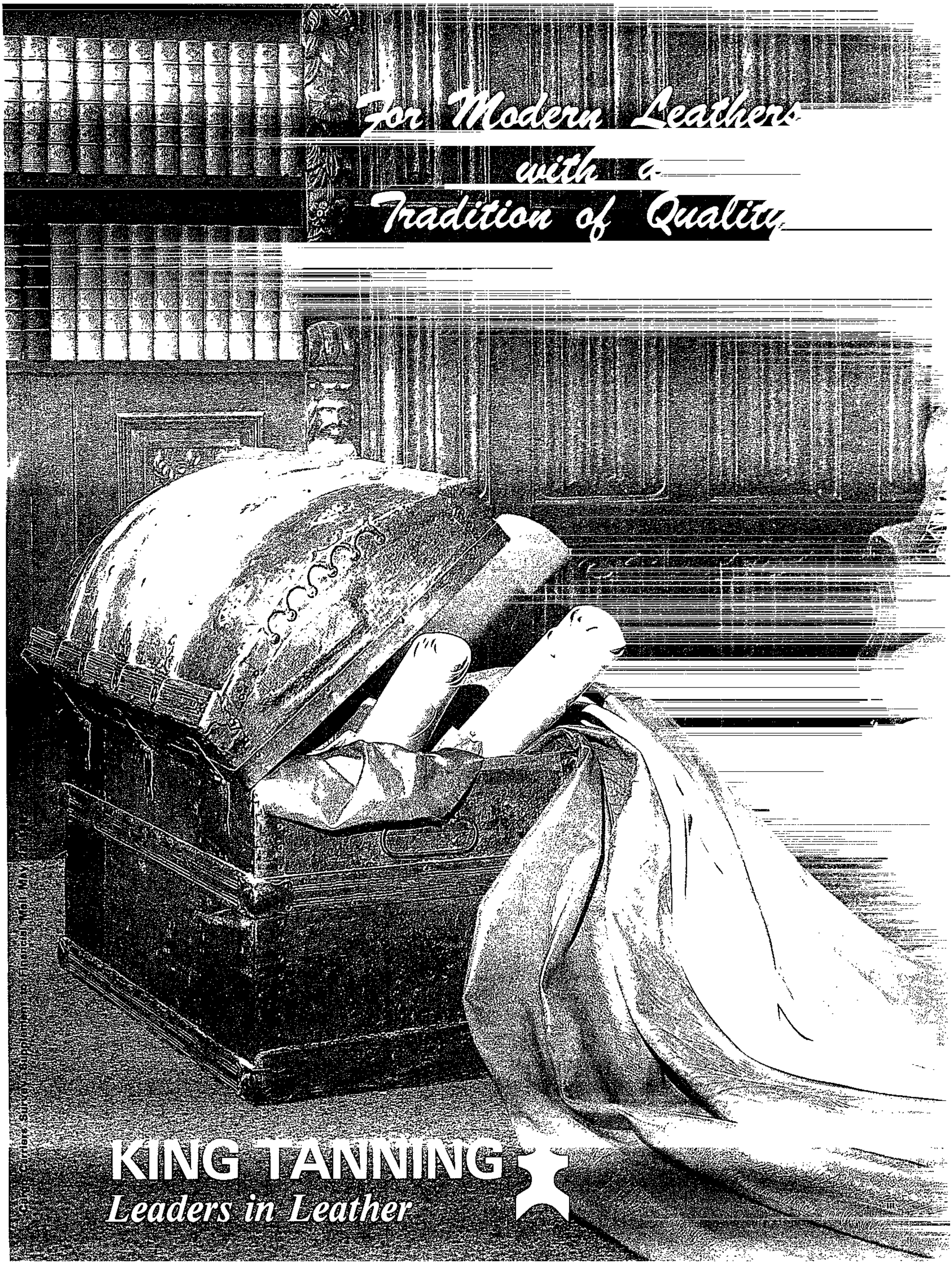
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was first listed in 1946.

The last of the family chairmen, William Franklin, retired in 1980. Unwilling to relinquish group control to a large conglomerate, in 1979 he allowed the sale of a 65% stake to Cargo Carriers holding company, GGMB Investments (Pty). And, strictly speaking, this common holding company is where Searles' relationship with Cargo Carriers ends.

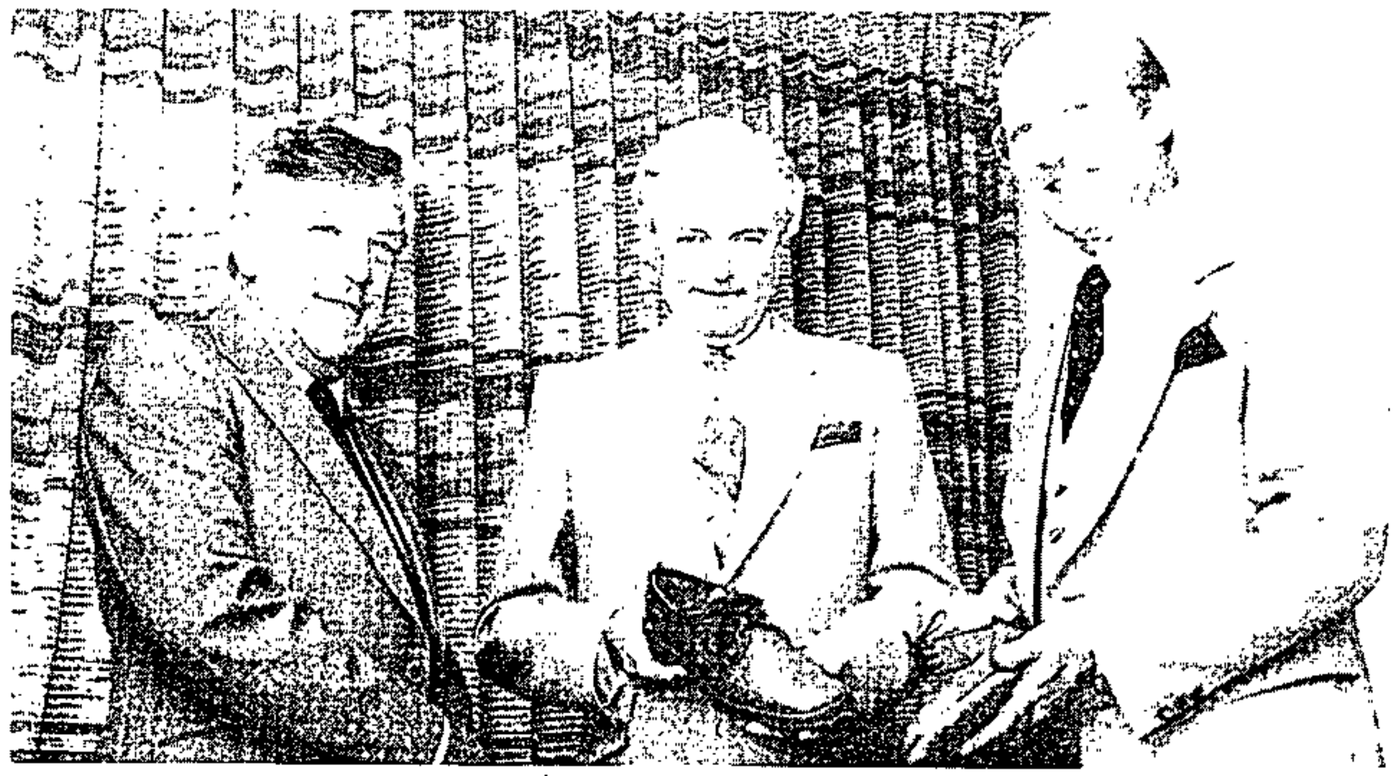
There are certain visible connections. The two companies now share the same logo (Cargo Carriers') and the same chairman, in the shape of Des Bolton. GGMB "owns" Bagshaw Gibaud until the latter organisation comes out of the woods (it is currently undergoing a major overhaul) and for that reason Bagshaw's figures are not consolidated in Searles' 1981/2 accounts.

"Nevertheless, Searles is being run on an arm's-length basis," maintains MD Brian Puchert, a Bolton appointee and Great Brak's new liege-lord.

He adds that results for the year just ended were "superb." Pre-tax profits were up 63% to R4,9m (R3,1m) and earnings-/share up 52% to 277c (182,5c). Dividend increased to 48c (36c), maintaining an unattractively high dividend cover of 5,8 (5,1) times. Not surprisingly, the shares are tightly held and see little trading.

Almost 84% of last year's pre-tax profits came from the shoe division, and it's here that prospects for the current year are less than promising. "Consumer demand is worrying us at the moment," Puchert explains. "This is going to be a tough year, and we will be happy to maintain last year's profit levels. What's more, difficult conditions could last well into 1983."

He points out that Searles has a strong and stable labour force producing a top quality product. "We use the finest raw materials available (imported and local), and our designs are imitated by many manufacturers. Our overheads are controlled as well as anywhere in the country and so our prices can only be undercut by manufacturers using cheaper materials or less labour. As a result we are confident that — while people buy quality — we will be hit less hard than other shoemakers by difficult trading conditions."



Watson's Ron Turner (left), Bolton and Puchert with 3 millionth Grasshopper pair

In more positive vein, Puchert believes timber housing has a "tremendous" future, if the example of the US is anything to go by. "There are a lot of potential buyers in the Cape — and we have the know-how to expand."

To balance the group's dependence on shoes, Puchert is determined to expand into new industries. "I believe strongly in growth," he says. "We're financially sound and have very low gearing, so funds would be available for a suitable acquisition. We have a capable and fairly young management team which can certainly handle more. And we need a base other than shoes. Electronics could fit the bill."

Geography is as important to Puchert's expansion philosophy as the type of industry chosen. Searles is already well established in the Cape. So it will make sense, he says, if any acquisition is based on the Reef "where it all happens."

Meanwhile back in Great Brak, he foresees a community less dominated by Searles. Land around one of the company sawmills has now been proclaimed an industrial township and new industries, Puchert says, would be welcome to buy and build in this decentralised area.

"We don't want to be the only employers in Great Brak," he claims. And presumably the realisation of Searles' property assets wouldn't hurt either. "We want to encourage residential and holiday development too. A hotel is already on the drawing boards, though we would prefer not to run it ourselves."

Of course, if oil was found off nearby Mossel Bay (a mere 20 km distant) the need for housing and other facilities would cause Great Brak to take off in a big way.

Puchert is determined that development should be planned, not haphazard. To this end the company has commissioned a surprisingly detailed development plan for the area, ranging from probable population growth to parking.

It's clear, however, that Searles' horizons are stretching beyond Outeniqualand and the southern Cape. "Cargo Carriers," says Puchert, "has been good for Searles. It has added a new sense of aggression.

"I envisage a larger Searles in future, with a southern and a Transvaal division. Although we would then have to decide exactly where our head office should be, a strong management presence in Great Brak will always be necessary."

Rush hour at Great Brak River

The view from Great Brak

Cargo Carriers' holding company owns a majority stake in Searles Holdings, a southern Cape industry unto itself

For travellers along the Garden Route, the village of Great Brak River is just another name on a freeway sign, a glimpse of tin roofs on the road from Mossel Bay to George.

To Searles Holdings, however, "Great Brak" is a feudal seat, capital of a small, regional empire. Almost the entire working population of the village is in the company's employ. Three-quarters of the village land is Searles land — once it was *all* Searles land, but parcels have now been sold off.

The company (address: P O Box 1) owns the local supermarket, the garage, the hardware store. There is no cinema. There is no hamburger stand and no hotel. But a hotel is being planned. By the company.

The Searles fiefdom is as much a community as a business. As a result, the company is involved in social services not usually associated with raw capitalism. It caters for much of the village's electricity needs with its own hydrogeneration plant. Village water is provided by the company water treatment plant. Land in the Great Brak flood plain is made available, for a nominal rental, to pensioners who grow vegetables to supplement their income. The company recently helped to establish a creche for employees' children.

The heart of Great Brak is its footwear factory where 740 employees, mostly coloured, turn out more than 3 000 pairs of men's shoes each day under the brand names Watson, Grasshopper, and Bally (under licence from Switzerland).

In the surrounding district Searles has some 2 000 ha of pine forest. The village boasts two sawmills — a wet mill and a processing plant — and produces timber and laminated beams largely for the construction industry. Searles Homes, also based in the village, manufactures timber housing.

The Searles empire does not stop at the borders of Great Brak, however. It reaches beyond to Oudtshoorn and Port Elizabeth. At Oudtshoorn is another shoe factory, this one devoted to ladies footwear under the labels Klinik and Italian Collection. The Bagshaw Gibaud plant at Port Elizabeth, acquired in 1980, produces boots for the SA Defence Force, pool sandals and the Hang Ten range of footwear.

Great Brak itself dates from 1859, when a certain Charles Searle was awarded the right to tend the tollgate over the river from which the village takes its name. An enterprising sort, he soon established a tannery at the spot and the village began to grow. Searles and their descendants have been intimately involved in the business ever since, although the Searle name disappeared from the board some time ago. It

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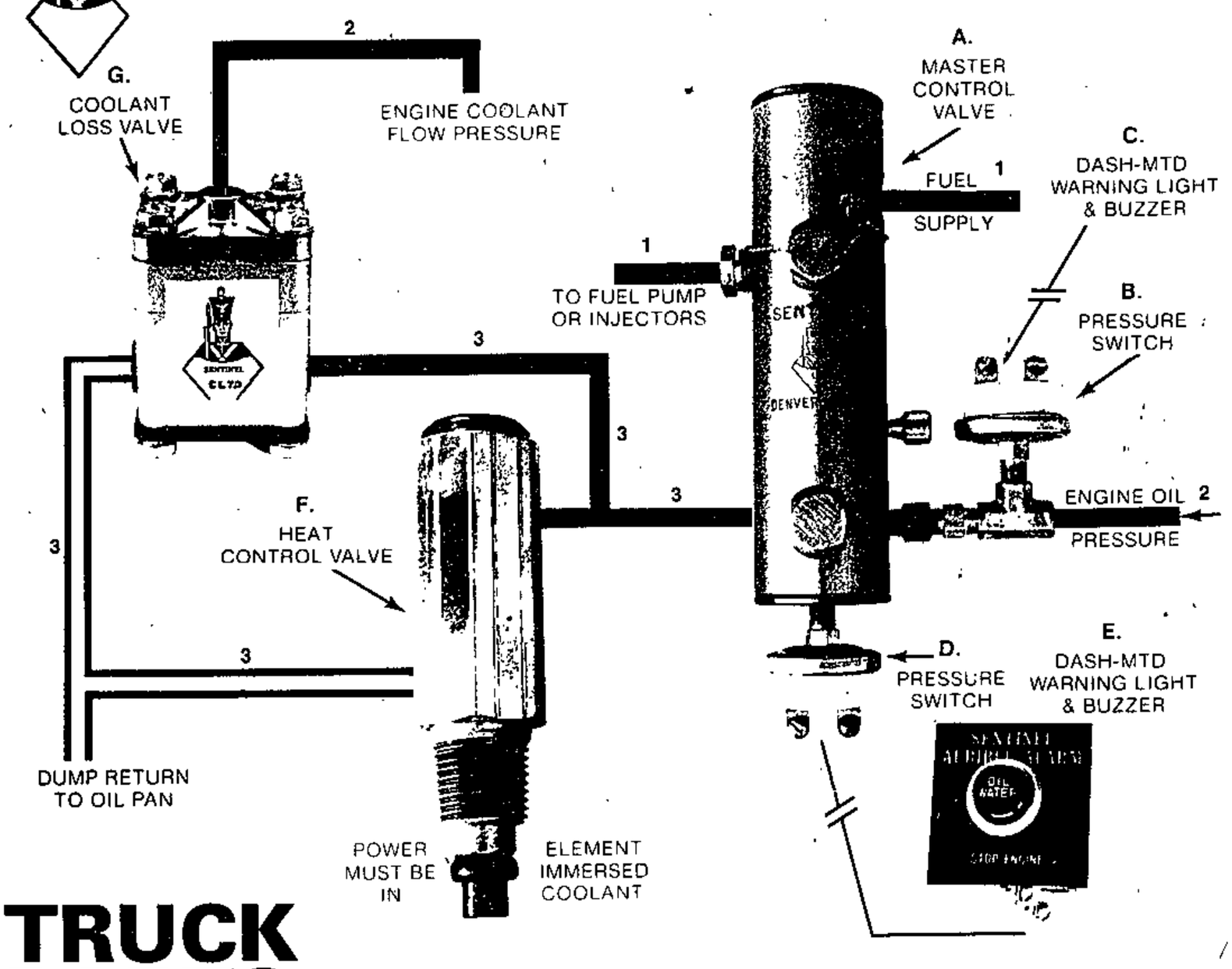

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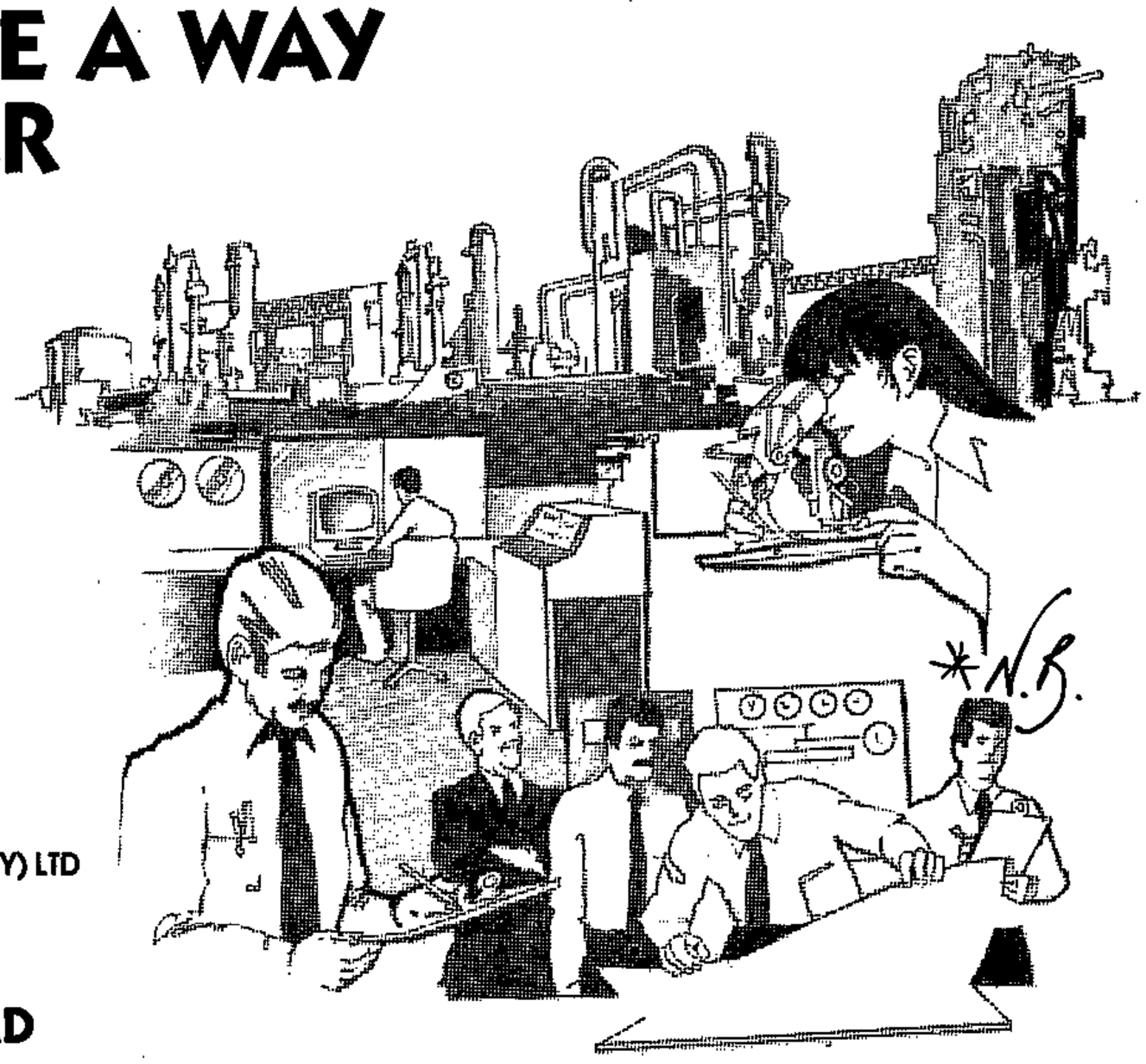

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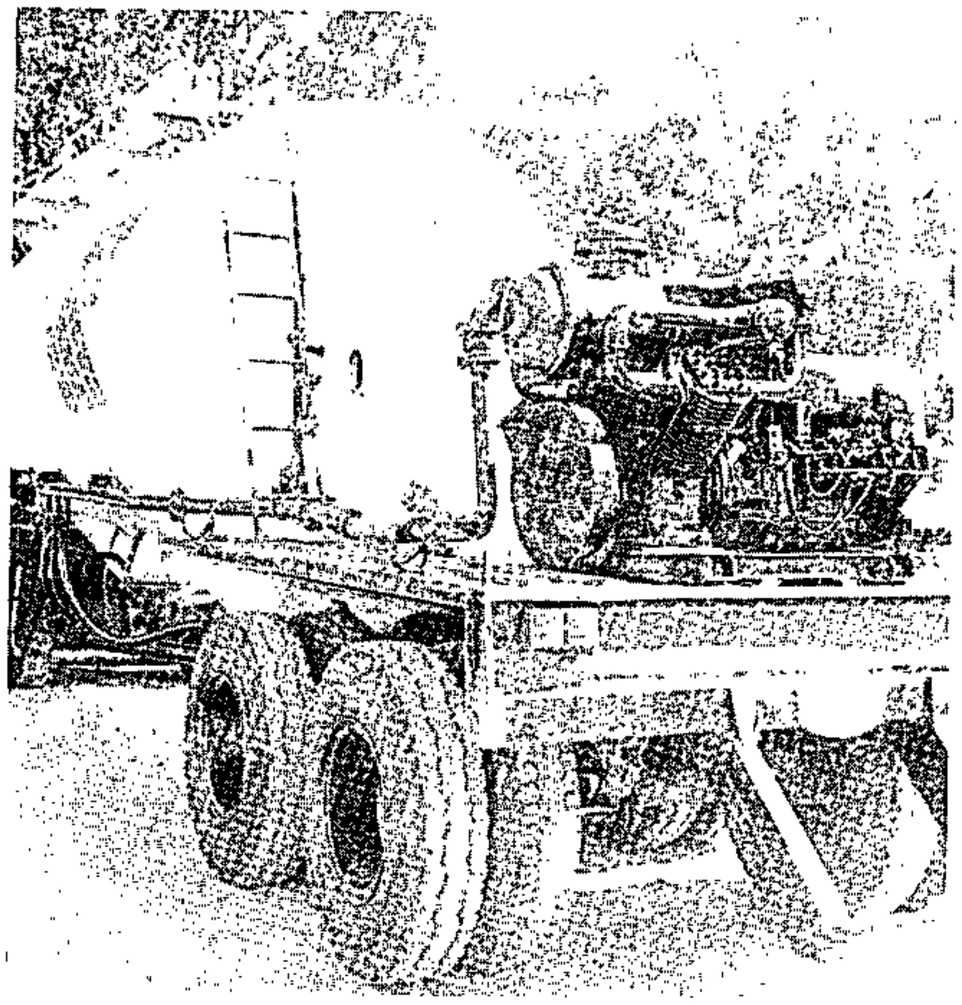

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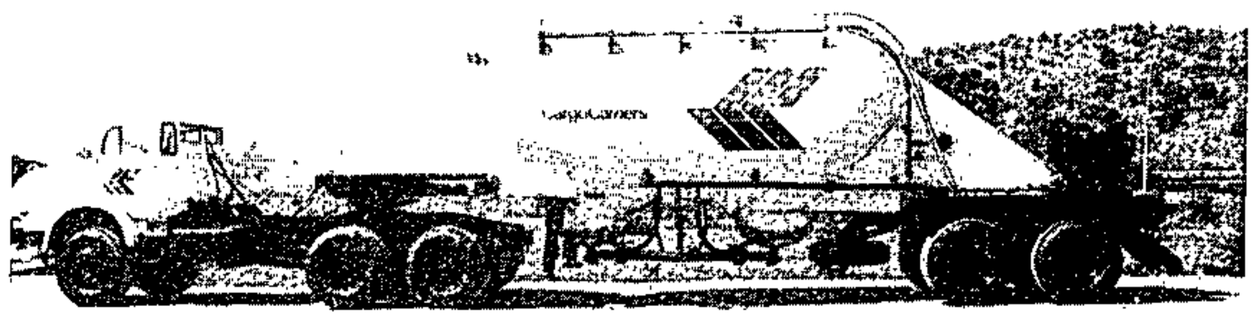

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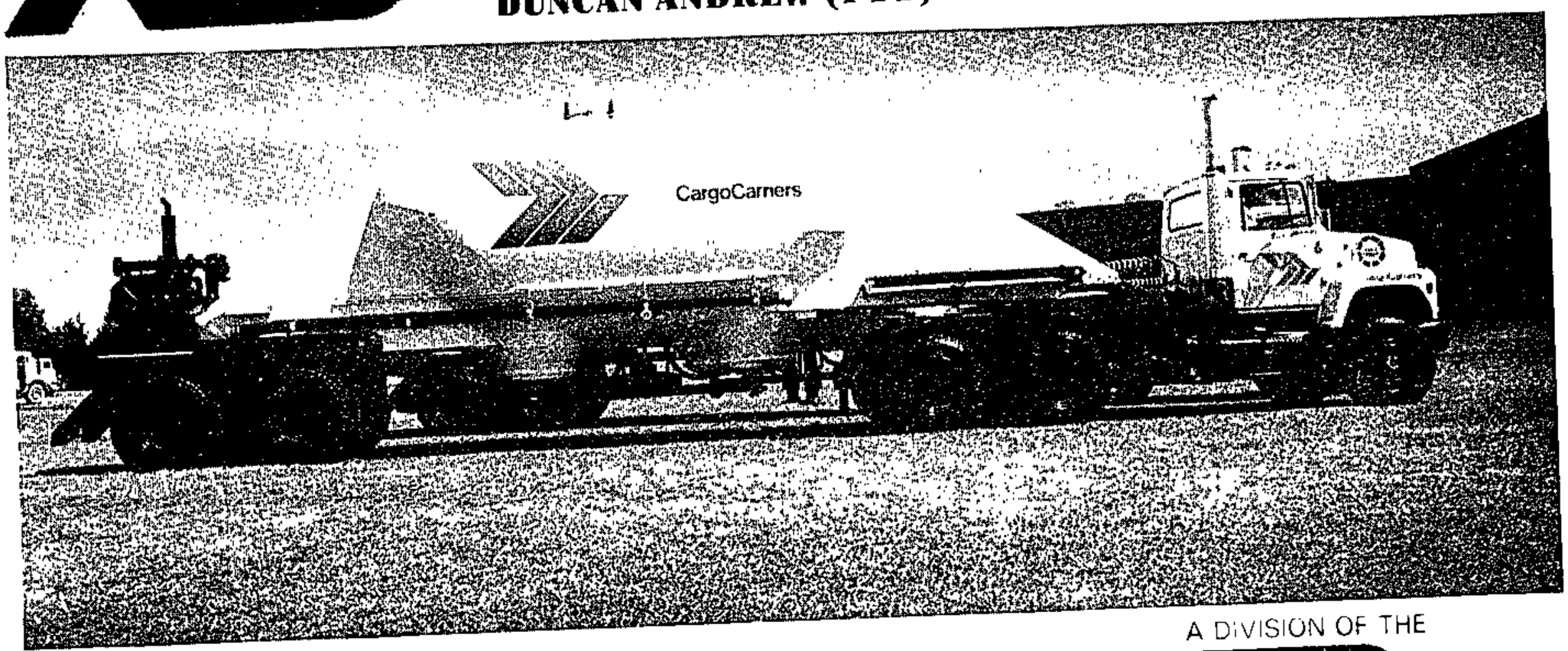

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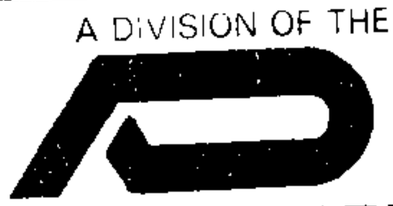

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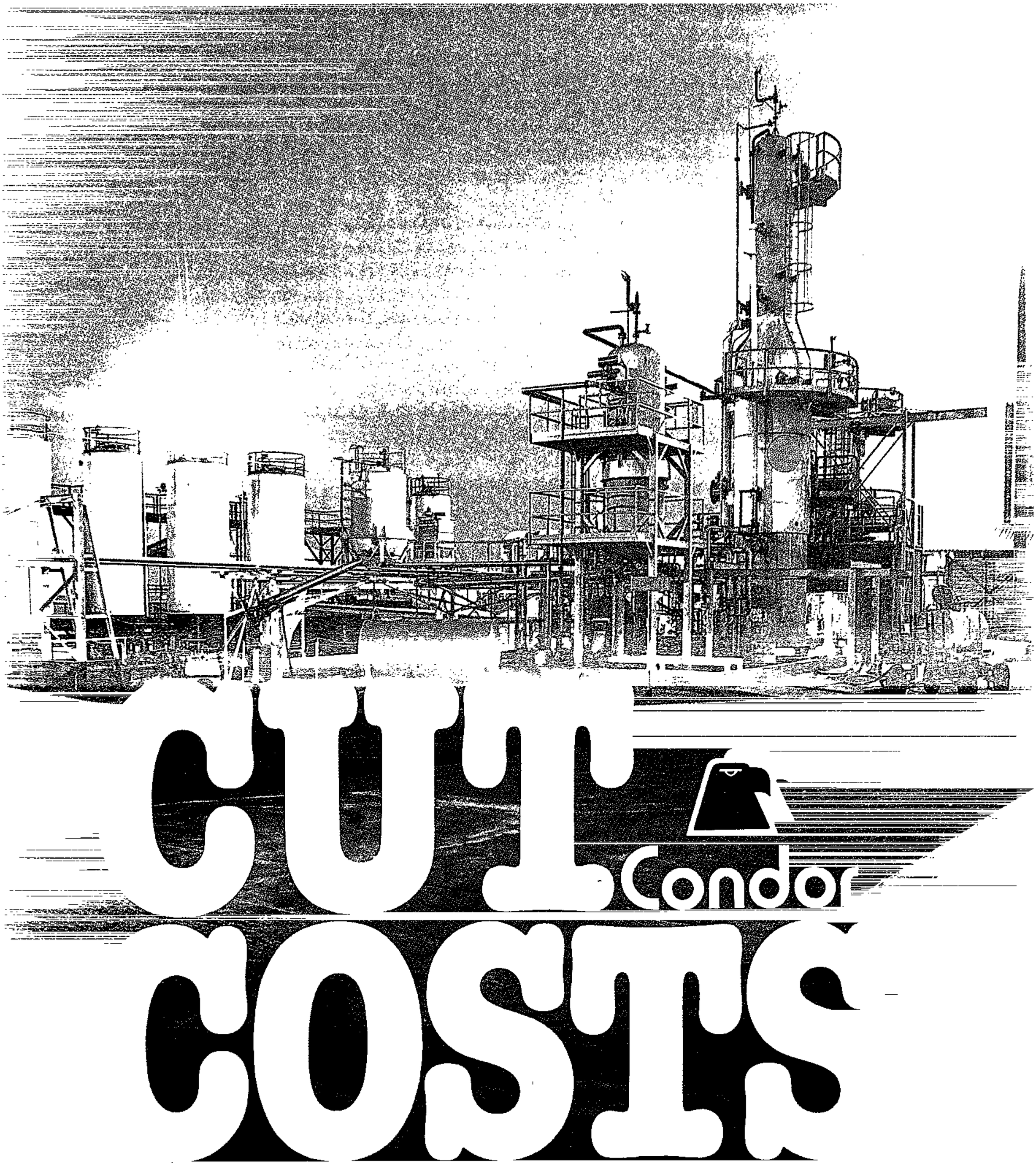

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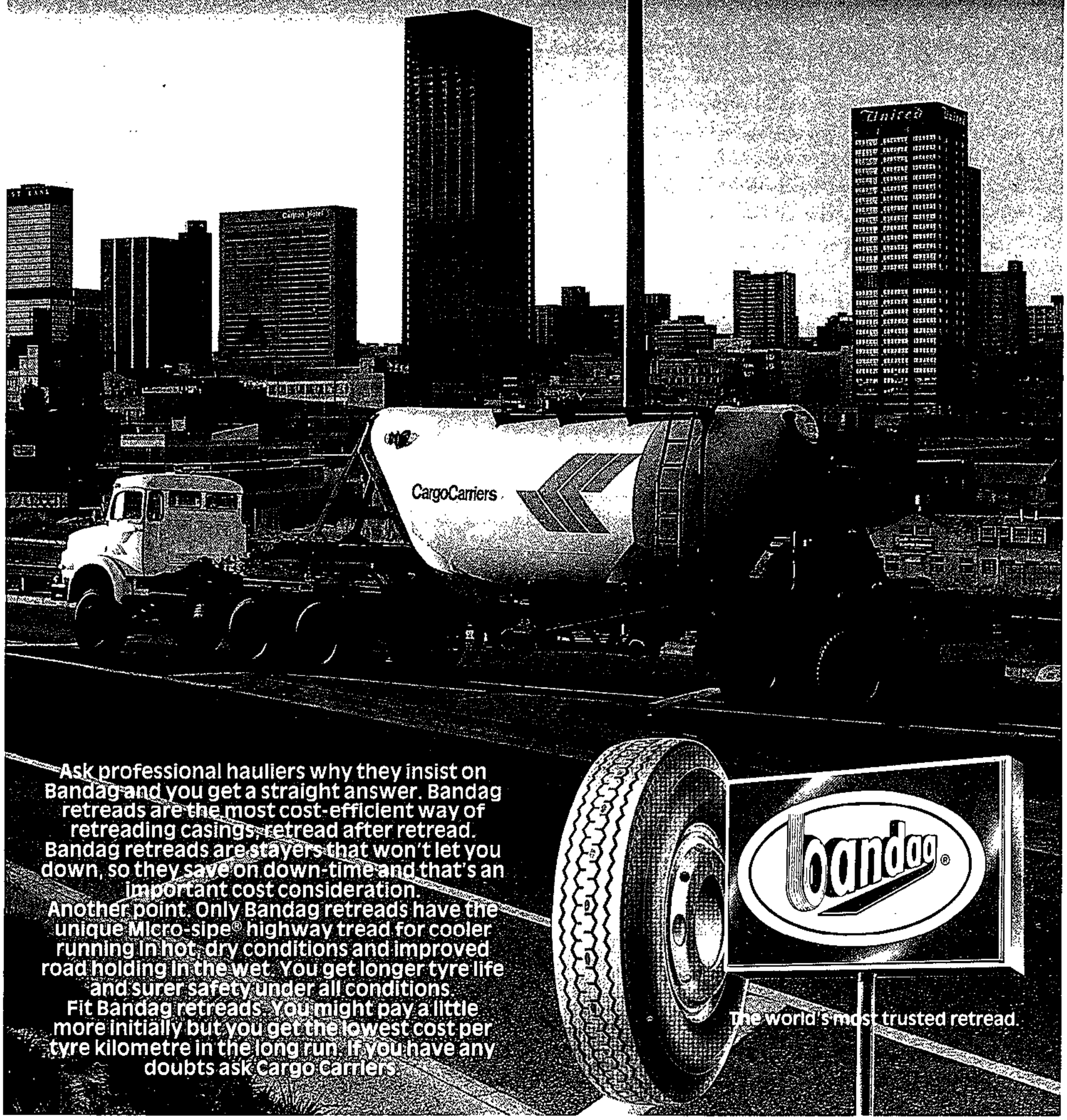

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buyers to purchase direct from the factory instead of through merchants could increase our activity level, though not necessarily our profitability. We will still deliver the cement, but in smaller loads to more destinations."

When it comes to fuel deliveries, the company operates a 24-hour service from Monday to Friday. Five dedicated bulk tankers move petroleum products from the Island View terminal mainly to individual filling stations.

"This is probably the most complex of our operations," says Coutts. "The driver has to meter deliveries and correct documentation is important. Fuel is a highly saleable commodity and so security and control has to be good.

"One of this contract's advantages is that activity levels go up over Easter and Christmas. This offsets the effects of our other contracts which tend to close down over the same periods."

The general haulage side of the business revolves around a harbour carrier permit, acquired when Cargo Carriers bought a company called Shifty's. This is generally *ad hoc* (but regular) work, mostly involving breakbulk cargo in and out of the harbour.

The company's tanker operations cover the haulage of coal tar fuel from Newcastle to Pietermaritzburg and Durban. Extracted from Iscor's coal process, coal tar is replacing oil-based furnace fuels because it is almost as efficient, and cheaper. Cargo Carriers tankers are also involved in fuel bunkering for ships in Durban harbour, once again from Island View.

Coutts . . . hoping business stays brisk

Last year the company acquired Herpa Motors, hauliers of chemical products and based at Krugersdorp and Sasolburg. This operation is under Coutts' control. Six Herpa tankers are now running out of Durban, to the Reef and Cape.

"The rest of the Herpa fleet is operating out of Sasolburg — we've closed the Krugersdorp depot," Coutts says. "We have a sub-branch at Elandsfontein and another at Kinross for Secunda's volumes. The fleet hauls Sasol products — solvents, pitches and the like."

Back in Mobeni business is brisk and — according to Coutts — likely to get brisker. "Cargo generally does well in a recession," he explains, "as ancillary users feel the pinch and reduce their own operations.

"A curious development is that some customers of competitors have decided to feel the market and try our prices. This trend, we hope, will escalate."

Coutts is due to move up to Johannesburg in July. He will retain responsibility for Natal and is confident that the Mobeni and Pinetown operations will be left in good hands. "I have two very good branch managers with excellent management skills."

OPERATIONS 2

Wheeling steel

One of the mainstays of operations manager Gordon Glass's portfolio is steel haulage. It's a business he knows well — his career with Cargo Carriers began when the company bought steel hauliers Bagley & Steventon and he moved in as assistant manager.

The steel operation is still known as the Bagley division. Originally, it carried steel from Iscor's works on behalf of customers. "As you can imagine, Iscor despatch areas were chaotic," he grins. "So when Iscor decided to charge a delivered price and award the haulage tender to one carrier, things improved dramatically.

"Cargo Carriers (Bagley) originally won the tender for Vanderbijlpark only — someone else got Pretoria. But they then asked to withdraw and Iscor requested that we take over Pretoria as well."

This year the company will move 2,5 Mt of steel for Iscor, mostly in the form of coils, longspan roof sheeting, wire rod, channels and reinforcing steel. This will be from Pretoria and Vanderbijlpark, as well as from a warehouse Iscor has established at Alrode. Alrode acts as a staging post for steel railed up from Newcastle, as well as bits and pieces moved from Pretoria and Vanderbijlpark by Cargo Carriers.

Glass . . . looking for return loads

This contract started with 39 vehicles. Today there are 162. The work calls for special trailers, such as those with a well-deck and a centrepiece to seat steel coils. Others have to carry abnormally wide sheets.

"The coils, for example, keep getting bigger," Glass says. "We are now carrying coils of 26 t. After much discussion with trailer manufacturers, we have now developed a special lightweight heavy duty coil carrier with a centre well only.

"Cold-rolled steel is very susceptible to damp," he says, "and so protection of the load is very important. If a matchstick, for example, was to be lodged in the middle of a pile of sheets, an indentation would appear throughout the pile.

"Speed of delivery is important, too, and so we offer a 24-hour service."

Iscor is not Bagley's only steel customer. The company also hauls steel for a number of other steel producers and merchants.

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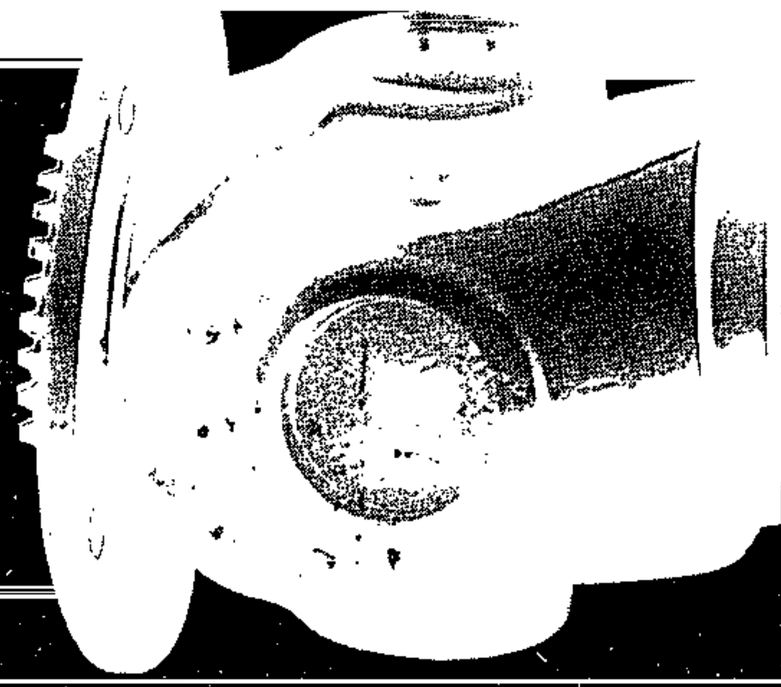

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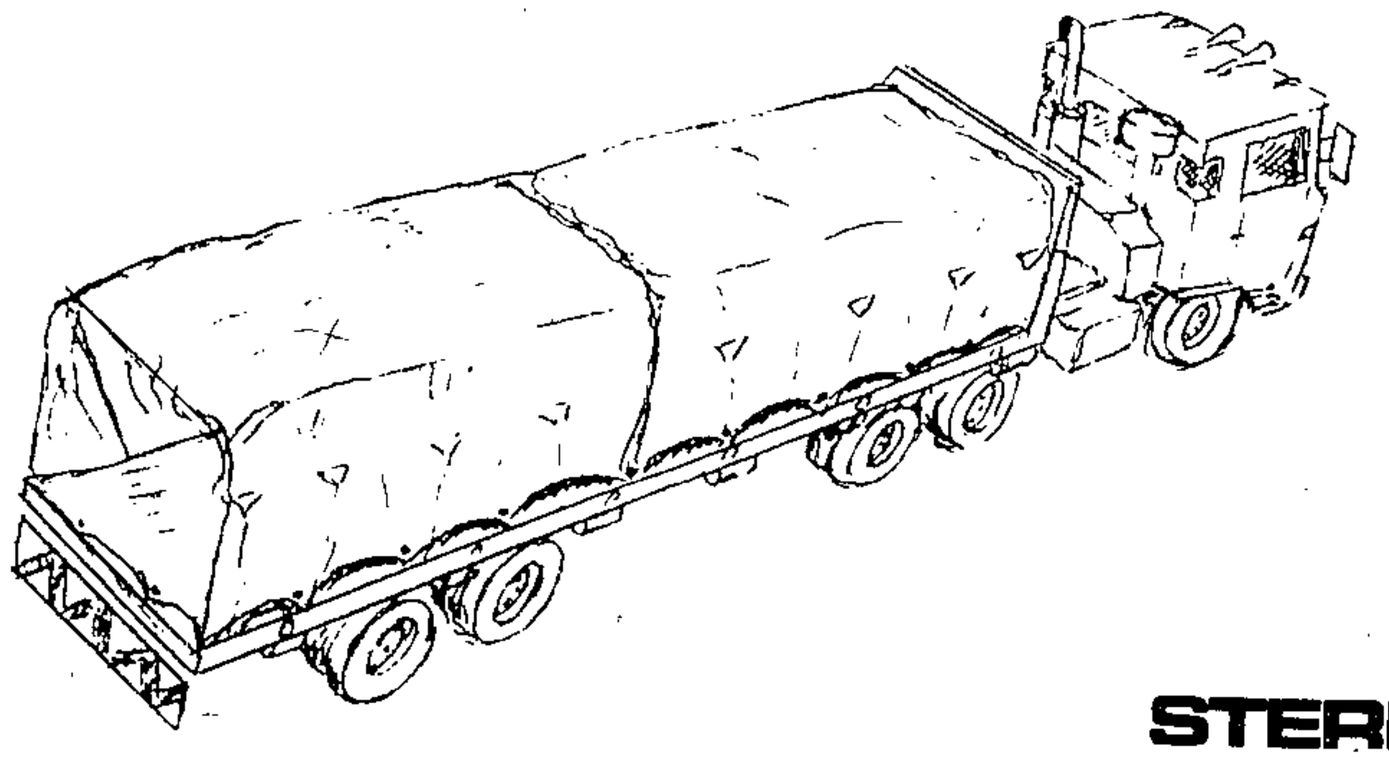

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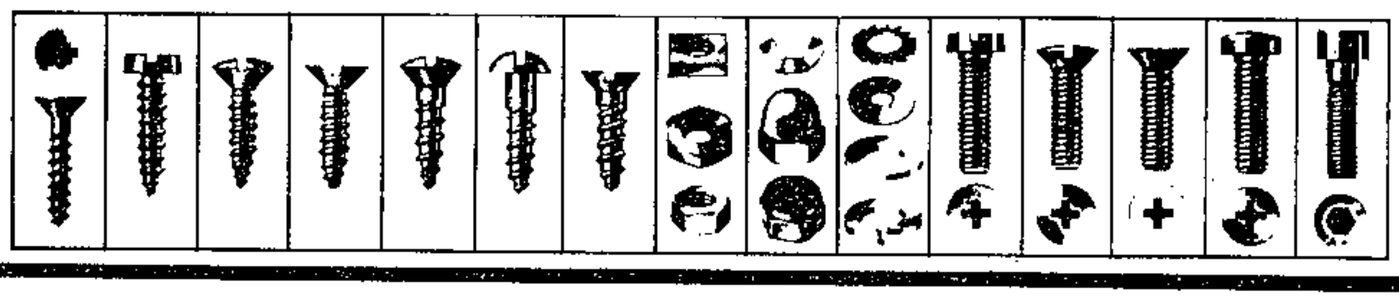

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So they know that we know. And they stop doing it."

Drivers are probably the most difficult variable to control in the transport equation and Cargo Carriers sets great store by its training programmes (which are described elsewhere in this report).

"We set standard turnaround times and fuel consumptions for a particular route, for example. But you have to create a willingness on the part of the driver to want to drive well for the company. And that gets back to communication at the coal-face."

Route planning is another important variable, particularly on longhaul operations, and Cargo Carriers undertakes test runs to set standards here, too. The shortest route is not necessarily the best — it could be congested or include fuel-consuming gradients.

"Communication with the customer on a day-to-day basis has contributed to our success," adds Naisby. "We give service — that's what the customer wants — but we also expect co-operation in loading times, turnaround times.

"That idea of communication is also spreading to tendering. Tendering has always been a cloak-and-dagger operation and the customer never gets an insight into how rates are established. We think we're now in a position to show him. There's nothing wrong in making a return on capital — transport is a risky business. We're running wasting assets. And we think the open approach has definitely got something going for it."

Those wasting assets cost a lot and cash management and planning is important to a private company like Cargo Carriers. "We have to generate our own cash resources from within," says Naisby, briefly donning his financial hat. "When we acquire a new company, we can't buy with paper or fund it with a rights issue. So in our cash planning I've devoted a lot of attention to detail.

"We monitor against budgets continuously. Our financial systems are largely computerised — at the moment we use a bureau. But looking at the situation at branch level — individual vehicle costing, for example — I believe we should get away from centralisation — figures being fed down from head office.

"We now plan to install terminals at every branch so that they can do their own input and monitor costs on a daily basis. Then they'll believe what comes out of the machine, instead of waiting for reports to come back from head office — and sniffing "thats what *they* say!"

What about long-term planning? "Five-year plans are all very well. But in transport you can't plan that far ahead. All of a sudden a new contract pops up, and throws cash planning right out. It changes the whole picture.

"Where planning *is* important to us is on the acquisition trail. Because in this business it's an important avenue for expansion. In terms of the Road Transportation Act this is an industry restricted by permits. If you want to expand into certain commodities, you're forced to acquire the company which has the necessary permit to carry them. Otherwise you apply for the permit and, if they're anywhere near efficient, said company successfully opposes the application."

Until now Cargo Carriers has tended to be a medium-haul operation, contract-based. None of your as-and-when. It carries the same products over the same, usually medium distance, routes. The acquisition of Steve's Transport and Herpa Motors last year has added a new long-haul dimension.

"But whichever way you look at it," Naisby concludes, "we're in a service industry. And however we choose to operate our business, in the end it's the service to the customer that really counts."

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enough money to go it alone.

"I bought a mechanical horse, a semi-trailer and a full trailer. I trained my successor at Lyons until the end of 1955. And in January 1956 I formed Cargo Carriers."

His first contract was with Union Corporation, which had just opened Winkelhaak mine. The nearest railheads were at Kinross and Leven siding. Cargo Carriers collected loads at the railhead — "everything from a storekeeper's packet of pencils to an underground locomotive" — and moved them to the mine. On the strength of the contract, Bolton bought two more vehicles. In this period he also acquired his first wasterock dumping contract — with Winkelhaak. The operation continues to this day, although it has expanded to include Kinross, Leslie and Bracken mines.

The next boost was in 1957. It came in the shape of a Chamber of Mines contract to deliver coal to 13 Witwatersrand mines. This required another seven trucks. Then came the movement of manganese to Sishen from the SA Manganese mine at Hotazel. The vehicles on this run hauled Mobil fuel in collapsible rubber bags back to Hotazel.

By 1958, the Cargo Carriers fleet had grown to 55. And from there on there seemed little to hold the company back. Landmarks on its road to the present are numerous, but these are some of the highlights:

☐ 1961 — New Swaziland branch starts cane-hauling operations at Mhlume. Contract to haul reef from Western Areas to Randfontein Estates. Anthracite haulage for Alpha Anthracite, Vryheid.

☐ 1962 — Josini Dam contract for Department of Water Affairs.

☐ 1965 — First dedicated fleet, delivering for SA Pipe.

☐ 1966 — First bulk sugar movements for Swazi Sugar Association.

☐ 1967 — First acquisition, of East Vaal Transport in Witbank, 15 vehicles. Rand Carbide contract, followed by Highveld steel contract.

☐ 1968 — First diversification, via acquisition of New Vaal Motors.

☐ 1969 — Acquisition of steel hauliers Bagley & Steventon (which itself had, by now, acquired Lyons). Acquisition of GD Rousseau and establishment of Westonaria branch.

☐ 1970 — First movement of bulk cement — for Pretoria Portland Cement. Rail crisis — 163 rigs haul coal from Witbank.

☐ 1971 — Distribution of all Shell products from Matsapa, Swaziland.

☐ 1972 — Iscor contract consolidates steel movements. Previously contracts were with end users. Dedicated fleet delivers for Safripol, Sasolburg.

☐ 1973 — Zinc distribution for Zincor. Caravan Industries mobile homes and caravans contract via acquisition of Controlled Auto Removal Services, Durban. Durban Cement contract.

☐ 1974 — Establishment of Durban branch.

☐ 1975 — Establishment of own tyre-retreading plant.

☐ 1977 — Shell fuel distribution from Alrode and Durban.

☐ 1978 — Deelkraal reef and wasterock contract.

☐ 1979 — Palletised sugar movements for C G Smith. Establishment of Potchefstroom branch to haul Triomf fertiliser. Bolton acquires 65% equity in Searles Holdings Ltd.

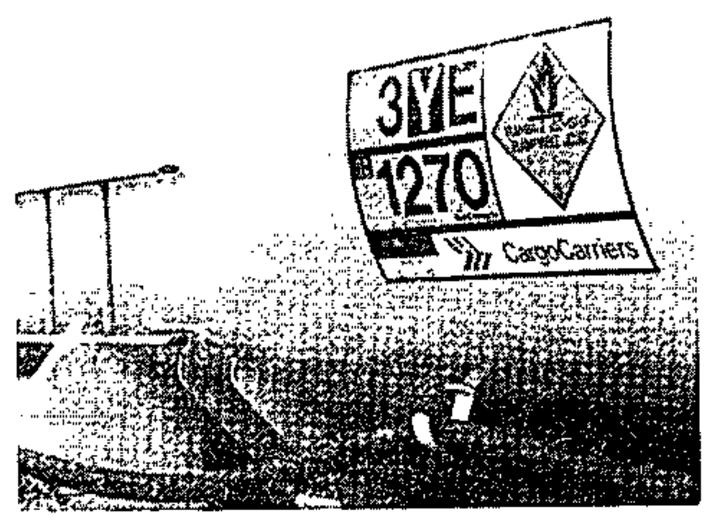
☐ 1980 — Haulage of wheat germ pellets for Epic, Maritzburg to Durban. Bulk rice haulage for Aunt Caroline, Durban to Maritzburg.

☐ 1981 — Establishment of truck leasing and rental division. Acquisition of Herpa Motors, chemicals hauliers. Acquisition of Steve's Transport, hauliers of unfilled cans.

☐ 1982 — Acquisition of B J Ford.

Today, the company has 27 branches and runs a fleet with upwards of 2 000 units. Its movements cover almost every major commodity available to road transport operators.

Cargo Carriers has travelled far since 1956. But, if Bolton, his colleagues and their history are anything to go by, this is nowhere near the end of the road, or the story.



Fuel haulage . . . in one form or another since 1957

Behind the wheel

The sharp end of the business is the operations division, which is directly concerned with fleet management and driver control

One of the special things about Cargo Carriers is that at top management level there are no rigid lines of responsibility. Which is to say, there are — but no executive confines himself to a single function. When there's a big problem, or a big decision to be made, the entire executive board rolls up sleeves and messes in.

A walking example of these blurred distinctions at work is operations director Roger Naisby. He's an accountant, and he joined Cargo Carriers as an accountant. In 1980 he was appointed financial director. Less than 18 months later he took over the job of operations director.

Now *what*, one is tempted to ask, does a number cruncher know about operating trucks? *Big* trucks, at that.

"Running a transport fleet *is* numbers, in a sense," responds Naisby. "And that's where many transport companies go wrong. They're run by lube-oil-in-the-veins types, who don't always have the skills to analyse problems.

"Don't get me wrong. A good transport company cannot run without these guys. And if you want branch managers to get involved in the bottom line of the P & L, you've got to understand the sort of problems they deal with.

"But financial experience helps to identify exactly where the problem areas are."

This is all very well, but doesn't the job require just a little technical knowledge? "What it really requires is the ability to manage those down the line who have the technical skills," is Naisby's reply.

That's not to imply that Naisby wouldn't know a truck if he fell over one. Before taking up his present post, he was intimately involved in a branch operation in the eastern Transvaal. It was there that he discovered how neatly his knowledge of systems and finance dovetailed with the operating knowhow of the branch manager, Flip Liversage.

plough profits straight back into the business. We have always been able to finance our own expansion and we can continue to do so. At present we are not in the market to go public."

The fact that both his sons have expressed an interest in the business — one is already learning the ropes — has a lot to do with his determination to remain private. But he hastens to add that he's not dynasty-minded. "Empire-building, yes. Dynasty-building? No."

The empire has already grown to embrace a motor division and, via Cargo Carriers' holding company GGMB Investments, a 65% stake in JSE-quoted Searles Holdings with its footwear and timber interests. "If we ever consider going to the market, Searles has certainly been a good exercise in the disciplines connected with being in the shop window."

Searles, from its home in Great Brak River, is very much a Cape company. And the Cape is one place where Cargo Carriers' trucks aren't often seen. "We are certainly interested in the Cape, from a transport point of view. We've missed a couple of large contracts that could have got us started there. It's difficult for us to look at very small projects now. What we need in the Cape is the impetus of a major project to act as a springboard for development."

In terms of commodities carried, Cargo Carriers spans almost the full range — especially since it bought its way into bulk liquids haulage last year with the acquisition of Herpa Motors. Herpa and another acquisition, Steve's Transport, have added a long-distance dimension to what used to be, in most cases, a medium-haul operation.

"We plan to increase our long-distance business," Bolton confirms. "Our liquid movements should increase and, speaking personally, I would like to expand our steel haulage."

Turnover for 1981-2 in the transport division alone was R61,5m, compared with R43,8m for the previous year. Motor division sales were R44,8m (comparable figures for 1980-1 would be misleading because of acquisitions in the last financial year).

Bolton concedes that the outlook for the motor division in the coming year is not dazzling. The motor trade is a barometer for the economy as a whole, he says, and 1983 is not likely to be a great year either.

"But I'm optimistic about transport, compared with other industries. In rougher times industrialists are apt to look closely at their own transport operations. They often decide to leave transport to the experts and to conserve their cash flow for the betterment of their own businesses.

"Offsetting that trend is the fact that, if industrial growth is depressed, there are less goods to carry. But in transport we don't experience the massive peaks and valleys found in other endeavours. We have never grown by less than 10% in any year. I see no reason why that should change."

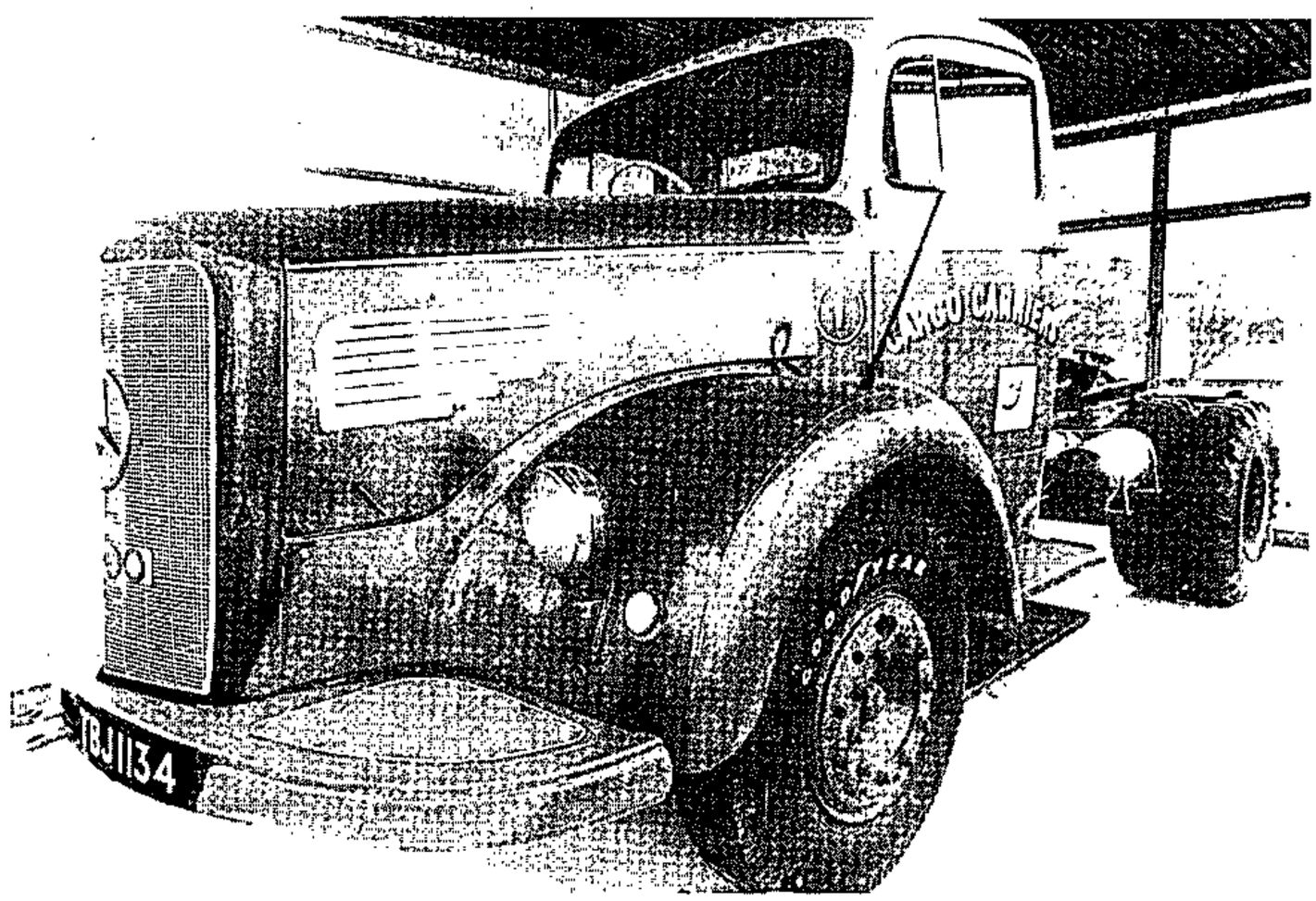
If you asked her, *Old Faithful*, now put out to grass, would probably agree.

Road to riches

Ever since its chairman invested in his first truck, Cargo Carriers' 27-year history has been one of relentless growth

Whenever the story of Des Bolton and Cargo Carriers is related, it ends up as a rags-to-riches tale. Bolton himself says that approach is wearing a little thin. But whether he likes it or not, that's the way the story goes.

His first meeting with heavy transport was during World War 2. Bored with sitting in Middle East and Italian base camps, he broke one of soldiering's cardinal rules — he volunteered. "I volunteered for courses in transport driving, maintenance and administration," he recalls. "And I enjoyed it."



Old Faithful . . . chapter one in the Cargo story

Throughout his war service, he sent half his pay home. His mother bought gold shares on his behalf. In 1948, the market began to rise. Bolton sold and took the proceeds to the Road Transportation Board.

"I asked if they knew of any freight company looking for a partner with money to invest," he says. "In the end I bought a third share in Tweedies Transport, a small goods transport company."

By 1950, Tweedie was too big to be small and vice versa. "We had 14 vehicles, all petrol — there was a six-month waiting list for diesel-powered units. It was all parcel business, which meant a lot of work with limited returns.

"I started calling on mining suppliers and discovered there was a dearth of road transport to the mines. The Free State gold fields, for example, were not served by rail. Klerksdorp had a rail link, but it didn't go to the mines. We started to get more and more business from this direction but we didn't have enough vehicles and those we had weren't big enough to carry steel and other commodities needed by the mines."

Then Tweedie's auditors put the firm in touch with Lyons Transport and Sand Co, a larger company with diesel units. The companies merged. Bolton was offered the job of transport manager, which he accepted. Five years later, in 1955, he decided he had

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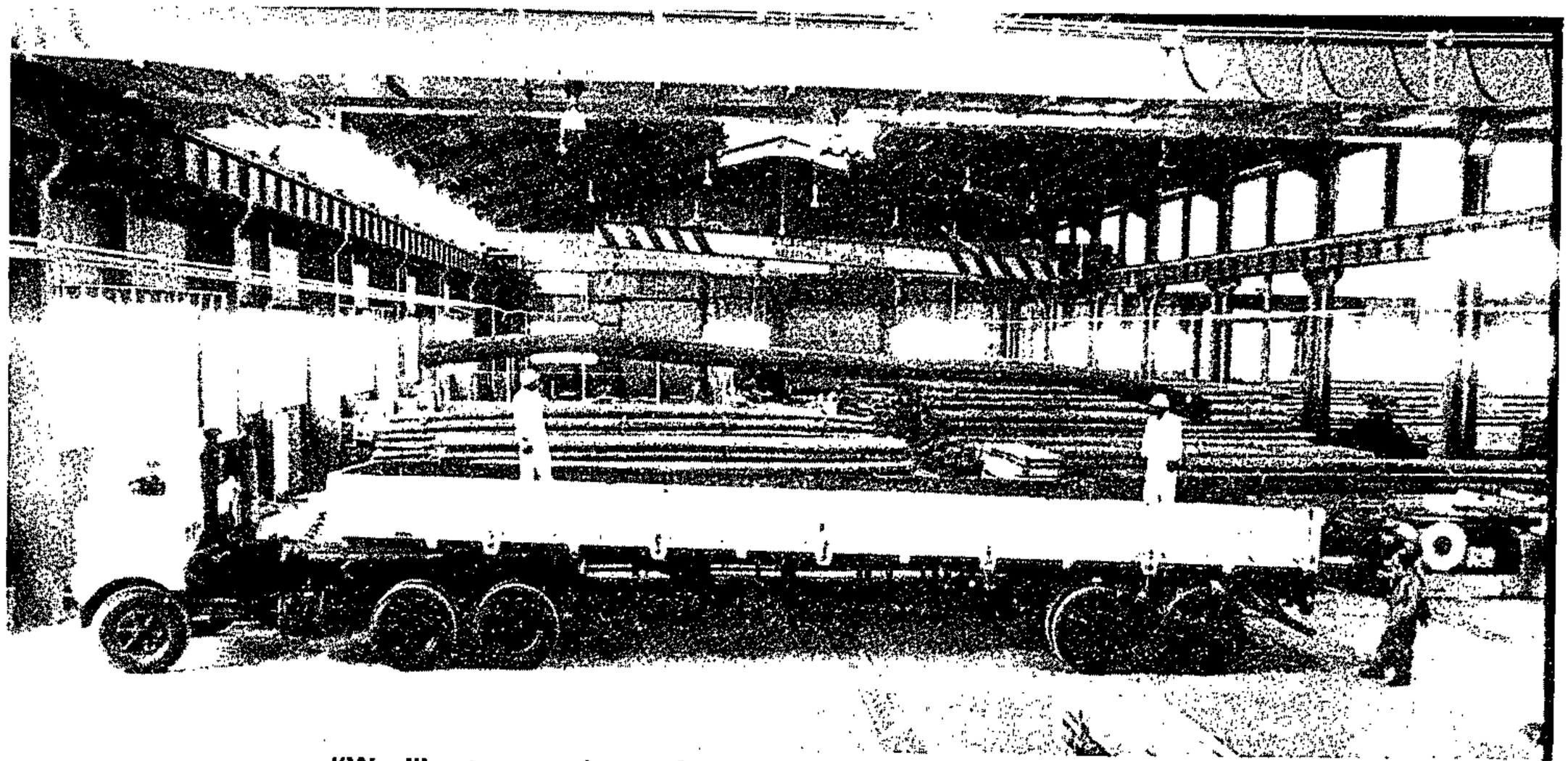


"We like to regard ourselves as *the* steel hauliers of the country"

"We're always on the lookout for return loads," Glass points out. "And we like to regard ourselves as *the* steel hauliers of the country."

Glass is also responsible for a dedicated fleet of five vehicles which moves window frames and doors from Wispeco's Alrode works to customers in the Reef exempted area. Another dedicated fleet, also comprising five units and based at Alrode, handles fuel distribution for Shell on a 24-hour basis.

In the Vanderbijlpark area, two bulk tankers haul carbide from Heci, Ballengeich, to Iscor, Vanderbijlpark, as well as to Iscor's Newcastle works. Two bottom dumpers haul coal from Cornelia to the Rand Water Board in Vereeniging. And a bulk liquid tanker carries detergent alkylate for Karbochem in Sasolburg.

From Sasolburg a dedicated fleet of 11 vehicles delivers high density polyethylene to the Reef exempted area for Safripol.

The company's Potchefstroom branch was created from two businesses acquired in that area and this, too, falls under Glass's control. With 39 vehicles it delivers fertiliser from Triomf's plant to customers in a 480 km radius from Potchefstroom.

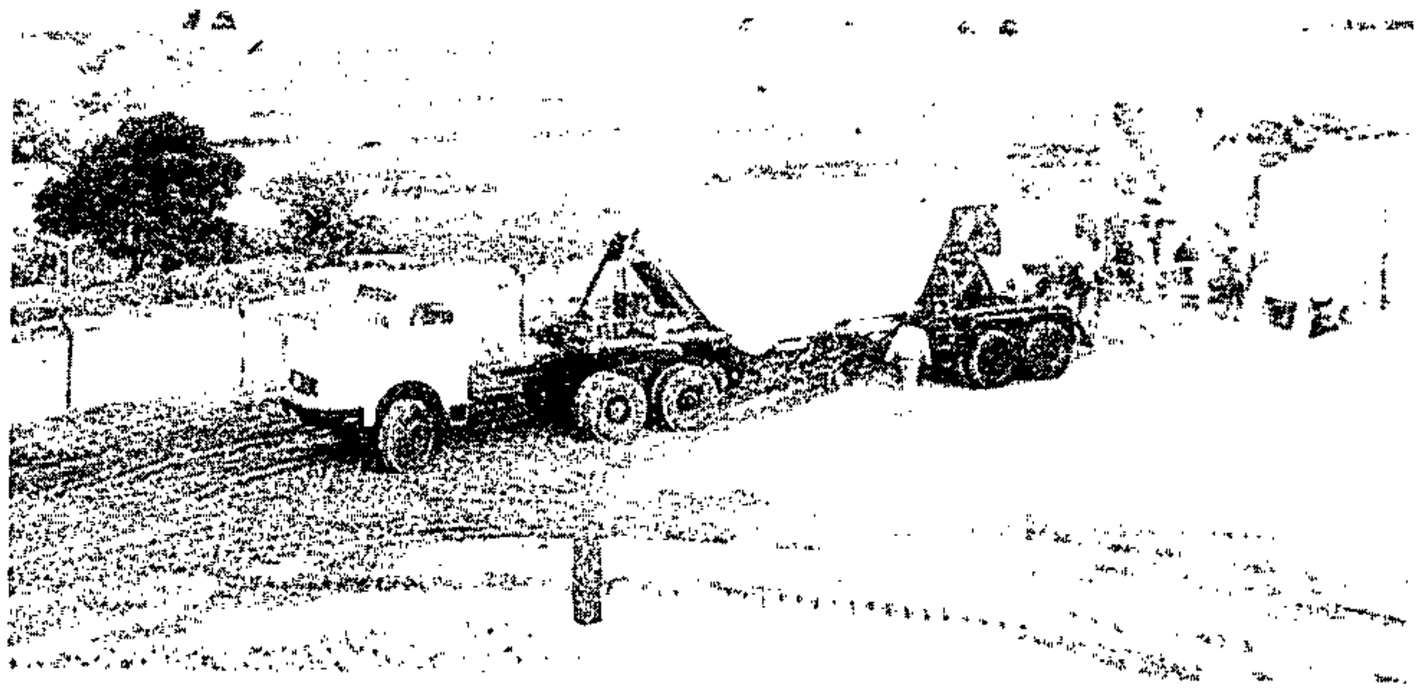
"This is a very erratic business, depending as it does on the rains and the farmers' ordernings," Glass says.

Cement haulage is yet another of Glass's responsibilities. A total of 69 pressurised bulk cement tankers operates out of four depots — Pretoria (for Pretoria Portland Cement), Florida, Lichtenburg and Kinross.

"We have some dedicated bulk cement vehicles for McDonald & Volck, operating from Florida to their customers. We're also very much involved in the spreading of cement, slagment and lime on roads for the TPA and various civil engineering contractors. On the new runway at Jan Smuts, for example, we are stabilising 36 000 t of cement and slagment."

This branch is also involved with the movement, in bulk tankers, of vegetable oils in the Witwatersrand area.

"With cement tankers, as with dedicated vehicles, return load work is not possible," Glass concludes. "But other vehicles, such as the Bagley fleet, will do *ad hoc* work when they can fit it in — and we look for as many return loads as we can find."



A dedicated bulk cement tanker delivers the goods

OPERATIONS 3

Ops in the rough

Operations manager Manie Wiese started out with Cargo Carriers controlling the Natal and Swaziland operations. But today his portfolio has been revised to include a mix of mining activities, two branch operations and a new acquisition.

Among his mining responsibilities is work at three gold mines — East Driefontein, Kloof and Deelkraal.

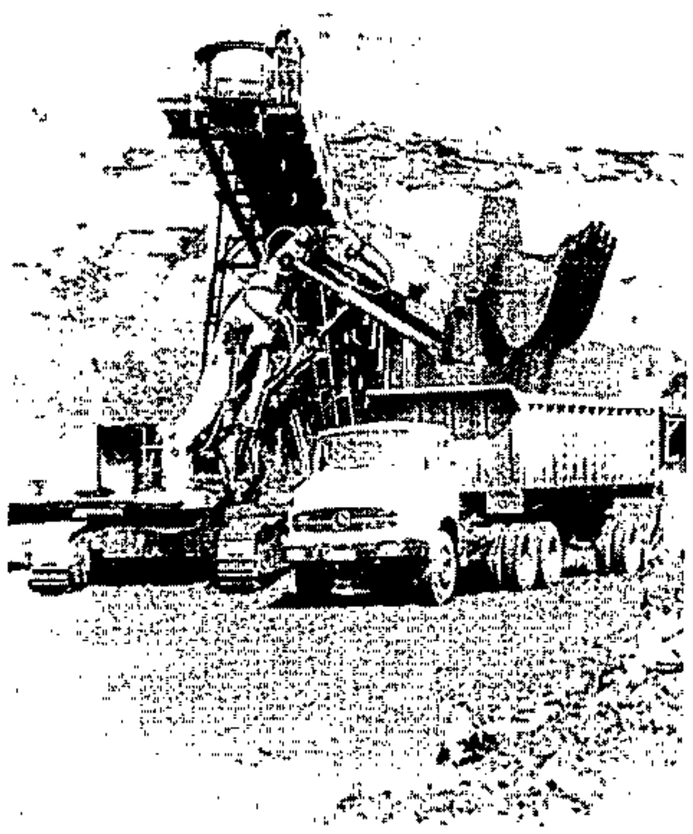
"On these mines we have 17 vehicles in all, doing wasterock dumping and movement of reef," Wiese says. "In the wasterock operations we are given specific areas in which to establish the dump. Wasterock comes to the surface and travels on a belt to large concrete silos. We draw from these silos and haul to the dumping ground.

"When the mine is drawing more reef than it can mill, we haul the reef to stockpiles. When the situation is reversed and the mill is working below capacity, we run reef from the stockpiles back to the plant.

"It sounds very simple. But these are tough operations and vehicle life expectancy is relatively short — particularly when you roll one off the top of a dump!"

The Middelburg branch, which also falls under Wiese's control, has 16 vehicles and does a certain amount of work in the coal mining industry. Coal is hauled from Eikeboom colliery to a railhead, as well as from Rand Mines' opencast mine at Middelburg to Eikeboom for washing prior to export. Middelburg also handles general haulage of coal and other products, such as silica dust, for RMB Alloys.

Wiese . . . hauling coal and cans



"Tough underfoot conditions are bad news for tyres"

Coal is also one of the concerns of the Witbank branch. This has 11 vehicles moving coal out of the Wolwekrans pits to Van Dyks Drift, where it is washed and screened. "It's gradient work over short distances," says Wiese. "Fuel costs per kilometer here are high and tough underfoot conditions in the wet are bad news for tyres."

By contrast, most of Witbank's other work is longhaul. Another 11 vehicles carry coal to the Reef. Three vehicles haul calcium carbide from Ballengeich to Witbank.

Much of Wiese's time these days is devoted to Steve's Transport, acquired by Cargo Carriers last year. With 57 vehicles, Steve's is based in Nigel, Vanderbijlpark and Pretoria and specialises in the haulage of empty cans — beer and soft drink cans — from manufacturers to 85 independent customers.

"This is no normal transport operation," Wiese explains. "It's highly technical. The trucks take 278 000 cans per load, stacked 2,5 m high. The cans themselves are paper-thin. If the stack is allowed to shift with the movement of the vehicle, the cans simply change shape.

"So loading is via a relatively sophisticated mechanical-handling operation, which involves so-called 'Jo-Loader' tracks inside the vehicle. We use specially designed pallets with an exceptionally close fit to prevent dislodging.

"Strapping is vital too. If the manufacturer doesn't strap the pallets properly the stack may move, so our drivers have to check before they accept the load."

The metal can business involves delivery to customers as far afield as Durban, Cape Town, SWA, Swaziland, Lesotho and Botswana. Nigel was Steve's original depot and Vanderbijlpark was started to serve Metal Box's plant in the same area. The Pretoria branch has been established since the Cargo Carriers takeover to serve Metal Box's Rosslyn factory.

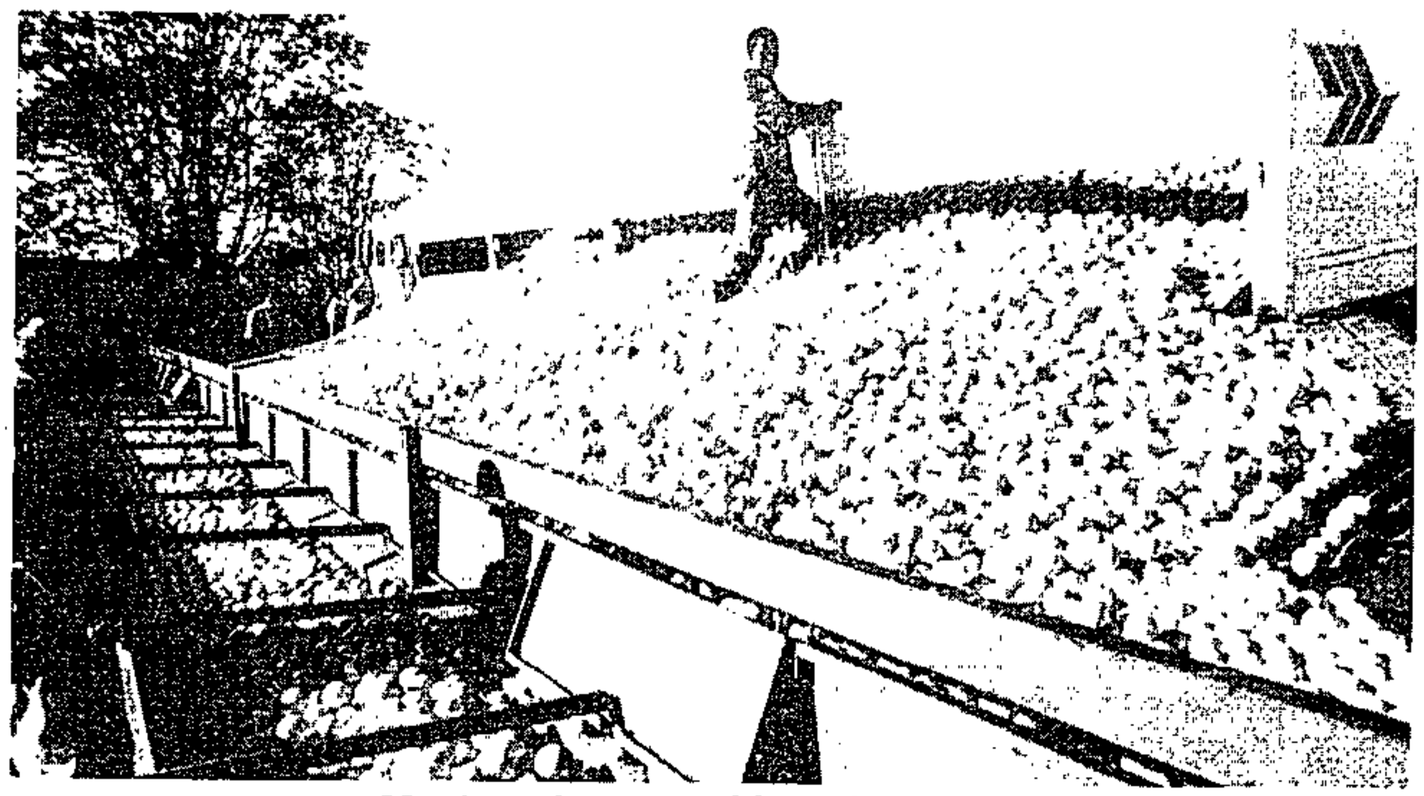
On a different front, Steve's has seven special vehicles which haul modular homes for a Union Carriage subsidiary. "These use special trailers, with a container box in front to carry the small items, such as guttering. The walls, floors and roof panels slide horizontally into the back. The homes find application on construction sites, for examples, and at schools."

Steve's also has five flatbed trucks moving pallets and small quantities of sawn timber for Nigel Timbers to customers such as SA Breweries and Metal Box.

This month, the company began the distribution of clay pipes on behalf of Vitro. To do this, it has bought a brand new fleet of 13 heavy-duty vehicles with specially designed trailers and body-mounted cranes. Because of the nature of the product and its susceptibility to damage, the pipes will from now on be palletised — a procedure worked out in conjunction with Steve's Transport.

More marketing

Cargo Carriers was never strong on marketing. But that's changing — along with the transport industry



Moving citrus . . . big volume vitamin C

Every weekday as many as 750 white trucks, all flaunting the orange Cargo Carriers logo, pass through the greater Johannesburg area. With that kind of freewheeling advertisement, who needs marketing?

And that, for years, was just about the way Cargo Carriers felt. The company grew by reputation, not by marketing effort. The overwhelming bulk of its business was in large contracts. Those contracts were signed as the result of face-to-face negotiations and a good track record, not busstop hoardings.

To this day, the company's advertising expenditure is minimal (it still gets good mileage out of truck signage). But as the face of the transport industry changes, it has acknowledged the need for marketing strategies a little more sophisticated than coats of paint.

"We're selling a service," says marketing director Ron Schultze. "But as the transport business changes, so does the range of our service. And so must our marketing.

"The large contracts are no longer our only concern. They're nice to have, but that kind of business has become very competitive.

"Transport costs have risen substantially over the past decade. Companies with their own transport operations have been forced to examine the situation critically. And many are beginning to wonder whether, like cobblers, they shouldn't stick to their lasts; whether they shouldn't leave transport to those who know it best. And that means new markets for companies like ours."

It doesn't mean that Cargo Carriers plans to neglect its traditional areas of operation. "We are still looking to expand from existing operations," Schultze points out. "Successful companies like dealing with successful companies — and we are doing business with a lot of blue chip organisations. We're prepared to take our vehicles to the point where they're needed and we have 27 branches to prove it. And once we've started a new contract, our trucks and our people actually become part of the customer's operation."

He adds, however, that the group has expanded its parameters to include the haulage of new commodities, vehicle-leasing and rental and even the sale of expertise in the form of the Iconotrain driver-training programmes.

"Our relatively new leasing and rental division recognises that some businesses like to operate their own fleets, without maintenance hassles. And that some have short-term vehicle needs. In short, we're helping others to haul their own goods better — which gives us a more complete transport package to offer.

"Then again, our geographic spread has grown enormously — from covering the Transvaal only, we now serve Swaziland, Natal and parts of the OFS. That trend must continue and in future we will increase national coverage. That means increasing our long-distance business."

Road transport in SA is tightly controlled under the Road Transportation Act. With the exception of exempted areas around major urban centres and certain exempted goods (coal, for example, and furniture), routes and commodities must be sanctioned by the Road Transportation Board.

If a permit has already been allocated for a specific commodity route, the business is all but closed to others. After being awarded a public tender recently, Cargo Carriers applied for and was allocated a permit for

MARKETS AND MOTOR MAN

Ron Schultze began his career at the big end of industry — in the accounting division of Anglo American. But in 1954 he moved to the marketing department Goodyear Tyre and Rubber, and tyres became his speciality from then on.

After eight years he took employment with Hi Ho Vulcanising, where he established a new earthmoving division, became sales manager and ended up as joint second-in-command.

It was tyres that first brought Schultze into contact with Cargo Carriers and in 1969 he joined the company as contracts manager. Since then, as he says, he's had lots of titles, but has always been involved in "the total package."

He was appointed marketing director in 1980, and also serves on the board of the motor division, which is one of his special interests.

the tenure of the contract. In the past, the permit would have stayed with the existing contractor. And generally speaking, if a transport company wishes to expand into a new commodity, almost its only avenue is to buy out the existing permit holder.

The acquisition of Herpa Motors last year opened a door long closed to Cargo Carriers — liquids haulage. At the same time the company bought Steve's Transport, a highly specialised can-haulage operation. The carriage of ISO containers is another new area with good potential for group expansion.

"The scope of our business has widened considerably," Schultze reiterates. "And to make sure we stay in the forefront, we have beefed up our marketing team. We now have a marketing manager, Joe Bester, as well as a sales manager, Rodney Sheahan, and have made a marketing appointment in Durban too.

"It's a young team and a specialised one. The Randse Afrikaanse Universiteit is running a diploma course on transport marketing and our people have either completed this or are studying it now. The fact is that transport is more and more a matter of related economics, and specialised marketing and transport expertise are vital to our system."

He goes on to say that the company has a certain style common to all its operations. "If we are negotiating with a potential customer and we feel he doesn't trust us, we'll back off. Because this business has been built on the mutual acceptance of benefits to both parties.

"But once the client has decided to deal with us, or vice versa, we know we're going to do a good job. We never sell anything that the operations division can't do or is not part of.

"Our reputation and results have been achieved by the tremendous team effort and co-operation of our operations, technical, tyre, training and administration divisions, whose expertise and back-up ensures our performance. That's our strongest selling feature.

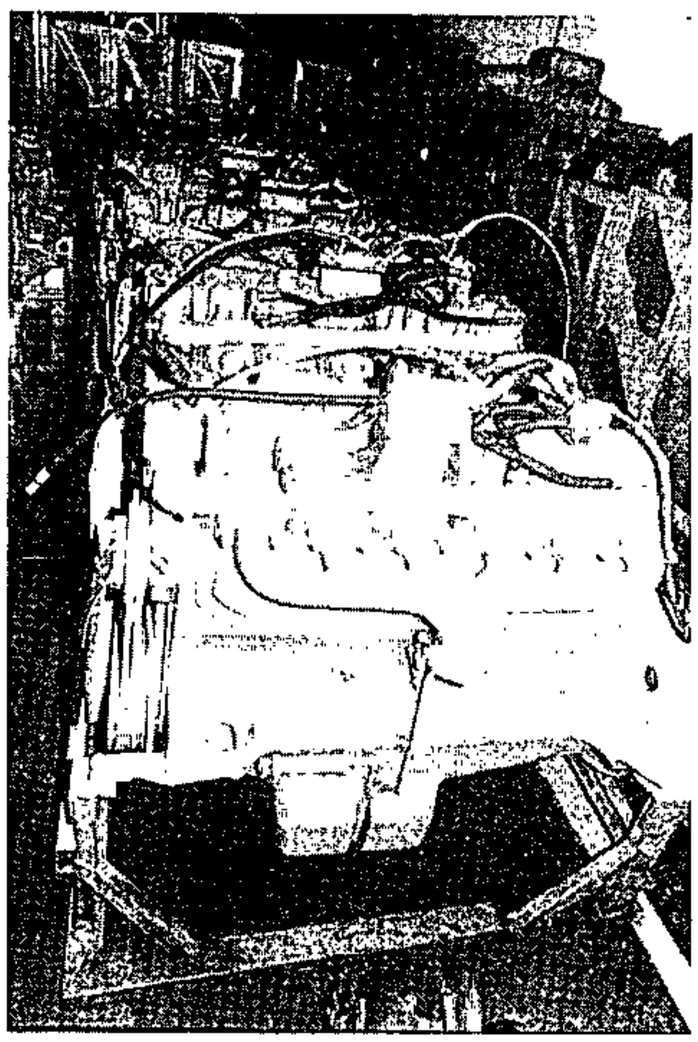
"In fact, if I have any criticism of Cargo Carriers, it's that sometimes we bend over too far. But then our people are at their best when there's a problem. And that's a great selling feature too."

Keeping cruising

One of the secrets of the company's success is its talent for keeping its vehicles on the road

Like breakdowns on the Golden Highway, the road to success is littered with the hulks of failed transport companies. Yet Cargo Carriers is still cruising with a full load. What makes it different?

Des Bolton started, like a lot of others, with one truck. Now he runs the largest private fleet in the land. There's got to be a secret, right?



Engines in reserve at the central workshop

In a phrase, that secret is keeping the customer satisfied. That means meeting obligations in full and on time. Which, in turn, means keeping one's vehicles on the road.

The keeper of the keys to vehicle health and consequent availability is Bill Factor, the group's technical director. As such, he is responsible for specifying and selecting new equipment. Even more important, he defines maintenance policy and technical and safety standards and makes sure that all three are properly applied.

"Our total technical philosophy hinges on this — that we try to ensure the highest level of vehicle availability and reliability in operation," is how Factor puts it.

The application of that philosophy starts with the purchase of new equipment. "We very carefully select the best equipment for the job," says Factor. "We buy for quality and for long life and if we have to spend a little extra to get what is most suitable for our needs, then so be it.

"Our braking specifications, for example, are very strict. So our trailer equipment costs a lot more than normal. In fact, when we buy any piece of equipment, we build in as many safety standards as possible."

Cargo Carriers has always been associated with Mercedes Benz trucks. Bolton's *Old Faithful* — his first truck — was a Merc and they still make up 85% of today's fleet. That, says Factor, is partly traditional. But it's also because of Mercedes' level of "back-up and assistance." As Cargo Carriers has acquired existing companies, other makes have crept into the fleet, which today includes Oshkosh, Ford, International Harvester, Hino and MAN.

When you buy the best, you've got to look after it best. And for Cargo Carriers, maintenance is of the highest priority.

"Maintenance policy and procedures are completely standardised throughout the group. Each branch — there are 27 branches — is provided with its own workshop facilities, specifically to cater for the day-to-day needs of its vehicles. On any one day 80-90 group vehicles are up on the hoists.

"All maintenance is done on a time interval basis, to make for the least possible

"Maintenance is geared to make the company independent"

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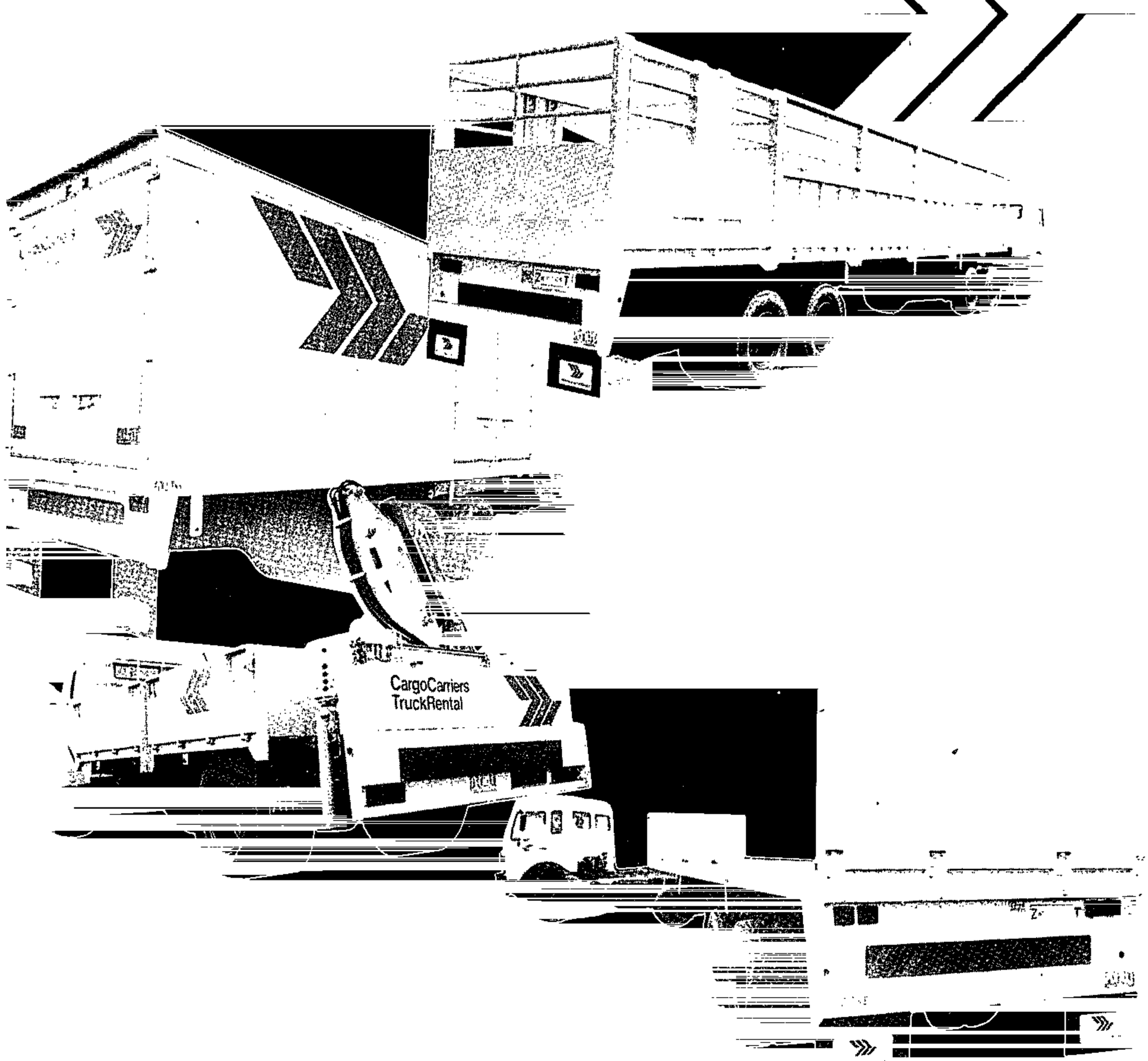

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Into the showroom

The company's first important diversification was into a related field — with a captive market

For the first 12 years of its existence, Cargo Carriers confined its expansion programme to the business it knew best — trucking. But in 1968 along came an opportunity to venture into new territory. This new opportunity was not totally divorced from Cargo Carriers' knowhow though — it was in the motor business.

"We acquired a Mercedes Benz dealership in the shape of New Vaal Motors at Vereeniging," recalls Des Bolton. "The deal seemed a good fit — after all, we've always run Mercedes rigs and our own operation was a built-in captive market. So we bought."

That was the start of a new division for the group — the motor division, which has thrived ever since. Today it incorporates seven branches and has expanded to cover not only the Vaal Triangle, but major centres in northern Natal as well. Its dealerships include Toyota, Ford, Gypsey caravans, Honda and Yamaha motorcycles.

New Vaal Motors is an authorised dealer for Mercedes passenger and heavy vehicles, and will also handle Honda passenger vehicles from October this year. Its headquarters is at Vereeniging, but it operates two sub-branches in Vanderbijlpark, one in the city centre and another just out of town. The Vanderbijlpark branches have the same franchises as Vereeniging, although sales here tend to favour passenger vehicles.

New Vaal is to take on the Honda car range when it is introduced to SA later this year. Why? "Because Honda is part of the Mercedes Benz package, as much as for any other reason," explains Strydom. "UCDD will be marketing the car in this country.

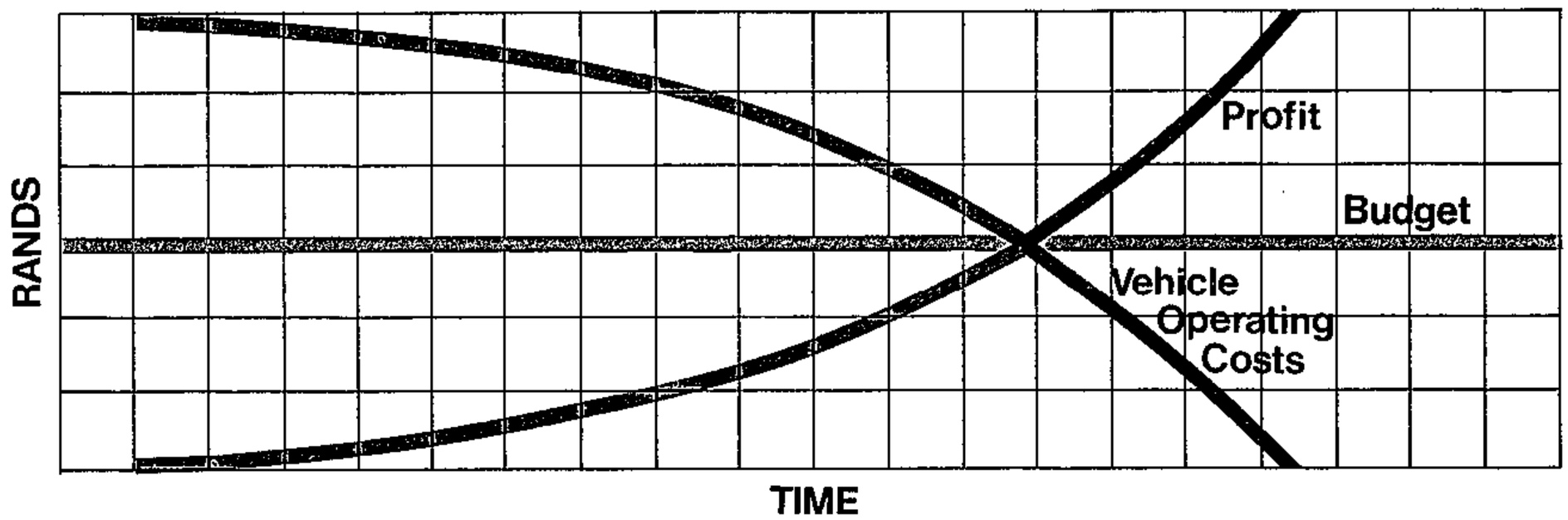
"But another reason is that it will take us into markets for which our Mercedes Benz outlets could never cater."

New Vaal is busy with a R1,5m building programme at Vereeniging. Due for completion at the end of 1983, the new complex will include showrooms, workshops and offices. "This will provide an improved and ideally situated modern facility for the Vaal Triangle."

The Toyota connection happened in 1973, when the group acquired Tugela Toyota, a northern Natal dealership operating out of Ladysmith. The Newcastle branch, which was established the following year, is currently spending R800 000 on a new office and workshop complex.

"The Ladysmith branch won Toyota's Dealer of the Year Award in 1979," Strydom says. "The award isn't made for sales performance alone, but for a variety of things such as administration and even the neatness of the branch."

The Tugela operations also hold a franchise for Honda motorcycles. "Our motorcycle sales dropped in the second half of last year, corresponding with a national drop of around 30%. When the economy booms people buy cars, not bikes. But motorcycle sales



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growth has been phenomenal over the past two or three years. So, although it's easing off, it's still at a satisfactory level."

Last year the division added to its portfolio, and to its Natal muscle, with the acquisition of B J Ford, a Ford dealership with outlets in Newcastle and Dundee. The franchise covers Ford cars, tractors and trucks up to 12 t (the Ford Cargo range). "Both outlets are long established in the area and their association with Ford goes back a long way. The acquisition of these two companies underlines our confidence in the growth potential of the Natal midlands."

Tangential to the motor business as such, but a close relation, is a Gypsey caravan franchise held by Vaal Caravans in Vanderbijlpark. Once the New Vaal complex in Vereeniging has been completed, Vaal Caravans will be opening a new Vereeniging branch alongside. This will also hold the Caravan Industries (CI) Gypsey franchise.

"From a marketing point of view, caravans and cars are totally different packages. Caravans are marketed under the banner of the great outdoors — a car salesman can't necessarily sell a caravan.

"This is an increasing market, largely because hotel accommodation is becoming scarce and expensive. With a caravan you can get away whether you book or not and the downturn in the economy could make more people turn towards this form of holidaymaking."

Strydom ... "changing our marketing strategy"

New Vaal ... selling Mercedes and, soon, Honda cars

The motor division as a whole employs 260 people. Last year it turned in a record performance with sales of R44,8m.

"Last year demand exceeded supply," Strydom explains. "We are selling good products — Mercedes is top in its class, Toyota is the country's top seller, Ford is always in the top end of the market — and there was very good demand for all three makes.

"At the moment we are still going strong, although sales may begin to slow down towards the end of this year. To compensate we are changing our marketing strategy to cater for this situation.

"Until now we have simply taken orders and delivered — market conditions haven't demanded anything more. Now we are devising a prospect system to keep us firmly in the market.

"Our guys have been having a good year. There has been no point in their going out to prospect, because there haven't been enough vehicles to sell. But now we're working on their professional skills."

The motor division sold 2 500 vehicles last year and added a new manufacturer — Ford — to its dealership list. "In terms of acquisition, we're busy consolidating what we've got. In the future we shall be looking for more. But we won't acquire anything that is not dealing in Mercedes, Toyota or Ford — we're not planning to run a supermarket."

Talking of tyres . . .

To Cargo Carriers, controlling its own destiny means controlling its own tyres — so that's what it does

Tyres — where the truck meets the road — are a sensitive element in any trucking operation. With 15 000 rolling wheels in its fleet, Cargo Carriers takes tyres seriously. So seriously, in fact, that it operates its own R500 000 retreading workshop at its Elandsfontein headquarters.

Last year the workshop produced 14 300 retreads which, bought from an outside contractor, would have cost R1,1m. So the facility provides a sizeable cost benefit. But cutting costs was not Cargo Carriers' prime motivation when it installed the workshop in 1974.

"The basic idea is that we can now control the destiny of every tyre in the fleet," says Gordon Peck, manager of the tyre division. "If you're dealing with an outside retreader, that simply isn't the case.

"New truck tyres today cost around R430 and retreads R92, so what we have here is a money-making proposition, as well. We run the division as a separate business, so we can see if we're making a profit and monitor real savings to the group."

Peck's job amounts to more than running the retreading plant. His division administers a complex tyre maintenance programme which covers all group branches. This computer-aided system has become even more complicated following the decision to standardise on steel radial tyres, which need more maintenance than their bias-ply counterparts.

Why steel radials? "The tyre industry is definitely heading that way," Peck explains. "The steel radial costs more but has a multitude of advantages. It gives more kilometres and has better recapability (more retreads per casing). It has a wider footprint and better roadholding. And, ultimately, it gives better wear.

"We have now proved to ourselves beyond all reasonable doubt that steel radials turn in a lower cost per kilometre than bias-ply tyres. On top of that they have lower rolling resistance which, in turn, means fuel savings. The saving is difficult to compute, but it's in the region of 3% - 5%.

"Following developments in tubeless truck tyres in Europe and the US, we're looking forward to trying out these. They should become available after extensive testing here in SA (which is always a lengthy process). There are many advantages to tubeless truck tyres — they have no tube, no flap, a one-piece rim. These are all plus factors which assist in both fuel and tyre economies."

With the advent of steel radials, Cargo Carriers found it had to jack up its maintenance system. "This involves month-by-month, branch-by-branch control of every tyre in the group. Tyres are continually inspected for wear, bead damage, incorrect pressures, bent or clogged valves, missing valve caps, front end misalignment, mismatched handholes, loose wheel studs and a dozen other possible flaws. Results are fed into a computer which then allows branch managers to zero in on problem areas."

Any tyres, passenger or truck, which require retreading are collected by the retread plant. A collection vehicle calls at each branch once a week, like a normal retreader, and the retreads are delivered the following week. Tyres are never swopped over and each branch always gets back its own units.

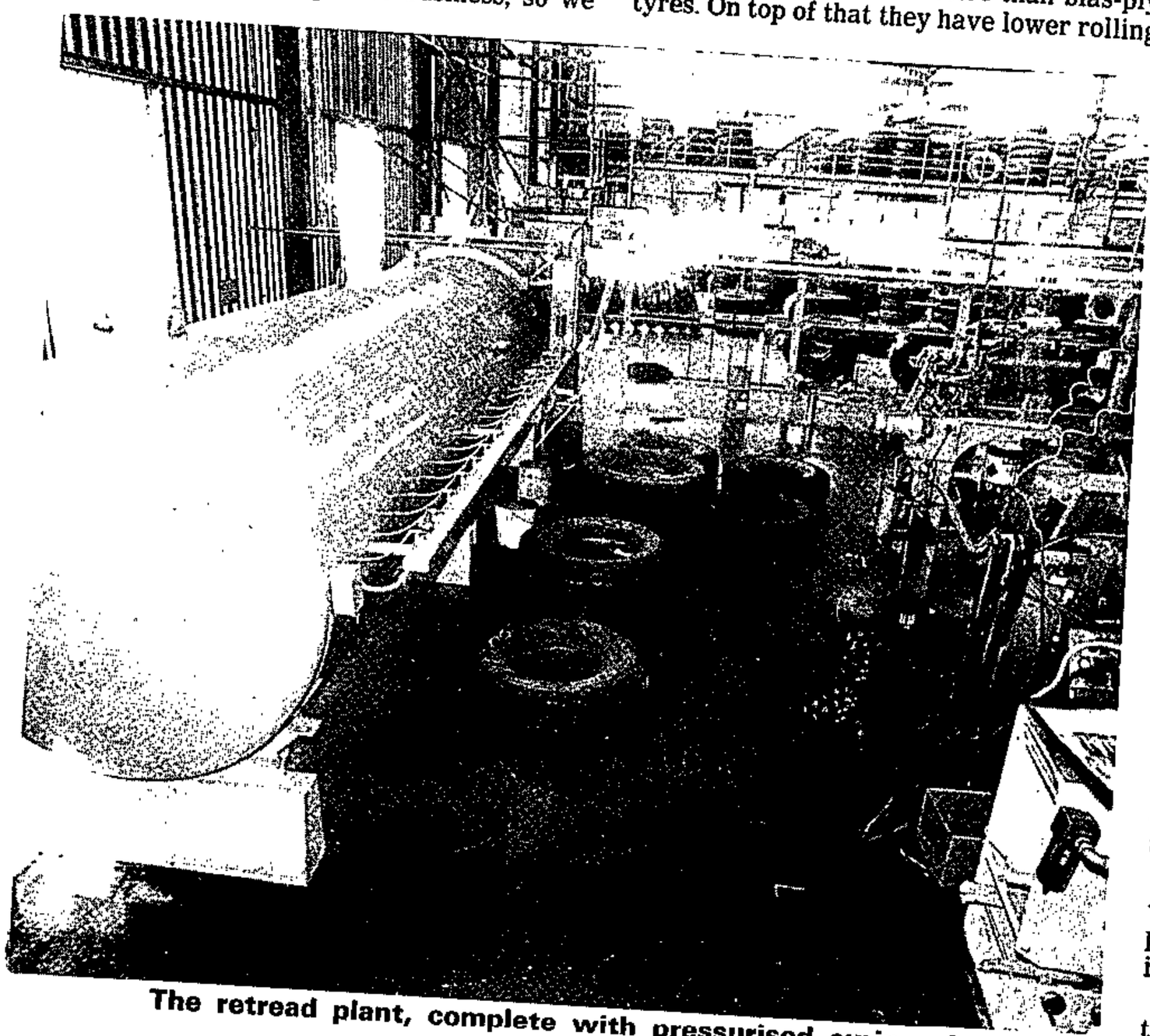
"The point at which tyres are sent in for retreading is important," Peck says. "Too late and recapability is lost. Too soon and kilometrage is lost, pushing up the tyre's cost per kilometre."

The retread plant itself is equipped with a Bandag precure or cold retreading system. Tyres are inspected on arrival and then fitted to a buffing machine. This buffs off the old tread to a specified tread radius. Vulcanising cement is sprayed onto the buffed surface and a precured tread is then applied. (Under the older, hot system, raw rubber was applied and the tyre was then put into a mould.) The tyre is put into a curing chamber under pressure and heated for four hours. It is then, literally, ready to roll.

"We get up to 80% of new tyre life from our caps," says Peck. "If we get only 60%, we ask why. Because then there must be something wrong with the maintenance system."

Buying of all new tyres is now centralised — "there used to be order books all over the place" — and tyre administration in general is now the responsibility of Peck's office.

"The retreading is easy," he grins. "It's the administration that's the . . . er . . . challenge."



The retread plant, complete with pressurised curing chamber

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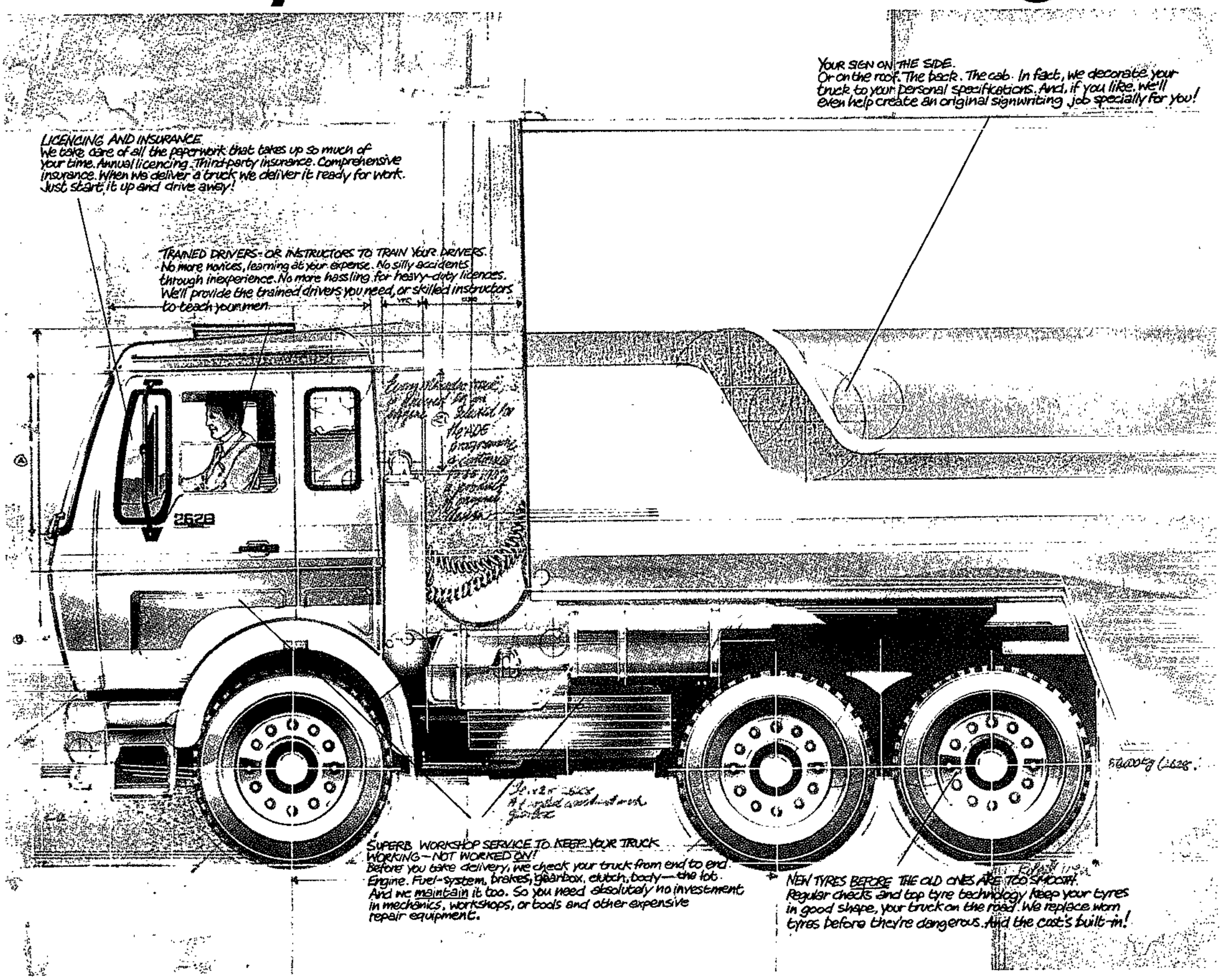

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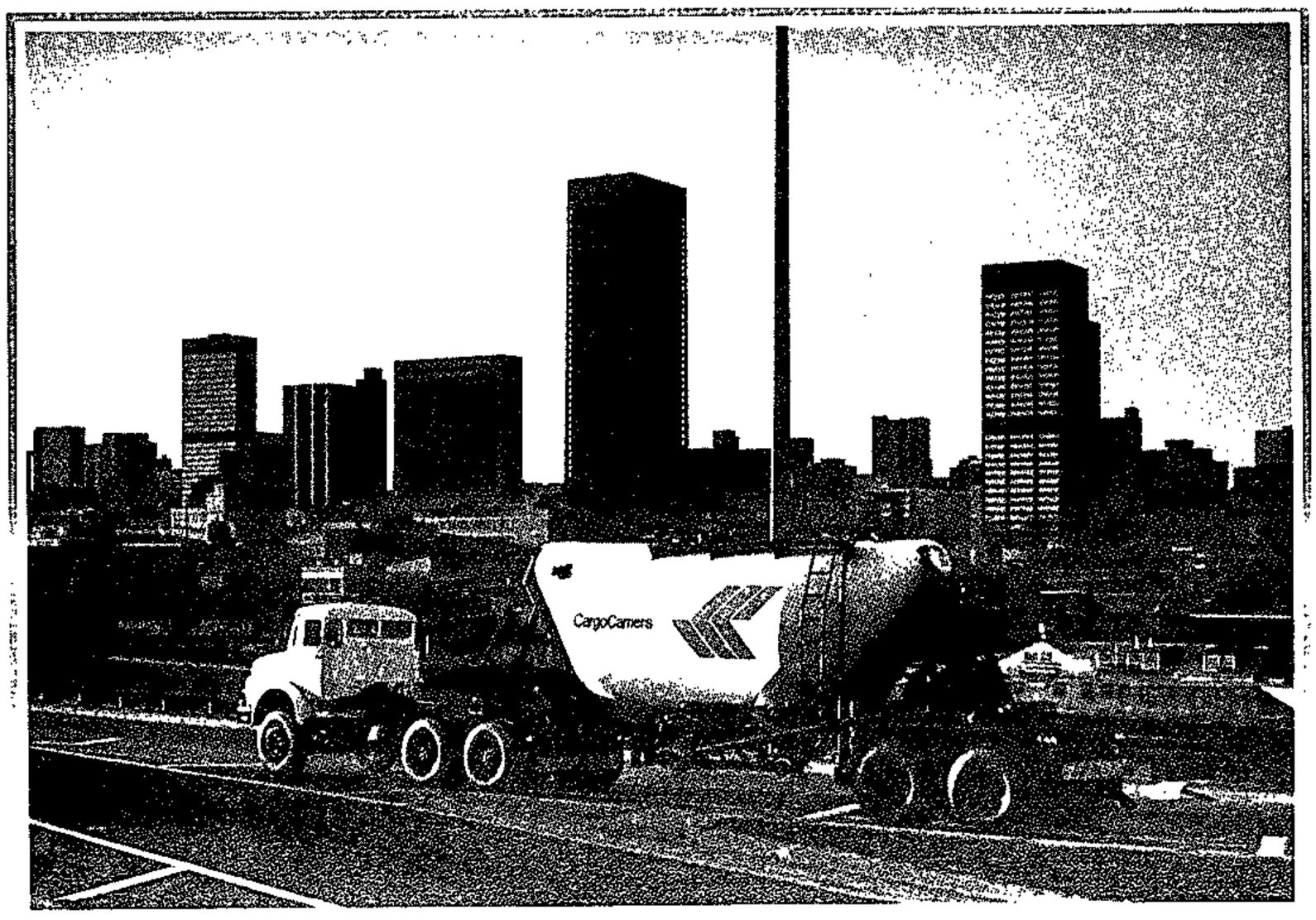
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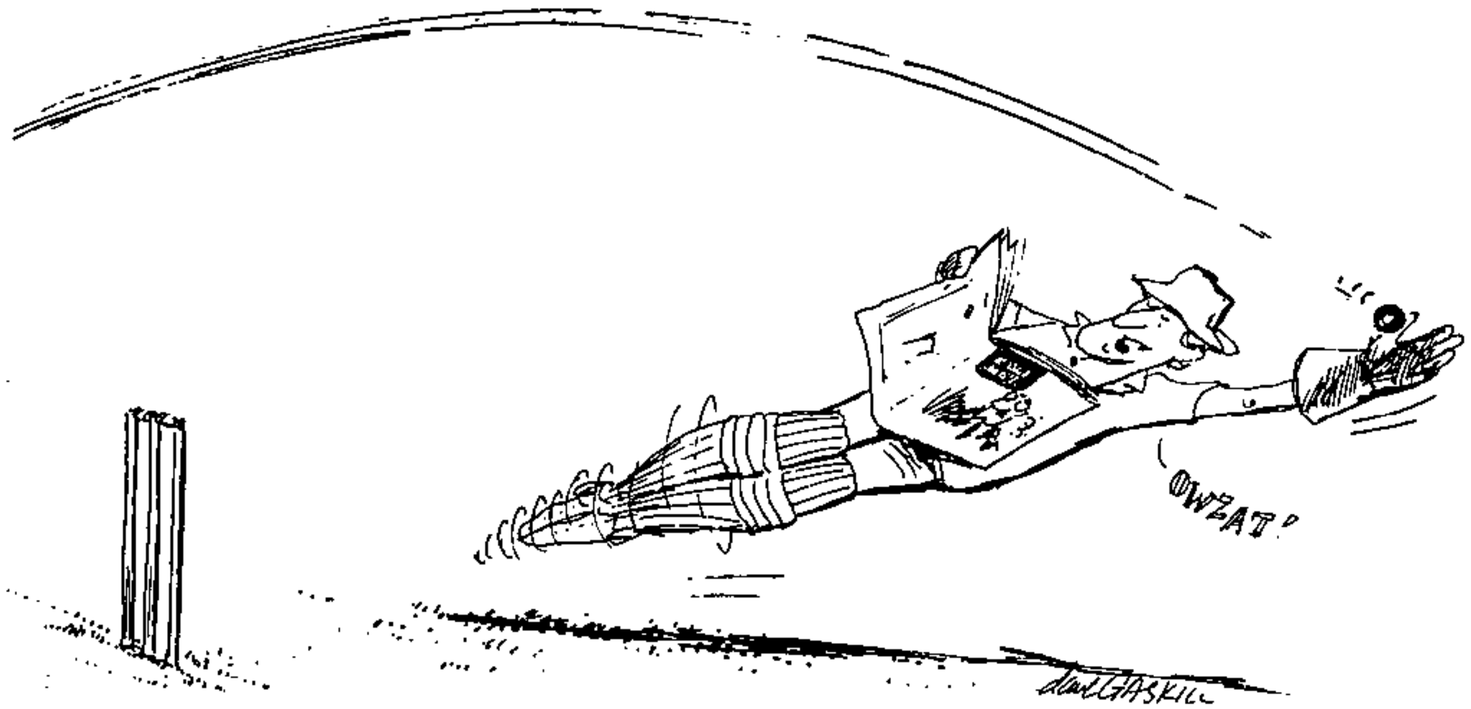

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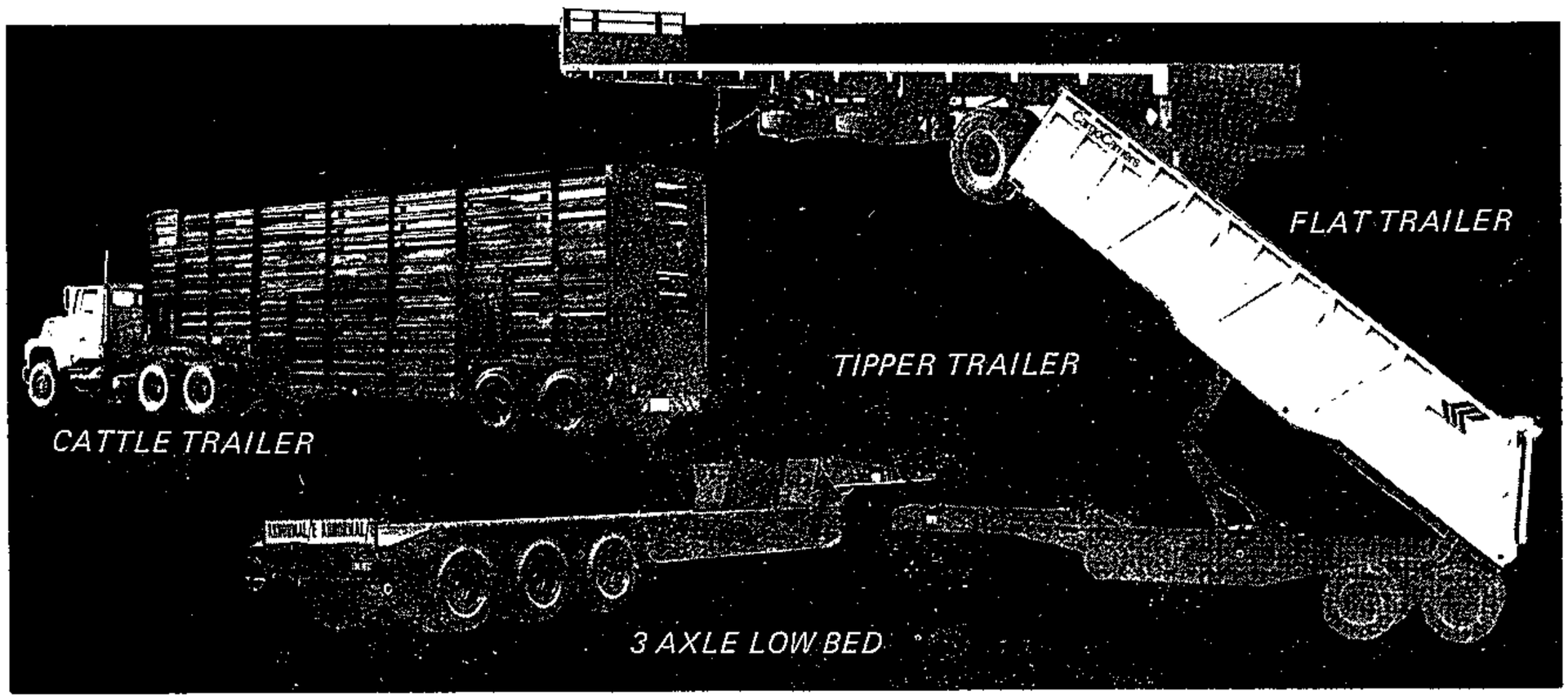

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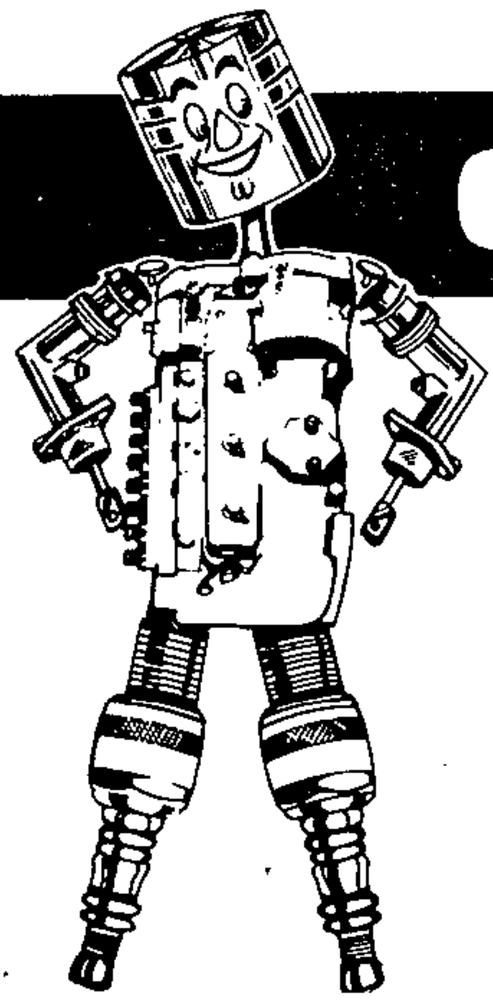

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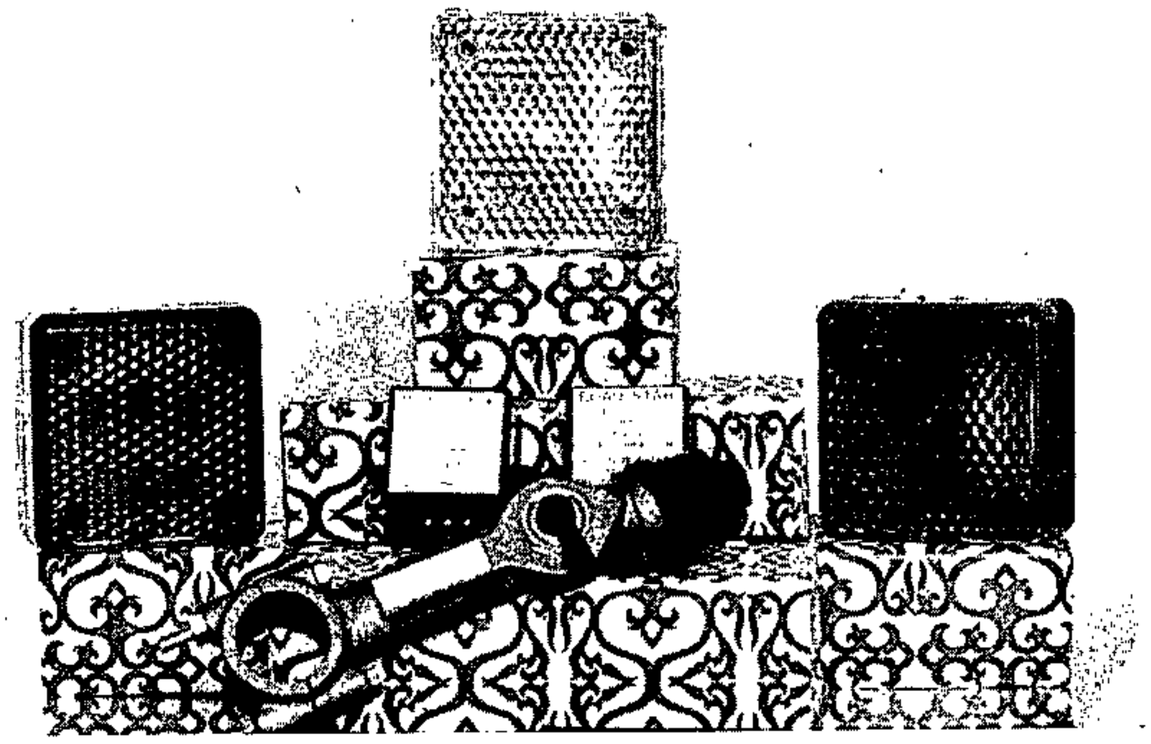

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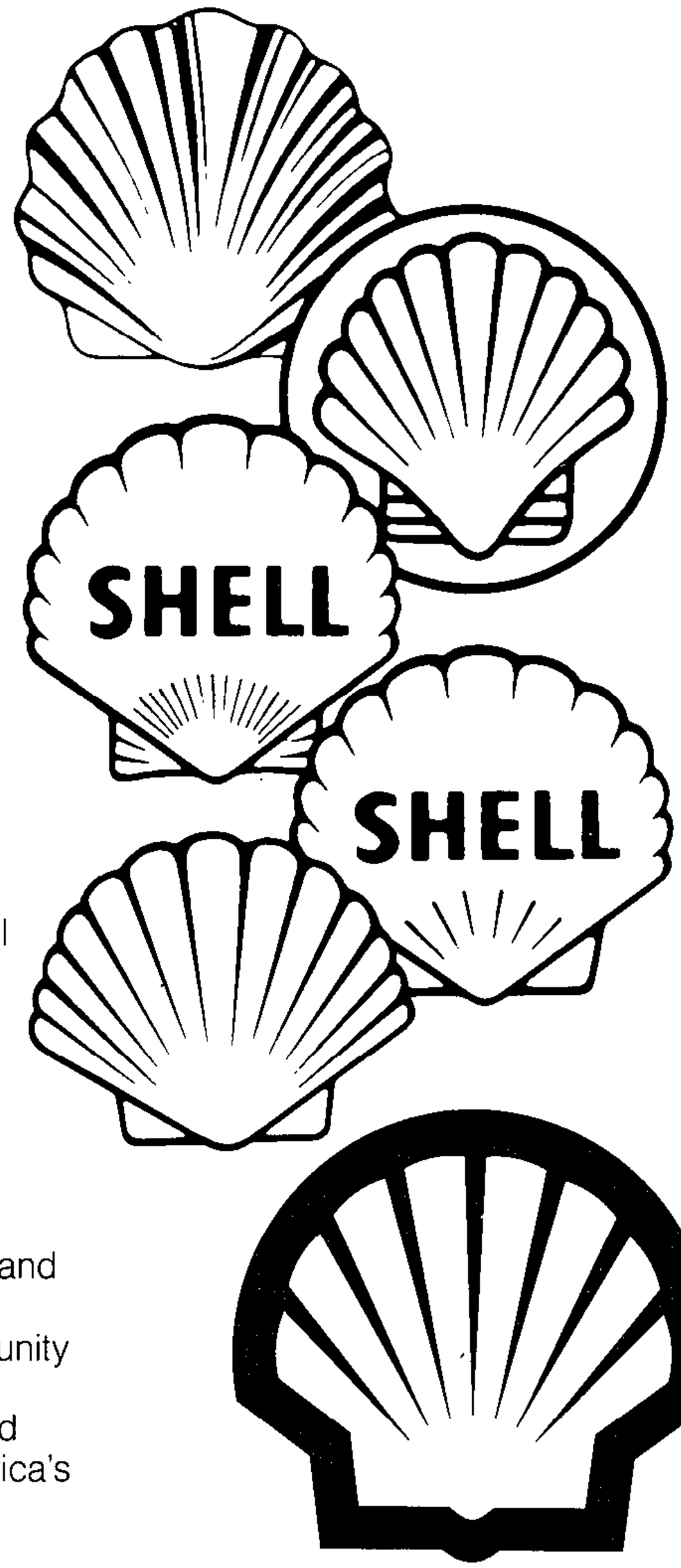

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administration. It's virtually impossible for any vehicle to miss a service. Every vehicle has a lubrication service every two weeks, a maintenance service every month and a full maintenance service every six months.

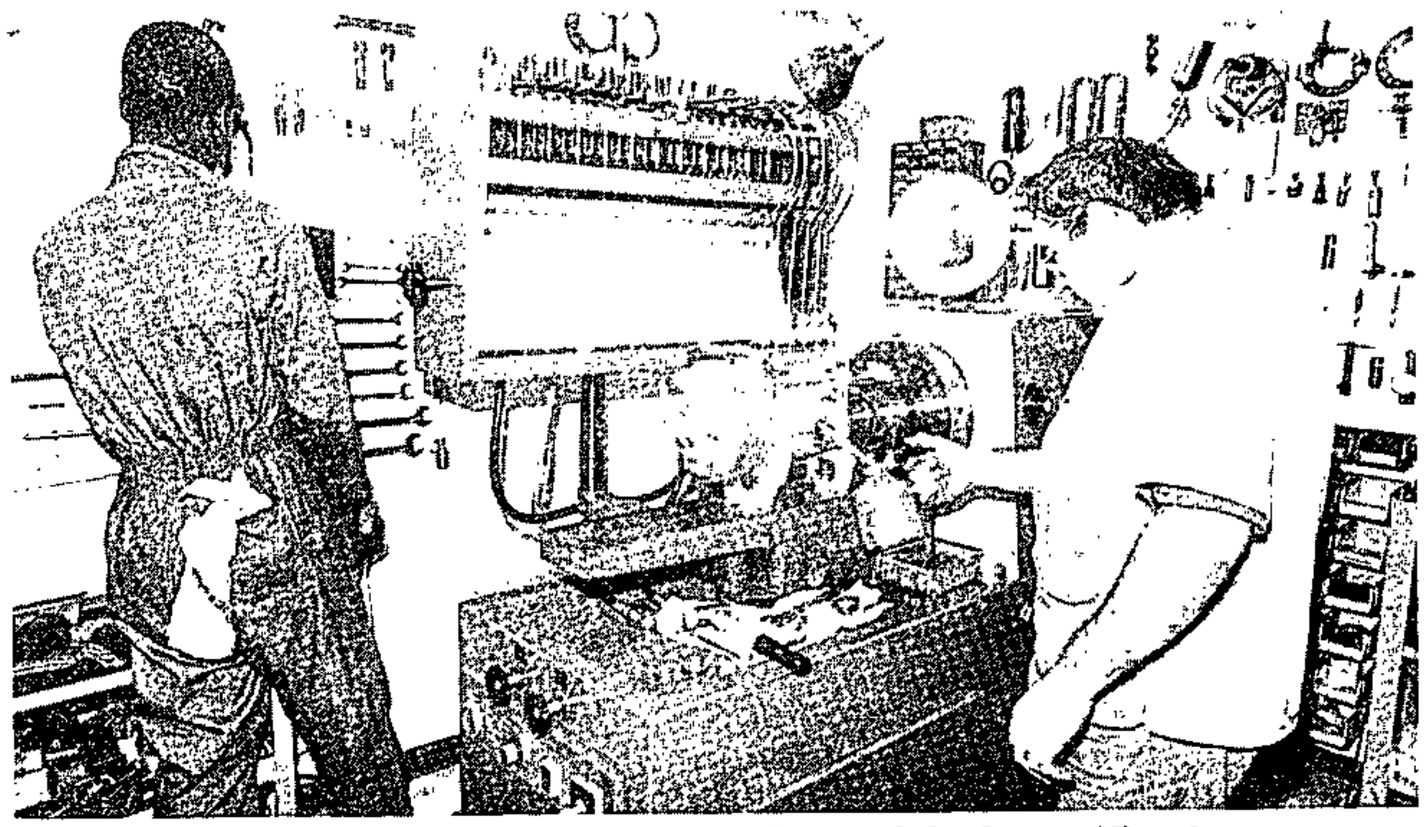
"The six-monthly service is to prepare the vehicle for the government Certificate of Fitness test, which every truck has to pass twice a year. But our objective is to keep vehicles at Certificate of Fitness standards at all times throughout their lives."

The maintenance programmes are based on detailed check-lists, in which every operation is ticked off as it is performed. The check-lists form part of the vehicle's permanent dossier. They also form the basis of Cargo Carriers mechanics' training.

"We run our own training school to teach our mechanics exactly how to maintain our vehicles. Having taught them, we then supply them with the best possible facilities so that they can do their jobs really well."

The facilities Factor describes, include all the branch workshops, together with one of the best-equipped private workshops in the country, at the company's Elandsfontein headquarters.

This sophisticated central repair shop concentrates on unit repair and overhaul. This, in turn, gives the branches the benefits of a unit exchange system. If, say, an engine develops a serious fault, it's simply whipped out of the truck and sent to the central workshop. At the same time, a new unit is despatched to the branch, installed and the truck is on the road again in a maximum of 24 hours.



A fuel pump shop, geared to original specifications

One of the more curious sights at Elandsfontein is a battery of blue-painted engines lined up on the workshop floor . . . awaiting the call to duty. (The blue paint is part of a colour-coding system used to identify parts and eliminate mistakes.) Whenever a new vehicle is delivered, every major unit gets its own identifying unit number. The company then keeps a history of that unit throughout its life.

Each engine is fitted with a Sentinel engine protection device, which will shut off the fuel supply if oil pressure gets too low, water temperature too high or any coolant is lost.

Other facilities include an axle weighing system, a road dynamometer (to measure power output and torque), front-end alignment equipment, brake testing equipment and a small machine shop for clutch rebuilding and overhauls.

"It costs more to rebuild our own clutches than it would to send them out," Factor says, illustrating company thinking. "But our quality is better. We look for the best end-cost, not the cheapest price."

Major accident repairs are carried out in the main workshop, which is where new vehicles are prepared for action. An electrical shop, fitted with the very latest in testing equipment, can repair electrical parts to the original manufacturer's standards — in fact all workshop activities are geared to original specifications.

Cargo Carriers even has its own tyre-retreading operation, described more fully elsewhere in this report.

The engine overhaul shop, a transmission overhaul shop, two fuel pump shops, a panelbeating and paint shop and a trailer shop where the company can make its own trailer bodies, complete the line-up.

"Our maintenance and supply procedures are geared to make the company as independent as possible — so the solution is always in our own hands," Factor says. "The only things we can't do are lineboring and crankshaft grinding. That's not because we can't afford the necessary equipment, but because these operations call for highly skilled operators who would be slightly out of place among our own workshop staff."

Central workshop staff runs to about 100, including 32 artisans. Another 120 artisans are employed at branch level. And the annual workshop and maintenance budget hovers around the R8m mark.

Perhaps it's the way Factor spends his R8m that explains why Cargo Carriers is still very much up and running.

THE TECHNICAL TOUCH

Technical wizard Bill Factor is a Scot — and Scotland is where he learnt his trade. First apprenticed as a motor mechanic, he joined the RAF, then emigrated to Rhodesia in 1950.

There he joined Shell. The company transferred him to Cape Town as transport manager in 1964, and he served the same function in Port Elizabeth and Johannesburg before leaving to join Cargo Carriers in 1969.

Factor's first job here was as one of two operations managers. He became technical manager in 1974, and was appointed to the board in 1980.

His responsibilities today include the company's Swaziland operations. These include four branches — Mhlume, Big Bend, Simunye and Matsapa. Much of the work revolves around the sugar industry — cane haulage, bulk sugar and molasses movements. Other contracts include citrus haulage, fuel distribution for Shell, Mobil, Total, Sonap and BP, and general goods movements.

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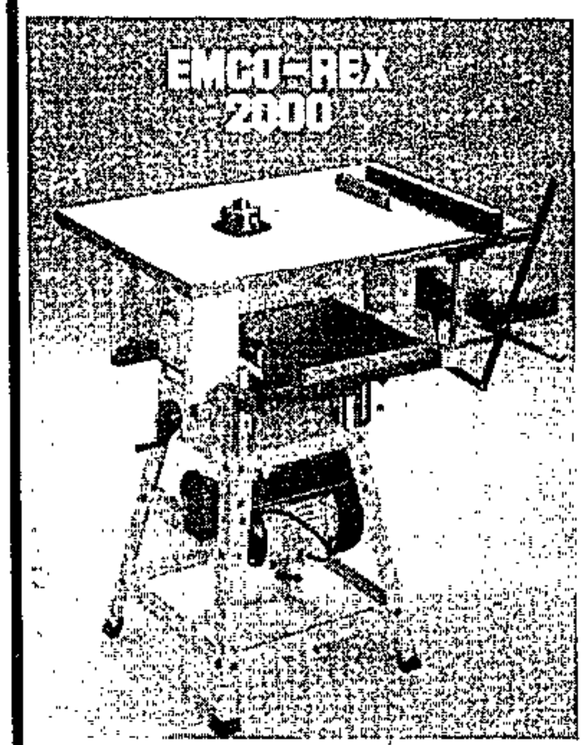

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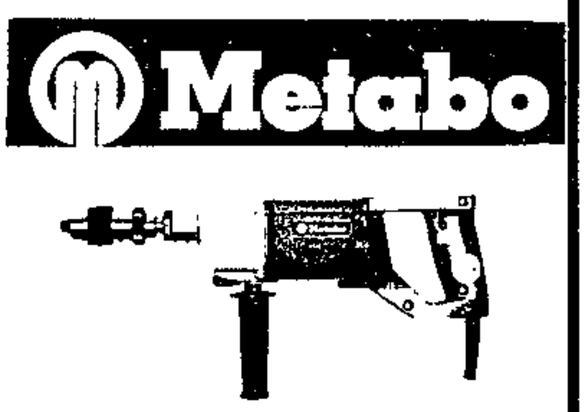

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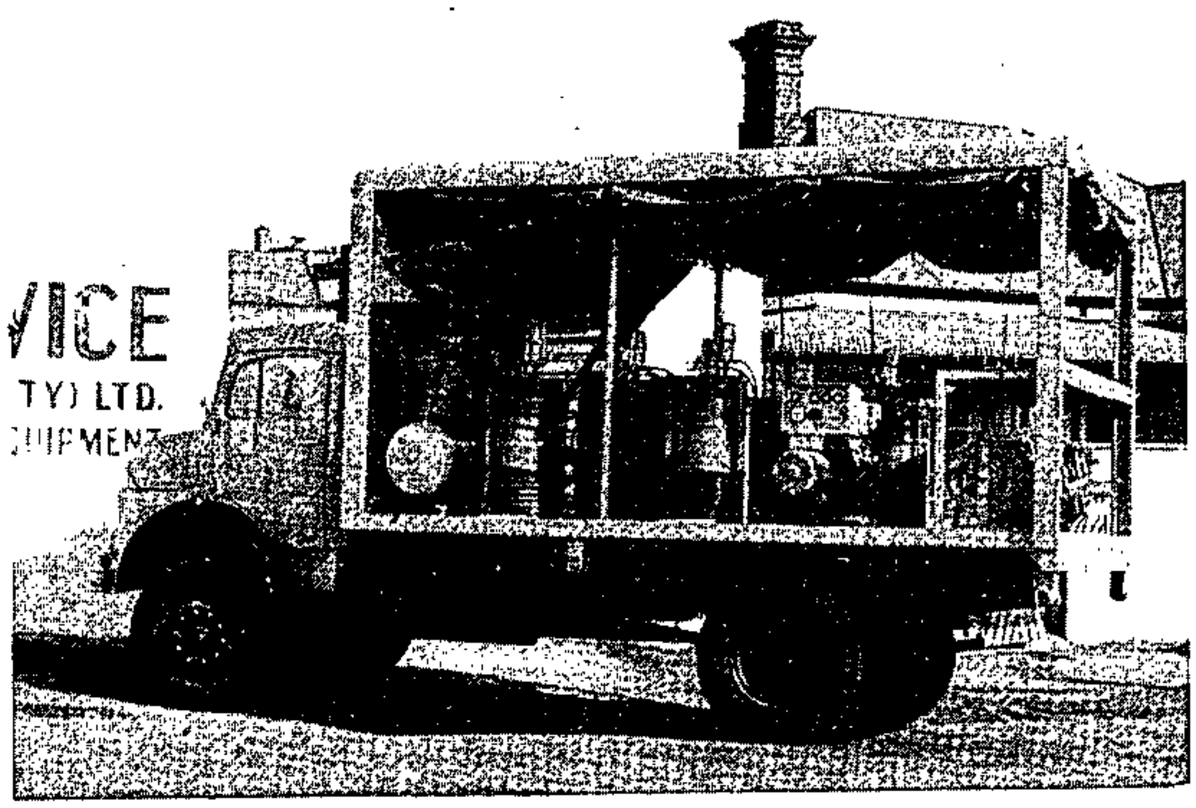

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Foreword

Truckers often complain that the nature of SA's transport infrastructure inhibits the growth of private road hauliers. And they probably have a point. But if any company is thriving proof that growth is possible for private goods operators, it's Cargo Carriers.

This R105m/year business started 27 years ago with one truck. Today it's still privately owned, but its fleet numbers more than 2 000 trucks and trailers. Last year it hauled 15 Mt, which included almost any type of cargo you care to name. To do this, it travelled 53m km and burned 29 Ml of fuel.

At least part of this success is thanks to the company's talent for keeping its trucks on the road. Stringent maintenance and operating procedures are key to this talent, as is a belief in paying for quality.

Cargo Carriers likes direct control over its trucks and their health. So it has one of the best-equipped private workshops in the country. It has its own tyre retreading plant. It has even designed its own video driver-training package, which is now being marketed successfully to the rest of the transport industry.

Growth has taken the company outside straight trucking into the motor business — it now controls various motor dealerships in the Vaal Triangle and Natal.

This special report turns the spotlight onto Cargo Carriers and its operations and examines the prospects for its future.

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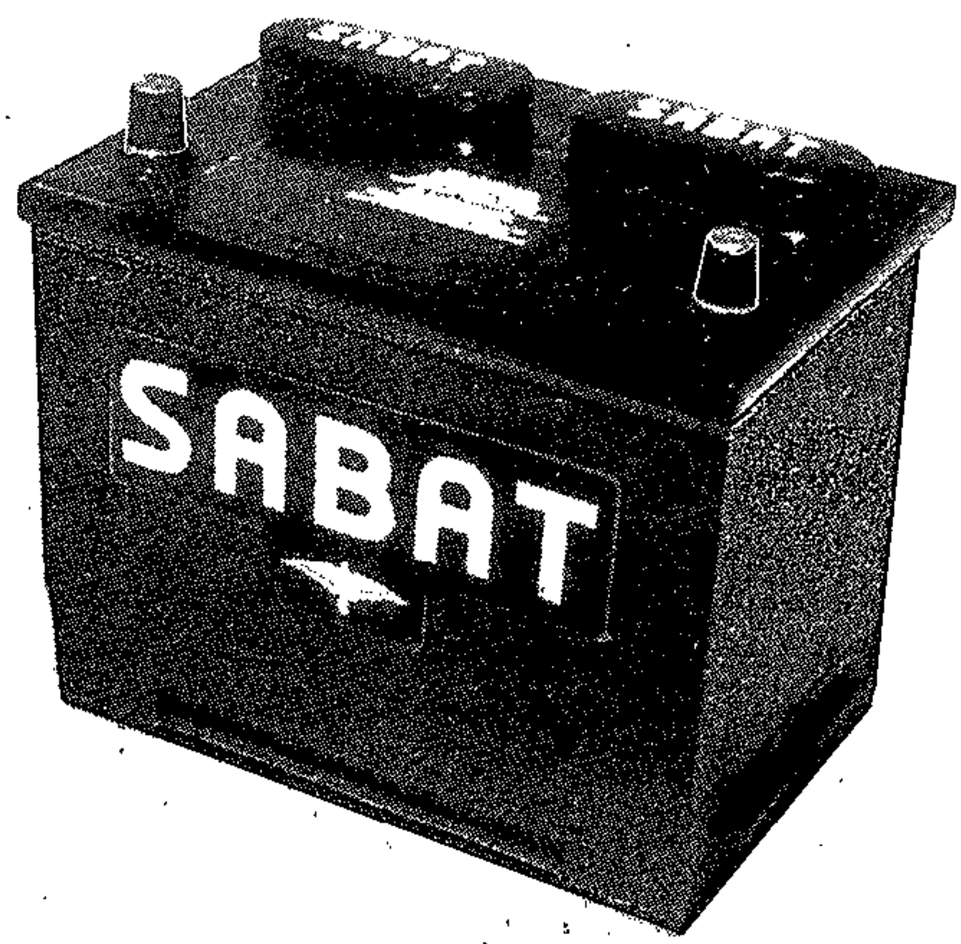

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The key to Cargo

Cargo Carriers is a monument to the dynamism and drive of one man — chairman Des Bolton

Outside Cargo Carriers' Elandsfontein headquarters stands a large glass case — the kind you find in museums, the kind that says "look but don't touch."

On closer inspection, the museum piece within turns out to be a Mercedes Benz mechanical horse, decked out in rather garish red and buff two-tone livery. The sign on the door says Cargo Carriers and there's a circled number — number one.

This is *Old Faithful*, the single unit with which Des Bolton started in the transport business 27 years ago. Today he runs the biggest privately-owned transport fleet in the country. It's still called Cargo Carriers and the Bolton family still owns it lock, stock and barrel. But instead of "Desmond Bolton trading as Cargo Carriers," it's now Des Bolton, chairman of the board.

The day-to-day operations of the company are now in other hands, but all major decisions are still referred to 57-year-old Bolton, who is very much an executive chairman. He regularly visits what he calls the "coal-face" with his operations managers, to show his team — and his customers — that the boss takes an interest.

He wryly notes that he is wheeled out as a figurehead on all sorts of occasions. But he's not complaining. Because his visibility is key to the Cargo Carriers style. It's a big company now, but it's still a family business. Everybody knows who the boss is and what he looks like. Operations hum with a team spirit not found in many companies.

As one employee puts it: "Everyone knows how Mr Bolton would have done the job." And when a colleague describes Bolton as "a packet of crackers," you suspect he's talking about fireworks, not biscuits.

If he's respected within his own company, he's almost as highly regarded in the transport industry as a whole. He is chairman of the Public Carriers Association (PCA), a merging of the Professional Hauliers Association (of which Bolton was also chairman), the Motor Transport Owners Association and the SA Furniture and Warehousemen's Association.

"The new association is our response to government's request that the transport industry speak with one voice," explains Bolton. "The PCA hopes in time to include the SA Bus Operators Association and the National Association of Private Transport Operators (representing in-company fleet owners) in a single body."

One of the PCA's aims, he says, is to get government to clarify the private sector's role in national transport in the light of the Carlton and Good Hope conferences.

"More and more goods are to be pushed from rail onto the SATS motor transport services," Bolton says. "We say that would be fine if it was fair competition — but it isn't. SATS gets its fuel cheaper, its tyres cheaper. It doesn't pay full licence fees. The PCA has figures which show that if all this business were given to private enterprise, we could save the country a minimum of R25m — with no concessions at all. We would still make a substantial profit. *And* we would pay tax on it."

The PCA is anxious to raise the level of local transport expertise and lends support to RAU courses in transport education. It also wants SA transport operators to obey the law — in terms of both the Road Traffic Ordinance and the Road Transportation Board's permit system.

"Many SA transport concerns are not members of the PCA, because they don't wish to adhere to our code of ethics — which insist on conformity with the spirit of these regulations," Bolton notes.

The permit system means that expansion into new commodities is often only posssible via acquisition of the existing permit-holder. Cargo Carriers has used this method steadily in the past to expand its own business — and the full range of its present activities is dealt with in the rest of this report.

These acquisitions have to be funded somehow — until now they have been funded from within the company. A JSE listing seems an obvious way to grease the runway for future expansion.

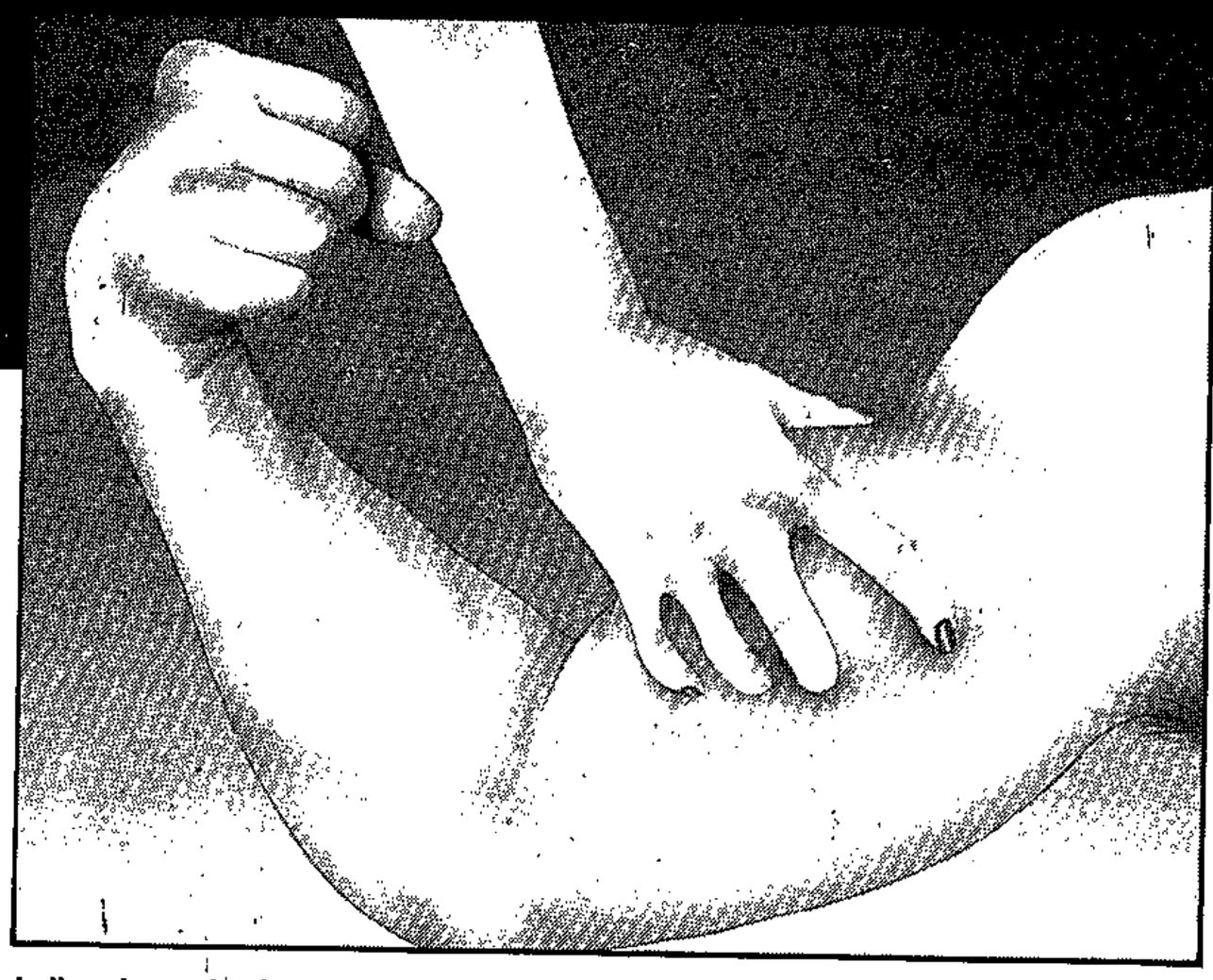
"We have considered going public before now — as long ago as 1969, in fact," Bolton says. "We have also had many approaches from large conglomerates interested in the company.

"I honestly believe that we in Cargo have achieved more success in this sector of the economy by remaining private.

"This is a very demanding industry in terms of constant work effort, attention to detail and customer contact. And it's a highly personalised operation — our people are conscious of working for a team. In public companies, in my experience, that feeling is often replaced by a dependence on theory and a lack of practicality.

"This company has enjoyed a minimum annual growth of 10%, sometimes much more, and my policy has always been to

Sometimes we have to resort to strongarm tactics...



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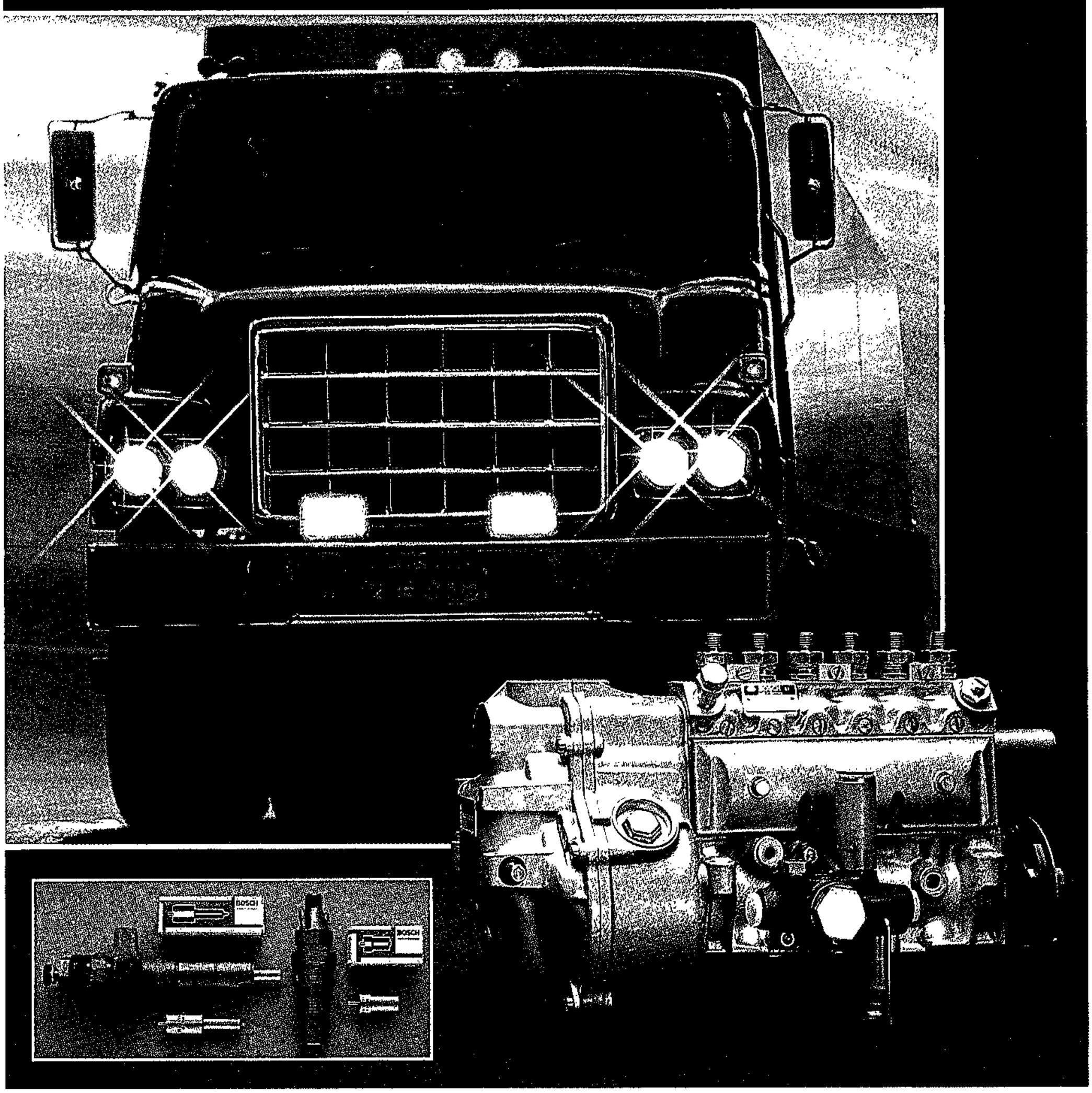

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And New Generation modular construction allows increased interchangeability of parts and standard driving and servicing procedures.

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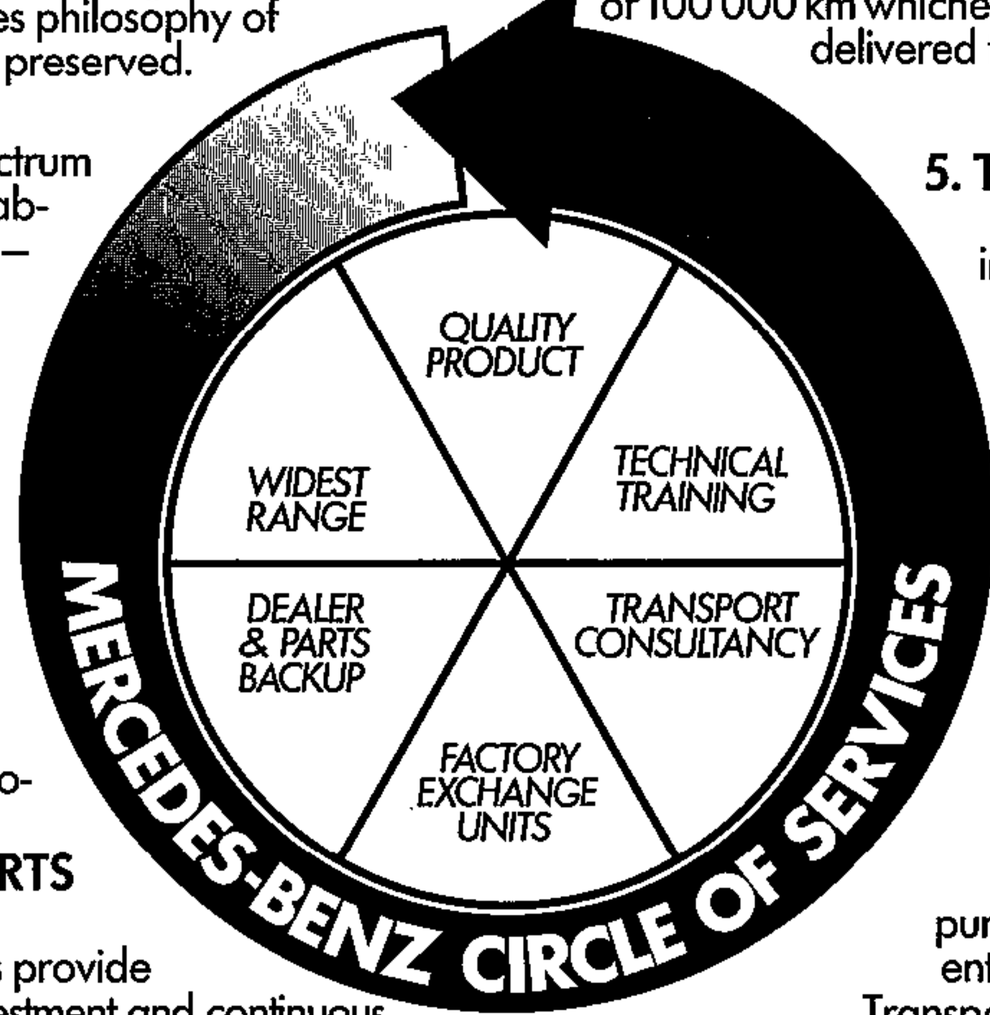

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"I think we learnt a lot from each other — we certainly complemented each other."

While the branch was coming together, Naisby formulated systems, set budgets, assisted the staff in setting and achieving objectives and taught them how to monitor controls not on a weekly or monthly, but on a daily basis.

"We introduced an accident-free bonus system," he remembers. "We promised each driver a substantial year-end bonus. At the beginning of the year a board with each driver's name and the amount of his bonus was posted in a prominent place.

"Each time a driver was penalised for an accident, his shrinking bonus was up there on the board for all to see. It had a marked effect on the accident rate at that branch."

What, in Naisby's opinion, is the single most important element of successful fleet management? "Monitoring and building up a team right down at the coal-face. This organisation has enjoyed a lot of success because people right down the line are happy to get involved.

"This is not a company of supermanagers who won't check out the tachographs, who won't get involved in training drivers.

"Flip used to say 'you have to talk to your tyres every day' — and I knew what he meant. Well, you have to talk to your people, too. Managers have to be willing to talk and to mix in all down the line."

He adds that he's not talking about whites only. "Our company has developed and encouraged a number of highly motivated and knowledgeable black supervisors."

But when it comes to the fleet itself, availability is the highest priority. After all, you're paying overheads regardless of whether your truck is on the road or not.

"Here we have to thank technical director Bill Factor," he acknowledges. "Our policy of regular, scheduled and detailed preventive maintenance is his brainchild.

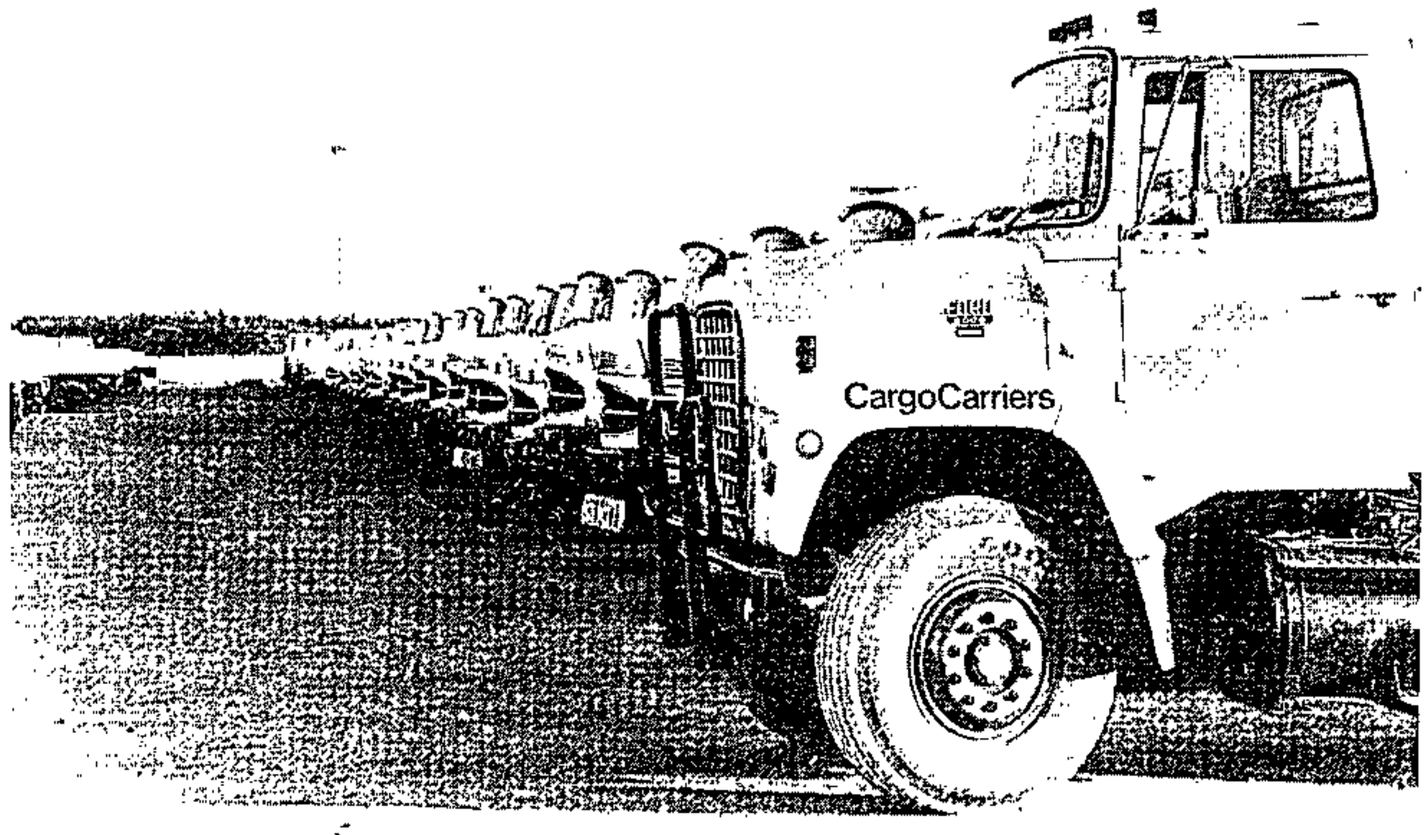
"It wasn't immediately accepted, because it meant vehicles being off the road. Wanting to give service to their customers, branches wanted their trucks on the road as much as possible. When we insisted that the truck go in for its scheduled service, whether they liked it or not, they cried 'we'll need more trucks.' But once they tried, they found that in some cases they actually needed less."

Another must, in Naisby's book, is detailed control of tachographs. That means knowing exactly where drivers are, what routes they take, where they are stopping. It means checking revs and speed at all times, to ensure that drivers are sticking to company policy on speeds and driving technique.

"Driver control is via bonus systems — based on his appearance, vehicle cleanliness, approach to customers and general driving standards based on the tachograph.

"Almost every commercial vehicle in the country is fitted with a tachograph, but at least 50% are not used properly. When we take over a transport company, we often find that the tachographs aren't working. The owners tell us they can't operate the system because the drivers rig the tachographs. But you can detect that.

"In fact, when we train our drivers, we actually teach them *how* to rig the system.



The fleet ... availability is the highest priority

NEW OPS MAN

Roger Naisby was born and schooled in Springs. He completed his CTA at Wits, became articled to Hamilton, Pringle, Farrant (now Arthur Young) and finally qualified in 1969.

He joined Cargo Carriers as an accountant late the following year, becoming company secretary in 1971. He was appointed to the board as financial director in 1980 and took on the job of operations director from the middle of last year.

Up, down and sideways

Cargo Carriers believes in talking to its people — and, in turn, listening to them

Almost without noticing, Cargo Carriers has found itself with a massive personnel responsibility — in the shape of almost 3 000 employees.

But notice it has. And with the versatility that has become one of the company's hallmarks, Jim Sagar — accountant, general manager, then operations director — last year took on the post of personnel director.

"Our growth in staff strength has been rapid over the past few years," Sagar says. "And, this being the company it is, our people are important to us. So last year it was decided that the personnel function needed executive attention. That's when I took on this job."

With the exception of boss Bolton himself, Sagar is the longest serving Cargo Carriers executive. As such, he has always been very close to Bolton. So perhaps his current appointment underscores the weight this organisation attaches to its employees.

There are certainly enough of them. At least 1 500 are so-called Code 11 drivers — extra heavy duty drivers. Another 100 or so are Code 10 — heavy duty — drivers. Workshop staff account for 120 artisans and 200 mechanics' assistants. Clerical staff, vehicle attendants, general workers and the employees of the motor division make up the balance.

"You cannot lead, understand or motivate people unless there is communication up, down and sideways," Sagar claims. "And that's the cornerstone of our personnel philosophy. Leadership, guidance, negotiation and motivation all flow from communication.

"How do we achieve it? We engender the idea by our approach, by persuasion, training and insistence. And by regular meetings at branch and head office level."

The company has its works councils, its liaison committees. It holds scheduled meetings so that problem areas can be discussed and grievances aired. But it maintains that informal communication — on job problems, personal problems — is an even more vital channel. "Let the other man know what you want," is one of Bolton's guiding principles.

"We also believe in recognition," says Sagar. "If a branch performs particularly well, we make a point of acknowledging their efforts. I will go down to that branch in person and thank the drivers concerned."

Many of those drivers belong to the African Transport Workers Union (ATWU) which, together with the white, coloured and Asian-representative Transport Workers Unions and the Motor Transport Owners Association, is represented on the Industrial Council for Motor Transport Undertakings (Goods).

The industrial council at present covers the Reef exempted area and the Free State goldfields and, as such, the majority of Cargo Carriers employees. Branches outside

out are inferior

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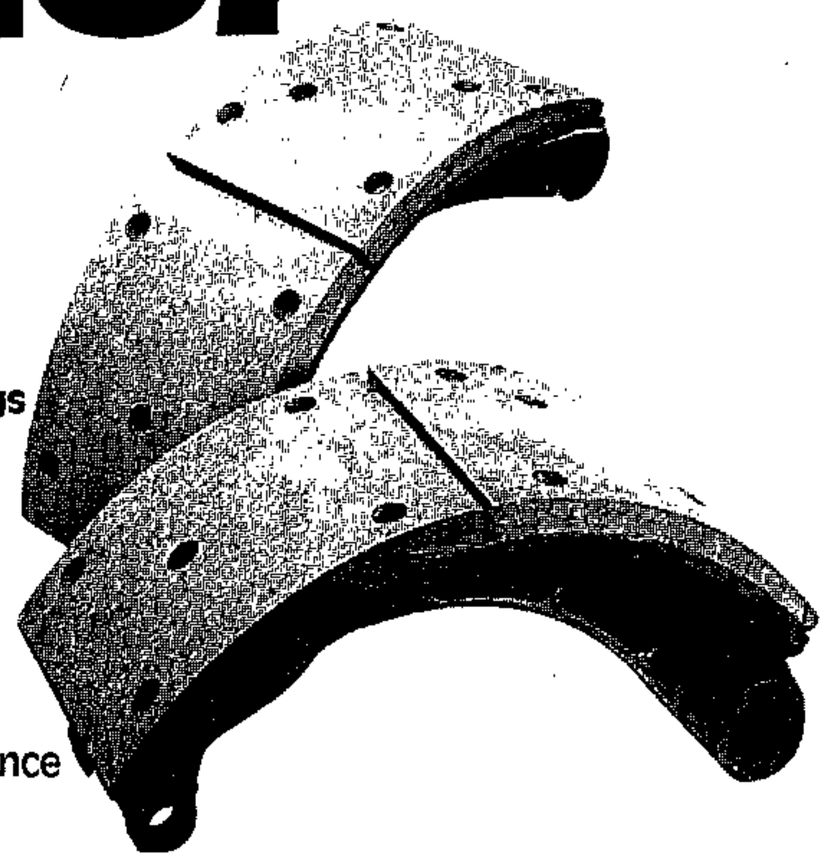

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these areas fall under the jurisdiction of the Wage Determination Act.

"We are aware that unions, registered or unregistered, may have a go at us," Sagar concedes. "We had a drivers' strike over wages at Vanderbijlpark last year — it lasted one week. But we firmly insist that unions be registered for the goods transport industry, and that they subscribe to the industrial council system before we negotiate with them. Otherwise one is left with a host of different unions, all negotiating different conditions of employment. And the result is total chaos.

"We agree that the worker's choice of union must be left to his own conscience. But sooner or later the strong, representative unions must emerge. And those are the ones we prefer to deal with."

Industrial relations is one of Sagar's prime functions. Another is security, for which the company employs a professional security officer, Bill Watt-Pringle. Watt-Pringle's job embraces factory safety, fire fighting, first aid, factory fencing and even gate control. One of Sagar's aims is to set up a security committee at each of the company's branches.

Also within his brief is training, something the company rates high on its priority list. "We don't believe in the idea that 'accidents *will* happen' — our aim is to make our drivers as efficient and professional as possible," he says.

The man immediately responsible for driver education is group training manager Jan Strydom. "The fact that a man has the right driving licence doesn't mean he can drive the way *we* want," Strydom points out. "And our standards are very high.

AFTER-HOURS ACCOUNTANT

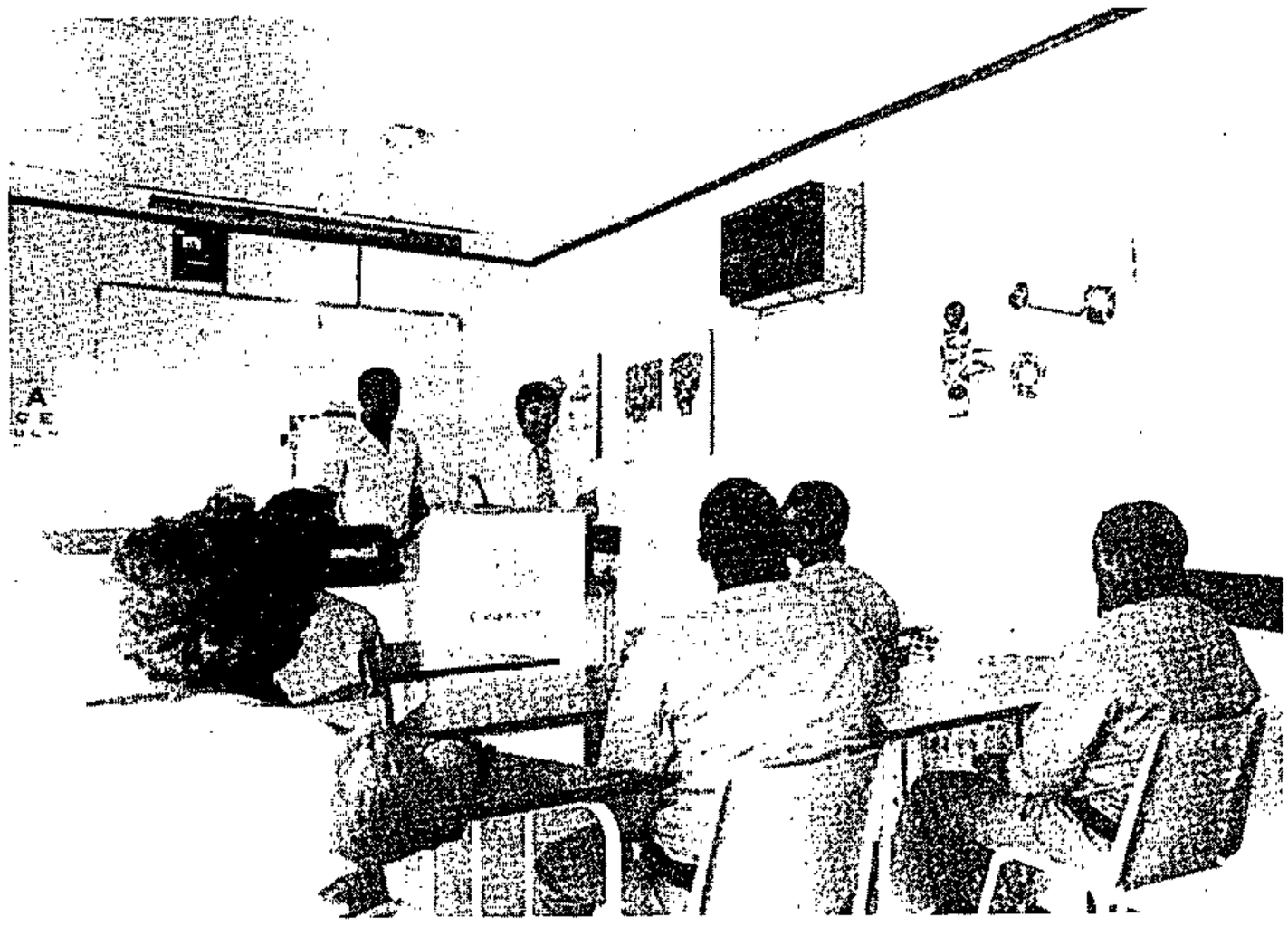
If you're looking for first causes, the reason Jim Sagar is with Cargo Carriers is his wife's taste for hockey. She and Des Bolton's wife played for the same team in 1952, and that's how the two men met.

They became friends and, in 1958, Bolton offered Sagar the job of accountant. It was a relatively small company then, and Sagar recalls that he did most of the accounting after hours. "Most of the days were filled with firefighting," he says.

In 1960 he became manager — the equivalent of today's operations manager. "The position grew as the company developed," he explains. "In 1969 I was appointed general manager, but my main function was still that of operations controller."

On his appointment to the board in 1980, Sagar became operations director. But that didn't last long. Continued expansion, particularly on the people front, called for specialist attention to personnel. And last year Sagar adopted the mantle of personnel director.

"Every driver in the fleet goes through an initial two-week course and then returns to a training centre at least once a year. We make extensive use of our Iconotrain audio-visual training package. Follow-up instructors monitor the driver's progress in the cab on a regular basis. On the return courses we concentrate on his weaknesses or bad habits — lack of vehicle sympathy, for example, or lack of road sense."



Learning to drive "the way *we* want"

The company has eight separate branch training establishments, soon to be increased to 11, with a total and full-time staff of 25. Workshop training is undertaken by the company as well, although here it makes use of in-service training centres to complement its own courses.

"We are planning to start courses for middle management and supervisors in the near future," Strydom adds. "These will also make extensive use of audio-visual material and will concentrate on planning and controls, time management, supervisory skills and industrial relations."

Quite outside his personnel responsibilities, Sagar — as an ex-operations director — keeps his hand in by controlling the company's Malelane operation. This eastern Transvaal contract began in 1967, and Sagar was closely involved from its inception.

It involves the haulage of 800 000t/year of sugar cane from field to mill, on behalf of growers in the Malelane and Komatipoort areas. At the start of the contract — which coincided with the establishment of this new eastern Transvaal sugar industry — two thirds of the cane moved was already bundled by the growers. For the remaining third Cargo Carriers took hydraulic grab loaders directly into the cane fields. Today at least 75% of the tonnage is moved in-field. The Malelane fleet consists of 30 vehicles and 14 grab loaders.

"The decision rests with the farmer," Sagar explains. "The grab loader method is more expensive, but then he saves on cutting, bundling and his own tractor costs."

OPERATIONS 1

From Durban, with drive

Conveniently close to Durban's outer ring road is Cargo Carriers' Durban branch, headquarters of its Natal operation. Established in 1974, after the company landed a contract for the carriage of cement in the area, the branch is the largest outside the Reef and runs 117 vehicles.

The Durban operation is unlike any other in the group, in that contracts are placed under the control of contract supervisors — six in all, one each for caravans and park homes, cement, fuel, general haulage, tankers and dry bulk.

"Each contract supervisor is responsible for every aspect of the contracts under his control," says operations manager Mike Coutts. "That means achieving optimum utilisation, payloads and profit, as well as looking after the drivers and liaising with the customer."

About a quarter of Durban's fleet is devoted to hauling caravans and park homes for Pinetown-based Caravan Industries (CI). This company builds movable dwellings used largely on construction sites and, on occasion, in disaster areas. Cargo Carriers delivers these park homes as complete units on bogies to customers who include Escom, Secunda contractors and the SA Defence Force. A number of CI park homes found their way to flood-stricken Laingsburg and Cargo Carriers has delivered as far afield as Mozambique.

"We handle secondary moves as well," Coutts says. "This means that units are reloaded and transported to new development areas. CI is manufacturing larger and larger park homes, so we have to adapt our equipment to their needs. Our latest development has been an extendable trailer."

CI business includes the haulage of caravans, mainly to the Reef.

The company has now established a sub-branch at Pinetown to handle its CI contracts, since development at Mobeni has been rapid enough to create space problems.

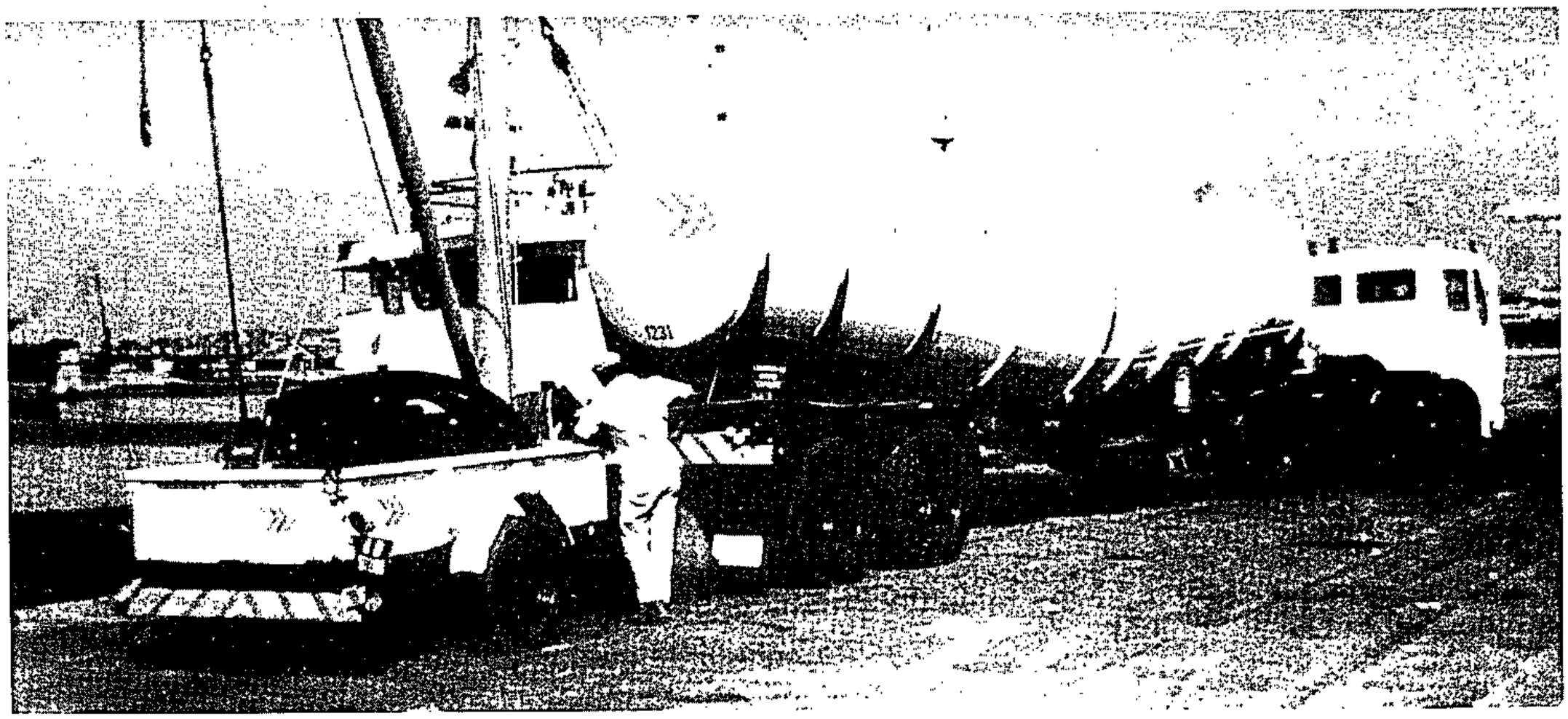
The contract which got Durban branch going in the first place was with Durban Cement and the relationship has continued. In a fairly labour intensive operation, Cargo Carriers moves pocketed cement from factory to users within the Durban area.

"The cement market moves up and down, so our activity here does likewise," Coutts explains. "We used to have 23 vehicles on this contract but, by optimising payloads and motivating our teams to higher productivity, we now have 18 doing the same job.

"A recent decision to allow individual

Cargo Carriers' fleet consists of more than 2 000 vehicles, of which more than 1 000 are so-called "prime movers", or tractive units. The fleet hauls everything from sand to steel, windows to waste-rock.

Operations fall under the direct control of operations director Roger Naisby. Reporting to Naisby are three operations managers. Their portfolios are not assembled according to any specific regional or product criteria. Thus Mike Coutts is responsible for Natal and Herpa. Gordon Glass looks after steel and Potchefstroom, among others. Manie Wiese's portfolio includes gold mines, the Witbank branch and newly-acquired Steve's Transport.



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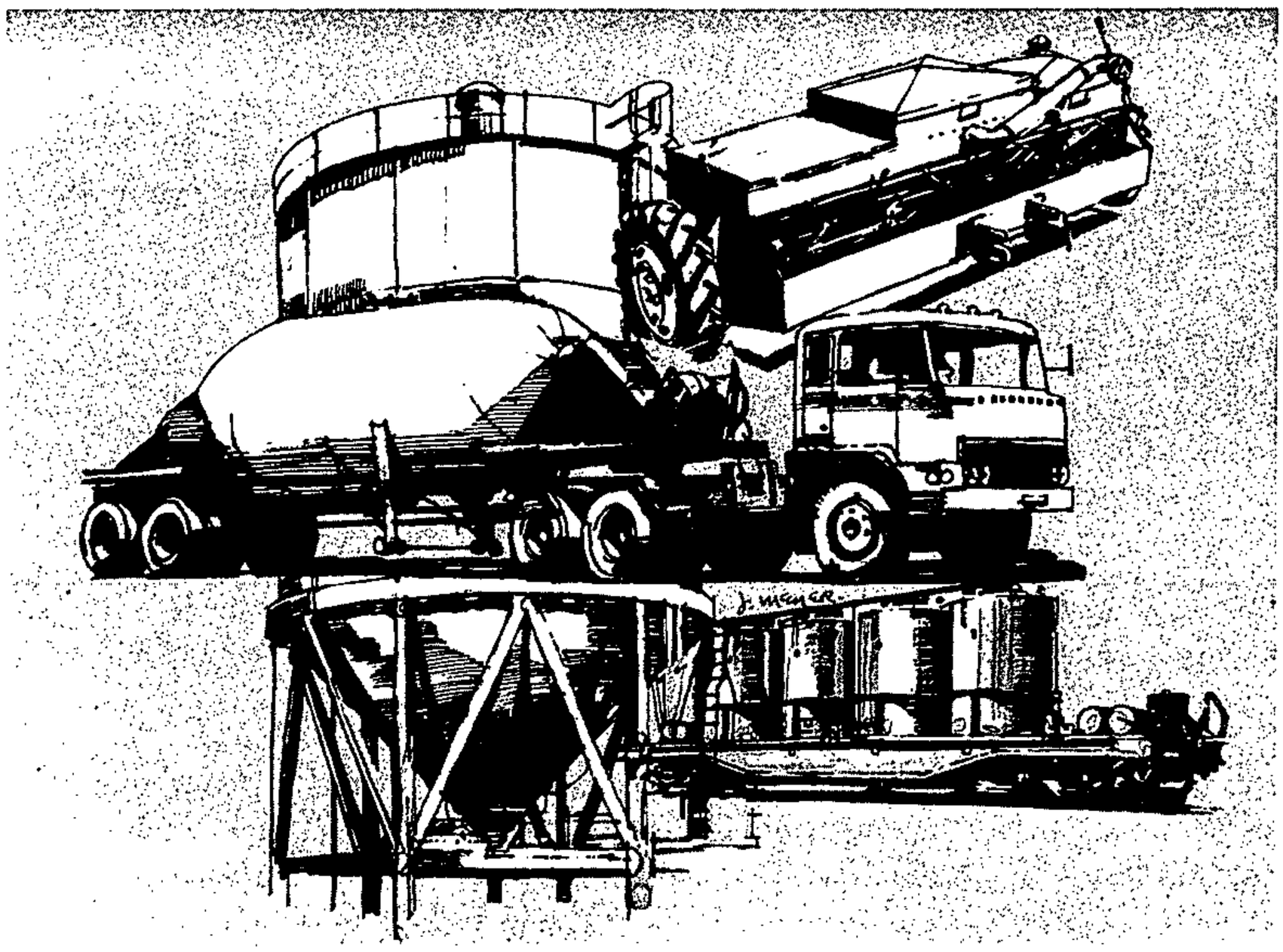

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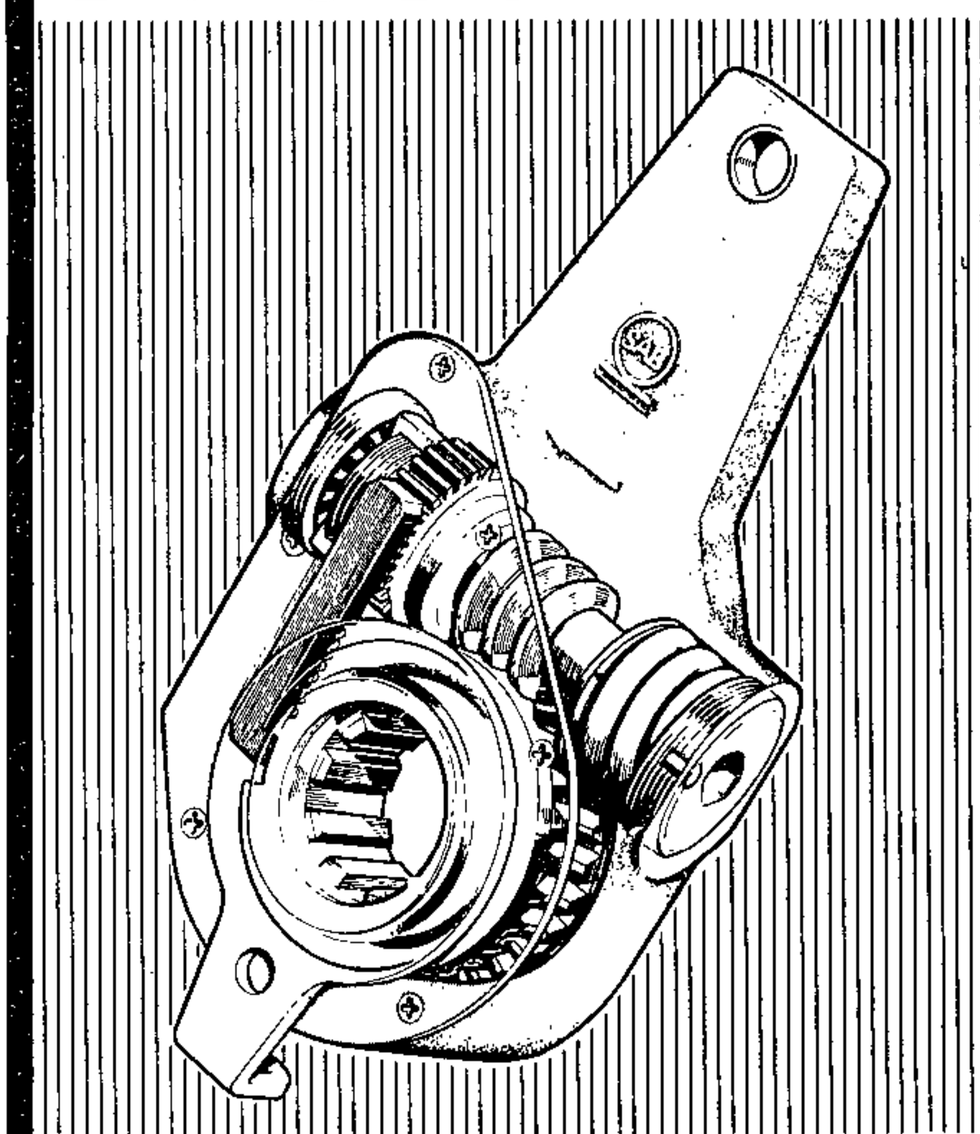

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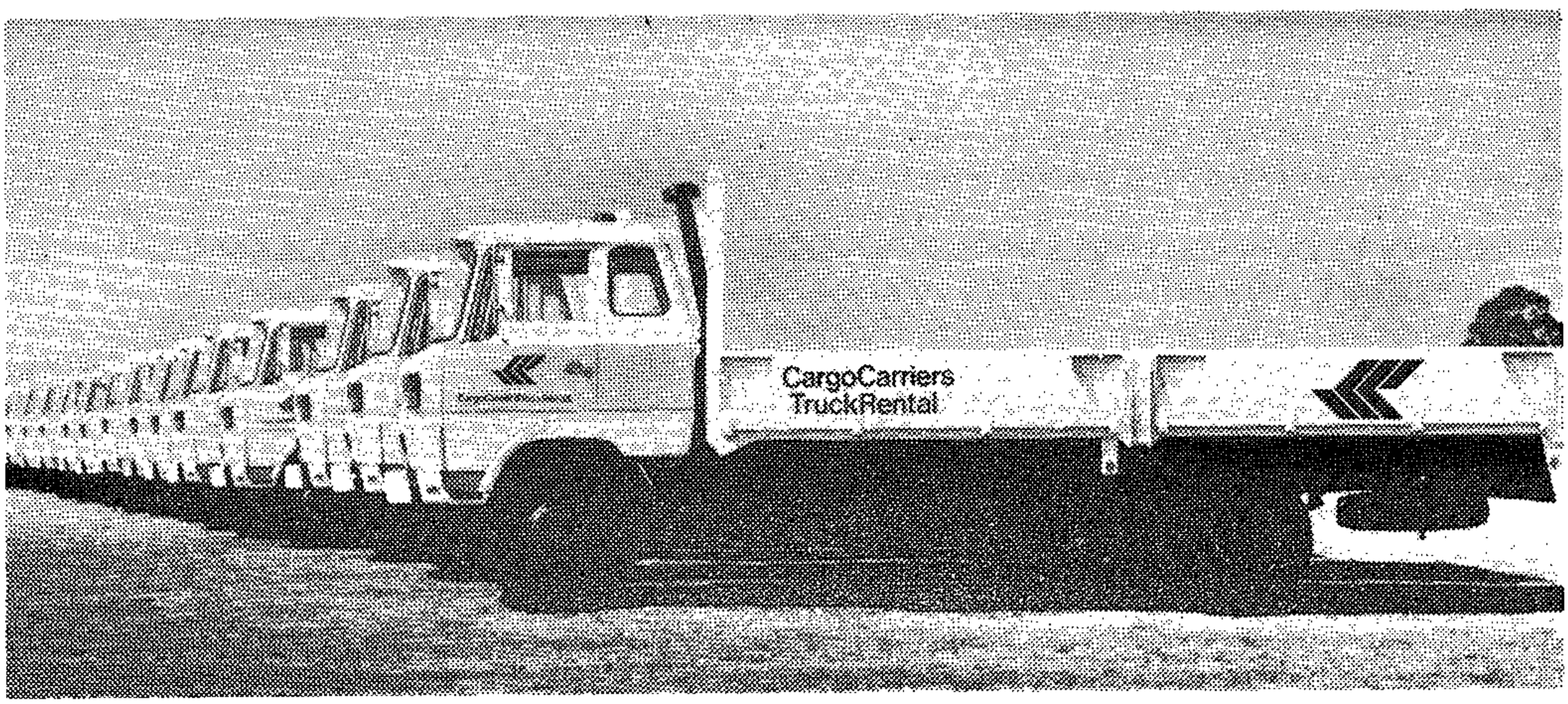

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*National Road Safety Council Heavy duty road accidents 1981

New lease of life?

New markets are being opened up by a year-old division which specialises in full maintenance leasing and truck rental

Vermaak ... "a growing SA leasing market"

Long-term contract business has always been Cargo Carriers' bread, butter and jam. Recognising that customers have short-term needs too, the group has expanded into this part of the market with a new truck leasing and rental division.

The division opened its doors in April last year with 15 vehicles. At the end of its first year in business, the fleet strength had risen substantially. Utilisation over that year was 63% — which might not sound terrific, but in transport terms it's perfectly healthy.

The basic principle of full maintenance leasing is to provide a medium for customers to handle their own distribution without the dirty work which comes with all transport operations — maintenance downtime, repairs, licensing and the like.

"The virtue of leasing is that it frees the customer's capital for his own business," says divisional general manager Theo Vermaak. "We will provide a vehicle in the customer's own colours. He provides his own driver (we can supply one if necessary) and exercises complete control over his own distribution.

"We maintain the vehicle, organise licences, see to the six-monthly Certificate of Fitness and, if the truck breaks down, immediately provide a replacement at no extra charge. Because part of the deal is the assurance that the customer will have a truck at all times."

One of the advantages of leasing, Vermaak claims, is that it allows precise transport budgeting. "Transport is a field in which an inexperienced company can steadily lose money without really knowing why," he says.

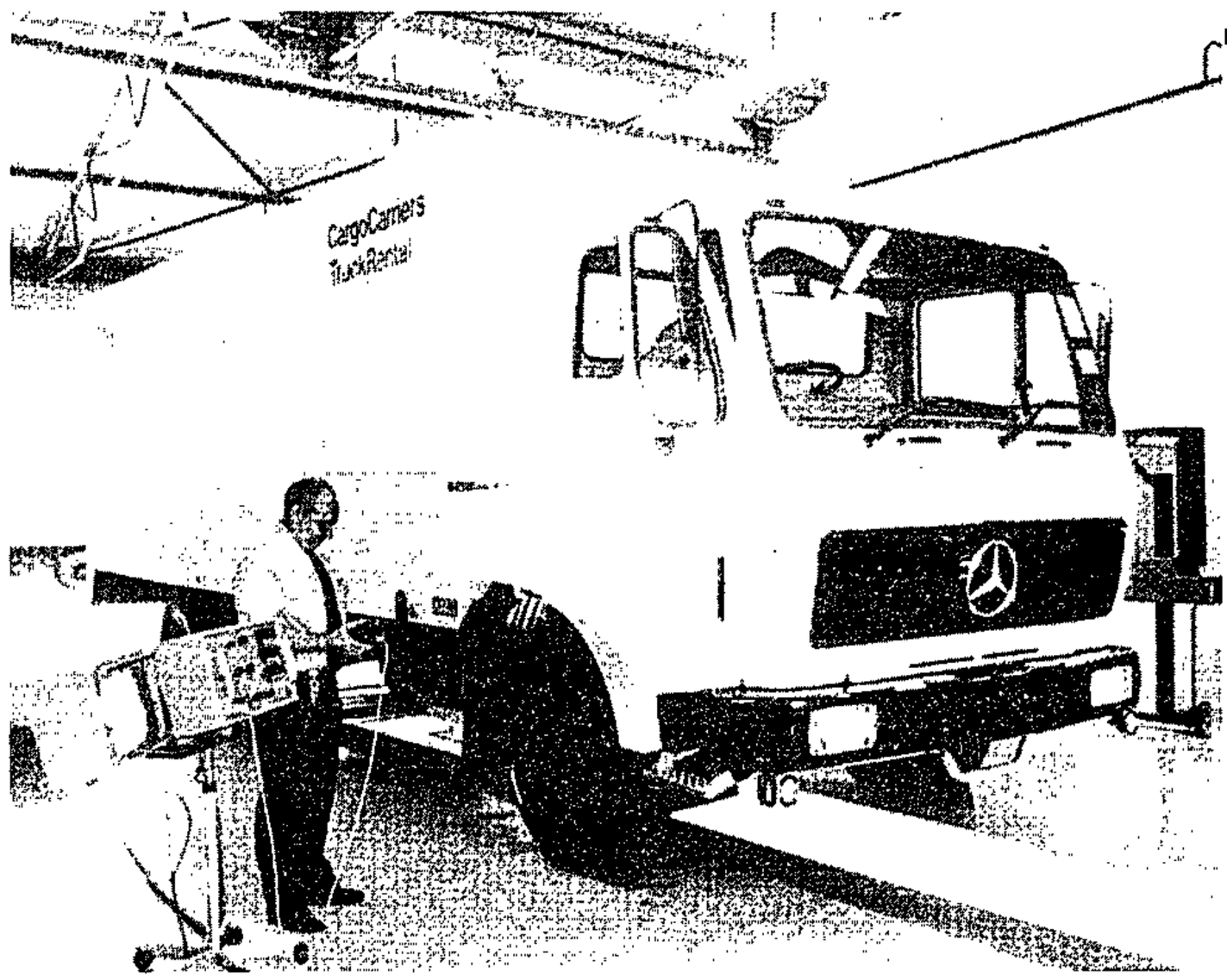
"Running a fleet is fraught with hidden costs and it's not easy to calculate exactly what and where you're spending. Under our leasing deal the vehicle is financed with general upkeep for the full duration of the contract.

"All cost items — like licensing, third party, tyres, lubrication services, panelbeating, mechanical repairs, spare parts — are incorporated in a fixed monthly charge. So the customer's cost is his budgeted cost, regardless.

"Additional cost factors such as fuel, drivers and comprehensive insurance are generally excluded. But we can include even these in the pricing structure, allowing total management control."

If the customer puts his own driver into the cab, Cargo Carriers will train him on the same system it uses for its own staff — a two-week course with regular in-cab follow-up. This, too, is at no extra cost.

Vermaak points out that Cargo Carriers



A fixed monthly charge covers all maintenance

WIZARDS AT THE WHEEL

The driver of an extra heavy-duty truck is probably the biggest single profit or loss-generating factor in any transport business.

The man behind the wheel is expected to be a bionic combination of corporate profit-earner, route and safety expert, fuel-saver, mechanical wizard, protector of products, legal boffin, salesman and supervisor.

So perhaps it's not surprising that in a country like Germany the truck driver is a professional who serves an apprenticeship and who can not only drive in extreme conditions, but can also carry out his own servicing and maintenance routines.

Here in SA, standards are not as high. Which is why in-house driver training is even more important. Realising that, Cargo Carriers developed its own programmes in conjunction with a video training company, Iconotrain.

Capable, qualified trainers are in short supply locally. And perhaps the most important thing about the Iconotrain programme is that it doesn't rely on professionals. A good driver can quickly be taught how to perform as instructor.

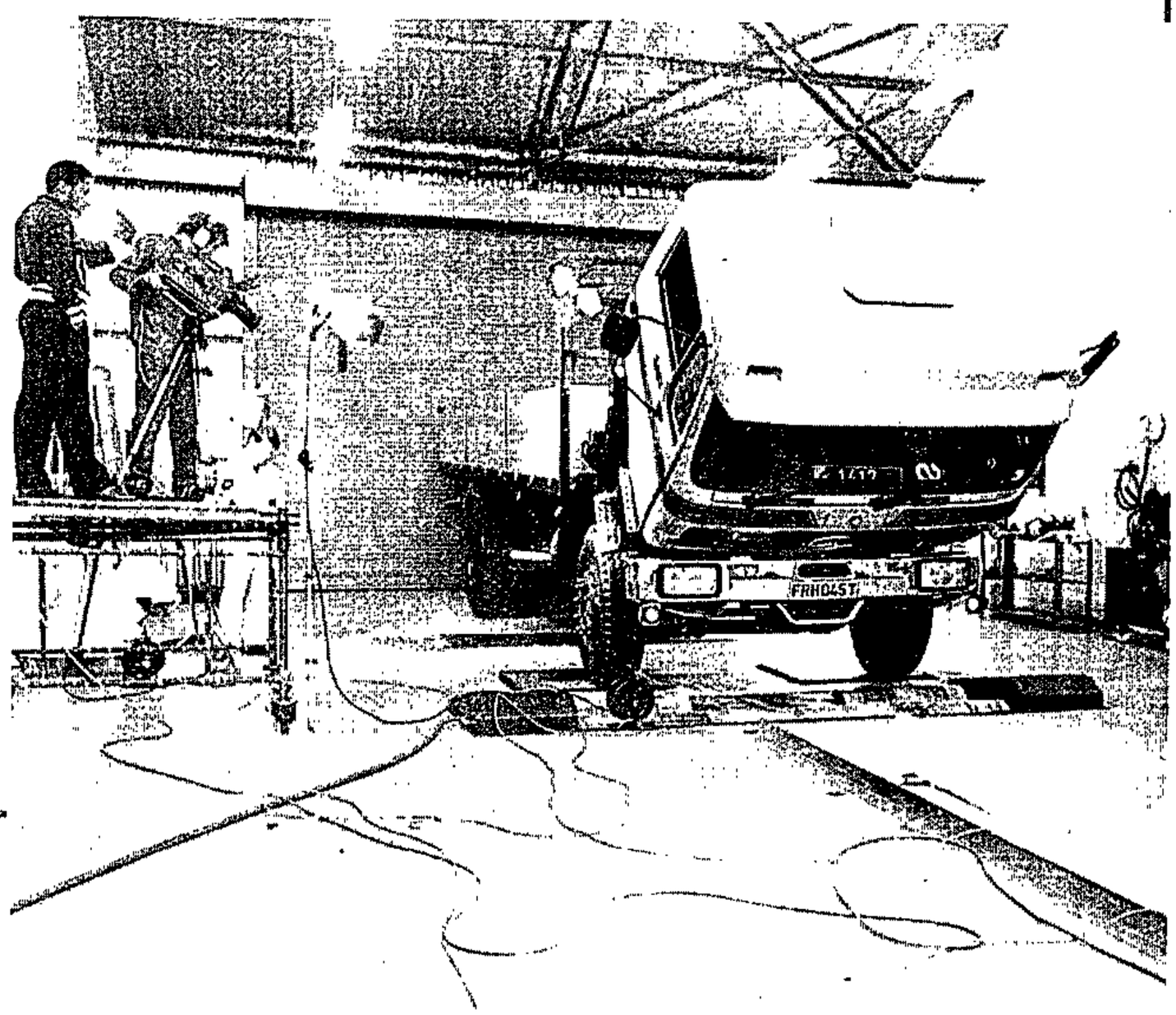
The basic programme has 12 video units. They are:

- ☐ You, the professional truck driver
- ☐ The vehicle check
- ☐ Road signs
- ☐ Basic vehicle handling
- ☐ Principles of defensive driving
- ☐ Vehicle handling in towns
- ☐ Driving techniques
- ☐ The tachograph
- ☐ Accidents
- ☐ Scorn bad driving habits
- ☐ Tyre appreciation
- ☐ Mechanical appreciation

Each video module carries two languages — the instructor can switch from one to the other. Available choices are English, Afrikaans, Tswana, Zulu, Xhosa and Sotho. Iconotrain can produce programmes in other languages if necessary.

The programmes are flexible and can be adapted to meet the needs of any particular organisation. And they don't demand elaborate training centres — a large office will suffice.

Why, if Cargo Carriers wants to stay on top, is it allowing other transport companies access to its training talents? It seems that the company got a little tired of training its own drivers and then losing them to poachers. So (if you can't beat 'em, join 'em) it decided to market the package.



has been in the transport business for 25 years. "All we have learnt in that time is at the disposal of our clients," he says. "Tying in with the leasing and rental programme is a full transport consultancy service. We will advise on any transport-associated problem, technical or financial. And this service is also available to operators who aren't using our vehicles. We have already had a good response from some large companies as well as quasi-governmental authorities."

No other leasing company, he claims, has comparable knowledge and experience in straight trucking. And no other leasing company has its own in-house workshop providing the full range of mechanical repairs and testing.

"All our vehicles have eight-day tachographs and Sentinel engine protection devices," Vermaak adds. "And, for driver comfort, all cabs are fitted with radios."

Apart from the contractual terms, everything that applies to leasing customers applies to those who wish to rent.

The rental contracts are designed for the customer who already has his own fleet. But instead of keeping under-utilised vehicles, he can run his fleet to, say, 75% need and top off with rental vehicles during peak periods. He might pull in a rented truck when he has a breakdown, or when he needs a specialised vehicle.

At the moment, 47% of the fleet is on lease, with the balance on rental or in reserve. But he doesn't think things will stay that way.

"In SA today, 70% of all heavy vehicles are owned and only 30% are leased," he explains. "That used to be the situation in the US. But now as many as 80% of all US trucks are leased and the local situation is already beginning to follow the same trend.

"Transport users are evaluating fleet ownership from both the financial and the headache points of view. Some are beginning to realise that they're not transport professionals and that maybe they should get someone to take the job off their hands.

"So I can see a growing leasing market in SA. But it will be a long process and one subject to the state of the economy and the availability of funds."

As for the rental market? "There will always be a rental market here, though it will fluctuate in line with the economy. Renting, after all, is a relatively high cost exercise."

In terms of his own fleet, Vermaak is looking for a leasing to rental ratio — in the medium term — of 60:40. "It seems difficult to want more leasing," he says. "But with our contracts looking the way they are now, more is possible."

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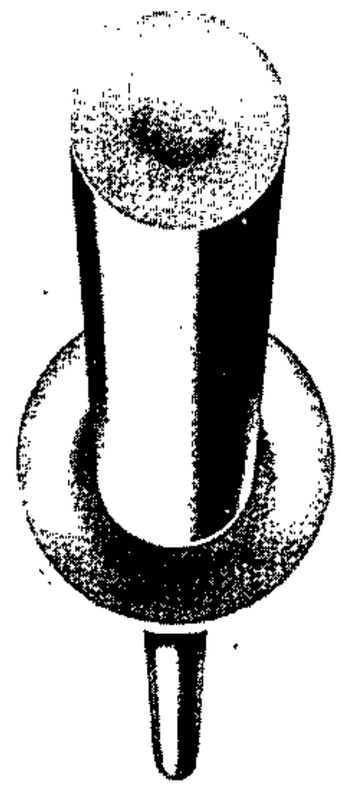

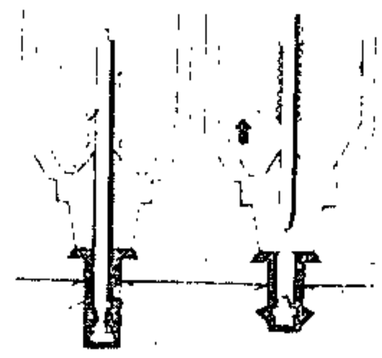

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Workers in court over fraud allegation

3/6/82

Mail Reporter

EIGHT Putco employees appeared briefly before Mr A J Visagie in the Johannesburg Regional Court yesterday in connection with an allegation of fraud involving R33 000.

The State alleges they defrauded Putco of R33 000 between April and May this year.

They were not asked to plead and will appear for trial on July 12.

For five of the eight, bail of R500 was extended. They were: Mr Gabriel Maropeng, 28, of Alexandra; Mr Samuel Maseko, 29, of Soweto; Mr John Masokameng, 27, of Alexandra; Mr Johannes M Nkosi, 29, of Soweto; and Mr Petrus Mbele, 33, of Residensia.

Appearing with them were Mr Jacob Segopa, 24, of Alexandra; Mr Saul Ntamo, 25, and Mr David Mawasha, 33, both of Soweto. Bail for the three was set at R1 000.

Poor public transport blamed for pirate taxis

(332)

14/6/82 E. Post

Post Reporter

THE large number of pirate taxis operating in the Uitenhage-Despatch area was confirmation that public transport couldn't cope, according to a Uitenhage Community Council official, Mr T M Ndlovu.

And Uitenhage's chief traffic officer, Mr H P Calitz, agrees that public transport in the area is "definitely inadequate".

Last week the Road Transportation Board (RTB) turned down applications for four taxi licences for the New Brighton, Uitenhage and Despatch areas.

The applications were opposed by PE Tramways on the grounds that taxis were in opposition to the company and would add to traffic congestion.

Reacting to the RTB move, Mr Ndlovu said bus services for the Uitenhage-Despatch area were "hopelessly inadequate" and he had received many requests from commuters for more taxis.

Mr S L van der Merwe, who represented PE Tramways at the hearing, said the claim was "far too generalised" for him to comment.

The chairman of the Port Elizabeth and Uitenhage Taxi Association (Peuta), Mr D Cairncross, said today the association was "highly perturbed" that the applications had been rejected.

"There is a dire need for more legal taxis. In New Brighton, there are only about 40, which is hopelessly insufficient, while about 150 pirates operate," Mr Cairncross said.

"We are not in opposition to the public transport. We are catering for thousands of commuters who prefer travelling by taxi rather than buses," he said.

"We believe PE Tramways' opposition to the applications was misplaced and should rather be directed against the pirate operators," he said.

The chief traffic officer for Uitenhage, Mr Calitz, said he had "encouraged" black taxi operators to apply for licences.

He said public transport was "definitely inadequate" and that legal taxis were essential to provide transport for commuters in areas where there were no bus ranks.

According to Mr Calitz, 10 to 20 "pirates" in the Uitenhage area had been "eliminated" — the owners charged and the vehicles confiscated.

Seven applications had been granted by the municipality but as far as he knew, five had been refused by the RTB, which had to approve applications.

"We have another 20 applications, and we are thinking of approving about 12 to 15 of these," he said.

Putco, unions sign wage agreement

Labour Reporter

The first wage agreement reached by the Putco bus company and two trade unions was signed in Johannesburg this week.

The agreement, which provides for increases in July and in January next year, was the first in a new system of annual agreements between the company and recognised unions.

Represented in the agreement were the Cusa-affiliated Transport and Allied Workers' Union and the Fosatu-affiliated Transport and General Workers' Union.

A workers' liaison committee was also involved in the wage talks. A Putco spokesman said it was not policy for the company to disclose the amount of wage increases.

In Durban about 800 workers at the Van Dyck carpet factory went on strike on Wednesday after demanding that management pay them out their pension contributions on demand.

There was similar unrest last year in the area over the pension issue.

Officials of the South African Allied Workers' Union (Saawu) were at the factory yesterday to discuss the issue with management. A company spokesman confirmed the dispute was pension - related, but would not comment further.

And at the strike-hit Success Pack vegetable packaging firm in Krugersdorp, the union has demanded the reinstatement of 38 workers who were recently dismissed.

Membership:
Recognition:
Registration:
Founded:
Area of
Official:
Address:

McKennon Chairs
Alusaf
Vosa
Craft Engineering
Selchain
Stone Street & Hansen
Barlows

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1980/81

Year	Membership			
	African	Asian and Coloured	White	Total
1970				
1971				
1972				
1973				
1974	3 900			3 900 +
1975	3 900			3 900 *
1976	6 700			6 700 *
1977	7 000			7 000 *
1978				..
1979				..
1980				8 400

Fosatu Annual Report NOV.

METAL AND ALLIED WORKERS UNION

Unicorn link with Peru and Chile

7/6/82 332

UNICORN have concluded a co-loading agreement with the national carriers of Peru and Chile for a monthly service between South Africa and the South American west coast.

The first ship loading under the agreement will be the Peruvian vessel Unisol in Durban sometime during the second half of this month.

The Peruvian line is Uniline (Naviera Universal) and that of Chile is Chilena Navegacion.

Unicorn Lines have been serving the trade for several years in partnership with the Pacific Steam Navigation Company, which retains its minority interest.

Bank Line, too, sailed between South Africa and Peru but have not had a ship on the run since the August last year. It appears they are unable to participate in the trade any longer because of the Latin American country's cargo reservation laws.

Protective laws in most South American countries require their national lines to carry at least half of the cargo moving to and from their countries if they have the available vessels.

Up until the middle of last year there were no Peruvian vessels on the run so Bank and Unicorn were able to trade without restriction.

When Uniline entered the picture as the Peruvian national carrier the other lines were left with only 50 percent of the cargo between them.

With the new co-loading agreement, Unicorn has been given associated line status and technically is allowed to load whatever cargo the Peruvian vessels are unable to carry. This arrangement precludes any other lines from entering the trade.

The laws in Chile place no restrictions on who carries the cargoes, said Unicorn's executive director for liner trades, Mr Mike Groves. The co-loading agreement with their national carrier was in line with company policy of co-operation. Unicorn has similar agreements with Mauritius and Israel.

IN PORT

POINT SHEDS: A Ostfriesland; B/C Papagaya Universal; D Ling Yung; E Vitina; F Roachbank; G Bang Lamung; L Benadir; L/M Helen Schulte; M EXT Philippa; N H Capello; O S A Huguenot; O/P Jody; Q Streambank; R Parnassus.

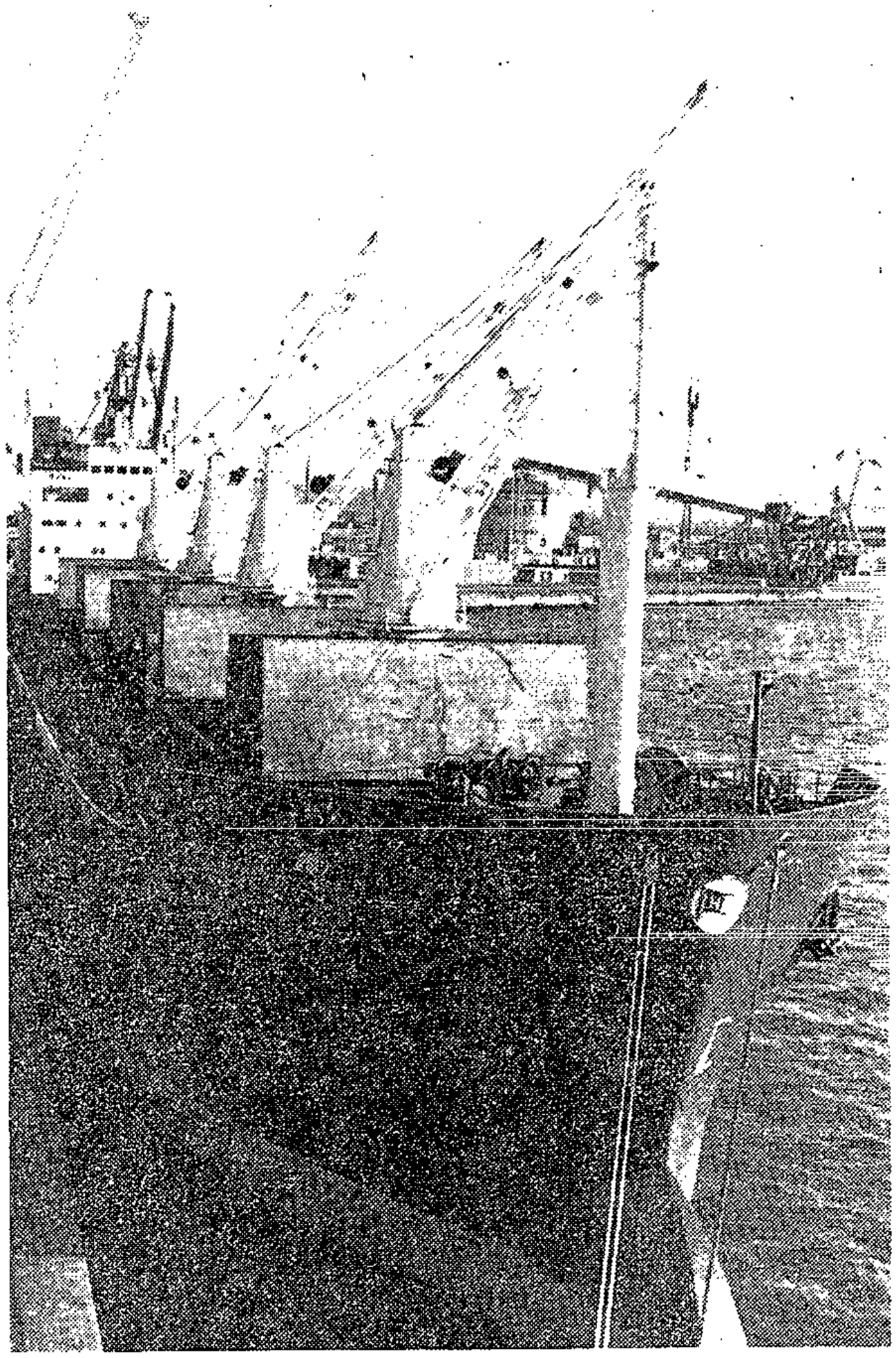
MAYDON WHARF: 3/4 Asia Oho; 5 Devon City; 6A Palm Trader; 7 Paul; 8 Sea Star; 9 Leo Tornado; 10 Tugela; 11 General Valdes; 12A Chuabo; 12C Ridge; 14 Pleias; 15 Finn Fury.

PIER NO 1: 101 Bauchi; 102 Eleftherios; 103 Porto Beila; 104 A Daphna; 104B Gold Stream; 105 Santa Cruz; 106 Baron Pentland; 107 Mormacmoon. **CONTAINER TERMINAL:** 200 Frankfurt Express; 203 Europa. **OUTSIDE:** Nobel; Norheide.

ISLAND VIEW: 3 Mia. **GRAVING DOCK:** Titica Halcoussis; Pegasus Timber. **S DOCK:** Sloman Nereus. **E B H:** Thorheide. **Bouys:** Sezela.

ARRIVALS: Adriatic Freezer and Ever Oasis from high seas; Leda, Velma Lykes and Penphic Reefer from East Coast; Sanko Maple from Far East; S A Sederburg from Continent; Gouritz from coast.

DEPARTURES: Papagaya Universal and Mormacmoon for Far East; Vitina and S A Huguenot to U S; Benadir to Continent; Philippa and Jody to high seas.



THE repair section of Dorbyl Marine recently completed a blasting job on the bulk ship Baron Pentland using about 1 000 tons of copper slag to remove coats of paint on the hull, hatches and holds.

Dorbyl were well prepared for the arrival of the ship, having ordered and dried the copper slag and when the vessel was taken out of service in Durban for the blasting the repair workers 'leapt on to her like vultures,' to put in words of one of the people involved.

The ship repairers had 26 days in which to do the job but completed it two days ahead of schedule. The hull blasting was done in the dry-dock and the rest of the work at the repair quays.

The weather was on their side and they worked round the clock on the order, which amounted to a little over R200 000.

The Baron Pentland is pictured while loading at Pier No 1 last week.

Section A

Dorbyl mounted in the 200 tons of copper slag in a pressure vessel which was then blasted on to the hull of the ship. The weather was on their side and they worked round the clock on the order, which amounted to a little over R200 000.

Cape Town completes tricky repair job in record time

SOUTH AFRICAN ship surveyors and the local repair yards have once again proved they can handle the biggest of emergency jobs and in record time, reports the Mercury's Cape Town correspondent.

As a result, the British bulk ore and oil carrier, Alva Sea which anchored in False Bay off Miller's Point, was due to continue on her way to Japan at the weekend. Once unloaded in Japan, she will be drydocked and permanently repaired in Japanese yards.

Rumour had it that the month long job was proving too tricky for the South Africans and that British experts were to be flown out to assist with the repair. However, a spokesman for the local agents said this was nonsense and that the entire repair job had been handled locally.

It was a major emergency repair involving the use of about 140 tons of steel at a cost in excess of R 500 000.

The Alva Sea of 200 000 tons was on her way from South America to Japan laden with ore when she stopped off Algoa Bay after fractures appeared in her hull amidships. The tanker was too heavily laden to go into shallow water in the protection of Algoa Bay and had to sail back to False Bay where she could be worked on in waters protected from the winter westerliesand the SA Navy granted her permission to anchor there.

Five cracks, probably sustained while the ship was in a storm off Brazil were found. The swell in False Bay had caused a 'panting' of the cracks and this was the major problem for the firm which was awarded the contract, Dorman Long Swan Hunter.

Small coffer dams were built over the cracks on the outside of the hull to enable workmen to weld them. The whole operation took a month.

The repair job was described as 'a lucky break for the local ship-repairs yards who need work badly.'

Focus on need for better bus facilities

7/6/82 (332) E.Post

Municipal Reporter

THE urgent need for the expansion of bus routes and "feeder" bus stations in Port Elizabeth's northern areas will be brought to the attention of the City Council's Works and Traffic Committee at its meeting this afternoon.

The committee will consider the allocation of its portion of the city's revised capital budget for this year.

Funds for bus route expansion and feeder stations in the northern areas were on the budget for this year, but this was one of the many projects which was deferred when large cutbacks in provincial funds were announced early in the year.

But the Northern Areas Management Committee has asked that strong representations be made to the Provincial Roads Engineer for the reinstatement of an amount of R225 000 for the scheme.

They have also asked that an amount of R45 000 be brought forward to be used this year to start with the improvement of bus route facilities.

In his report to the Works and Traffic Committee, the Deputy Town Clerk, Mr I Terblanche, says the Northern Areas Management Committee is "deeply concerned" about the "inadequate" facilities at the Windvogel Bus Terminus.

They favour relocating the bus station to Bethelsdorp Extension 10.

● The city has underspent by R4 970 800 on the section of the capital budget for 1982 set aside for the services under the control of the Works and Traffice Committee. The original amount approved was R19 762 100 — the revised amount is R14 791 300.

Vosloorus residents slam Putco service

332 Sowetan 8/6/82

COMMUTERS in Vosloorus, near Boksburg, have called on Putco to improve the bus service in the area or pull out.

By MZIKAYISE EDOM

Residents interviewed by **The SOWETAN** claimed that the bus service in the area is poor, especially during the day. They also claim that buses do not keep the schedule, and that they are always dirty and that drivers are rude.

Most of the residents said that one had to wait for up to an hour before getting transport and that, most of the time, the buses were full when arriving at certain bus stops. They also complained that most of the bus stops did not have shelter.

A resident, who only gave her name as Sophie, said the bus service had gone from bad to worse for the past few months and that the situation was only slightly better during peak hours. One was forced to hike to town or township because of a lack of transport.

Another resident said that most of the drivers refused to allow commuters to board the buses if they did not have season tickets, saying that they did not have change.

In a statement yesterday, Mr Pat Rodgers, Putco's public relations executive, said: "I have contacted our divisional manager, Mr Raymond Hill, who promised to look into the complaints. Mr Hill has acknowledged that drivers sometimes do refuse to allow passengers aboard when they offer large denomination notes and drivers do not have change."

Mr Hill also stated that the drivers were told not to do this but the practical alternative sometimes meant holding up other boarding passengers who were not slow to show their impatience.

Putco will expand services

Sowetan 332 8/6/82

PUTCO, one of the largest bus companies in South Africa, has embarked on an improvement scheme for its buses and a new depot costing R3,5-million will be opened in Dobsonville, near Soweto.

The new depot will officially open on June 18, but 170 buses and 480 staff members including drivers, traffic personnel workshop and administrative employees have moved from Putcoton in New Canada to the new depot.

Mr Pat Rogers, acting PRO for the company, told The SOWETAN the depot "is planned to accommodate 300 buses".

"It will also represent the first Putco infrastructure created in developing the Dobsonville — Meadowlands — Roodepoort area, and help to identify the division with the community", said Mr Rogers.

Apart from the Dobsonville depot, Mr Rogers revealed that another depot would be opened near the Baragwanath Hospital in July, and would provide similar benefits for a number of Soweto's internal and city services.

Two depots will be fitted at Selby, where a major new workshop is under construction. These depots will be completed late in September and will accommodate a fleet of 640 buses.

Mr Rogers said the expansion programme would cost in the region of R23-million.

Section B

FM 11/6/82 (332) (269)

ROAD TRANSPORT

SATS muscles in

For months, road hauliers suspected that SA Transport Services (SATS) was intent on competing head-on with the private sector for high-rated goods traffic (*FM* April 16). Now it's official — SATS' Road Transport Services (RTS) is to "enter the competitive transport field to a greater extent."

At the same time, SATS claims it will merely compete for business it lost to private operators in the first place.

The change in approach was first signalled in the transport Budget in March, when Minister Hendrik Schoeman warned that although in the past road transport was used mainly as an ancillary service to rail, it would in future have to enter "competitive transport."

RTS has R93,8m worth of vehicles and equipment and estimates that it carries only 0,5% of goods transported by road. Last year it carried 3,63 Mt of goods and parcels. This indicates an industry total of more than 725 Mt year.

That should be plenty for everybody. But it is believed that RTS currently attains only 32% utilisation of its vast road transport fleet and is feeling the loss of high-rated goods traffic.

Private road transport operators also complain of losses and blame lack of law enforcement for the rapid growth of pirate companies who have no permits and cut prices to win business. They also accuse RTS of operating illegally.

The RTS is not operating within the guidelines set down by the Road Transportation Act (No 74 of 1977), they say.

The RTS denies this, claiming that it observes the law in all aspects of its operations. Gerrie Meintjies, newly appointed director of Road Transport Services, echoes Schoeman's statement. He tells the *FM*: "As a result of the relentless swing of high-rated traffic from rail to road, the transport services will in future have to enter the competitive transport market in this field to a greater extent."

It will do so, he says, within the terms of the Road Transportation Act and constraints will come only from the day-to-day decisions of SATS management, "as rail transport is the prime function of the SA Transport Services."

He confirms that RTS already holds permits that "can be used to advantage." These include permits "for the conveyance of goods, as defined by the Act, between Johannesburg and Durban and also Johannesburg and Cape Town." The main complaint is that RTS is disregarding sections of the Road Transportation Act which limit its activities in clearly stipulated instances. But RTS maintains that the Act in no way limits its operations since it enjoys "carrier" status along with private operators.

Says Meintjies: "The Road Transport Services enjoys the same privileges as any public carrier within a 40 km radius of any railway station (its place of business). Outside the 40 km radius we have to apply for permits like anybody else, except for exempted goods which require no permits."

RTS further contends that it has exempted areas wherever there is a railway station. "We can operate within a 25 km radius of a railway station without identification and in a 40 km radius from every depot where vehicles are stationed and registered in that area," says Meintjies.

Private operators take strong exception to this. RTS, they say, cannot have exemption in the 25 km radius and 40 km radius as well

Discussions between the Public Carriers' Association and the Department of Transport are in progress to clarify various aspects of the legislation.

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B. COMM

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ARGUS 18/6/82

Buses stopped after stoning

332

BUS services to Cape Town's African townships of Nyanga and Guguletu were withdrawn last night following stoning incidents in the townships.

The services were withdrawn soon after 5 pm. Buses stopped on the outskirts and commuters were forced to walk long distances to their homes.

At least two buses were stoned during the peak period.

City Tramways driver Mr Samuel Williams said his bus was stoned on NY5 in Guguletu by a big crowd of people.

Passengers lay low in the bus and Mr Williams continued driving until it was safe to drop them.

The windscreen of the bus and some windows were broken in the incident. Two passengers were slightly injured.

Riot police patrolled the townships after the incidents.

Richards Bay coal workers down tools

Mercury 16/6/82

Mercury Reporter

BETWEEN 400 and 500 workers downed tools at the Richards Bay Coal Terminal Co Ltd's loading facility yesterday afternoon in support of their demand for the immediate refunding of their pension fund contributions.

According to a spokesman for the Fosatu-affiliated Transport and General Workers' Union, which claims to represent about 400 of the workers, reports of Minister of Finance Owen Horwood's address to the Association of Pension and Provident Fund's annual meeting sparked off the pension unrest.

In his address Mr Horwood said that plans for the [illegible] the [illegible] of pensions was not being revived.

According to Mr Mike Dunn, managing director of the company, about 400 workers downed tools after the management had refused their demands for the refunding of their pension fund contributions.

– 'The management has reiterated to its black employees that membership of the company's integrated fund is a condition of service for all employees,' he said.

He added that the stoppage had been orderly, and that operations were being fully maintained by 'existing staff'.

The spokesman for the Transport and General Workers' Union said, however, that operations were at a standstill because the company's total black workforce of 500 was involved.

He said that workers claimed they were not on strike but only staging a work stoppage until the management had reviewed their decision.

'High density' buses for city

CITY TRAMWAYS is to spend nearly R4-million on 60 new high passenger density buses to augment its present fleet in the Cape Town metropolitan area.

Managing director Mr D J B King said in a statement today that, faced with a shortage of drivers and a need to cut capital costs, the company had decided to invest in new high passenger density buses which meant that fewer buses would be used to convey more passengers.

This policy was in line with trends in most large metropolitan centres overseas and would mean large savings in capital expenditure.

The new buses were designed to carry 107 passengers, 47 sitting and 60 standing. However, because of an amendment to the Road Traffic Ordinance that would come into effect on July 1, buses would only be able to carry a maximum of 102 passengers.

This meant that the new buses and the company's existing "standee" buses would have to be altered to comply with the new regulations.

In its efforts to provide the best and most economical bus service, the company was also investigating the use of articulated buses on high density routes, Mr King said.

CAPE TIMES 17/6/82 (332)

New buses have tough seats

Staff Reporter

CITY Tramways yesterday exhibited one of its new 47-seater, 55-stander passenger buses at the Tollgate depot.

The buses have a new type of glass-fibre bucket seat, hyper-resistant to wear and tear.

According to the managing director, Mr D J B King, the new seats are more spacious than the earlier double seats and give passengers more leg room.

He said the recently-revised ordinance on road transport restricted the number of passengers to 102 a bus so that the original plan of 47 sitting and 60 standing passengers had to be reduced to the present arrangement.

Mr King said the new seating arrangement made it possible for the company to use buses more fully than before and this would help to keep down passenger tariffs.

The new chairs are installed to allow for easy cleaning and are extremely durable. Where some depots reported up to 300 damaged upholstered seats a month, the new seats were less prone to the same type of damage. This would cut expenses and keep tariffs down, he said.

The company had ordered an initial 60 new buses for the Cape Town area while a further order for 190 buses had been placed for use in the Cape Town and Port Elizabeth areas.

The company, in an attempt to provide an effective service in the Cape metropolitan areas, was looking into the viability of an "articulated bus to serve high-density routes", Mr King said.

Miss Marian Pike demonstrates the spacious seating in one of 60 buses introduced in Cape Town by City Tramways yesterday.

EL dockers help win new work deal

D. Dispatch 17/6/82

EAST LONDON — Pressure exerted by workers at the docks here and in Port Elizabeth has helped win a new dispensation for railway workers.

This was claimed by the general secretary of the General Workers' Union (GWU), Mr David Lewis, in response to the announcement of improved job security for coloured, Indian and black employees of the South African Transport Services.

Mr Lewis added, however, that legal action initiated by the GWU had also contributed to the new dispensation.

Thousands of black, coloured and Asian employees of the SATS who have always been classed as 'casual' workers and thus could be fired without reason at 24 hours notice have now acquired a measure of job security for the first time.

However, black contract workers will not benefit and blacks, coloureds and Asians will still not enjoy the same job security as whites.

Mr Lewis said the SATS conditions of service remained a "blatant" example of racial discrimination between white and black despite claims by the government to have eliminated racial discrimination inwardly.

Mr Graham McIntosh, the Progressive Federal Party MP for Pietermaritzburg North, said the concession had only come about as a result of pressure and hoped the black employees of the SATS would insist on their rights and continue to fight racial discrimination.

Mr McIntosh, who is the PFP spokesman on transport affairs, said that over the years white employees of the SATS had negotiated extremely good terms of service as well as substantial fringe benefits. This had been as a result of the political clout of white railway workers.

He said the announcement of the new concession was extremely pleasing. — DDC.

(337) RDM

Bus drivers upset by typing error

18/6/82

Labour Correspondent

DRIVERS at Putco's Edenvale depot are unhappy about a ruling which, one worker claimed, meant five-year-old children would have to pay to ride on buses.

He said drivers were considering further action.

But a company spokesman denied the claims: "We were discussing with our drivers' representatives a ruling on how old children would have to be before they started paying fares.

"We decided to apply international law, which says children under a metre high don't pay."

He said the typed minutes gave the false impression that the children would have to pay half fare.

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He said only one person had died when the rockfall occurred yesterday morning at about 6.20. He said nobody had been trapped underground and those injured had probably been sent to a mine hospital.

Treason trial brought forward

THE trial date for three alleged members of the banned African National Congress on charges of high treason relating to attacks in Soweto and Pretoria has been brought forward to July 5.

Mr Thelle Simon Mogoerane, Mr Jerry Semano Mosadi and Mr Marcus Thabo Motaung appeared in the Pretoria Supreme Court on June 1, but their case was postponed to August 2 to allow Mr Motaung to prepare his defence.

The hearing has been brought forward by the judge-president, Mr W J Boshoff, the defence team and the State prosecutor.

The charges are related to attacks on Capital Park Power Station and the Wonderboompoort Police Station in Pretoria, and Moroka and Orlando.

American actor Sidney Poitier stars in the new movie Virgil Tibbs as a homicide expert who becomes the target of racial prejudice. Poitier was born the last of seven children of a poor farmer in the Bahamas. At the age of 16 he went to Miami and then to New York totally unprepared for life in a big city. Through hard work and perseverance Sidney emerged as the first black actor to break through the racism of Hollywood and set the pace for many of the black actors to follow. He has appeared in many memorable films such as Blackboard Jungle, To Sir With Love and Guess Who's Coming To Dinner and he directed the comedy film Stir Crazy.

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Putco drivers strike

Sowetan 18/6/82

MORE than 200 Putco drivers at the Edenvale depot yesterday staged a sit-in strike because of new regulations that will affect their work as from Monday, a spokesman for the drivers said.

The drivers' grievances are:

- They will now have to make their wives pay for whatever journeys they undertake in Putco buses;
- cripples will also have to pay for travelling in these buses;
- old people should no longer receive special favours of being dropped off where they ask drivers to drop them; and
- drivers will now be responsible for lost tickets — one driver is reported to have been fired for this reason recently.

Putco spokesman Mr Pat Rogers yesterday told The SOWETAN there was no sit-in strike at the depot but that drivers were presently at a meeting. Buses had been running as usual, the spokesman said.

Cops confirm detention

E. Post 18/6/82

POLICE confirmed yesterday that Mr Siphiwe Isaac Thusi, one of the 250 arrested at the Joseph Mavi memorial service last Sunday — possibly the only person still being held — is being held under Section 22 of the General Law Amendment Act.

Police finally confirmed this after telling The SOWETAN in a telex message on Monday that they were unable to confirm if Mr Thusi was being held.

They said on Monday only one man was still in detention but refused to release his name, and that all other people arrested during the Sunday service had been released.

In a fresh telex reply message yesterday police said Mr Thusi was being held under Section 22 of Act 62 of 1966. This security legislation allows for one to be held for 14 days incommunicado.

Police said they could not confirm the detention of Mr Sipho Kubeka and Mr Tsepo Selebi, also believed to have been detained.

Mr Thusi was among the people arrested by police at the Dube YWCA during a memorial service for dead trade unionist Mr Joseph Mavi and ANC member Mr Petros Nzima and his wife, Julia, who died in a car bomb explosion in Swaziland last weekend.

Police action during the service was later

2 000 Richards Bay strikers face axe

RDM 18/6/82

By STEVEN FRIEDMAN
Labour Correspondent

LABOUR UNREST at three major plants, involving about 2 600 workers, continued to grip Richards Bay yesterday — and workers at two strike-hit plants face ultimatums to return to work today or be fired.

At Richards Bay Coal Terminal about 400 dockers have been on strike for three days in reaction to a recent speech on pensions by the Minister of Finance, Mr Owen Horwood.

At Alusaf about 1 700 workers continued their two-day strike in support of demands to quit the metal industries' pension fund and for a R2 an hour wage. At both plants management says workers must return today or be fired.

Workers met yesterday to decide whether to return to work.

And at Triomf Fertilisers a canteen boycott by about 550 workers in support of wage demands entered its second day.

A Metal and Allied Workers Union organiser, Miss Junerose Nala, said there had been no repetition of Tuesday's incidents in which police allegedly broke up a meeting and several workers were hospitalised.

But she said police remained active in the area and claimed they had prevented a meeting taking place at the workers' compound yesterday.

Miss Nala also said police were out in force at Alusaf before the strike.

The Rand Daily Mail's Durban correspondent reports that police have denied union and worker allegations and say that they are keeping a low profile.

At Triomf unionists say the canteen boycott is prompted by management's refusal to negotiate wages with Fosatu's Chemical Industrial Workers Union "as it undertook to do".

A company spokesman confirmed the boycott and added that it was not harming the company.

He said the company had negotiated a pay agreement with CWIU in January and had wanted this to last the year. But the union signed the agreement for six months only, he said, and demanded the right to re-open talks in mid-year.

When it did this, Triomf turned down its proposals "because we don't give mid-year rises and because of the state of the industry," he said.

At Richards Bay Coal Terminal, union sources said workers had been given until today to return or be sacked.

At Alusaf Miss Nala said a similar ultimatum had been issued to workers. She said management had promised to do something about the pensions but had done nothing.

Company spokesmen could not be contacted yesterday.

But managing director, Mr D E J van Vuuren, has said workers have been told their fears — they will only be able to receive their pension contributions when they retire — are unfounded.

Alusaf issues dismissal ultimatum to 1 600 strikers

Star 18/6/82

332

By Drew Forrest

About 1 600 workers on strike at the Alusaf aluminium smelting plant in Richards Bay face dismissal today if they are not back at work at their normal shift times.

The strike began on Tuesday night. It centres on demands for an immediate payout of contributions to the metal industries' group pension fund and a pay claim.

Aout 500 workers at the Richards Bay Coal Terminal nearby, who struck earlier in the week over pensions, have already lost their jobs.

Alusaf's managing director, Mr Danie van Vuuren, said the company's hands were tied on the pension issue. "We are negotiating to withdraw from the metal industries' fund — but it takes time," he said.

Alusaf employees had been told of the recent change in the fund's rules, in terms of which contributions could be recovered six months after workers left the industry, but they were not interested, Mr van Vuuren said.

Management had reiterated its view in discussions yesterday with an in-house committee dominated by members of the Metal and Allied Workers Union (Mawu).

Mawu has alleged eight workers were taken to hospital, two in a critical condition, after police cleared strikers from Alusaf premises on Tuesday night.

Mr van Vuuren said abut 60 workers of a total black workforce of 1 700 had returned to work. The rest had been told to man their posts today or be dismissed.

Production had been maintained at normal levels by administrative and maintenance staff, he said.

Vaal taxi fares go up

21/6/82 (332) Sowetan

TAXI-USERS travelling from Sebokeng-Evaton to Vanderbijlpark and Vereeniging are in for a shock — the Orange-Vaal Taxi Association is to increase its fares by 10 percent as from June 30.

The decision to increase fares in the areas was taken at a meeting of the association held in Sebokeng yesterday.

It is also expected that fares will go up on the Sharpeville-Boiphatong and Bophelong routes, according to sources.

The chairman of the taxi association Mr James Mofokeng, told delegates the escalating price of petrol, tyres and other running costs prompted the association to review its fares.

The association had not increased its fares since 1975 and "we are forced to hike our fares," Mr Mofokeng said.

The new fares are as follows:

- Sebokeng to Evaton daily 50c;
- Evaton-Sebokeng to Vereeniging Monday to Thursday 70c; weekends (Friday to Sunday) 80c; after hours 7pm 90c;
- Sebokeng-Evaton to Vanderbijlpark Monday to Thursday 60c; weekends 70c and weekends after hours 80c;
- delivery on all routes is to be R1 plus the normal fare.

Cape Lines branch out

332 Mercury 23/6/82

CAPE Lines, who have developed rapidly since they began presenting competition for the well-established lines on the South Africa—United States run late last year, have announced further developments with which they hope to streamline their service.

They have leased a container terminal in New York, extended their calls in South Africa — previously only Durban — to include Port Elizabeth and Cape Town, and they have appointed their own representative in Durban to deal with marketing along the coast.

And in the meantime an earlier plan by the company began materialising yesterday when their first vessel on their new Europe-to-South Africa service was due to sail from Hamburg for Cape Town.

Well established

A line spokesman said the New York terminal, at Linden in New Jersey, would handle FCL and LCL cargoes using a short-haul link to Baltimore, the actual port of loading. The well-established terminal, with overhead gantry cranes and about 15 loading and discharging bays, was leased recently and will come into operation at the end of the month.

The line took over the terminal, said the spokesman, to facilitate the collection of cargoes from the New York and American mid-West areas, which acount for the biggest source of revenue for the line in the States.

The Cape coastal calls, which will only be be made on the southbound voyages, were scheduled because of pressure from existing and potential clients. Some multinational companyies had shown an interest in shipping direct to those ports.

'We felt that to satisfy the people we should make the high-speed calls,' said the spokeman. 'They will add very little time to the sailing schedules because of the small amounts of cargo we will be discharging in Cape Town and Port Elizabeth.'

Calls at these ports will take only one day each. Previously Cape Lines made use of the Cape Natal Line for transhipment to the Cape. The line will encourage shippers to containerise their cargoes but will accept shipments in break-bulk form.

Their first ship to call at these ports will be the Franz Xavier Kogel which is scheduled to arrive in Cape Town on July 25 and in Durban two days later.

Four ships

Cape Line say they have managed to force down the rates which the established lines have controlled unchallenged for about the past five years. The box rates, which fluctuate rapidly, are about 2 000 dollars northbound, while the rates southbound are about 4 000 dollars.

The line has four vessels on the run but is still trying to find the perfect size of vessel. Cape Lines are taking advantage of the depressed chartering rates and say that because of the high freight rates they will still be able to do well when the chartering rates rise again.

On the European run, on the other hand, the line is using tonnage owned by its partner, the Progress Maritime Company. The German company will provide the ships and Cape Lines the management.

The service, known as PMC/Cape Lines, will call at Hamburg, Bremen, Rotterdam and Antwerp. Britain will be served on inducement or by feeder service. Calls in Southern Africa will include Cape Town and Durban, while they will call at Port Elizabeth and Maputo subject to inducement.

First sailing

The first sailing will be with the 12 938-dwt Good Master, and the second will be with the Good Warrior.

Their representative in Durban, Mr Terry Kelly, was appointed last month to serve a marketing role. He is at the offices of Afship Maritime, who are the line's port agents throughout the country.

Strikes in Richards Bay spread

June 1982

Mercury Reporter

RICHARDS Bay work stoppages spread yesterday as major construction sites were forced to close when workers from the Enseleni township did not turn up for work.

As the strikes at Alusaf and Richards Bay Coal Terminal, involving more than 2 000 workers, continued, it appeared that about 1 500 construction workers had joined the stoppages.

Although the construction industry appeared to be hardest hit, Enseleni township is one of three serving the Empangeni and Richards Bay area and it is likely that other industries were also affected.

Empangeni Transport's managing director, Mr J J Steenkamp, said that some of their Enseleni buses had not run due to 'intimidation'.

Workers yesterday also stoned an Alusaf bus in the Esikhawini township but not much damage had been done and nobody had been injured.

Not affected

The managing director of Grinaker Construction in Zululand, Mr R Bennett, said about 700 workers from the construction site extending the Alusaf factory 'either did not come to work or asked that they be allowed to leave'.

He said it appeared as though Enselini was the only township which had been 'effectively picketed' as workers on the company's other sites and living in areas not effected by the stoppages had continued to work yesterday.

Employer sources said other major construction sites in the area had also been affected.

Meanwhile 47 D and H construction workers, who downed tools at the Richards Bay Coal Terminal on Saturday, appeared in an Empangeni Magistrate's Court yesterday.

They pleaded guilty to charges of attending a prohibited gathering — this followed the banning this weekend of all public meetings in the Mtunzini and Empangeni district this weekend — and were fined R30 (or 30 days').

Disputed

Union sources said the workers had stopped work when the company had refused to reinstate 15 of their colleagues who earlier last week had approached the management after one of the workers had allegedly been insulted by a foreman.

The acting site manager of D and H construction, Mr W Schutte, said yesterday half his workforce, about 60 workers, had turned up to work yesterday. This was disputed by union sources who claim 300 workers were involved in the stoppage.

Richards Bay Coal Terminal shop stewards, after a meeting with about 500 striking workers, yesterday said they were determined not to return to work until they had been paid out their pension money.

Officials from the Fosatu-affiliated Metal and Allied Workers Union and Alusaf shop stewards held a meeting with the company late yesterday but 'nothing was resolved'.

Demanded

Alusaf's managing director, Mr Danie van Vuuren, said he had agreed to contact the general secretary of the Seifsa pension fund in an attempt to arrange a meeting with workers to discuss their grievances.

The Alusaf workers have demanded that their pension money, which is being held in the Seifsa fund, be transferred to a private pension fund.

Mr van Vuuren said the company still stood by its position that the workers had been discharged but would be willing to consider them for re-employment.

'Unfortunately we would not now be able to re-employ them all as we have since employed some workers from outside,' he said.

Transkei bus depot expanded

Argus 23/6/82

332

THE Transkei Blue Line Bus Service today opened its recently expanded depot in Brackenfell as part of its programme to meet the growing demand for transportation between the Western Cape and Transkei, according to the company's administration manager, Mr J F Noble.

Mr Noble said the service had been in operation since 1975 when there were only two buses on the Western Cape-Transkei route.

"Now we have 46 buses running on the service and we transport about 100 000 people a year, with the heaviest demand around Christmas and Easter when we carry about R650 000.

R650 000

Mr Noble said the expanded depot had cost about R650 000 to date.

The Director General of Transport, Mr A B Eksteen, delivered the opening address at the ceremony which was attended by local and Transkeian dignitaries, including the Transkeian Consul-General.

AA opposed to petrol levy, road toll plan

ARGUS 23/6/82

332

THE Automobile Association of South Africa has strongly condemned the Government's road toll plan and the R5 after-hours petrol levy and has urged the State to revise motor vehicle licence fees to end the unfair burden on passenger car owners.

In his address to the 53rd annual meeting of the AA in Johannesburg, the president, Mr P D Leppan, said the AA's fear that Government road funding may be relegated to the less important category of "also rans" appeared to be justified.

Mr Leppan said the AA was firmly opposed to toll roads. Its opposition was one of principle that revolved around its objection to what amounted to a tax on a section of the community (the toll payer) and on certain sections of road only.

"The AA fears that as more and more toll projects are introduced, so more and more of the road user's present levies will be absorbed into general revenue for the provision of, for instance, housing and schools."

What was usually forgotten when alternative routes were suggested was that they would probably be longer and less comfortable than the toll road.

PENALISED

"Those who are compelled to use this alternative to save money will in fact be penalised by being forced to embark on a more costly roundabout trip," Mr Leppan said.

When toll fees were higher, congestion would increase on alternative routes.

The AA, Mr Leppan said, was also opposed to substituting the permit system with a R5 levy. The levy imposed a selective tax on the motorist for the personal benefit of a particular section of the community.

"Furthermore, the revenue derived from the levy bears no relationship either to fuel conservation or to decreasing South Africa's dependence on imported crude oil."

A fact too easily overlooked was that before 1973 "normal" petrol selling hours were considered to be 24 hours a day all year round.

If circumstances warranted the discontinuation of the permit system, the situation should have been overcome by allowing filling stations to remain open beyond the statutory hours as a matter of choice.

"The purchaser of a small quantity of fuel is taxed far higher than the purchaser of a large quantity. Also, the levy imposes an additional burden on national servicemen and on those faced with emergency travel.

"The AA believes it will be extremely difficult for filling stations to control the system."

ROAD DAMAGE

Speaking about licence fees, Mr Leppan said that because road construction standards were dictated by the demands of heavy vehicular traffic — which was also responsible for much of the damage caused to road surfaces — it followed that licence fees should be structured so that cost responsibility was apportioned according to the use of and damage caused to roads.

"Because of the high level of cross subsidisation by the private motorist of the heavy lorry owner, it is of the utmost importance that urgent attention be given to a complete revision of the present licensing systems with a view to eliminating the unfair cost burden borne by passenger car owners," Mr Leppan said.

Residents destroy bus shelters

Sowetan 24/6/82

332

SEVERAL Diepkloof residents yesterday destroyed new bus shelters in Zone 6 after a demonstration.

A mob of about 50 angry people — mainly consisting of elderly women and men — demolished all the shelters that were erected after the old bus terminus was moved to the street directly opposite houses in Zone 6.

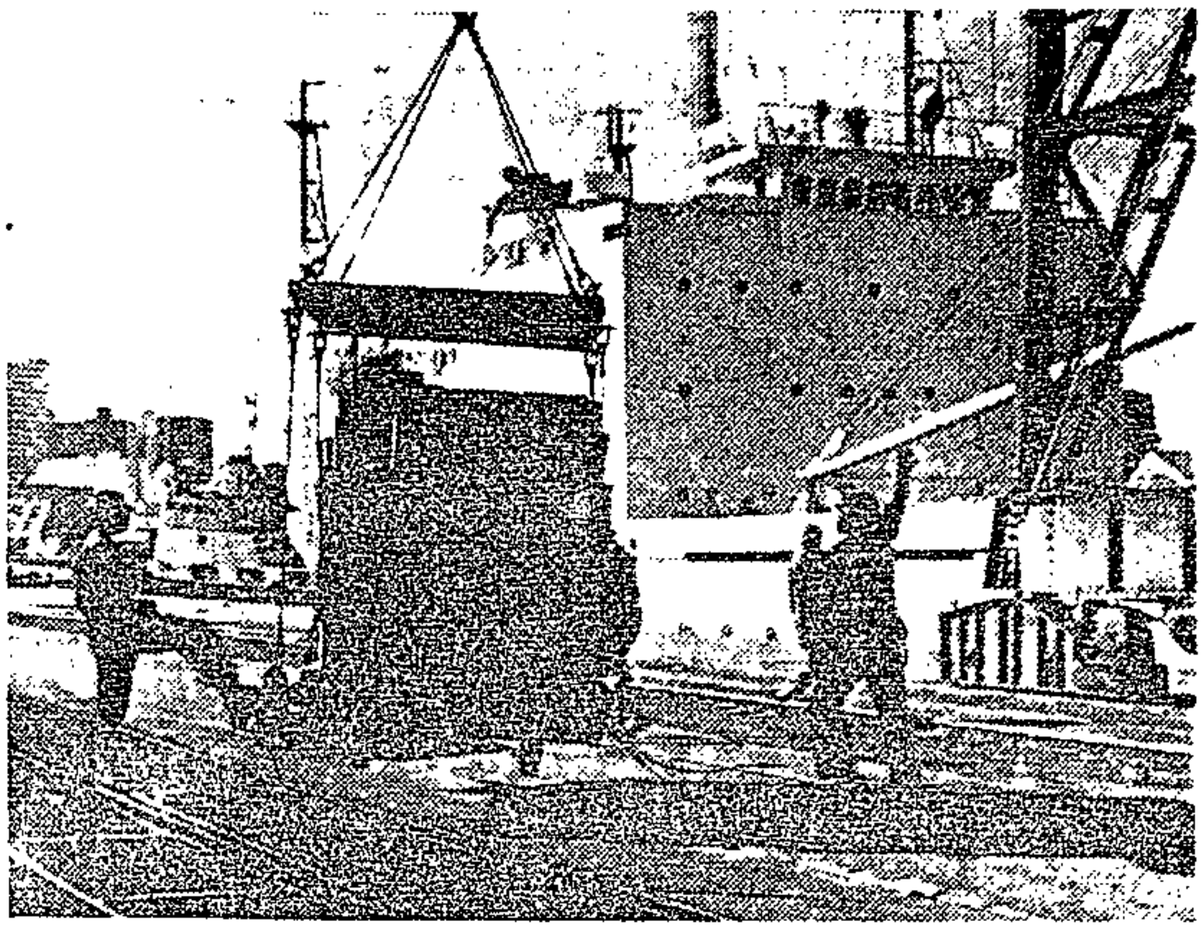
This is apparently to make room for a new road that is under construction opposite the Baragwanath Hospital.

Residents said the new bus terminus was going to house thugs and that the place would be "nothing but a mess from papers and refuse from street-vendors".

Miss Lele Tshukudu said she was "mad" at the thought that already a seven-year-old boy had been knocked down by a speeding taxi at the rank.

"My niece was this week knocked down by a fast-driving taxi-driver. That is just the beginning of the troubles we are going to face. You can imagine how people will survive with a busy street like this one and the uncontrollable kids", said Miss Tshukudu.

Mrs Millicent Mazibu told **The SOWETAN** that she had to fight people who were erecting a shelter "just at my gate".



CITRUS being loaded in Durban.

Exports doul

THE export of citrus through Durban has almost doubled in the last three years and the number of shipments through the port are to grow even further next year, because of a diversion of the fruit from Cape Town.

By next year only citrus produced in the Western Cape will pass through Table Bay, a fairly insignificant amount when compared with what used to be exported through the port.

Western Cape produce is expected to be shipped out in about 2 or 2,5 million cartons, while three years ago about 10 million cartons passed through the port.

The rapid increase in railing charges over the last few years has forced the citrus industry to divert the large volumes of their export fruit from the Cape to the ports of Durban and Maputo.

'This diversion of Transvaal fruit is not a sudden decision,' a spokesman for the Citrus Exchange said.

In 1978 the Citrus Exchange shipped about 8 million cartons through Durban, of which almost 7 mill side at Point and the b ers which had be Johannesburg.

More of the frui containerised. Of the which will pass thro six million will leave will be shipped in bre the Point.

Slightly more than will be shipped out of compared with 3,6 mil Mozambican port in 19

'In spite of the severe sion in Europe our over stronger than at this ti consequently, current better at than this tim the spokesman for the

'However, costs are last year. We are never ly optimistic about the 1982 season.'

Move to improve safety of vessels

(#332) Mercury 25/6/82

THE International Maritime Organisation is hoping to spur flag states into looking at the safety of vessels under their registries. They are publishing a list of vessels which were found to be deficient during port inspections and for which the states involved have not filed their comments.

The first list, published recently, contains 16 vessels, of which six fly the Panamanian flag.

IMCO is using the new approach in an effort to obtain from the flag states long-awaited comments on action taken against in response to deficiency reports filed by port states.

Imco will in future only send one reminder to the state and if the country concerned ignores the reminder, the ship involved will appear in a regularly published 'List of Outstanding Comments'.

With free-flag countries trying to brush up their images by saying they are stepping up their safety control, such a list may cause them embarrassment if any of their vessels appear.

tfish have rs purring

anglers ac-

a long time River where Redinger, veral other during the of over 4 kg ght a total the river. ver Mr B g club land- two other Tack and Mr angling at d 24 catfish biggest tak- one of 5 kg.

Although winter has set in anglers are still turning out for competitions and in a recent Angling Association event at Chelmsford Dam 38 carp and 11 scalies were landed.

Dannhauser Club has won the final league event and Glencoe Club has recorded the largest carp — a fish of 2,28 kg — during the competition.

Newcastle Club has recorded the best catches at Chelmsford, Mr F Moodley taking top prize with a 31kg carp. Mr F du Plessis landed a catfish of 6,12 kg. At Spioenkop Dam a 6,2 kg carp was taken by junior angler J Joubert of the Ladysmith Police Club and this fish came close to the local record which stands at 7 kg.

Graham Lizamore

IN PORT

POINT SHEDS: B/C Umfolosi; G Meliton; L Marathon Reefer; M EXT Cyclopus; N Nedlloyd Kimberley; O Flisvos.

MAYDON WHARF: 2 African Express: 3/4 Ajax; 6A Gouritz; 7 Ville De Mahebourg; 8 Ascona; 9 Mkuze; 10 Venture; 11 Sisal Trader; 12A Sezela; 12C Ridge; Baunton. PIER NO 1: 102 S A Huguenot; 104A Pantera; 104B Cadmus; 105 Maritime Carrier; 106 Princess Nancy; 107 Gomasa.

CONTAINER TERMINAL: 203 Hayakawa Maru. BLUFF: Alpac Africa. ISLAND VIEW: Finn Fury. SRJ: Aegean Career. GRAVING DOCK: Odyssey. EBH: Thorheide.

ARRIVALS: Franky; Pondoland; Koowie; Tilly.

DEPARTURES: S A Huguenot; Maritime Carrier.

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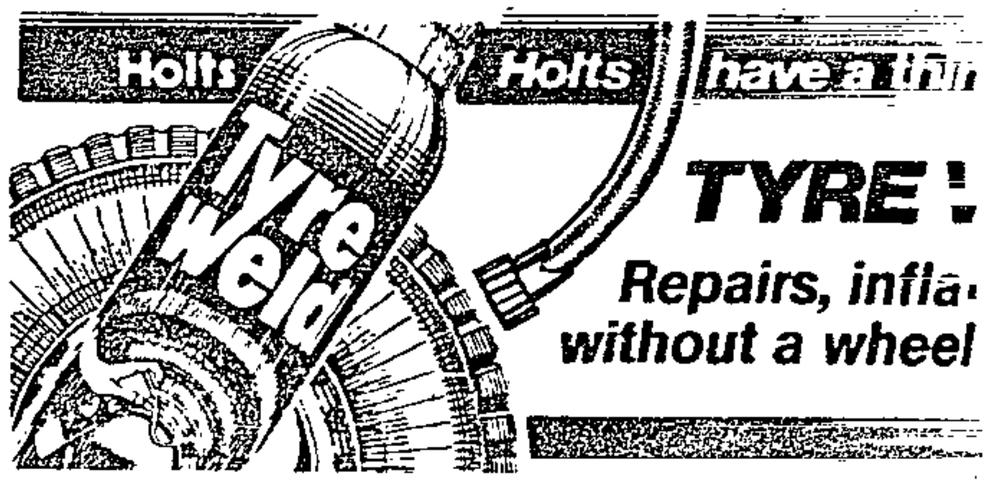

TENERGY TALKS

Triton Energy (TE), suspended on the JSE with its holding company Triton Ltd, will issue a statement within a few days — probably Friday or Monday - giving full details of its financial involvement with other Triton group members. TE's future plans will also be clarified.

This should soon result in several formal offers for TE, the largest coal distributor on the Reef, which is 75% owned by Triton Ltd.

Triton Energy MD Alistair Laughland says: "I have no idea when the changeover will be but I have had a lot of phone calls. Following my clarifying statement, I expect several formal approaches."

Only Triton Ltd is in provisional liquidation and TE, suspended at a share price of 300c on 15 June, is apparently still in a good trading position.

Laughland says coal distribution through McPhails has been unaffected so far by the provisional liquidation of TE's parent company "and I give my assurance that trading will contine."

ROAD TRANSPORT

Toothless laws

(332)

FM 25/6/82

The road transport permit system is in a state of collapse, supporting claims among private hauliers that permits should be scrapped altogether.

There are moves to impose stiffer fines on offenders, say industry sources, but so far fines are not acting as a deterrent. Admissions of guilt for first offenders are as little as R80 and operating without a permit, the cardinal sin, costs only R100/individual, or about R300 for a company.

Previous offenders may, as a last resort, have vehicles confiscated. But, since these are often leased, this hits the owner rather than the law-breaker. So all in all, the risks to pirates are well worth taking.

The permit system is being ignored by many and abused by others who convey goods not specified in their documents.

The Department of Transport has already established a precedent by invoking the unpopular Section 25 which enables permits to be withdrawn, suspended or amended, virtually without explanation.

Recent events, including the Rauties test case (*FM* April 16), suggest that the permit tangle is worrying the authorities. But the problem seems to be insoluble.

According to Department figures, there were just short of 7 000 prosecutions under the Road Transportation Act last year — less than 20/day and 1 000 fewer than the year before. But fines grossed only R243 868, or an average of R36/prosecution. Actual convictions numbered 3 600, with an average fine of R68/offender.

Costs of operating the national departmental inspector force are not published, but they are obviously well ahead of income. Many now question the wisdom of maintaining a costly system that clearly does not work.

Prosecution results are also open to question. Apart from securing only 54% convictions, the Department had to drop 25% of cases, leaving 21% pending.

Although the 16% drop in prosecutions confirms that considerable numbers are slipping through the net, industry experts say the real position is much worse, with up to 60% of all permits issued being used illegally.

Instead of regulating and co-ordinating the transport system as originally intended, the permit system is a dismal failure, they say.

Lack of law enforcement is encouraging law breakers, runs the general view. Stiffer fines will have little effect, because operators charge the fine to the customer and refund it if they aren't caught.

The sensible thing to do in a so-called free market is to drop the permit system completely.

Hofmeiaius — Sapa

PE firms to appeal on bus decision

25/6/82 (332) E. Post

Post Reporter

TWO Port Elizabeth companies who were last month refused permission by the Local Road Transportation Board (LRTB) to have a private bus company carry their employees on a contract basis have decided to appeal against the board's ruling.

E E Blunden Cartage Contractors applied for the right to contract to Union Spinning Mills and Industex.

The company's application was opposed by PE Tramways.

Mr G Huisamen, who appeared before the LRTB for Union Spinning Mills, said today the companies had lodged an appeal with the National Transport Commission and were waiting to find when the appeal would be heard.

In argument before the LRTB, Mr Huisamen had said that besides recent fare increases, the levy charged by PE Tramways had almost doubled at the beginning of the year.

The Midland Chamber of Industries supported the Blunden application in a letter to the LRTB and two community organisations criticised the board's decision and the fact that it did not have to make public its reasons for refusing the application.

Firemen battled for several hours to reach the

facturers, was gutted in the blaze.

Swaziland and South Africa.

Richards Bay townships 'normal'

26/6/82

332

Mercury

Mercury Reporter

RICHARDS Bay's townships, Enselini and Esikhaweni, 'returned to normal' yesterday but the week-long strikes at Alusaf and Richards Bay Coal Terminal continued, police and employer sources reported.

The major construction firms who had been severely affected earlier this week reported that the majority of their workers had returned.

'Even my tea boy has returned,' an employer said.

About 1 500 construction workers who did not turn up to work at the beginning of the week have been gradually returning to work.

But the 1 700 Alusaf workers and 500 Richards Bay Coal Terminal workers who downed tools last week over pensions have decided to continue their stoppages until their demands are met, according to union sources.

Meanwhile, Alusaf's managing director, Mr Danie van Vuuren, said another 40 workers had applied for re-employment yesterday, bringing the total number of workers in the factory to 650.

Mr van Vuuren said the factory's offices would be open all weekend for those workers who wanted to collect their pay and for applications for re-employment.

Workers say strikes could have been avoided

S. Tribune 27/6/88

232

By Barney Mthombothi

WORKERS claim the wave of labour unrest which hit Richards Bay could have been avoided if managements had acted on complaints.

More than 2 000 workers, from at least six companies, have been on strike since Tuesday last week.

Hardest hit by the strike is Alusaf, the primary aluminium metal producer and the biggest employer in the area, where more than 1 000 of their 1 700 black workers are out on strike. The workers are striking in support of demands for the transfer of their pension from the Seifsa-administered pension fund to a private fund.

A shop steward at Alusaf this week said the strike could have been avoided had management acted promptly on workers' dissatisfaction about the way their pension contributions were administered.

"We started negotiating with management five years ago on the issue," he said. "But it seems they didn't take it seriously."

He said in January this year, when it was realised management had done nothing to solve the problem, workers gave management 30 days to resolve the issue or face a strike.

Worker representatives were then flown to Johannesburg to meet officials of the Metal Industries' Pension Fund. According to the shop steward it was agreed that Alusaf would apply for exemption from the fund.

"We came back and collected 1 200 signatures from workers for a petition that would accompany the company's application. But on Tuesday last week we were shocked to find that management had done nothing about the matter."

"If the company had applied for exemption, even if they had been turned down and come back to the workers and told them about it. I'm certain something could have been worked out. What annoyed workers was their total indifference as far as the matter was concerned," the spokesman said.

"Workers have now resolved not to go back until this has been sorted out."

Alusaf managing director, Danie van Vuuren, was asked by the shop stewards to address the workers who had already downed tools.

One worker said: "We wanted to speak to Mr van Vuuren. After all he is our employer and the problem will not be solved without speaking to him. But he came and gave us instructions to disperse within 15 minutes or he would call the police to deal with us."

Another worker said Mr Van Vuuren called the police when he spoke to them.

"The police came immediately after he had left. He was not even at his office when police came and gave us a minute to leave, and then it was three seconds."

Workers alleged they

UNIVERSITY OF CAPE TOWN
EXAMINATION ANSWER BOOK

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

	Internal	External
(1)	(2)	(3)
2	10	
3	31 16 } 47	

Striking workers mill around before a meeting at the Roman Catholic Church at Sikhawini, near Richards Bay this week

were baton-charged by the police and many of them had to be treated in hospital for injuries sustained during the confrontation which took place at 3am on Wednesday.

Mr Van Vuuren said he called the police because the workers were trespassing.

"If the workers want to blame somebody for calling the police, then they must blame me," Mr Van Vuuren said.

"I told them they were trespassing because this was private property. Those who wanted to work should clock in and those who wanted to go should go. We had buses laid on for them outside the premises, but they wouldn't listen."

Mr Van Vuuren said he gave the workers more than 45 minutes to either leave or go back to work. "I think that was fair warning."

He denied that his company had at any time given an under taking to apply for an exemption.

"I don't understand how they could have thought we would apply in a hurry because I'm bound in my freedom by the law and I'll have to consult my board because the company would have to agree to contribute more than they are doing at the moment. The workers themselves should be prepared to pay more."

Mr Van Vuuren said the problems which led to the strike were twofold. The workers want the minimum wage to be increased by 94c to R2 an hour, while the company, in line with Seifsa, is offering an increase of 30c across the board.

"But it now seems the wage demand is no longer an issue."

Mr Van Vuuren said his company had just received a report from Old Mutual on the pension scheme which the workers want.

"We had not even had the opportunity to study it when they walked out on us. The workers want the money to be paid back to them and they also want to get loans out of it.

"What these people don't realise is that this is not a problem you can solve overnight. We're bound by law to contribute to Seifsa. I'm not prepared to put the cart before the horse and apply for exemption before I know the financial implication."

According to Mr Van Vuuren, although fewer than 600 employees are at work, production was never affected.

"We're still running as normal. Naturally people have to work 12-hours. The thing about this process is that once it stops, it's very difficult to get it going again."

All the workers were dismissed this week but Mr Van Vuuren said he would prefer having them back than recruiting a new workforce.

"We've invested a lot in our old workers, but if this thing drags on we'd have no alternative but to hire new people."

Mr Van Vuuren said the strike took him by surprise.

"It surprised me because the discussions at the meeting on Tuesday were conducted on a good basis and were amicable. I didn't expect this explosion."

A spokesman for the Metal and Allied Workers' Union, a Fosatu affiliate which is negotiating on behalf of the workers' had accused Mr Van Vuuren of taking a dictatorial attitude in his dealings wih the workers.

"Negotiation doesn't mean giving instructions, which is what Mr Van Vuuren did to the workers. Managements will have to learn to negotiate with their employees if trouble is to be avoided."

There is a real fear among workers of losing their pensions. Also hanging ominously is the Pensions Preservation Bill which was withdrawn by the Government last year.

A worker from Richards Bay coal terminal, where about 500 workers are out on strike, quoted a speech by the Minister of Finance, Owen Horwood, in Durban early this year in which he said the Government was still investigating the matter.

The worker said this proved the Government was still intent on depriving the workers of their pensions.

Coal terminal workers said they were promised their contributions by a general manager of the company last year when a wave of pension strikes swept the country.

This has, however, been denied by the managing director Mike Dunn.

Dockyard backers still kept secret

337 E. Post 29/6/82

By SIMON BLOCH

THE managing director of the Algoa Bay Dockyard Development Company, Mr Henry Combe, today refused to disclose the names of the backers of the multi-million project, or the extent of their support.

In a statement, he said the reason for the continued secrecy surrounding the project was that "this is a private company".

Mr Combe said the full amount needed would be forthcoming from "a consortium of international investors and lenders", but he declined to elaborate.

Last week it was reported that the company would disclose this week the extent of its financial backing and the identities of its backers.

But in an interview today Mr Combe said "the financial position of the company is private and confidential".

Last week Mr Combe emphatically denied suggestions that the company might be running into problems concerning its financial backing.

Hopes that the company would get Rennies Shipping as a backer ended when a Johannesburg spokesman for Rennies said the company had decided against participation.

Rennies is controlled by the giant Hong Kong-based firm, Jardine Mathieson.

In his statement, Mr Combe said it was often asked where money for the project would come from.

"It can be announced that the full amount will be forthcoming from a consortium of international and national investors and lenders," he said.

The only reason for frequently reporting on progress was because of the effect the project would have on the inhabitants of Port Elizabeth, the statement said.

It was issued jointly by Mr Combe and the chairman of the Algoa Bay Dockyard Development Company, Mr J J Crouse.

Mr Combe has previously said the company had secured commitments of 59% of the total R200-million to R250-million the project would require.

Asked today to pinpoint the site of the proposed dockyard, Mr Combe said he could not do so because "certain studies have not been completed yet".

The listed studies still to be undertaken are a geophysical study and an up-to-date market study.

An environmental impact study demanded by conservationists had not yet been prepared because the scale model had not yet been built. Mr Combe said this would take about eight months.

Mr Combe said the model, to be constructed at Stellenbosch University, would be built only after subterranean coring of the area.

Koornhof praises bus firm

332

Indus Trial Week 29/6/82

By Madden Cole

TRANSPORT is the most delicate sinew of the South African social set-up and a good transport system is indispensible to the economy, says the Minister of Co-operation and Development, Dr Piet Koornhof.

Dr Koornhof who was speaking at the official opening of Putco's R3,5-million Dobsonville depot recently, says that if the company's passengers, who are the backbone of the labour force, were not delivered on time, there would be chaos in commerce and industry.

"The service provided by Putco is a fine achievement by any standard and the company has made a great contribution to the country's economic development over the years."

Investor

Putco not only conveys a large number of passengers — 400 million over 180km every year — but is also a big employer of labour and a major investor.

"The 3 300 buses which represent a total investment of R140-million, needs an operational and back-up staff of 8 700 people," says Dr Koornhof.

"Putco is planning ahead and intends to increase its fleet to 4 000 by 1985.

"To house and service the enlarged fleet, a further 10 depots and workshops will have to be built, and already it owns the largest network of workshops in Africa," adds Dr Koornhof.

Congestion

The new depot which has been designed to accommodate 300 buses will do much to alleviate the present commuter congestion in the area.

Passengers will now be picked up one kilometre from the depot, compared to 12km before.

This means a saving of R3 000 a day or R1-million a year in operating costs.

"This is a sound principle as buses should sleep where the passengers sleep to prevent the vehicles from being empty for long distances to and from the depot," says Dr Koornhof.

Stoning

Putco's MD Albino Carleo says that it is a pity that certain groups of people are not respectors of property for they have caused severe damage by stoning buses.

"The buses are here to serve the community and the damage caused by unruly elements results in inconvenience and discomfort for the regular passengers."

PERMIT BATTLE MUST STOP

Clash looms as SATS fleet mobilises

332

Staff Reporters

Industrial Week 29/6/82

THE PUBLICATION below of a statement from South African Transport Services (SATS) replying to our story last week on the "illegal" operation of its road transportation fleet, poses a deeper threat to private road transport operators than originally thought.

In the first place, SATS tacitly admits to having diverted traffic consigned for rail, to road, and does so, it says, on the strength of permits issued to it by the Road Transportation Boards (RTB).

The real problem facing private operators lies in the claim that SATS is legally entitled to operate road transportation services in direct competition with them, within conditions laid down by the Road Transportation Act (No 74, 1977).

The Minister of Transport Affairs, Hendrick Schoeman, warned in his March budget speech that SATS would be entering into open market competition with the private sector, even though in the past it had operated mainly "as an ancillary service to the railways."

The majority of private operators feel that Road Transport Services, the goods and parcels arm of SATS, should contiue as an "ancillary service", and not operate as an independent road transport concern.

A number of issues stemming from this move into open market competition will, it is understood, be discussed between Minister Schoeman, SATS and the Public Carriers Association (representing private operators) some time in August.

Confrontation

Should it transpire that SATS is not only entitled to special concessions granted them in the Act, but also those relating to private operators, then it will be a gloves-off, free-for-all between the private sector and the State.

A confrontation even now appears to be inescapable since the permit system, which is the dominant instrument used in controlling and regulating the South African road transportation industry has resulted in SATS employing a full-time team whose function, (and they are alarmingly effective, say operators), is to oppose any permit applications that conflict with railways' interests.

It has been proved internationally that railways cannot compete with road transport in the movement of a wide spectrum of high-tariff goods.

Unfair

This is no doubt why SATS finds it necessary to enter the open market with its massive fleet of tractors and trailers.

But to do so with the unfair advantage of having the entire RTB system designed to protect the railways, be it on rail or road, cancels out the competition South African industry needs to ensure low transportation costs, quicker deliveries, better service and a broader spread of transportation activity over short as well as long routes.

These are only a few of many points raised by the private sector against what they see as unfair competition from SATS.

The permit system obviously doesn't work.

The fact that the bulk of all prosecutions by the Department of Transport relate specifically to permit violations proves this point.

It is estimated that an astonishing 60% of all permits in road transportation are being used illegally.

The worrying question is: how long can private operators stand by and watch their livelihoods being taking away by SATS on one hand, and illegal operators on the other.

That's not the end of it, permits that have been shown to be watertight in law have been demonstrated by the transport authorities to be not so.

Illegal

There is scarcely a permit on offer in the market (they are an accepted company asset and are freely traded) that a private operator can be sure is legal, even after taking legal advice.

In many cases they date back some years and reference to the original application too often shows that the intention of the transport operator was different at that time.

These permits have fallen into abuse and are strictly speaking illegal.

The situation has deteriorated to the point where the authorities have for the first time used Section 25 of the Road Transportation Act, under which they can withdraw or amend any permit, for any reason, without explanation.

To Page 2

SOUTH AFRICAN TRANSPORT SERVICES /cg

RAILWAYS AIRWAYS HARBOURS PIPELINES AND ROAD TRANSPORT

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REFERENCE HQ/PRO 35/71 DATE 1982-06-24

The Editor
S.A. Industrial Week
P O Box 8308
JOHANNESBURG
2000

Dear Sir

I refer to the article that appeared in your newspaper of 22 June 1982, under the banner headlines "SATS HAULAGE RACKET EXPOSED".

In your opening paragraph you state, and I quote :

"Malpractice and corruption are rife within the multi-million rand, state backed S.A. Transport Services (SATS) involving the 'illegal' movement of hundreds of tons of goods".

You then carry on to give full details of one single example and end off by hinting darkly that this seemed to be only "the tip of an iceberg".

The true fact of the matter, which you dealt with in such detail, is that the said container was transported legally by road in terms of the Road Transportation Act read with the Road Traffic Ordinance. We hold various permits in terms of the Road Transportation Act which allow us to transport goods by road which have been offered to us for rail transport.

It is apparent that your reporters lack knowledge of the subject matter in question. Had they consulted us in this matter, and not relied only on statements by "aggrieved" private road haulage firms, you would have been able to present your readers with the true facts.

As your reporters failed to do this, I have no option but to insist that you give this letter the same prominence, both in position and presentation, as the article under discussion.

Yours faithfully

ASSISTANT GENERAL MANAGER (PASSENGER SERVICES AND ROAD TRANSPORT)

More talks to end strikes

Mercury 30/6/82

Mercury Reporter

A NEW attempt will be made today to settle the dispute between two Richards Bay industries, Alusaf and Richards Bay Coal Terminal, and Fosatu unions representing more than 2 000 striking workers, union sources said yesterday.

A Fosatu spokesman in Empangeni said the federation's general secretary, Mr Joe Foster, and the general secretary of the Metal and Allied Workers' Union, Mr David Sibabe, would be arriving in Richards Bay today in a bid to re-open negotiations.

The attempt is being made as the strikes involving 1 700 Alusaf workers and about 500 Richards Bay Coal Terminal workers who downed tools over pensions entered their second week.

(2218) (552) Sowetan 30/6/82

Man claims from rioters

AN EAST Rand businessman yesterday described how his company lost more than R200 000 when mobs of rioters attacked him last year.

Mr L Pulser, popularly known as A D Gungadin, was giving evidence before a Johannesburg magistrate, Mr H S van Heerden, before whom 23 people are appearing on charges of public violence.

Among them is the Transvaal leader of the Labour Party, Mr Jakobus Rabie. All have pleaded not guilty.

Mr Pulser told the court that on May 2 last year he had driven to a school in Reiger Park. On his arrival he saw one of the accused, Mr Attie Clement, a teacher, addressing children. He had already received reports that the coloured community was plotting against him He made a report to the police.

On May 8 he saw several placards and bills warning people against using his taxis and threatening those who did. On the night of May 9, he went to his shop with a group of policemen and found a crowd of about 300 chanting coloureds.

Mr Pulser said he then saw a convoy of about 20 vehicles, mostly belonging to coloured taxi drivers, driving towards Clerence Cutter.

The drivers were blaring their horns and the crowds swelled. Later, the convoy started driving around his business premises and the passengers were shouting "away with coolies". — **Proceeding.**

TRANSPORT, PRIVATE_GENERAL

1982

JULY — DEC

332 Star

Taiwan line pulls out of Far East agreement

1/7/82

Own Correspondent

CAPE TOWN — Taiwan's Wan Hai shipping line has withdrawn from the Far East-South Africa container service agreement it entered into with Nantai Enterprises three months ago.

This was disclosed yesterday by Nantai Enterprises' local representative — Captain Carel Herbig.

Captain Herbig, who is regional manager of Universal Navigation, said that the withdrawal of Wan Hai left Nantai Enterprises as the sole operator of the service.

CANCELLED

"The Wan Hai organisation has pulled out of the agreement and cancelled the sailing schedule of its 4 905 ton box carrier Wan Chun," he said.

"Nantai Enterprises has, however, brought in the 8 000-ton Atlantic as a replacement and does not foresee any changes having to be made to the proposed sailing schedule."

Nantai Enterprises, which is one of the major shipping organisations in Taiwan, also has the 8 000-ton container ship Nan Hwa operating on the service, which has been programmed to offer shippers a 21-day turnaround.

The 12-month old Nan Hwa can carry 422 TEUs and has accommodation for 50 reefer units.

DIRECT LINK

The service is designed to provide a direct link between Kaosiung and Keelung in Taiwan and Durban, Port Elizabeth and Cape Town.

Voyages in both directions will include Hong Kong as a port of call and a feeder service from Taiwan to main ports in Japan will be run twice a week.

Strikers go back

Mercury 3/7/87

Mercury Reporter

STRIKING Richards Bay Coal Terminal workers have decided to return to work following negotiations between worker representatives and the company.

But the other pensions strike in the area at Alusaf continued with little progress having been made towards a settlement.

Meanwhile, at the Mtunzini Magistrate's Court 12 workers — including two Alusaf shop stewards — appeared on charges relating to the alleged intimidation of workers. Their trial will continue on Monday.

Haulage firms keep mum on growing transport furore

6/7/82 (332) Industrial Week

By Hugh Poulter

PRIVATE haulage firms are keeping tight-lipped about the recent article in Industrial Week alleging malpractice within the SA Transport Services (SATS).

Smaller companies say they are afraid of victimisation while the larger companies, many of which are members of the Private Carriers Association, refuse to comment saying the association is their official mouthpiece.

Jack Webster, executive director of the Private Hauliers Association, says: "We (the private haulage companies) are doing the same to the SATS as they are doing to us".

"The difference is the railways can't be prosecuted as one government department won't prosecute another department while the private companies face prosecution and court action," says Webster.

Webster says the association is "playing a cautious game" with the SATS in order to avoid a direct confrontation.

Caution

"We are starting negotiations with the authorities about this problem but we are being cautious as we don't want to cause a split between the SATS and the private operator."

"This country is running into a very serious situation as more and more hauliers are being tempted to join the band of illegal operators due to a lack of law enforcement," says Webster.

"The permit holder, who has made an effort to become legal, can lose his permit if he is caught operating illegally, but the non permit holder has nothing to lose apart from a fine," he says.

A private haulage operator, who asked not to be named tells Industrial Week: "Most of the haulage firms in Johannesburg do operate illegally from time to time."

Chances

"There is nothing we can do, if we apply for a permit we wait until doomsday and by that time we've lost the contract so we take chances.

"The association can afford to take the SATS to court and they should do this as they did in Holland and won the case. But I think the corruption has reached such an extent that even a magistrate couldn't handle it."

Abnormal

Another operator who also asked not to be named says the permit system is in chaos right now. If permits cannot be obtained to move a container from A to B, another way around the problem is to stack the container on top of another container and carry them as an abnormal load.

New Defence Act does not exempt merchant seamen

332

E. Post 7/7/82

By George Young

SINCE amendments to the Defence Act passed in the recent sitting of Parliament deprive the staffs of South African merchant ships of their status equating with national service, the nation's shipowners are having to write to the Exemption Board explaining that shipboard crews are key men.

Apparently the Defence Force believes that ships carry sundry redundant personnel who could be drafted into the forces, whereas a modern ship with its small crew has a key man in every post. The largest container liners have only about 34 in the crew, compared with the 460 carried by the mail passenger liners of yore.

There is a war memorial in a South African port containing the names of the nation's commercial seafarers who, in the Second World War, made the supreme sacrifice, and the heroic operations of merchantmen in heavily attacked convoys to Malta and Murmansk led to officers receiving the same decoration as their naval colleagues.

Since nobody in the governing party in South Africa has ever had direct association with the expanding commercial shipping fleet, there is no one to speak up for what all Western maritime nations regard as an essential service.

When Admiral H H Bierman and Vice-Admiral J Johnson headed the SA Navy, they were the first to recognise the true worth of the merchant seamen, having been members of the merchant navy themselves. But there are few executive officers left with merchant experience.

The flow has been in the opposite direction; numerous naval officers have gone into the merchant fleet and are to be found in both the deepsea and home trades. The Antarctic relief ship SA Agulhas, owned by the Government, also has a former naval officer as master.

In the past, if a South African went to sea in the commercial ships he was automatically exempted from other national service training provided he remained on the briney. Now, he must obtain exemption which is sought by his employer in writing from the appropriate authority.

It is obvious that in the eyes of the Government, the expanding merchant fleet enjoys little status, and the efforts of shipping companies to publicise the importance of the industry to the nation, and as a source of employment for youth, has suffered a serious blow.

5

Taxi rank row brews

332

Sowetan 8/7/82

By MZIKAYISE EDOM

TAXI owners and drivers in Benoni claim they are being harassed by the local traffic department for not using the new taxi rank in town, which they say is far from the shopping centres.

The new taxi rank in Harpur Avenue was erected by the Benoni Town Council in 1978, but since then it has been a white elephant with both commuters and the taxi people refusing to use it, claiming that it was out of town and too far from the shopping centres. The taxi owners and drivers also claim that they have to wait for long periods at the new rank as commuters refuse to use it.

Recently, Mr D Jones, the Benoni Chief Traffic Officer, warned the taxi people to use the new rank because they were obstructing traffic and causing a traffic jam when either taking or dropping passengers in Princess Avenue, which is in the centre of the town and a busy street.

The taxis were supposed to start operating at the new rank on June 25 but they are still boycotting the rank and are still continuing to pick up passengers in Princess Avenue, risking being fined between R20 and R50. The taxi people and the commuters have vowed that they will not use the new rank until they are allowed to operate in town.

day, August 18, 1982

Bus boycott over fare rise

Mercury 18/8/82

Mercury Reporter

MORE than 1 000 people from Kwa Ndengezi, a black area outside Mariannhill, are boycotting local buses because of a 20 percent fare increase.

Last night officials from the Government's Road Transportation Board, backed by police, were stopping vehicles on the road between Kwa Ndengezi and Mariannhill in a bid to stop pirate taxis from transporting people home.

The boycott, which began late last week when the bus company introduced the second, 10 percent staggered stage of their 20 percent increase, has been gaining growing support, according to Mr H B Dhlamini, chairman of the St Wendolin's Welfare Committee.

When the Mercury visited the area early yesterday morning well over a thousand people were walking the 5 km between Kwa Ndengezi and Desai's shopping complex on the road to Mariannhill to catch private Indian buses which they said charged lower fares.

A spokesman for Olympic Transport, the bus company which has one of its terminals at Desai's shopping complex, said two extra trips had to be laid on to accommodate the increased number of passengers since the boycott began.

Women from Kwa Ndengezi complained that they could not afford the increased fares and were forced to walk the distance from the township to the Indian bus terminal.

A woman complained that the price of a monthly coupon from Kwa Ndengezi to New Germany had risen from R19,80 to R24,20, while another said the price to Pinetown had risen from R17,60 to R22.

They said they felt the bus service could operate more cheaply if the buses ran directly from Kwa Ndengezi to Pinetown, instead of taking their present route which they said went 'all over the countryside.'

Taxi drivers, who have been transporting many of the people to their destinations during the boycott, claimed they were being harassed by Road Transportation Board officials who accused them of aiding the boycott.

The director-general of the board, Mr H J Claasens, said from Pretoria yesterday that his men could possibly be involved.

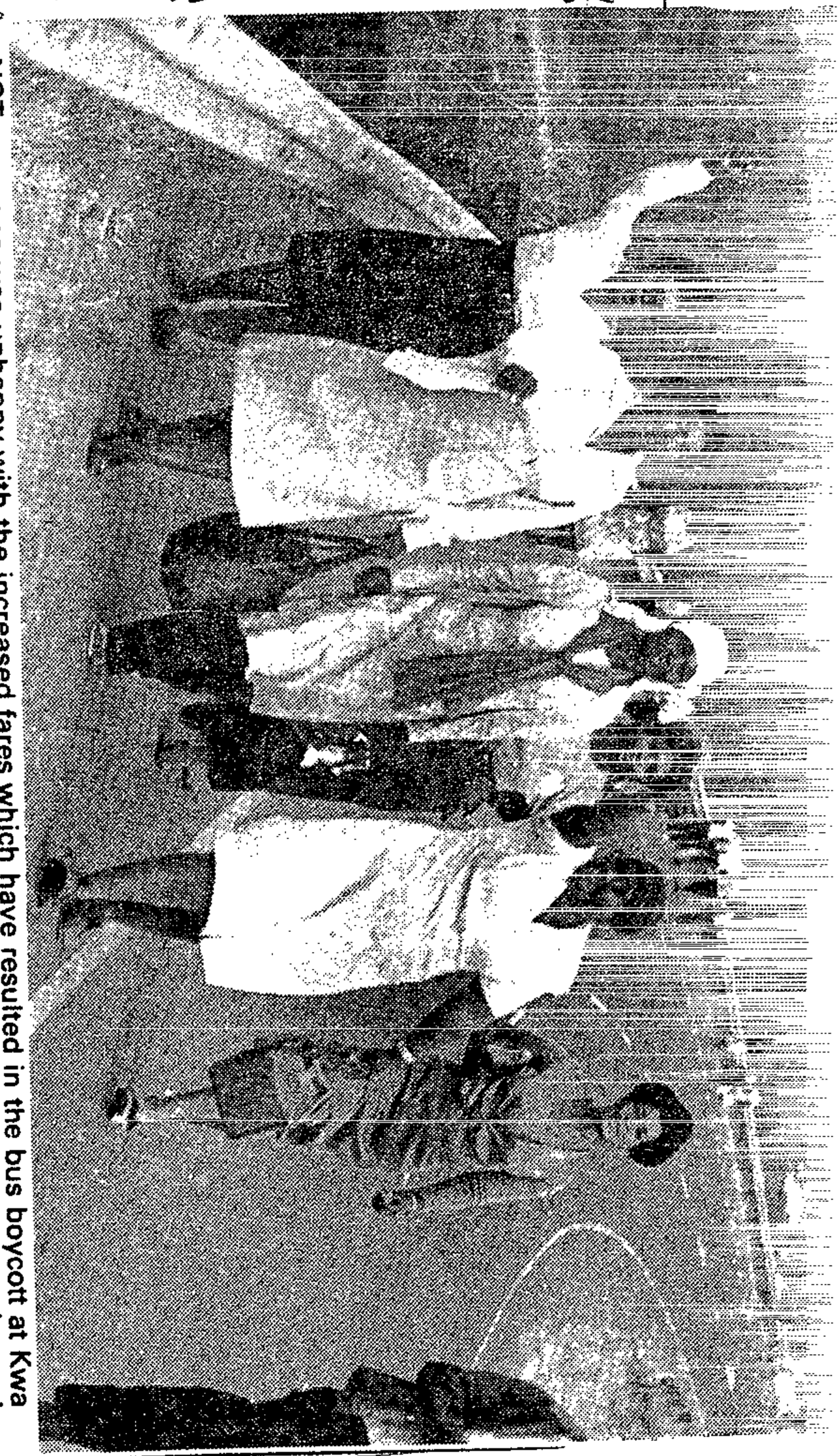
'My officials' job is to enforce the provision of the Road Transport Act,' he said. 'They have been checking the area for pirate taxis operating illegally.'

However, Mr Mandla Majozi, who owns a car but claimed he was not operating as a pirate taxi, said the officials were preventing him from taking his wife, aunt and daughter to their destinations.

'I transport my family to and from work everyday. Now I am being accused of being a pirate taxi,' he said.

Mr Arthur Konigkramer, liaison officer for the Kwa Zulu Development Corporation which owns 50 percent of the Dimba Brothers' Bus Company, said as far as they were concerned they had done everything possible to accommodate the company's passengers.

'The 20 percent increase was agreed on some time ago after consulting the local town council, and it was staggered into two 10 percent increases at their request. The bus company runs at a loss, but we help them in order to provide a service to the people of Kwa Ndengezi,' he said.



NOT everyone was unhappy with the increased fares which have resulted in the bus boycott at Kwa Ndengezi outside Mariannhill. The woman in the white overall said she was enjoying the exercise and the 10 km walk to work and back every day was doing wonders for her figure.

No easy ride

FM 9/7/82 (332)

Putco, the largest passenger bus operator in southern Africa, steers a fine line. It picks up flak from workers and commuters, especially when violence flares in the black townships, has a less than enthusiastic band of shareholders because of its rather patchy profit record and is often squeezed for margins by government's tardiness in granting price increases.

Further, it has the Welgemoed Commission of Inquiry looking over its shoulder, with the possibility of a national bus corporation. Putco has submitted evidence and put forward a scheme to streamline fare increases.

Not an easy environment within which to operate, especially bearing in mind Putco's various audiences and their conflicting interests.

A major obstacle for the bus company is the political climate within which it operates. Blacks, sometimes to register political anger, at other times to vent commuter frustration, stone and set fire to buses. Around 1 500 incidents of damage occurred in 1976 and over 40 this year on June 16.

The reason for the resentment is that Putco is seen as part of the machinery associated with the government's group areas policy which forces blacks to live far from work.

Putco is keen to dispel this misconception. It stresses that it is not part of government and has no role in politics. It is merely in the transport business. It also notes that this confusion in the minds of commuters is an international phenomenon.

MD Albino Carleo is also eager to defuse the resentment that flows from Putco's image as a monopolist. He argues that while it does have a monopoly in the areas it serves, in the same way as other bus companies, it meets competition from alternative forms of transport.

Further, if it is not seen to be providing an adequate service, objections can be raised and its licence rescinded.

The bus company, which is now in its 37th year of operation, therefore needs to be image conscious. It recognises this and works on a number of fronts. The most important area of concern, claims Carleo, is the black commuter.

One of its most recent moves in this direction is the establishment of a Putco Foundation. The foundation was launched as a trust which will make funds available for community projects. The finance, says Carleo, will not come from bus fares paid by passengers, but from companies that pay to advertise their wares on systems recently installed in Putco buses.

Putco will not handle the advertising itself, but will receive a percentage of the takings from the advertising company. This will go into the fund.

Putco operator . . . a dent in the profits

The foundation will help finance housing and education within the black community.

Currently, R60 000/year is committed to various educational programmes which train about 1 500 pupils.

Another altruistic move on the part of Putco is the uneconomic service it operates for school children. This costs in the vicinity of R3m/year. Putco also provides free transport for old age pensioners after they have returned from collecting their money every second month.

A further innovation comes in the form of encouragement of owner participation. Putco's PR office has been sent out with a mandate to point out the advantages to commuters of buying shares through the JSE. This, it is hoped, will change passenger attitudes in relation to the assets held by the company. Putco claims to already have 42 black shareholders.

With an eye on upgrading its image, Putco will also produce a brochure on the workings of the organisation, which it will target at the media, financial community, employees and shareholders.

Turning to its other public — the shareholders — it needs to bump up profits if it is make them happy. This can be achieved only by cost cutting or increasing revenue.

Costs, claims Carleo, are difficult to slash as many fall outside the bus company's control. Besides, he argues, the company's operating costs indicate a high level of productivity as they have been subjected to government scrutiny for over 30 years. Currently, the largest cost burden for the company is people which account for just over 36% of total. Labour costs are followed by fuel, which adds up to just over 29%, maintenance 26%, assets 18% and others 6%.

While Putco's new depot on the outskirts of the city centre will increase productivity to some extent, the company does not expect it to make a major dent in the cost commitment.

On the revenue side, Putco also experiences difficulties. Before it can raise fares, applications have to be made to the Local Transportation Board. The proposed hike is then advertised and 21 days are allowed for objections. The matter is then publicly aired and an economic fare (without subsidy) established. The Department of Transport then determines the extent to which the fare should be reduced by way of subsidising the passenger.

The elaborate procedure can be further delayed by legal action by objectors. Also, operators may have only one application for a fare increase in the pipeline at a time.

These delays cost money. Putco's last application for an increase, which was delayed for nearly two years, resulted in a substantial trading loss.

Group turnover for 1980-1981 amounted to R138m with after-tax profit R5,5m.

The single most important issue in forecasting the 1981-1982 results, claims Carleo, is to what extent tariff increase applications will be approved and implemented.

Putco's directors aim for 15%-20% return on capital employed (after tax and adding back interest) and hope that this can be achieved with the streamlining put forward to the Welgemoed Commission.

Altogether, close on R100m in subsidies is granted nationally for black bus passengers — about a quarter of total fares.

On the labour front, Putco has had an easier ride. A recent dispute has been settled and the company now recognises the two relevant trade unions. It anticipates that the move will be beneficial both from an industrial relations point of view and for its image in the black community.

Training is another arm to the strategy. Putco spent R1,5m on training last year.

ROAD HAULIERS

Mounting anger

FM 9/7/82 (332)

Resentment among private road hauliers over the permit system and alleged favouritism towards SA Transport Services (SATS), is boiling over. Public Carriers Association (PAC) chief executive Jack Webster says the time has come for a public inquiry, and at least one threatened court action has been narrowly averted.

Private operators claim that SATS is illegally abusing the system and, in some cases, operating without permits.

To aggravate the situation road hauliers say they have been badly hit further by illegal road transport operations in the private sector.

Latest row

The latest row surfaced in the industrial press recently whith a claim that SATS was moving hundreds of tonnes of goods "illegally." SATS was accused of road hauling goods for which documents had been issued for rail transport only; of improperly filling out forms, and of not obtaining road transport permits from the Road Transport Board.

RTB officials manning control roadblocks also came in for criticism for "turning a blind eye" to SATS vehicles, while strictly policing private hauliers. The hauliers also charge that SATS abuses its right to transfer goods from rail to road when these goods are destined for decentralised industries.

"SATS is claiming that it has certain concessions under the Road Transport Act," says Webster. Referring to SATS' right to move from rail to road if a decentralised industry is concerned, he says "it's about time the authorities call for an inquiry into this."

Predictably SATS denies the charges, claiming that it holds the necessary permits.

Says SATS road transport director Jert Meintjes: "We don't do things under the table. We can't afford do do anything illegal. We are in a very sensitive position because of our government links. We have no privileges as far as the Transport Act is concerned." And he adds that, far from fearing strict inspection by RTB officials, SATS would welcome even more attention.

Meintjes says he is frankly baffled by the controversy. The first he knew of it he claims, came from press reports. SATS, he says, is always open to discussions with the private hauliers.

"We are running away from no one. We're not scared to talk things over."

The hauliers, however, are not so sure. One haulier, finding that SATS was offering his customers what he claims was an illegal overnight container service to Durban, wrote to SATS to complain. SATS replied that it had all the necessary legal documents but did not produce them. When the haulier decided to go to court and applied for an immediate interdict on SATS' activities, SATS backed down, cancelled its service, and paid for the haulier's court costs.

In another incident, SATS is said to have carried aluminium in a refrigerated truck, an odd practice at best. But Meintjes says that, regardless of how the aluminium was carried, SATS had a legal permit which it is obliged to show to no-one but authorised officials.

SATS' increasing interest in high-tariff road haulage results from the swing from rail to road of profitable cargo and its poor showing in the last financial year.

SATS has to be considered as a whole, says Meintjes. Its uneconomic social services have to be recouped from more economic operations.

SATS has every intention of increasing its share of road transport, which now stands at about 1,5% of the total. This does not mean, however, that SATS will curtail its low-tariff operations, says Meintjes. "It is simply a question of economics. SATS ran at a loss last year, and, as we get no subsidy, we have to balance our books."

But what about the existing permit system? Some private hauliers regard it as completely unworkable. Transport permits are traded between companies and some are years old. The permits are sometimes used for purposes for which they were not originally meant. It has been claimed that an estimated 60% of existing permits are being used illegally.

332 D. Dispatch 9/7/81

Queenstown flights resumed

QUEENSTOWN — The weekly air service between Queenstown and East London is being resumed as from next Thursday.

The regular air service was suspended at the end of September last year due to lack of support, but with the increased industrial development in Queenstown and the proposed military camp to be based in the town, the flights have again become viable.

Initially the service will operate only on Thursdays, leaving East London at 9.20 am and arriving in Queenstown at about 10.00. The flight leaves Queenstown at 4.30 pm and arrives in East London at 5.00 pm.

The fare will be R38 single and R76 for a return ticket. — DDC

19/7/82 C Times 332

No bus: City workers strike

Staff Reporter

A GROUP of British artisans working for Murray and Stewart went on strike this week in protest against the company failing to provide them with transport to work.

The 22 joiners refused to report for work yesterday and on Thursday after the company-supplied bus which usually takes them from Sea Point to their jobs in Parow broke down and they had to use public transport.

However, by yesterday afternoon they had elected a committee to negotiate with management and said they would return to work on Monday as an "act of good faith".

A spokesman for the group said the problems with the bus were the latest in a line of promises the company had broken since they started working here three months ago after being recruited in Britain on contract.

Swimming pool

"They showed us beautiful pictures of the hotel we were going to stay in, with swimming pool and all, but it wasn't anything like the place we were moved into.

"They said we could approach them with our problems, but they're just not willing to listen to us.

"The company won't give us our return tickets back and we feel like prisoners in South Africa. Now, since we never reported for work they've threatened to cut back on our wages.

"We're not used to being treated this way and we're sending letters to our MPs in the UK to get them to raise the matter in Parliament."

Mr G R Knutsen, managing director of Murray and Roberts Building, said that since the bus had broken down it had not been possible to provide transport in the interim. However, the company had spoken to the bus company and they would supply transport again on Monday.

Wages pledge

"I believe a foreman threatened to reduce their wages when they failed to turn up, but this has never been our intention and the incentive scheme for the men will not alter."

Mr Knutsen said only a very small percentage of the staff were involved in the dispute and it would be wrong to take it out of context.

"We don't go to the trouble of recruiting people in the UK only to mess them around."

The men would be entitled to get their return tickets back when their contracts expired in November, he added.

Experimental bus station shelter mooted

(332) E. Post 12/7/82

Municipal Reporter

AN experimental shelter will be constructed at the Windvogel bus terminal at an estimated cost of R7 500 if the Port Elizabeth City Council agrees with a report requested by the Town Clerk, Mr P K Botha.

Asked to report on steps necessary to control crowds at the boarding points at the Windvogel terminal, the City Engineer, Mr A Clayton, said the present facilities had certain shortcomings:

- Passengers were reluctant to use the shelters for fear of being accosted by thieves and pickpockets.
- The existing queueing rails were spaced too far apart to prevent queue jumping.
- The exit through which passengers boarded the buses was too wide enabling more than one person to attempt to board the bus at any one time.
- At present there was nothing to discourage passengers from queue jumping by boarding the bus without passing through the shelter.

Some of these problems could be overcome by providing new shelters of an improved design, according to Mr Clayton.

As a new bus terminal will be built in Windvogel, he has suggested that an experimental shelter should be erected which could be moved once the new terminal was built.

Observations could be conducted at the experimental shelter to find out how effective it was in controlling passengers and it would provide valuable information which could be used when designing bus shelters in the future.

Some important features of the proposed experimental bus shelter would be:

- Reduced distance between queuing rails.
- Narrower opening in the barrier at the loading point.
- Round boulders embedded in conrete in front of and adjacent to the bus shelter to discourage queue jumping.

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Mr Wilson allegedly planned to use American experts to create the devices and instruct terrorists in their use but decided differently after a device accidentally exploded, killing several people, including two Americans.

Mr Wilson eluded authorities until June 15, when he was arrested at Kennedy International Airport in New York. He was jailed under R23-million bond.

Mr Terpil remains at large. A third co-defendant, Mr Douglas Schlachter, was allowed to plead guilty to a reduced charge after helping investigators. — UPI.

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steel framed factory building will go up by about 8%.

Some of the country's major steel manufacturers said the public would be cushioned for a while from the effects of the steel hike until current stocks ran out.

A spokesman for the national steel producer, Zisco, said the price had been increased because of the increased cost of iron and steel production. It was the company's first price increase in 18 months.

Four boys, a girl, four women and a man died when the train hit the back of the bus on a junction outside Chegutu early on Saturday, ripping away bodywork and sending it into a spin. The national bus accident death toll this year is now more than 100.

Seven people died instantly, another died on the way to hospital, and two more died after being admitted. Yesterday two women were still unconscious and in a critical condition in Harare's Central Hospital

A Chegutu police spokesman said the bus driver had survived, but would not say if action would be taken against him. A survivor, Mrs Violet Jari of Chegutu said the bus and the train had travelled alongside each other until a sharp corner where the road crossed the rails.

"It was like a race to see who went first."

Another passenger, Mr Elias Mugariwa, said frightened passengers had told the driver to stop when they saw the train bearing down on them.

In the past month a bus smash at Chipuriro killed 57 people, and another 18 people died in a bus accident at Bonda. Following the Chipuriro disaster, June 12 was declared a national day of mourning.

Give us back our taxis, say drivers

332 WM 12/7/82

Mail Correspondent

MAFIKENG. — A Bophuthatswana taxi association has consulted an advocate to seek a Supreme Court order to release 50 taxis impounded by the South African Police in Rustenburg last month

The taxis were impounded on June 28 and the owners and the drivers are to appear in court on August 12.

Mr A B Huma, chairman of the Bafokeng Taxi Owners Association, said police impounded 57 taxis at a road block along the Bleskop Mine road. The block was manned by the police and Road Transportation Board officers, he claimed.

Seven taxi drivers, who belong to the Rustenburg Taxi Association, paid an admission-of-guilt fine and had their taxis returned. The taxis still in police custody belong to members of the Bafokeng association.

The taxi drivers have been charged with the contravention of the Road Transportation Act for using a route without the necessary permits.

Mr Huma said the impounding of the taxis will not only lead to financial and business ruin for most of the owners and drivers, but has affected the daily lives of workers who commute from Bophuthatswana to South Africa.

He said the action was another example of "harassment" which started late last year when a number of taxi drivers were arrested in Rustenburg and fined R100.

He said the town council suddenly increased road licences for Bophuthatswana taxis from R25 to R100 per year.

Thirty-eight drivers including Mr Huma are to appear in the local magistrate's court on July 22 for failing to pay the increased fees.

After a complaint by the taxi association, a meeting was arranged by senior government officials of Bophuthatswana and the Republic.

● A police spokesman said the taxi raid was carried out by Transportation Board officials and not by police.

3 000 'ready to die'

Mail Correspondent

ULUNDI. — More than 3 000 Ingwavuma teachers have vowed to die rather than work for the Swaziland government.

A weekend teachers' protest meeting passed a resolution condemning the South African Government for its proposal to hand over the area to the Swazis, and pledged their loyalty to the KwaZulu Department of Education and Culture.

The meeting, organised by the Natal African Teachers Union district branch, contributed R281 towards the R30 000 legal fees incurred by the KwaZulu Government to contest the proposed handover in the Supreme Court.

They said they were against working for the Department of Education and Training because Zulu children would be taught in Swazi.

The KwaZulu education system was "of a high standard", but if the Department of Co-operation and

Hydrofoils collide

HONG KONG. — Two hydrofoils skimming across the mouth of the Pearl River between Hong Kong and Macao collided yesterday, killing two women passengers and injuring more than 75 others.

The hydrofoils were carrying 157 passengers. One hydrofoil sank as rescue helicopters and vessels, including a Chinese gunboat, rushed to the scene. — UPI.

Immigra

London Bureau

LONDON. — The British Government is considering relaxing rules which have prevented immigrant women settled in Britain from bringing in husbands or fiancés.

It could mean that thousands of Asian women who came to Britain in the 1970s may regain the right to marry men from the Indian sub-continent.

The Home Secretary, Mr William Whitelaw, has been involved in confidential talks with senior Conservative MPs on the possibility of easing the curbs, introduced just over two years ago as one of the government's election commitments.

When the Tories came to power in 1979, they pledged to reverse the concession in-

Extract from letter delivered to Industrial Week in which SATS now declare the whole "transport affair" to be sub judice therefore eliminating the need to reveal the permit numbers.

Haulier slams colleagues for letting him down

332 Industrial 13/7/82

By Hugh Poulter

THE OWNER of a leading Johannesburg haulage company has slammed haulage operators for being afraid to put their names and money behind the continuing feud between private enterprise and the SA Transport Services. (SATS).

Peter Burkhalter, MD of the Two Way group of haulage companies has been waging a lonely battle against the Road Transportation Board (RTB) and has spent thousands of rands in legal fees over the last 11 years

"I am not scared of victimisation

"My conscience is clear I have nothing to hide so how can I be victimised

"They (RTB) have tried time and time again and have always come short"

Common front

"I decided that something had to be done to stop RTB inspectors from hammering me

"I contacted my attorneys and proved to the Board that my company is legal, that they must leave me alone and look for the real culprits, and it appears they are doing this," says Burkhalter

But I would not have had to spend so much money if other haulage companies had backed me up

I have tried for years to get the haulage companies together to fight on a common front but as soon as you ask people to put their name and money towards the fight they backtrack"

"Is this because they are afraid of victimisation or is it because they don't have a clear conscience?" asks Burkhalter

"Who carries the most illegal transport the railways or private enterprise?

"It has never been proved because most people are too afraid to come forward and add their name to the case. No judge in SA will fight against illegal transportation without someone putting his name forward

"Private operators say they are scared of victimisation but if they have a clear conscience they need not be afraid points out Burkhalter

He states that one of the main causes of pirateering on the roads is that anyone can buy a heavy duty truck and trailer without a permit and start operating illegally.

"The first thing the Government should do is insist that when buying a vehicle a permit must be produced.

"This would stamp out the hundreds of small time fly-by-night pirateers that are doing irreparable damage to the transport industry says Burkhalter

Magistrate

Another serious problem is the wording of permits, for they can be interpreted in various different ways

"If the inspector at the roadblock does not agree with your interpretation then he thinks you are carrying an illegal load and will hold your vehicle

I have to prove to a magistrate that my interpretation is correct

"The transportation system in this country is costing industry millions of rands every year" says Burkhalter

Free enterprise!

13/7/82

FOR many years the sword of Damocles has hung over the private transport industry.

Wielded for the South African Transport Services (SATS) by faceless men who bask in the power of Government red tape and who believe they are immune from the normal capitalistic bounds necessary for a healthy industrial environment.

Industrial Week as a communications media for local industry recently had the temerity to take up the cudgels on behalf of the long suffering transport industry.

We presented SATS with a particular case and gave it a chance to clear the record.

SATS' reaction? To "cut back" in excess of R65 000 worth of advertising in the journals of Thomson Publications.

It has also gone to the Press Council for adjudication and has informed us that the whole affair is now sub judice — balderdash!

This decision appears to be nothing more than a petulant retaliation.

As a body formed by a legislative process to serve the best interests of the electorate (and supported when necessary by funds from that electorate in terms of taxation), it is morally and financially bound to follow the course of free enterprise.

If the initial decision by SATS to place advertising with Thomson Publications was taken as a sound media policy then the cancellation decision is no more than a vengeful act.

Right SATS you have had your turn.

Now lets see the permits that we asked for in order to refute part of the story which we carried three weeks ago.

We try to represent industry as a whole and believe that the burden placed on the transport industry by monolithic organisations such as yourself should be challenged.

Furthermore we ask, does our Minister of Transport support your approach to this matter?

MANAGING EDITOR

(332) (HBB) RDM 14/7/82

Controls over transport of chemicals on the way

Mail Reporter

STANDARDISED forms of control had to be introduced to govern the transportation of dangerous chemicals in South Africa before a major disaster occurred.

This was said last night by the senior chief research officer of the National Institute for Transport and Road Research, Mr J C Hillman at a meeting of the Johannesburg Chartered Institute of Transport.

Mr Hillman said legislation relating to the labelling of road tankers carrying hazardous materials such as petroleum products and chemicals such as mineral acids, alkalines and gases, would become effective soon.

This would put South Africa in line with the United Kingdom and Europe.

It would force chemical producers and transport firms which carried chemicals to display labels on all their cargoes.

The labels would be similar to those in the UK which gave details of the type of chemical or petroleum product carried, how fire, or a leakage of the particular chemical should be treated, whether protective equipment including respirators should be worn when dealing with the fire or leakage and information on whom to telephone in the event of the vehicle being involved in an accident.

Driver training would also be brought under legislation within the next few years, he said.

Road research in South Africa had shown that over 80% of traffic accidents could be attributed to human error.

Overseas, he said, the status of drivers was such that they could refuse to take a company vehicle on the road if it was unsafe.

In South Africa, some drivers continued to drive unroadworthy vehicles.

In the United States drivers were known as "knights of the road" and were well trained.

However many competent drivers who drove road tankers, did not have the necessary knowledge of how to deal with spillage of the particular substance they carried or with particular types of fire.

Routes for transporting hazardous materials would be standardised and would be planned so as to avoid dense population centres.

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yesterday, the cold, old folk turned up in their thousands. And it turned out ... for Operation Snowball. With the old people were bespectacled Miss Peggy Tladi (on the left) and Mrs Manganyi (extr...

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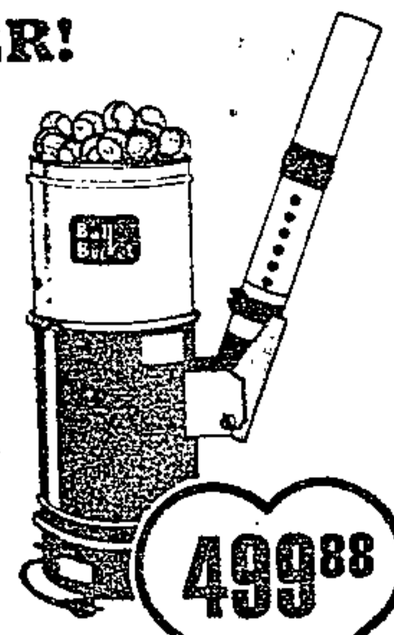

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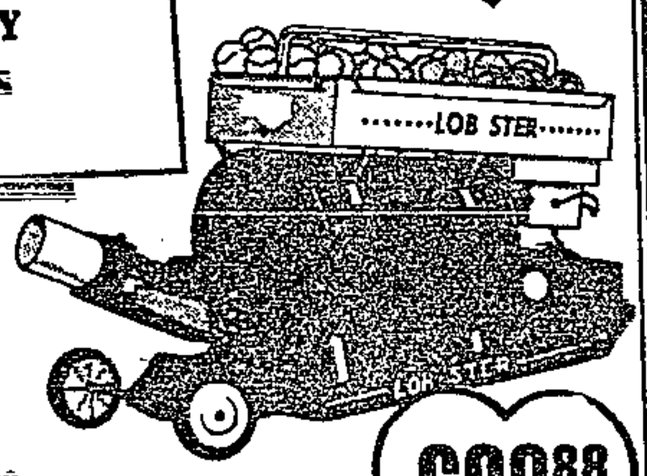

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Putco is told of problems

RDM 14/7/82 332

Mail Reporter

AT A meeting at the weekend a 15-member delegation representing bus commuters from Senaoane, Dlamini and Chiawelo told four representatives of the Putco bus company commuters were suffering as a result of irregular buses, particularly during weekday peak hours.

Mr Simon Hanyane, a Soweto councillor in the delegation, said yesterday hundreds of workers got to work late virtually every day because buses were either not on time or did not turn up at all.

The four Putco representatives at the meeting, he added, were told of the need for shelters and booking offices where commuters could buy weekly tickets.

The delegation asked the bus company to open two new routes — one between Chiawelo Extension and Alrode, beyond Alberton, and the other, between Chiawelo Extension and Doornfontein.

Putco was asked to make arrangements for passengers from Aeroton travelling back to the townships at the end of each working day.

Man who drew swasti... had 'an urge to write'

Mail Correspondent

CAPE TOWN. — A Cape Town apprentice plumber, who was convicted of defacing a statue of General Jan Smuts by painting a swastika on it, told a magistrate yesterday he had "acted irrationally".

Mark Anthony Mammore, 18, of Waterkant Street, pleaded guilty to a charge of malicious damage to property at a previous hearing. A plea of not guilty was noted by the magistrate after questioning.

Evidence was that on June 20 in Government Avenue, Cape Town, Mammore had defaced the statue of Gen Smuts by painting a swastika on it with a felt pen.

Sergeant Johannes Nicholas Vermeulen told the court he was on patrol duty when he saw someone at the statue of Gen Smuts in the public gardens. He hid behind a tree and waited for the person to finish. He went to investigate after the person had left and saw a swastika on the base of the stat...

When he was arrested, Mammo... he had done it as a "joke".

Mammore testified that he had ... for a month with jaundice and ... went out drinking on the day the defaced and the alcohol affected ... than usual.

"I acted a bit irrationally wh... swastika. I didn't know it was C... just saw this big wall in front of ...

"It never clicked that I w... someone. The swastika was the ... that came into my head. I'm not ... said when he saw the granite b... an urge to write".

He said he had attempted ... swastika off with "soap and wa... unsuccesful.

Mammore, out on R50 bail, ... tenced on July 20.

Alleged forger for observa...

Mail Reporter

A MIDDLE-AGED man appearing in the Johannesburg Regional Court in connection with an allegation of fraud, involving forged R20 notes and bonus bonds amounting to R2 500 000, was referred yesterday for mental observation to the Sterkfontein Hospital.

Mr Donald Walker, 55, of Wilken Avenue, Bryanston, appeared before Mr H H van der Watt.

A psychiatrist, Dr Michael Summers-Slutzkin, told the court he was of the opinion that Mr Walker was mentally disordered and would not be reasonably able to conduct his defence.

He said it was possible Mr Walker did not know what he was doing when he committed the alleged offence.

He said Mr Walker was extremely depressed, vague and believed people were trying to kill him.

Mr Walker, ... rested in Natal ... tried to commit ... days later and ... to Johannesburg.

He was ref... Sterkfontein ... mental observa... appear again o...

LION LAGER

Can anyone outplay Captain OSVALDO CESAR ARDILES?

Find out more tomorrow.

Bates Wells Kennedy J10349 2

Teaching of religion is discussed

Mail Reporter

THE training of religious instruction teachers under the apartheid system was the subject of the annual conference of the Christian Education Movement, according to the movement's director, Mr D P Dugmore.

Mr Dugmore said the conference produced twelve recommendations to be referred to state departments.

These included a request that teachers of religious education be given basic theological training, and that the need for specialist education in this sphere be fulfilled.

The conference, which ended this week in Johannesburg, lasted for three days and was attended by, among others, members of all homelands, the Roman Catholic church and the Nederduitse Gereformeerde Kerk.

Struggle 'for liberation' is not over

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Director flies in for talks on Uitenhage strike

14/7/82 E. Post (332)

Post Reporter

THE manpower resources director of the Motorvia organisation, Mr J P S Gouws, flew from the Transvaal today to meet union representatives of the company's 160 striking workers in Uitenhage.

His discussions this afternoon will be with representatives of the Transport and General Workers Union, a Fosatu affiliate.

The dispute at Motorvia began when workers complained that coloured women were receiving higher wages than men, most of whom are blacks.

The women received R60 a week whereas men in the highest category got R53. As a result of this, the entire workforce at Motorvia went on strike on Monday.

Most of the women resumed work late yesterday morning, but all of the men were still on strike today, pending the outcome of this afternoon's talks.

Action to aid black students proposed

ARGUS 15/7/82

Education Reporter

A PROPOSAL that open universities move from a belief in equal opportunities to aggressive "affirmative action" sparked lively discussion yesterday at the University Teachers' Association conference at the University of Cape Town.

The suggestion came from Professor N C Manganyi of the University of the Witwatersrand, one of the speakers in a panel discussion on where universities ought to be heading.

"There seems to be a worrying assumption that everything is fine as far as English-medium open universities are concerned and the only thing missing is the significant appearance of black students," he said.

"It may be time that we decided to translate some of the rhetoric of the past 20 years into action. For example, universities appear to be acting as if there is still legislation against appointing black academic staff."

EXPERIENCE

A speaker from the floor said it was difficult to find blacks who had had experience as leaders and practitioners in the community at large as well as having good academic qualifications. In areas such as social and business sciences this was necessary.

Professor Manganyi said a start had to be made somewhere.

"I believe in the value of models; someone whom the students can identify with. In this way you will get more students in a given course."

Dr James Moulder of UCT said universities practised affirmative action simply by accepting all matriculation examining bodies as being of the same standard.

STUDIES

However, it did appear that there was a need for more aggressive affirmative action.

It appeared that the old criteria of appointing staff — for example, at which university postgraduate studies were done and how much the appointee had published — were no longer suitable. He called for a clarification of new criteria.

Professor Manganyi said people should be appointed to study the problem regularly.

"I am surprised that universities have physical planning bureaucrats, but no one to study anticipated change. I don't think these things can be solved at an annual conference."

OVERSEAS

More time and money should be spent on sending people overseas to search for "those who are ready to come back" and also to search for promising individuals inside the country who could be trained both in South Africa and overseas.

There could also be programmes to develop the kind of academic administrative and manpower that was required.

It was not useful to say the university was concerned with academic excellence only when many black students could not achieve that excellence in the present educational system.

25 men return after strike

332

Sowetan 15/7/82

ABOUT 25 truck drivers who were on strike over night-shift allowances at Auto Carriers in Kaalfontein have returned to work after management agreed to their demands, a company spokesman said.

According to one of the drivers, they had downed tools after the new manager had decided to do away with their night-shift allowances. They claimed the company had always paid out the allowances and that the new manager's system was unacceptable.

The company's spokesman said the manager had decided to send one of the drivers to Durban on Tuesday evening and there had been a misunderstanding as to the pay the driver would receive as allowance. The drivers had called for a meeting with management to discuss the issue, which was ultimately solved to everybody's satisfaction.

He also said the manager had not been entirely at fault as he had only recently been transferred to the Kaalfontein branch.

Another meeting between the two parties, at which other issues will be discussed, is to be held soon.

Commuters urged to ignore increases

(332) Sowetan 19/7/82

By MONK NKOMO

ATTERIDGEVILLE — Saulsville residents were yesterday warned not to pay local taxi-fare increases to be implemented by Indian-owned taxis in the township at the end of this month.

Mr Count Moerane, president of the local taxi association, said a delegation representing this group of drivers confronted him two weeks ago seeking a 10 cents taxi-fare increase from the township to the city.

The present taxi fare is 60 cents.

He warned commuters not to pay the increase. He suggested they board only taxis that bore the name and address of the owner on the outside of the vehicle.

"Commuters who are charged an extra 10 cents should take the name, address and registration number of the taxi and report the matter to the nearest police station," Mr Moerane said.

He said the local transportation board had turned down his association's application for the extension of the areas within which the 29 existing taxis in the township were allowed to operate. The application was made to curb the acute shortage of taxis operating between the township and the city.

Report on strike was misleading

332

Sowetan 19/7/82

THE Transport General Manager of Auto Carriers in Kaalfontein says a report on a strike by truck drivers at his company was misleading.

The manager, Mr A C Turrell, said there had been a dispute at the factory on Tuesday over supplies scheduled for Durban. The drivers, who were only eight, then had a meeting with the manager and liaison committee officer at which the dispute was resolved.

Mr Turrell further said the company pays its employees night-shift allowances and it has an open door policy for all its workers to voice their grievances. He did not say what the dispute with the drivers was all about. The manager concerned was a new one, recently from Bloemfontein, but he cannot change the company's policy.

The report, carried yesterday, stated that 25 drivers at the company had gone on strike after the new manager had decided to do away with night-shift allowances. The drivers had been dissatisfied with the new manager's system after one of them had been assigned to Durban and had a problem on the allowance issue.

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ROAD TRANSPORT (332)

Perilous cargoes

FM 23/7/82

A major disaster could be waiting at the next intersection because SA lacks enforceable legislation on the transportation of hazardous materials. So says Jeff Hillman of the National Institute of Transport and Road Research, who was commissioned to study the problem three years ago.

Hillman says government decided to take action after a road tanker carrying volatile LPG blew up near Barcelona, Spain killing more than 200 holidaymakers. This was followed by a spate of local accidents in the late Seventies involving cyclohexane and cyanide spills.

In February last year, two local people died and 43 were hospitalised after they had eaten bread contaminated by the insecticide Thiodan 35. The bread had been carried in a truck which had hauled the chemical two months previously when some of the containers had leaked their cargo.

Controls on the transport of radioactive and explosive materials do exist. But flammable liquids are controlled by numerous municipal by-laws which vary so much from one area to another as to be unenforceable says Hillman.

He adds that other very dangerous substances, such as acids, are not controlled at all, allowing fly-by-night carriers to haul even the most dangerous substances without checks.

The situation is aggravated by the absence of proper labelling, untrained drivers, lack of specified routes, provisions for reporting accidents, as well as local authorities who lack the training and facilities to handle this type of accident.

Reputable hauliers have voluntarily implemented safety rules and procedures, but these vary from one company to another.

Regulations dealing with the labelling of hazardous materials are to be promulgated soon under the provisions of the Hazardous Substances Act. Based on the UK Hazchem system, the regulations will require that an internationally recognised coded label be placed prominently on containers and vehicles to enable emergency services to take appropriate steps to contain damage.

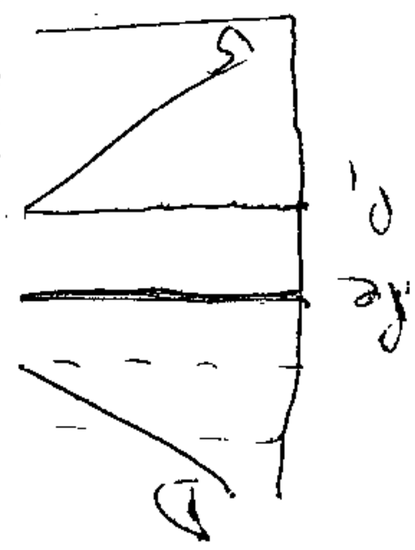
Action taken by a knowlegeable driver in the first half hour following an accident can go a long way to preventing a major disaster. In other countries drivers have a high status, but in SA they are often considered nothing more than licensed labourers, says Hillman. And he would like to see that attitude changed through specialised training.

Provisions for clear labelling are a major step in the right direction for SA, says Hillman. But the kind of vehicles and containers used to carry hazardous materials should also monitored.

At the moment, only the Railways have stringent specifications, but materials that Sats turns away because of improper packaging find their way to their destinations via road hauliers who sometimes have no standards at all.

Hillman warns that over-regulation can also be counter-productive: in the US it has led to some frustrated manufacturers labelling dangerous materials as innocuous to avoid having to follow bothersome rules.

Chemical tanker ... who cleans up the spills?



Rush to object to busfares rise plan

ARGUS 23/7/82

332

ABOUT 40 associations, trade unions and civic bodies from the Western Cape have lodged objections to an application by City Tramways to increase bus fares by an average of 12 percent.

The offices of the local Road Transportation Board on the Foreshore were faced with a rush today of last-minute objectors trying to beat the noon deadline — which comes into effect 21 days after an application is lodged.

The application by the company, which last had an increase granted about two years ago, has, like the previous applications, been fiercely opposed.

The associations have opposed the application on the grounds that there is no justification for any increases.

COST OF LIVING

The standard reason for objection is that people cannot afford any further increases in the cost of living.

On their profit margins, objectors say, there is no justification for City Tramways asking for an increase.

They say the application represents the exploitation of a situation of monopoly in which bus fares cannot be stabilised in terms of supply and demand and healthy competition.

A further objection, especially by the black community, was that commutors have been forced to live considerable distances from their places of employment because of the Group Areas Act and consequently spend too much of their wages on transportation.

They say the present structure has resulted in enormous increases in commodities essential for subsistence.

"DISASTER"

Another point made is that increase are likely to cause discontent "which is likely to give rise to social disaster".

The objectors also say the State is responsible for the removal and dislocation of families and disproportionately higher transport cost and must "bear the financial burden occasioned by its own act".

A spokesman for the Transportation Board said today it could be about a month before the hearing takes place.

If it is considered by the local board it would be in about three to four weeks.

However, if the National Transport Commission hears the objections, which is likely because of the sensitivity of the application it could take a while longer.

People would be informed in writing of any decision about the date and time of the hearing.

SHIPPING (332)

In the doldrums

FM 23/7/82

The SA shipping industry is beginning to feel the worst pinch since the thirties. However out of a total fleet of more than sixty ships only one has been withdrawn from service.

"I do not believe that SA has so far been affected by the downturn in world shipping," says Marmion Marsh, MD of Safmarine. "It is only now that our business is being hit."

Seaborne trade between SA and its main partners in Europe, the US and Far East has fallen 15% in money terms since the beginning of the year which probably means that there has been an even sharper drop in volume.

Sluggish economies in importing countries and to the low value of the rand which is hurting SA imports are behind the slide. Decline in cargoes to Europe has not been checked by the increase in the negative currency adjustment factor to 23,67%.

Unicorn Line marketing manager, Brian Davies, says the *Swazi*, which plied the waters on SA's west coast to Port Nolloth was pulled out of service after the downturn in the diamond trade. He says Unicorn has sufficient capacity to handle the coastal routes, which are an integral part of the total SA transport system.

Unicorn Line, which has 21 vessels which it supplements with charters, also has routes to other African ports, Indian Ocean islands, the Middle East and Latin America.

"Our trade with Indian Ocean islands and Mozambique is down because of the world recession and because of lack of funds in those countries," says Davies. "It's not very serious but we've had to reshuffle our ships."

"The same applies to the Latin America and Middle East routes," he says.

Safmarine Marsh says his company's import trade is down 10% to 15% but the line can absorb the drop and there are no plans to withdraw vessels.

"We never build for our needs and make up the difference with chartered ships," he says. Safmarine has about 40 ships and charters between 20 and 30 others.

Both Marsh and Davies believe that local exporters could do more to support SA lines and Marsh says there should be more awareness by local business of the strategic value of SA shipping.

"We would be very vulnerable if we did not have our own ships," says Marsh. The SA merchant marine could also save the country a lot of foreign exchange which is now spent on other lines.

"We're not working at 100% capacity," he says.

"The SA merchant marine is very competitive and receives no aid from government, a situation almost unique in the world."

Shipping sources have two hopes. One is that many concerns which ran down stocks due to high interest rates will soon have to start buying again.

The other is that a Namibian settlement, which could occur in August, could stabilise both Namibia and Angola and bring in development aid.

Some of the representatives from civic, youth and trade union organizations on the Cape Flats who yesterday lodged objections against an application for an increase in bus fares by City Tramways. The objections were presented at the Foreshore offices of the Road Transportation Board, which will now determine a date for a public hearing of the bus company's application.

Objections to bid for fares rise

CAPE TIMES 24/7/82

By ENRICO KEMP

332

REPRESENTATIVES of trade unions, youth movements and civic organizations from the Cape Flats yesterday lodged more than 40 objections against an application by City Tramways for a bus fare increase.

The objections were presented personally at offices of the local Road Transportation Board on the Foreshore. The board will now fix a date for a public hearing of the bus company's application for an average 11,6 percent bus fare increase.

Among the organizations that lodged objections were the Cape Areas Housing Action Committee (Cahac), the Federation of Cape Civic Associations, the Western Cape Civic Organization, the General Workers' Union, the Food and Canning Workers' Union, the Cape Town Municipal Workers' Association, the Lavender Hill Youth Movement, and civic bodies from Kensington, Valhalla Park, Bonteheuwel, Schotsche Kloof, Manenberg, Mitchell's Plain, Bellville, Lansdowne, Hanover Park, Lavender Hill, Steenberg, Elsies River, Crawford, Thornhill and Salt River.

The objectors said the latest application "represents the exploitation of a situation of monopoly in which bus fares can not be stabilised in terms of supply and demand and healthy competition".

They said increased bus fares were not in the public interest because most commuters were part of a deprived community unable to pay increases without serious financial consequences.

"Because the State is responsible for the Group Areas Act with the consequent removal and dislocation of families and disproportionately high transport costs, it is this entity which must bear the financial burden occasioned by its own act", the objectors said.

In a statement issued later by its secretary, Mr Trevor Manuel, Cahac said the latest application for a bus fare increase "will only further increase our hardship".

● An ad hoc Bus Fares Action Committee, comprising civic bodies, womens' organizations, trade unions and church groups on the Cape Flats, has been formed to oppose the proposed increase. The committee has issued a pamphlet condemning the bus company's application and calling on people to unite and fight any bus fare increase.

Shipping service resumed

D. Dispatch 332

CAPE TOWN — The Blue Star port shipping line has announced the resumption of their service to South Africa and Mozambique which had been suspended for several months.

A statement, issued by the company says the service will be provided through a space charter arrangement with the Southern African Europe Container Service Limited utilising a combination of the ro-ro vessels Elgaren and Kolsnaren and will involve direct calls at the United Kingdom with sailings about every 35 days from Tilbury.

"Cargo will be accepted for discharge at the full range of Walvis Bay, Cape Town, Port Elizabeth, East London, Durban, Maputo and Beira. 27/7/82

"In South Africa, arrangements will be under the control of the chief representatives, Blue Star Line (South Africa) (Pty) Ltd., Cape Town, and the agents at Cape Town, Port Elizabeth, East London, Durban and Johannesburg will be Ellerman and Bucknall (Pty) Ltd," the statement said. — SAPA.

Operators suffer as Reef grows

(332) 27/7/82

Industrial Week

Staff Reporter

THE WITWATERSRAND industrial area is expanding so rapidly that Reef-based transport operators can no longer service it adequately.

The 80 km radius within which transport companies may operate without permits, does not extend to the outer limits of this developing region.

Suppliers to the construction industry are experiencing difficulty in completing urgent deliveries of such commodities as cement.

Areas like Sasol 2 should, they say, form part of the Witwatersrand for transportation purposes and the radius of an operator's exempted area extended accordingly.

At present only those involved in developing the infrastructures have encountered the problem.

But when secondary industries move into the same areas it is expected that they will be similarly affected.

"There is going to be a lot of development east of the Witwatersrand and unless the authorities revise their thinking on exempted areas, we are simply not going to be able to service industry with urgent supplies," says one large cement distributor.

"Until recently we have been able to supply the construction industry without too much trouble, delivering either in bulk direct from the factory by road, or using rail to the nearest station and completing the delivery from there.

"Now things are changing. If cement goes by rail the trucks tend to become bunched so that, instead of arriving at the railhead 10 at a time, they may arrive in a bunch of 30.

"Then no more are delivered for a few days.

"South African Transport Services (SATS) expects us to offload those 30 trucks in 24 hours which, in practice, gives us a 12 hour working day.

"After that we pay R50 a truck a day in demurrage on all trucks that are awaiting unloading," he says.

Another distributor adds: "I have seen the demurrage system in the US and Britain, and these are much more reasonable than those operated by SATS.

"The tariff should be revised so that we pay only R25 a truck for the third day, having had two free days, and then R50 for the fourth day. After that the railways can hit us with what it likes — up to R150 a truck a day.

"But at the moment we don't have a chance," says the distributor.

The demurrage issue has been simmering for some years. During the construction of Richards Bay the main contractor there was receiving demurrage debits of R20 000 a month.

Whether the Railways pressed its claims — they were building the harbour for the Railways — is uncertain.

• Since going to Press SATS has announced new demurrage plans. Full details next week.

CAA cards take off

AIRCREW cards have recently been introduced for pilots, aircraft engineers and cabin crew, who are employees of member companies of the Commercial Aviation Association of Southern African (CAA).

These are to assist crew members in their movements at State and international airports.

Although there are few cards in circulation at present, it has already been reported that the cards are being readily accepted by security personnel at airports.

Terminus not wanted

THE SPRINGS Town Council will meet within the next few weeks to discuss the future of the bus terminus near the Springs Railway Station, which is used by thousands of commuters.

Early this year the liaison committee of the East Rand Metropolitan Transport area sent a memorandum to the Springs Town Council, asking that the terminus should be moved in order to eliminate, among other things, racial conflict at the station.

The liaison committee also recommended that the bus terminus should be moved to Pollack Park Station — about five kilometres from Springs — to allow free movement of public transport and people at the station.

Mr J van Loggensberg, the town clerk of Springs, said yesterday that the liaison committee's recommendations were still at the planning stage and that the town council had not made a move to accept the recommendation as of yet.

He also said that the town council would meet within the next few weeks.

Sowetan 29/7/82 (332)

SHIPPING

Andy von Glehn

Box monopoly claims to be investigated

332

Mercury 29/7/82

THE Competitions Board is to conduct an investigation into the establishment and licensing of cargo container depots in South Africa.

The Minister of Industries, Commerce and Tourism, Dr Dawie De Villiers, announced this week that he had instructed the Competitions Board to look into the container depots and to advise him in terms of Section 6 of the Maintenance and Promotion of Competition Act, 1979.

Dr De Villiers said his instruction to the Board followed a request by the Minister of Transport Affairs, Mr Hendrik Schoeman.

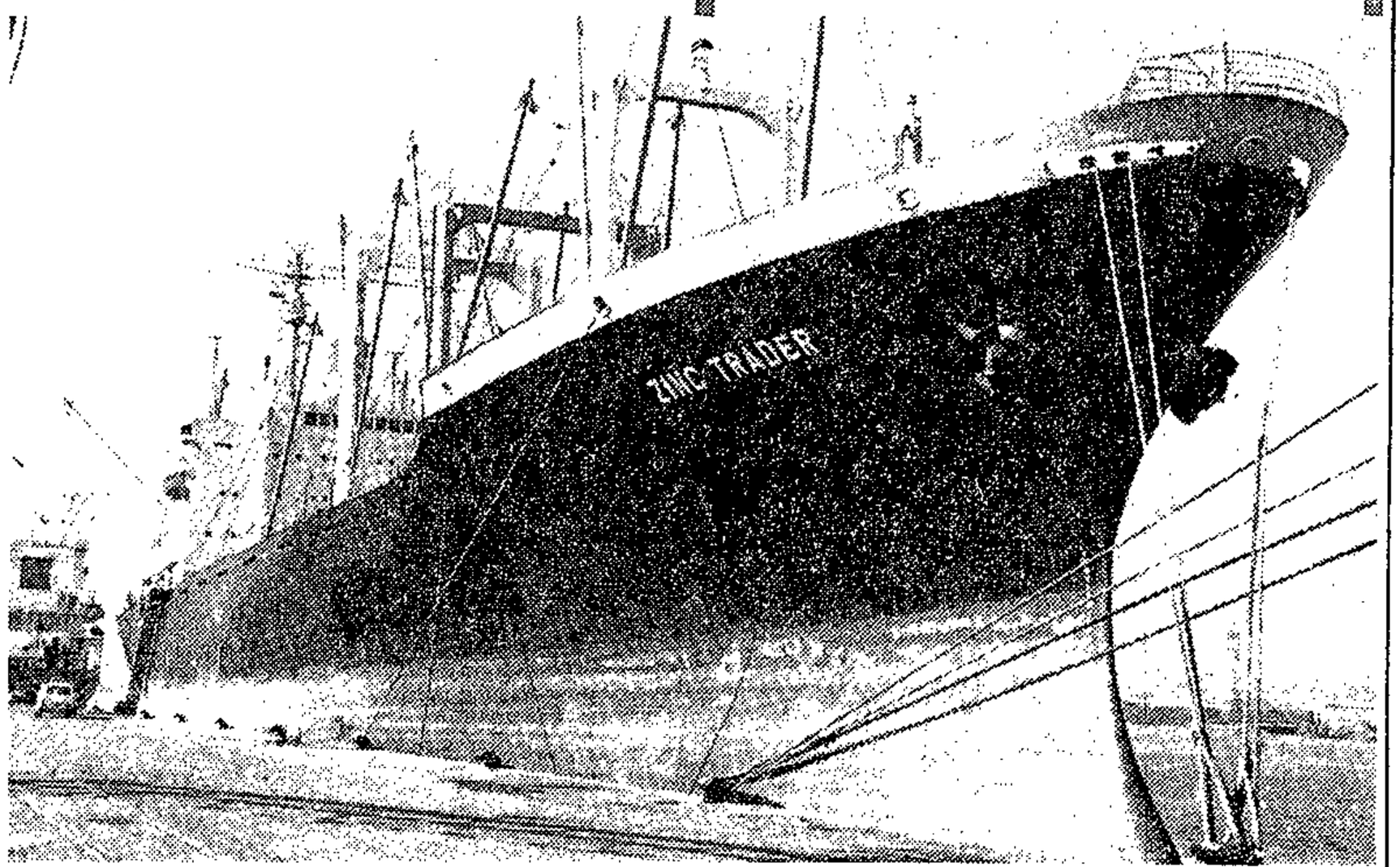
Mr Schoeman's request was made in response to recommendations made by an inter-departmental committee consisting of senior officials of the Departments of Transport, Finance and of Commerce, Industries and Tourism, as well as the South African Transport Services.

The committee last year investigated allegations against South African Container Depots (Pty) (SACD), and subsequently recommended, among other things, that the Competition Board should investigate alleged disadvantages caused by SACD's monopoly.

MANTA Line's latest acquisition, the Zinc Trader, is to become a regular trader between South and East Africa and the Eastern Mediterranean, the Red Sea and Arabian Gulf.

Formerly the Iwashiro Maru while owned by NYK of Japan, the general cargo carrier joins 15 other vessels in the fleet of the Greek line started a little of four years ago.

Manta vessels, including the Franky, the Rice Trader, Palm Trader and other 'Traders' are frequent callers in Durban. The line is represented by Global Maritime Agencies in South Africa.



Tanker troubles

THE problems of the three oil tankers which sought shelter off the South African coast during the last fortnight are being sorted out and one of them, the Victoria, is due to sail tomorrow.

Two of the ships, the Portuguese supertanker Marofa, which leaked oil off the Natal coast, and the Liberian very large crude carrier Antonios G, which has a huge hole in her forepeak ballast tanks, are waiting for empty tankers to relieve them of their cargoes so that they can undergo repairs and closer inspections.

The German-flag VLCC Victoria arrived under her own steam in False Bay with steering trouble but it is expected work on her will be completed today. The vessel was on its way from the Persian Gulf to Europe.

Mr Graham Palmer, managing director of Mitchell Cotts Maritime who are acting as agents for all three ships, said the Marofa reached Algoa Bay last Thursday.

The supertanker had been temporarily repaired off Umhlanga Rocks with patches bolted over two cracks, but the patches were torn off a day after the Marofa had resumed her voyage.

Divers on board had replaced the patches and there were no longer any leaks. It had, however, become essential for the cargo to be transhipped and it was still likely the vessel would only be permanently repaired in Portugal.

Once the Marofa was lightened, said Mr Palmer, the tugs involved in the dicey operation would be available to attend to the transhipment of oil from the Antonios G which will be brought into Cape Town for repairs.

Freighter may enter West Africa trade

332 Mercury 30/7/82

THE Angelos Tselentis, the Panamanian freighter owned by the Tselentis brothers of Durban, left port last week under charter to Unicorn Lines. This follows Pan Africa Line's withdrawal from the West African trade which has deteriorated mainly because of the lack of credit facilities.

Pan Africa Line is the second small trader to withdraw from a trade, leaving it almost entirely to Unicorn. The other trader, Zambezi Africa Line, recently ceased trading with Mozambique after a spell of about three years.

Unicorn are managing agents for Tropic Lines, who trade with the West Coast, and have chartered the Angelos Tselentis for 15 months and may use her on the run between South Africa and West Africa alongside one other chartered ship. The vessel sailed this week for the east coast of South America.

PAL entered the trade a little over 18 months ago and provided a regular service to the West Coast ports, carrying food and manufactured goods north, and timber south.

Their agents were Universal Navigation until late last year when the two companies parted and Universal set out to start its own service with the little Carla which, in the end, made only one voyage.

Clearly it is not easy for a line to sail a ship on the route without an assured load for the southbound voyage, which Tropic Lines have. They have a long-term contract with Wilrose Timbers, of the biggest timber exporters to South Africa.

Unicorn's marketing director, Mr Brian Davies, said there had been a fall-off in the northbound trade partly because of the lack of credit facilities available but he hoped the situation would improve.

Tropic Lines call at Matadi, Pointe Noir and Abijan.

40 bodies oppose fare hike

31/7/82 (332) C. Herald

THE Cape Town office of the Local Road Transportation Board was last week faced with a last-minute rush of objectors to the latest City Tramways application for a fares increase.

More than 40 associations, trade unions and civic bodies from the Western Cape lodged their objections to the increase just before noon on Friday, the deadline for objections to the planned increase.

One of the main objections was that black commuters have been forced to live considerable distances from their work places because of the Group Areas Act and consequently spend far more of their wages on transport.

Some of the organisations released a statement after they had handed in their objections to the "unjustified" increase.

A spokesman for the Local Road Transportation Board said on Friday that it could take about a month before the matter is heard. He assured everyone that they would be informed in writing of the date and time of the hearing.

Workers get interim solution

Mercury 31/7/82

Mercury Reporter

THE subject of a two-week strike last year over union recognition has had a sequel.

Richards Bay Minerals, has finally signed an agreement with the unregistered National Federation of Workers.

The entire black workforce of 800 downed tools in June last year. The company refused to recognise the National Federation of Workers who claimed to represent more than 50 percent of the workers.

The general secretary of the National Federation of Workers, Mr Matthews Oliphant, said the recognition agreement was an interim one. It would expire at the beginning of next year. If the union proved it represented more than 50 percent of the workforce before then, the agreement would be immediately replaced by a full recognition agreement.

Mr Oliphant said it had been agreed that shop stewards would deal with day to day grievances but only the union could negotiate working conditions and wages.

Considering the union had been negotiating for recognition since June last year and that it was unregistered, the signing of this agreement must be seen as a significant victory, Mr Oliphant said.

A statement released yesterday by Richards Bay Minerals' personnel manager, Mr Francis Uys, confirmed the signing of 'an interim recognition agreement in respect of hourly paid employees'.

subsequent death of its for- trates. — Sapa-Reuter.

Hospital authorities are urgently trying to contact the family of this man, Mr Derek Nelson, 40-50, who was taken to the Johannesburg Hospital on Wednesday, July 7, after he was found wandering around, bleeding profusely, in Albert Street, Johannesburg. Mr Nelson is suffering from a head injury and is in a serious condition. His home address, which was traced by car keys Mr Nelson had in his possession, is 4 Radoma Court, Cavendish Road, Bellevue, Johannesburg. Anyone who can assist should contact the hospital at 643-0111.

Picture: GREG ENGLISH

Union wins battle

RDM 31/7/82 332

Mail Correspondent

DURBAN. — Richards Bay Minerals, the subject of a two-week strike last year over union recognition, has finally signed an agreement with the unregistered National Federation of Workers.

The entire black workforce of 800 downed tools in June 1981 when the company refused to recognise the NFW, which claimed to represent more than 50% of the workers.

The general secretary of the NFW, Mr Matthews Oliphant, said the recognition agreement was an interim agreement which would expire at the beginning of next year.

But if the union proved it represented more than 50% of the workforce before then, the agreement would be immediately replaced by a full recognition agreement.

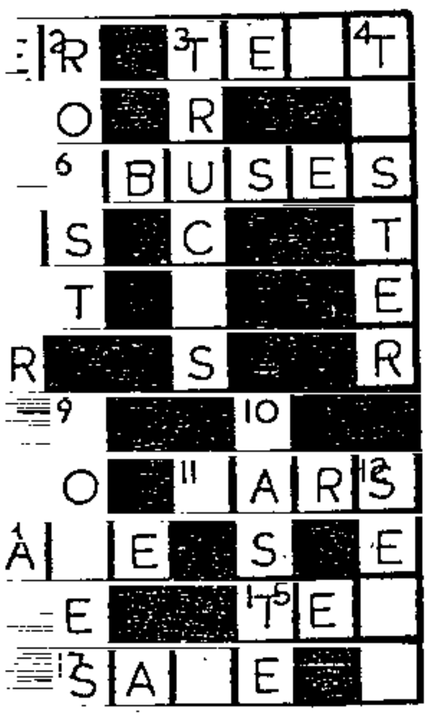
Mr Oliphant said it had been agreed that shop stewards would deal with day-to-day grievances but only the union could negotiate working conditions and wages.

A statement released yesterday by the personnel manager of Richards Bay Minerals, Mr Francis Uys, confirmed the signing of "an interim recognition agreement in respect of hourly-paid employees".

BE WON

260 — so up it goes to R5 000. NOTE: No 661, PO Box 1485, Johannesburg in the foyer of the Rand Daily Mail e of the Rand Daily Mail, corner s Jackpot No 661 will be midnight on No 661 see Page 11.

Rand DAILY MAIL JACKPOT



Weather Mail

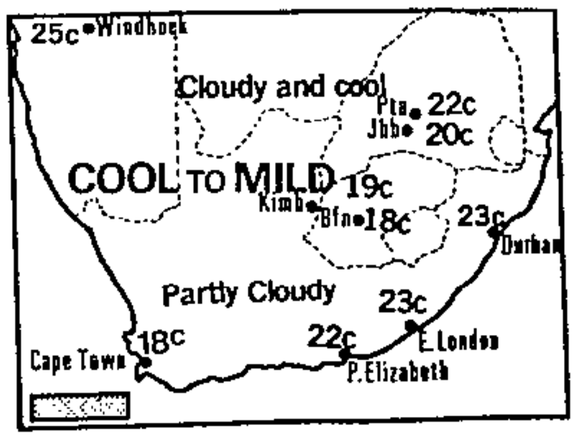
THE Weather Bureau's forecast for today: —

TRANSVAAL: — Fine and mild but cold in the morning. It will be cloudy in the morning over the north and east.
FREE STATE and CAPE north of the Orange: — Fine and mild to warm but cold in the morning.
CAPE south of the Orange: — Mainly fine and mild to warm, becoming partly cloudy and cooler later over the Peninsula. Bergwinds and high temperatures will occur along the west coast.
NATAL: — Fine and mild to warm.

Temperatures are Celsius maximums expected for each city.

Rand Daily Mail Weather Station

YESTERDAY
Friday, July 30, 1982.
(Temperatures:
09h00 14h00 21h00
9°C 19°C 10°C
Humidity:
50% 15% 40%
Max temp: 20°C
Min temp: 5°C
Rain 24 hours to 20h00: Nil
Sunset today: 17h41
Sunrise tomorrow: 06h46



SOUTH AFRICA YESTERDAY

Temperatures at 14h00

	°C		°C		°C
Bloemfontein	16	Jan Smuts	19	Potchefstroom	19
Cape Town	19	Nelspruit	22	Pretoria	21
Durban	21	Pietersburg	21	Skukuza	25
East London	17	Port Elizabeth	17	Standerton	20

SOUTH AFRICA: Hottest at 14h00: Alexander Bay 28°C. Coldest at 08h00: Underberg −9°C
TRANSVAAL: Hottest at 14h00: Skukuza 25°C. Coldest at 08h00: Bethal −3°C

POLLUTION INDEX

THE WORLD YESTERDAY

Stevedore firms merge

2/8/82 D. Dispatch

332

EAST LONDON — The shareholders of South Africa's two major stevedoring companies have agreed to rationalise their interests in this strategic but shrinking industry.

The effect of the rationalisation will be to merge the South African Stevedores Service Company Limited (SASSCO) — owned by Freight Services — with Rennies Grindrod Cotts Stevedoring (Pty) Limited, itself the product of a recent merger, in a single company to be known as South African Stevedores Limited.

The merger, the shareholders said in a joint statement, would introduce economies of scale, eliminate duplicate facilities, and ensure the maintenance of a high level of service to their customers.

It would also enable the new company to fund escalating costs in this strategic industry.

The shareholders pointed out that the merger was in line with the worldwide trend towards consolidation in the Stevedoring industry.

Over the past five years the annual tonnage handled by stevedores at South African ports has dropped by 40 per cent, from 18 million tons to 11 million tons. The current containerisation of the Far East and North American routes is expected to depress volumes further, and to increase the excess capacity in the industry.

At the same time the industry has, over the past two and a half years, improved working conditions and wages considerably, invested heavily in sophisticated handling equipment and has improved the training of its labour and supervisory staff.

Freight Services and Rennies Grindrod Cotts will each have a 50 per cent shareholding in the new company. Its chairman will be Mr Neville Organ, chief executive of the Freight Services group, and the managing director will be Mr Derek Macy, currently managing director of Rennies Grindrod Cotts Stevedoring. — DDC

Stevedoring firms merge to 'rationalise'

Argus 2/8/82

332

Labour Reporter

THE two major stevedoring companies in South Africa — the South African Stevedores Services Company Ltd (Sasco) and Rennies Grindrod Cotts Stevedoring — have merged into a single company to "rationalise their interests in this strategic but shrinking industry."

The new company will be known as South African Stevedores Ltd.

The stevedoring industry in South Africa had been severely affected by the decline in the volume of the breakbulk cargo caused by increasing containerisation, the company said in a press statement.

Over the past five years the annual tonnage handled by stevedores in South African ports had dropped by 40 percent and the containerisation of the Far East and North American routes was expected to depress volumes further, it said.

The General Workers' Union, which represents the majority of the stevedores in four major ports, has indicated that it is unhappy at being informed "at the last minute" about the merger.

The GWU said in a statement that the move had "important implications" for the 5 000 stevedores in the industry and the first attempt to consult the workers formally had been made only yesterday.

"We are not claiming the right to veto the merger, but in some ports it is a very sensitive issue and the employers should have consulted earlier with the union", said the GWU.

MINDFUL

Mr Neville Organ, chairman of the new company, said the merger had only been formalised in "the last few days" and the employers had not been able to consult the union earlier.

"However, we are very mindful of our relations with the union and obviously we must talk to them about all aspects of the merger", said Mr Organ.

One possible result of the merger is the retrenchment of stevedores, but the employers are expected to negotiate retrenchment procedure with the GWU.

Of the length of the long run economic cost curve.

Stevedore companies merging

CAPE TIMES 2/8/86

332

By PHILLIP VAN NIEKERK

THE SA Stevedores Service Company (Sassco) and Rennies Grindrod Cotts have merged, creating an effective monopoly in the South African stevedoring industry.

Mr Neville Organ, chief executive of Freight Services and chairman of the new company, SA Stevedores Limited, said the move was aimed at rationalizing the companies' interests in a "strategic but shrinking industry".

Freight Services, owners of Sassco and Rennies Grindrod Cotts will each own half of the new company.

Mr Organ said retrenchments of workers — in line with rationalization in other areas — was inevitable, but it was too early to say how many would be laid off.

Negotiated

All reduction of staff would be negotiated with the General Workers' Union (GWU) — which represents the vast majority of the industry's 4 000 to 5 000 workers and is recognized at the four major ports — Cape Town, Durban, Port Elizabeth and East London.

While the merger would create a *de facto* monopoly, any competitor would be free to apply for a licence, although this was unlikely in the current difficult times, Mr Organ said. "We merged because we were killing each other and one of us was on the verge of bankruptcy.

According to a joint statement by the merging companies, the stevedoring industry has been severely affected by a declining volume of breakbulk cargo caused by increasing containerization.

"Over the past five years, the annual tonnage handled by stevedores at South African ports has dropped by 40 percent from 18-million tons to 11-million tons. The current containerization of the Far East and North American routes is expected to decrease volumes even further, and to increase the excess capacity in the industry.

"At the same time the industry has, over the past two-and-a-half years, improved working conditions and wages very considerably, invested heavily in sophisticated handling equipment and improved the training of its labour and supervisory staff.

"The merger is in line with the worldwide trend towards consolidation in the stevedoring industry."

The general secretary of the GWU, Mr Dave Lewis, said the creation of a single giant stevedoring company in South Africa had "extremely important implications for the 5 000 workers in the industry".

He said the union was formally informed of the merger "at the very last minute" and added "we are not satisfied with the marked lack of consultation to date.

"Our agreement with the employers specifies clearly that the mechanics of this merger will be negotiated with GWU committees at the four ports and we are pleased that the new company has committed itself to immediately honouring this commitment."

332

Murder on the buses

VAAL bus and taxi drivers are angry at the new wave of thuggery that has hit the townships and has resulted in the fatal shooting of a bus driver on his way to the depot in Evaton at the weekend.

By JOSHUA RABOROKO

Mr Manas Masolubele, of 944 Evaton, was found dead by horrified residents who raised alarm and informed the police.

The fatal shooting of Mr Masolubele has angered many drivers who complain that they have no security measures to fight thugs who molest them in the area.

Several muggings on bus and taxi drivers have been reported in the Sebokeng complex, according to a police spokesman. Police are on the look-out for the culprits.

The spokesman said that Mr Masolubele was driving along Adams Road to the depot when he was confronted by his assailants.

Police also suspect that the shooting is linked with a similar one two weeks ago in which a passenger was shot and injured by unknown people in the same bus.

It is understood that the driver had said that he could identify the people.

A bus driver who did not want his name mentioned told **The SOWETAN:** "We are not safe in those buses we drive daily. Thugs pounce on us anytime, especially at night during weekends."

The chairman of the Oranje-Vaal Taxi Association, Mr J Mofokeng, said that robbery on taxi drivers in the area has "almost become our way of life."

"There are many bad elements along our routes. We shall have to approach the community council to discuss recommendations that we be given firearm licenses. But, I am sure a selected few will have to be considered," he said.

The general manager of Vaal Bus Transport, Mr F M Brick, was not available for comment.

DEATH: Fear of bus and taxi drivers.

Workers dispute clock cards

AT LEAST eight workers were fired from a publishing and bookselling company, Juta and Company, following a dispute with management over the use of a clock-card system.

The workers, who refused to be identified, alleged they objected to the use of clock cards because they were "victimised" for coming late to work when white and coloured staff were on time because they were provided with company transport.

Mr J van Jaarsveld, branch secretary of the company, confirmed there had been a dispute.

But he denied that anybody had been fired over the issue. He said 12 workers had originally refused to use the clocking system as they were unhappy with their pay. Only four had resigned — voluntarily.

"I indicated to them that by refusing to use the clocking system they were discharging themselves.

"After trying to reason with them, four insisted they would rather leave the company than solve their problems by other means. The other eight changed their minds and they decided to stay.

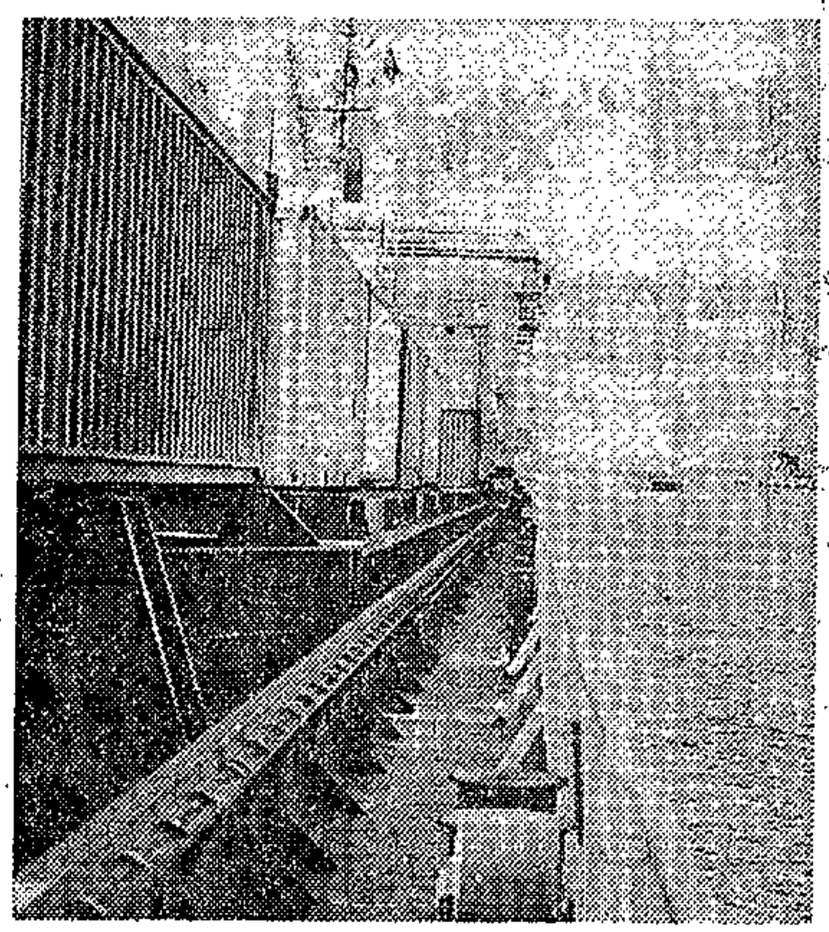
"We still have people who come late but we do not deduct money from their pay. That is definitely not what we use the clock machine for," he said.

He said company transport was provided for coloureds and whites because there was no public transport for them between City Deep and the city centre.

"But we could not get a licence from the Road Transport Board to ferry our own workers from the railway station to this place. We were told that Putco was operating a service in this area and there was nothing more we could do about the matter.

"We compensated the workers by giving them money for bus transport from the station to here. We know there is a bus service," Mr Van Jaarsveld said.

Shipping by Bill Goddard



A catwalk view of the loaded deck of Unicorn Lines' 8 943-ton cellular container ship Breede — a specially designed box carrier which can carry 382 TEUs below and on deck. The vessel, with its sister-ship Berg was built for use on the South African coast, and has moved nearly 100 000 containers since coming into service four years ago.

CHARTER FIRMS DROP OUT

332

ARGUS 5/8/82

A NUMBER of South African "shoe-string" shipping firms — organisations that operate with a few chartered vessels — have been forced to cancel certain services because of the drop off in trade and the subsequent shortfall of cargo.

Most of the services that have been cancelled are between South Africa and West African countries. The South Africa-Mozambique run which provided the only sea link for import and export movements to and from Zimbabwe and Malawi is also a casualty.

The Durban-based Pan Africa Line has cancelled its service between South African and West African ports. This is used to operate with the 5 227-ton Greek-flagged freighter Angelos Tselentis. So has Universal Africa Line, which operated a similar service.

CONGESTION

It is understood that besides a shortage of cargo, the shipping companies also found conditions extremely difficult in certain West African harbours — with time-consuming delays waiting for berths and unbelievable congestion on the landward side operations.

Pan Africa Line handed the 19-year-old Angelos Tselentis back to its owners and the vessel has been taken on charter by Unicorn Line to operate on the South Africa-South American run.

Zambezi Africa Line was forced to cancel its service to the Mozambique ports of Beira and Nacala because of landside congestion which was causing delays of up to three months, but have supplemented their sailing itenery by starting up a service to the Comores Islands.

ZAL have entered into a joint agreement with Mascareigne Shipping and Trading of Mauritius with the service designed to carry groceries, refrigerated perishables and other general cargo on the runs to the islands and return with spices.

The Durban-based shipping firm operated a service to the Comores Island until the middle of last year and now evidently feels that there will be a pick-up in trade.

6 = 25%

Stevedores merge in new service

(332) Star 5/8/87

South African Stevedores Services and Rennies Grindrod Cotts Stevedoring have rationalised their interests in a new company to be known as South African Stevedores.

Freight Services, which owns African Stevedores, and Rennies Grindrod Cotts each have a 50 percent shareholding in the new company.

The stevedoring industry has been affected severely by the decline in volume of breakbulk cargo caused by increasing containerisation.

Over the past five years, the annual tonnage handled by stevedores at South African ports has dropped by 40 percent from 18 million tons to 11 million tons.

The current containerisation of the Far East and North American routes is expected to depress volumes further and to increase the excess capacity in the industry.

The shareholders said in a joint statement that the merger would introduce economies of scale, eliminate duplicate facilities, and ensure the maintenance of a high level of service to customers. It would also enable the new company to finance rising costs in "this strategic but shrinking industry."

Mr Neville Organ, chief executive of the Freight Services Group, is the chairman, and Mr Derek Macey, managing director of Rennies Grindrod Cotts, is managing director.

The General Workers' Union said in a statement that the move had "important implications" for 5 000 stevedores in the industry.

SENSITIVE

"We are not claiming the right to veto the merger but in some ports it is a very sensitive issue. The employers should have consulted earlier with the union."

Mr Organ said: "We are mindful of our relations with the union and obviously we must talk to its representatives about all aspects of the merger."

A possible result of the merger is the retrenchment of stevedores, but the employers are expected to negotiate retrenchment procedures with the GWU.

Date .....

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

Subject ..... Economics 1A
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Paper No .....
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NOTE CAREFULLY

1. Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering.
2. Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
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Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University

5/8/82

Putco buses 'not stolen'

Sowetan

332

MR DAN Rolt, liaison manager for the Pretoria branch of Putco bus company, yesterday denied a report that company buses had been hijacked at Marabastad on Tuesday night.

The report said the home-bound commuters at a bus platform had hijacked buses after waiting a long time for transport.

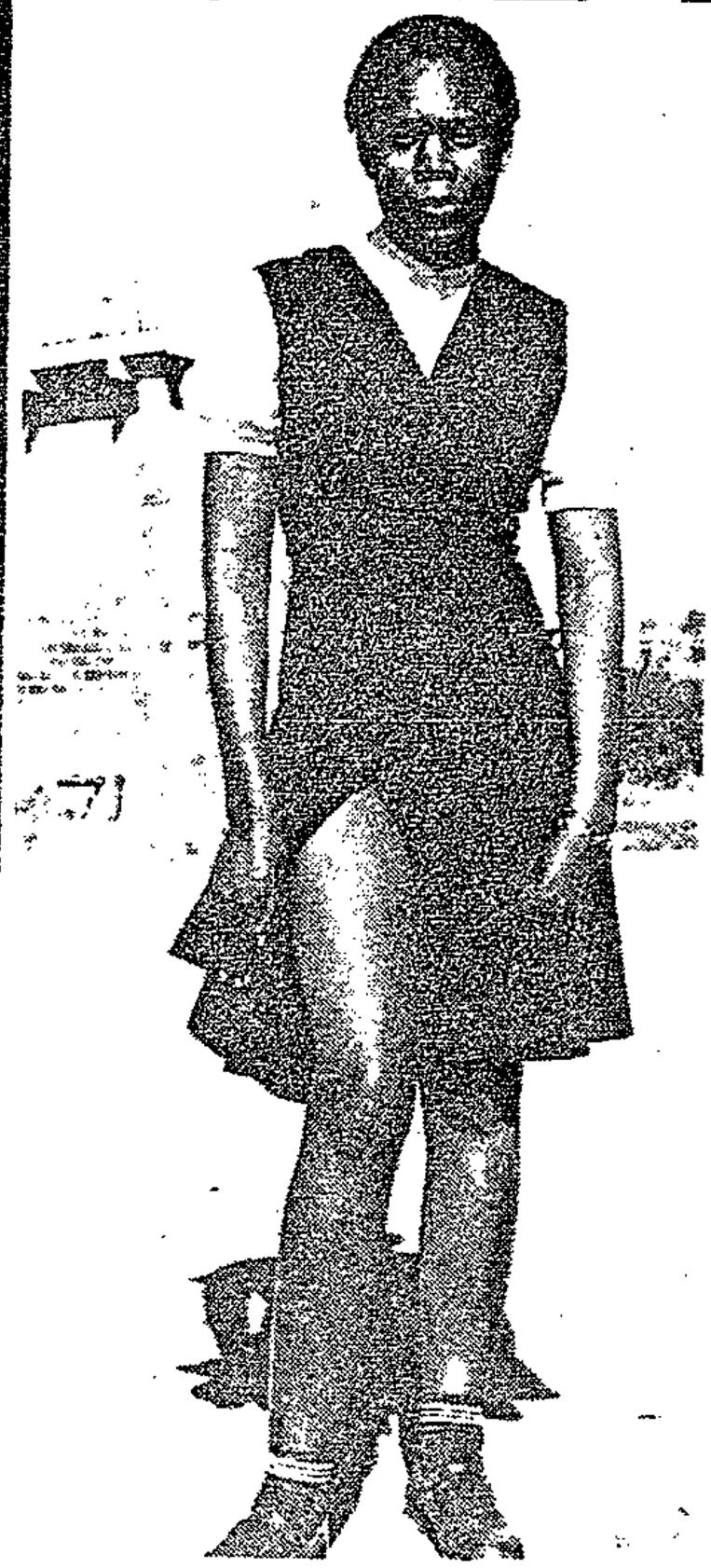
Mr Rolt admitted buses at the Erasmus transfer station platform had been delayed and said that when the first buses had arrived commuters at the end of the queue had forced their way into the buses before they had stopped.

Marabastad bus rank is the biggest in Pretoria. Thousands of commuters to Mabopane, Soshanguve and the rural parts of Odi and Moretele in Bophuthatswana caught their buses home.

Commuters standing in queues up to 100m long usually had to fight their way into the buses as they arrived.

PUPIL PIN-FUR

By ITSENG



IN-THING: new craze showing leg.

SOWETO schoolgirls sexy look and have to the drab standard

The wrap-around tunics are the "in-thing" among schoolgirls and, as one has put it, the attire goes well with the "perm" or any of the latest hair-styles.

Social critics, however, say that the dress brings fashion into the classroom and believe that the new-craze tunics give girls pin-up personalities.

But Soweto girls say they simply love it, even if it means defying authority.

One, from a popular school, said: "This is 1982 — if you get what I mean."

And as the wrap-around-tunic controversy mounts, the Department of Education and Training (DET) has exonerated itself.

DET's public relations officer, Mr Job

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Feud over taxi rank

(332) Sowetan 9/8/82

COMMUTERS in Wattville and Daveyton, near Benoni, have threatened to boycott the town's new taxi rank, because it is outside town and very far from the shopping centre.

The rank was built by the Benoni Town Council in 1978 and since then both taxi owners and commuters have refused to use it. The taxi owners started using the new rank in Harpers Avenue on Wednesday after warnings from the local traffic department that anyone found operating a taxi in town would be "prosecuted."

A few weeks ago, Mr Dennis Jones, the Benoni chief traffic officer, warned taxi owners to use the new rank because they were breaking the law by operating in Princes Avenue. He also accused the taxi people of obstructing traffic and causing traffic jams when either taking on or dropping off passengers in Princes Avenue, which is a busy street.

A spokesman for the Benoni Taxi Association, Mr Doctor Bakana, said last week: "We have been warned by the local traffic department that if we do not use the new rank our cars will be scrapped and we will also be prosecuted for operating in town. We appeal to commuters to come to the new rank to avoid further confrontation between taxi drivers and traffic officials."

SIX months ago Cape Lines appeared on the Durban — United States run to try its hand against the well-established conference lines and the infant company seems to have survived its uphill struggle.

'In the beginning we made a promise to shippers — to provide a sailing every three weeks — and I think we have kept it,' said chief executive Mr Johan Strydom, the main force behind the new line.

Restlessness got the upper hand several years ago when he had been working for more than a decade with Safmarine; he felt it was time to start up on his own and moved from Cape Town to Johannesburg to open a broking company, Transvaal Shipping.

Involved

'I tried to get a shipowner on to the South Africa—US run,' he said. 'So that as his agent I could earn quite a decent commission. It wouldn't work but by that time I became so involved in the idea that we had to start up a line because everything pointed towards it being a success.

'Then I looked around for some cash. I produced the figures and in November last year the Enthoven family agreed to underwrite the entire amount. Within a short time we knew how much money would be available and started employing people.

'In time we sold some of the Enthoven's shares to banks and people in the transport industry. I took some myself as did some of our staff members. We took a little bite to give us a vested interest in the company,' he said.

'Like a flash'

Once Cape Lines had the money everything went 'like a flash' and early in January the line chartered its first ship, with which it did not do very well, nor with did the second or third, by which time the opposition 'started reacting'.

'With our first ship people took no notice of us, they only did so when we put on the third,' Mr Strydom said.

'Bad publicity hit us hard in the States. We couldn't get ledger accounts, and stevedores refused to handle our ships because it was said we couldn't pay our accounts — that sort of thing.'

'Then in March came the turning point. We chartered the Rosa Roth and started to do well. We made a loss with the first three ships but we never considered withdrawing — we knew from the start that we were going to go for it. We didn't care how much money it took because we knew we could make it.'

'A lot of people in the early days sat back and said: I'm not going to support this line — I'll see whether it will survive. I was frantic and told them they must support us so that we could survive.'

Confidence

Shippers, he said, gained more confidence and the seventh ship sailed full.

'That really encouraged us,' said Mr Strydom. 'And we've now fixed two ships on period charter.'

The presence of Cape Lines on the run has brought many changes. The line was first to offer FAK rates (freight all kinds) for containers on to the run, charging one rate for a box no matter what it contained. They do offer other rates as well.

Their FAK rates made it possible for NVOCCs (non-vessel owning common carriers) to enter the trade and on the route there are now said to be about ten of these operators, who fill containers and deliver them to vessels.

Influence

Soon after Cape Lines began offering the rates the conference lines, made up of Safmarine, Lykes Line, Moore McCormack and Bank Line, also did the same.

It is difficult to see how much the rate levels have dropped but it is likely Cape Lines is beginning to influence them.

The line, whose agents are Afship Maritime, calls at Baltimore, Savannah, New Orleans and Houston in the States and recently added Cape Town to its schedule.

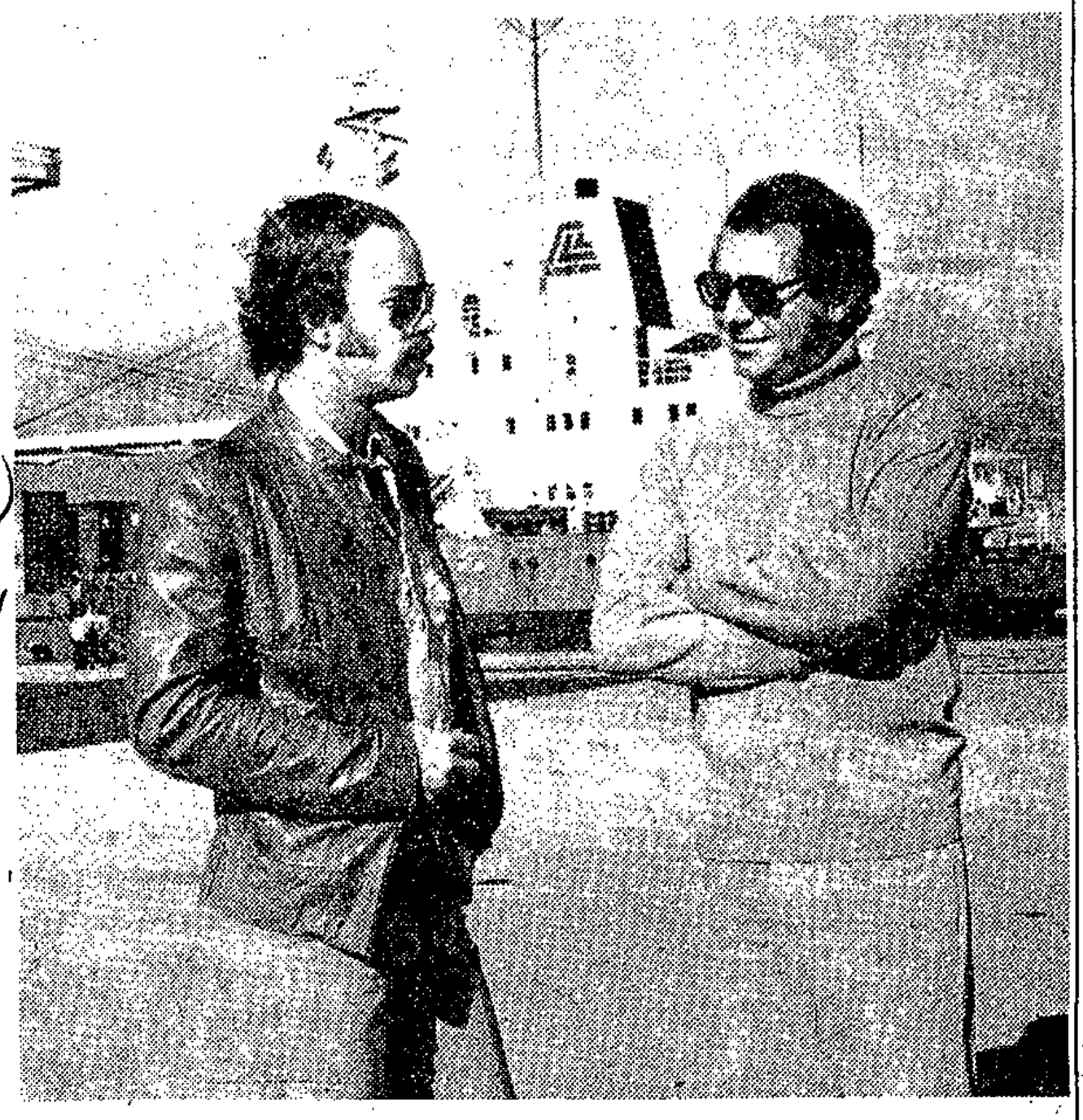
SHIPPING

Andy von Glehn

Cape Lines lives up to its promise

332

Mercury 9/8/82



MR Johan Strydom (right)...'We lived 24 hours a day to get the line going.'

Transporters furious as roadblocks continue

(332) Industrial Week 10/8/82

From Page 1

Week, said much of the problem existed because of a dearth of officials to man roadblocks and that some of the personnel involved did not have the experience to properly interpret the Road Transportation Act

This led to confusion and resentment and resulted in endless delays.

"Lack of resealing facilities at some blocks means that drivers of bonded trucks run into problems on arrival in customs areas", said one conveyor.

Asked what he did in such a case the operator, who does not wish to be named, said: "The customs officials are not interested in our troubles.

"If a container has been opened they are only concerned with the legalities of the thing and not with our stories about tough policemen at roadblocks".

Reports from Durban say that pirate operators have been taking to farm roads to avoid roadblocks while others are waiting for "things to cool off" before resuming operations.

Some pirates have put their trucks on blocks and laid off drivers in the hope that the situation will soon return to "normal".

- The Road Transportation Act No 74 of 1977 states under Regulation 26. "Powers and duties of authorised officers":

(i) After examining the load of a motor vehicle which has been sealed or locked and whose seal, lock or locking device, has been opened or forced open in terms of paragraph (k) reseal such load with an official seal and issues the driver with ... a certificate in the form prescribed by the commission in which it is confirmed that the seal ... had been opened or forced open by the order of an authorised officer and in which details are given of the official seal with which such load was resealed.

Student Fa

First year Rhodes journalism student, Stephen Pike (right) discussed P R publications with Industrial Newsmen publications manager, Mary Wienand and MD Douglas Kemsley. Pike is the first student to work at the firm under a new scheme which offers students practical PR experience during mid-year vacations.

Hauliers furious over prolonged roadblock blitz

(332) Industrial Week 10/8/82

Staff Reporter

ANGRY scenes erupted at roadblocks last week as the crackdown on pirate transport operators continued despite pleas by legal conveyors for a let-up in the blitz.

Transport men have complained bitterly about their trucks being stopped and checked at least four times on a journey.

They claim the crackdown is costing them time and money and delays of up to two days often occur.

Adding to the chaos, they allege that some inspectors are forcing open containers and not resealing them.

This leads to consignees refusing to accept delivery of loads, claiming that pilferage could have occurred.

Commenting on the situation, chief executive of the Public Carriers Association, Jack Webster, said that it was common knowledge that trucks were being stopped three and four times on a journey but added that he thought roadblocks necessary.

Jack Webster.

He confirmed that complaints have been received from members about seals being broken and not resealed.

"If a system could be devised whereby trucks that had already been stopped and checked could be given some sort of documentation then it would alleviate the situation.

"Unfortunately this is not the case at present and until something is done the legal transport operator will suffer".

Webster said that a meeting would take place shortly to try and resolve the situation but would give no further details.

"The members of the Carriers Association are firmly behind us in this matter but until such time as the problem is sorted out we will have troubles".

Haulage men, interviewed by Industrial

To Page 2

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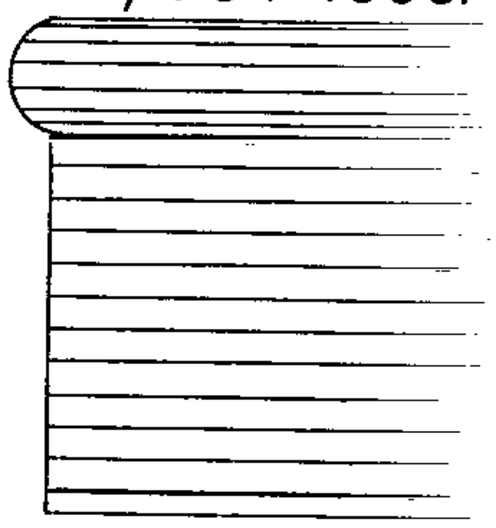

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RDM 10/8/82 (332)

Experts call for transport training

Pretoria Bureau

TWO transportation experts called for the establishment of a transport school or college for the formal training of people involved in the transport industry.

Mr R A F Smith, chief director of land transport in the Department of Transport, told the annual Transportation Convention in Pretoria yesterday that only 52% of bus transport managers in the country received any formal training.

He said in 1980 there were 800 000 commercial vehicles and 25 000 buses in SA. These were manned by 2 500 000 people.

Mr Smith said to correct the formal training deficiency schools in various centres must be established.

Mr G C Prinsloo, the executive director of the SA Bus Operators Association, also called for the establishment of a transport school as a body which could co-ordinate training activities and offer training at economic, management, engineering, technical and operating levels.

He said though training facilities were run by various bus companies, training was fragmentary and could lead to skills being taught which could not be put into practice.

The convention, which started yesterday, was attended by experts in the transport field from SA and abroad and ends on Friday.

It has become the most important transport event of the year and acts as an annual forum for the exchange of views and knowledge.

Mr A B Eksteen, director-general of transport, will deliver the main address today.

(332) Star 11/8/87

Haulage is coal's costly problem

MacPhail Ltd, sole distributor of domestic coal and anthracite on the Witwatersrand, has recently been the target of complaints about late deliveries and inferior quality fuel. CAROLINE BRAUN spoke to Mr Paul McNaughton, the company's marketing director, about problems consumers have experienced this year.

Question: Many consumers are unhappy with the minimum order requirement of ten 70 kg bags. Why was this system introduced?

Answer: It is purely a matter of transport economics. The fewer "drops" or deliveries we make in an area, the cheaper it becomes to run the service.

For this reason the further householders live from the centre of Johannesburg the higher the minimum order becomes. There are four zones with minimum orders of 10, 12, 15 and 20 bags.

Question: Consumers who do not want coal and anthracite in such large quantities have no choice but to buy 40 kg or 20 kg bags, which are proportionately more expensive. Why is there such a price difference?

Answer: The 40 kg and 20 kg quantities are packed in non-returnable plastic bags. These are much more expensive than the 70 kg hessian sacks, which we use over and over again.

We have dropped the price of the 20 kg pack of anthracite from R2,95 to R2,48 to encourage sales, as we were not meeting our initial target.

The price of the 40 kg pack went up from R3,74 to R4 last month to cover an increase in the cost of plastic bags. The price of the 70 kg bag of anthracite remains at R6,20.

Anthracite is not price controlled, but the Price Controller keeps an eye on it to ensure it does not become excessive. Coal is controlled. The current coal prices are R2,86 for 70 kg, R1,83 for 40 kg and R1,56 for 20 kg.

Question: Does MacPhail have the monopoly of the consumer coal and anthracite market

Answer: Yes, but only because no other merchant wants to enter the bag trade. It is a difficult labour-intensive operation, with high overhead costs and no profit margin.

The bag trade comprises 30 percent of our business, and of that only 7,5 percent is the domestic consumer market. Because household deliveries are such a tiny part of our operations, and because they run at a loss, we do the consumer a service by undertaking them.

Most of our business is bulk coal deliveries to industry. In this field there is competition between various merchants.

Question: The Triton Group, the holding company of MacPhail, was recently placed under liquidation. How will this affect consumers?

Answer: It will be business as usual for us. The fact that ownership of our company is set to change hands will have no detrimental effect on the distribution of coal and anthracite to consumers and industry.

Question: There were scores of complaints about non-delivery or late delivery of orders at the beginning of winter.

Answer: The main reason for the complaints was that we were flooded with orders after advertising a special offer.

Consumers placing orders now have the fuel delivered within about two weeks.

Question: Many consumers complained about bad quality coal and anthracite. The bags contained large quantities of dust which clogged heaters and dirtied homes. Has the quality been inferior this year?

Answer: No. We have had a number of suppliers from which to choose this year, and we have insisted that the fuel measures up to strict quality specifications.

Dust — or duff — is an unavoidable problem, especially with anthracite, which is very brittle.

If this duff were screened out, prices would have to be increased to compensate for the loss of yield.

Question: What plans do you have to improve service?

Answer: We are looking at ways to improve customer liaison and to streamline the handling and solving of complaints.

The main stumbling block to providing a really efficient consumer service is lack of funds. Because we make no profit from domestic deliveries, it is not worth our while spending large amounts of money improving the service. If the Price Controller increased the price of coal to a realistic level, we would be prepared to invest in a computer system which would streamline operations.

NOTE CAREFULLY

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Tickets warning

(332) Star 12/8/82

Putco officials fear trouble on buses next week if commuters try to use stolen season tickets bought on the black market.

In a well-planned robbery, four gunmen held up a Putco employee yesterday and made off with R70 000 worth of season tickets valid for next week.

Putco is printing new tickets and commuters who buy the stolen tickets will find they are not valid.

Putco spokesman Mr Pat Rogers today warned commuters in the Boksburg/Vosloorus area not to buy black market tickets.

"The thieves may try to sell the tickets off at cut-price. This could lead to problems if people who bought these tickets in good faith try to use them."

New tickets will be on sale from tomorrow morning at the Vosloorus depot and through two mobile selling points in the area.

ost key ed to is death

Crime Staff

51-year-old Berea n fell seven floors to s death late last night hen he tried to jump om a neighbour's balny to his own. The en, Mr B M P Myburg, d lost the key to his t.

About 11 pm Mr Myrg, of Minamount, el Road, left the fla his next-door neighr, Mrs H Green.

When he found that had lost the key to flat, Mr Myburg nt back to Mrs een's flat intending jump across to his lcony.

He tried to do so but pped and fell seven ors. He was killed tantly.

mounting public alert over a Bill to gag the Press which was enacted by one of her allies, Dr Jagan Nath Mishra, in the northern state of Bihar.

All Indian newspapers and news agencies this week boycotted question time in both Houses of Parliament as a protest against the Bill. In a gesture of solidarity with the Press, the entire Opposition walked out.

At the same time journalists announced that they would devise new ways to protest until the Bill was withdrawn.

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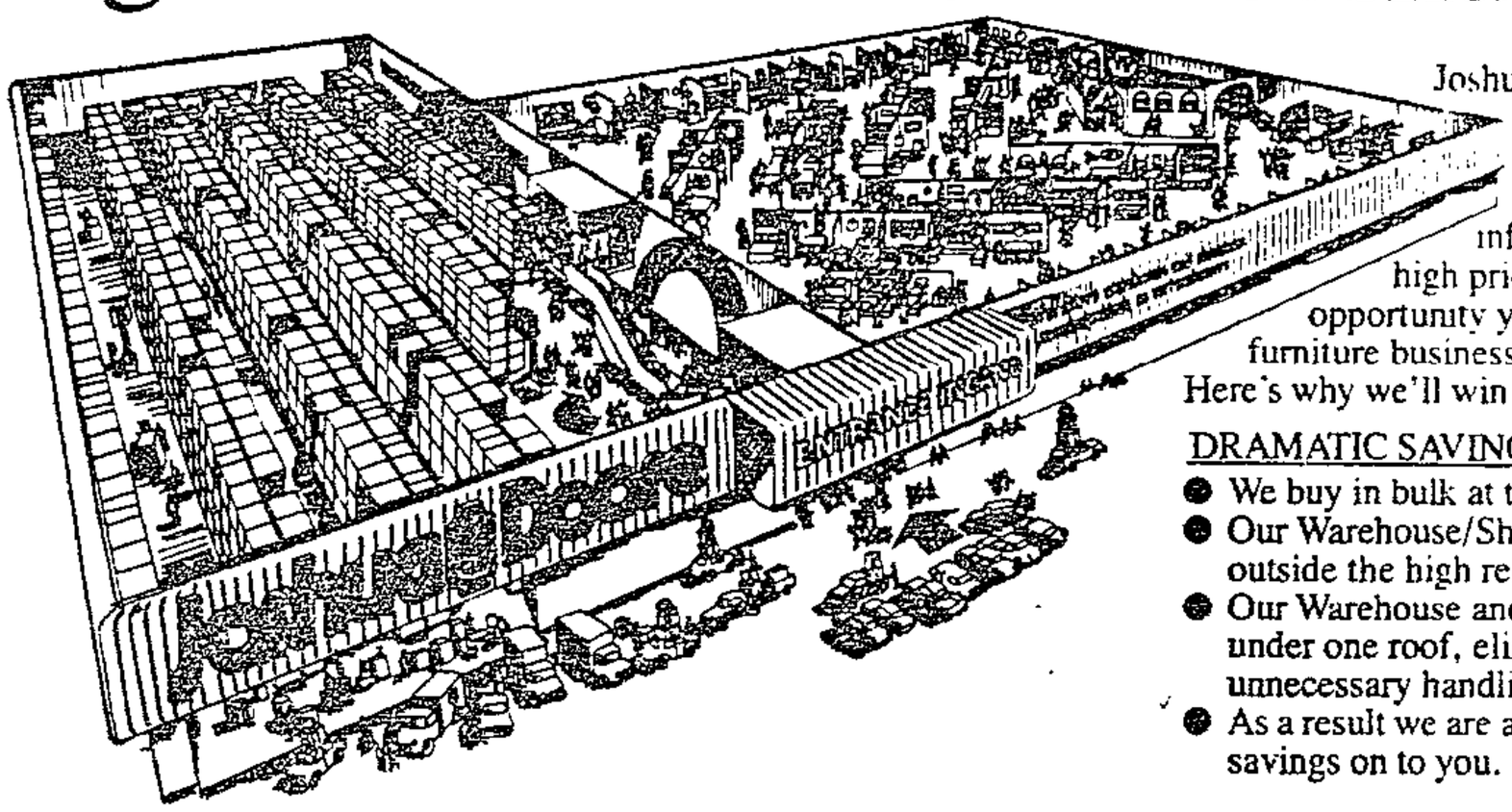

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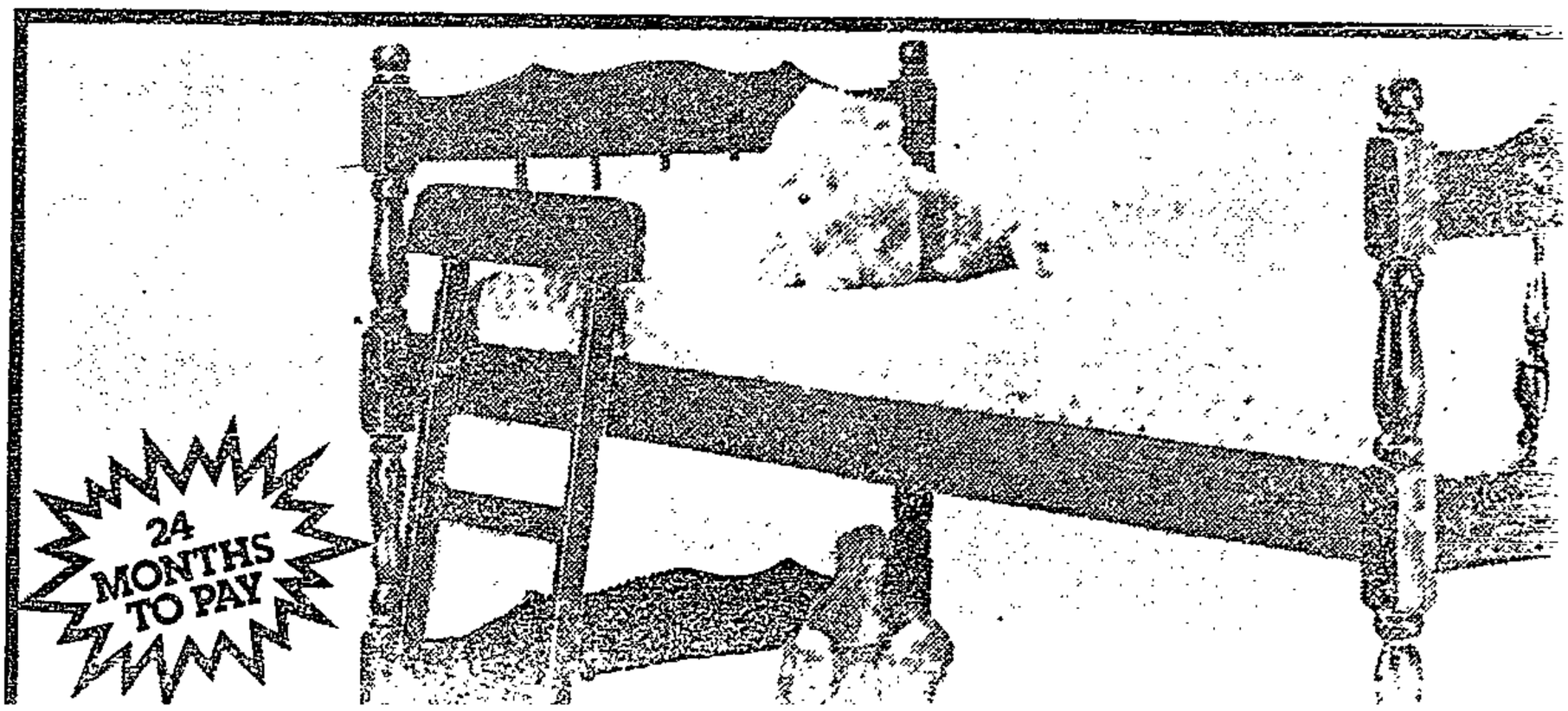

Link to SA via Maputo resumed

332 Star 12/8/82

Blue Star Port Lines has announced the resumption of its freighter service between Mozambique and Britain via South Africa.

The first sailing in the new service will be the Elgaren, from Tilbury on September 21.

The other vessel which will be used in the service is the Kolsnaren, which with the Elgaren, will sail about every 35 days from Tilbury.

A high standard service concentrating on Ro/Ro items, project cargoes and breakbulk movements is aimed for. Containerised facilities for LCL cargo will also be available.

In South Africa, arrangements will be under the control of the chief representatives, Blue Star Line, Cape Town.

CARTAGE FM 13/8/82

Remover removed

(332)

One year after uprooteding its head office in Cape Town to relocate to Johannesburg, Stuttaford Van Lines, South Africa's biggest removal concern, is moving back.

Stuttaford MD Dennis Kaye admits the first move was ill-advised. Says he: "We went to Johannesburg to centralise and computerise our operation on a national basis. We lost a lot of highly qualified people, and we now see it as a mistake which must be rectified."

The move back is part of a R7m consolidation programme which involves relocating the Johannesburg branch from Wynberg to Midrand, and the two Durban depots from Stamford Hill to Pinetown and Prospecton.

"They will be planned on a modular basis to include warehouses, container stuffing and de-stuffing, workshops, staff accommodation, restaurant and recreation facilities," says Kaye.

Depots at George, Port Elizabeth, Pietermaritzburg, Bloemfontein, Pretoria and Gaberone which already have facilities for servicing, will get overnight accommodation for drivers.

New workshops to rebuild body work and recondition engines will be provided in Durban and Johannesburg.

Pickfords

The industry is worth R120m/year and uses about 3 500 vehicles. Stuttafords has a turnover of about R20m and has 500 vehicles. It is about twice the size of Pickfords, the next biggest operator.

Industry growth has been running at about 30% a year over the past four years, but is now slowing down. Kaye expects the company to hold a 20% growth over the next two years.

In the past five years Stuttaford has taken over several removal companies including Morkels Transport, Palm Transport and Lillienfeld Transport.

It was taken over itself in April by the holding company of its one-time competitor, Pickfords Holdings (PH). The Unisec Group has an 80% share in PH, and Kaye himself has 20%.

14/8/82

332

Transport for blacks 'bad and

JOHANNESBURG. — A special report based on an in-depth investigation into urban public road transport used by black people says services are "expensive, time-consuming and bad."

The report was compiled by the Human Awareness Programme, which is affiliated to the Institute of Race Relations. It says:

"Commuters spend a lot of money and time on an unsatisfactory transport service every day."

On the physical conditions of buses, the report states:

"Broken seats, broken and leaking windows, bells out of order, broken and uncomfortable back-rests, leaking roofs and dust and dirt inside and out are often the conditions which bus commuters face in all areas."

A section on safety says: "Commuters are victims of theft, muggings and violence. They are attacked while waiting for buses, on the often long walk between terminals and home or work and on the buses as well."

Other complaints cover "gross overcrowding, lack of amenities such as toilets and shelters at the terminals, unroadworthy and unreliable buses, unsatisfactory and unpunctual buses, bad co-ordination with other transport modes and very few complaint facilities".

The report says that in general, "it seems black workers in South African cities spend between 10 and 20 percent of their income on transport".

If the cost of transport is too high, commuters "have to cut down on food in order to pay to get to work. Workers sum up such a situation as 'working to pay the bus company'".

Travelling time varies between 30 minutes and 80 minutes.

The report says it is not clear who is responsible for amenities.

"There is, therefore, a great lack of bus shelters, toilets and refreshment facilities in all areas.

"For example, Putco, Wrab and the City Council in Johannesburg have been wrangling for the past 30 years over who should be providing amenities and shelters for bus passengers."

The report quotes a Putco statement that "Putco has no power to decide where a bus stop or terminus must be — or where bus shelters, toilets and tarred lay-byes must be built".

"This is the responsibility of the local authorities who own and control the public areas."

It also quotes another Putco statement that "nobody likes to get into a dirty bus. It is sometimes forgotten that it is the passengers who put the rubbish there. Every day more than 15 tons of paper, bottles, mealies and other litter is left in Putco buses — and every night swept out".

Black urban bus commuters, the report says, "have very little power. They have no representation on any of the bodies which control and own the urban road transport services".

"Commuters, however, do hold consumer power, and bus boycotts have periodically been called since the

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Another try, with prizes for women

FOLLOWING Sunday's called-off attempt to hold the 1982 Squadron Rum Snoek Derby off Hout Bay, there were wails from the women that there were no prizes for them in the mostly all-male fishing competition.

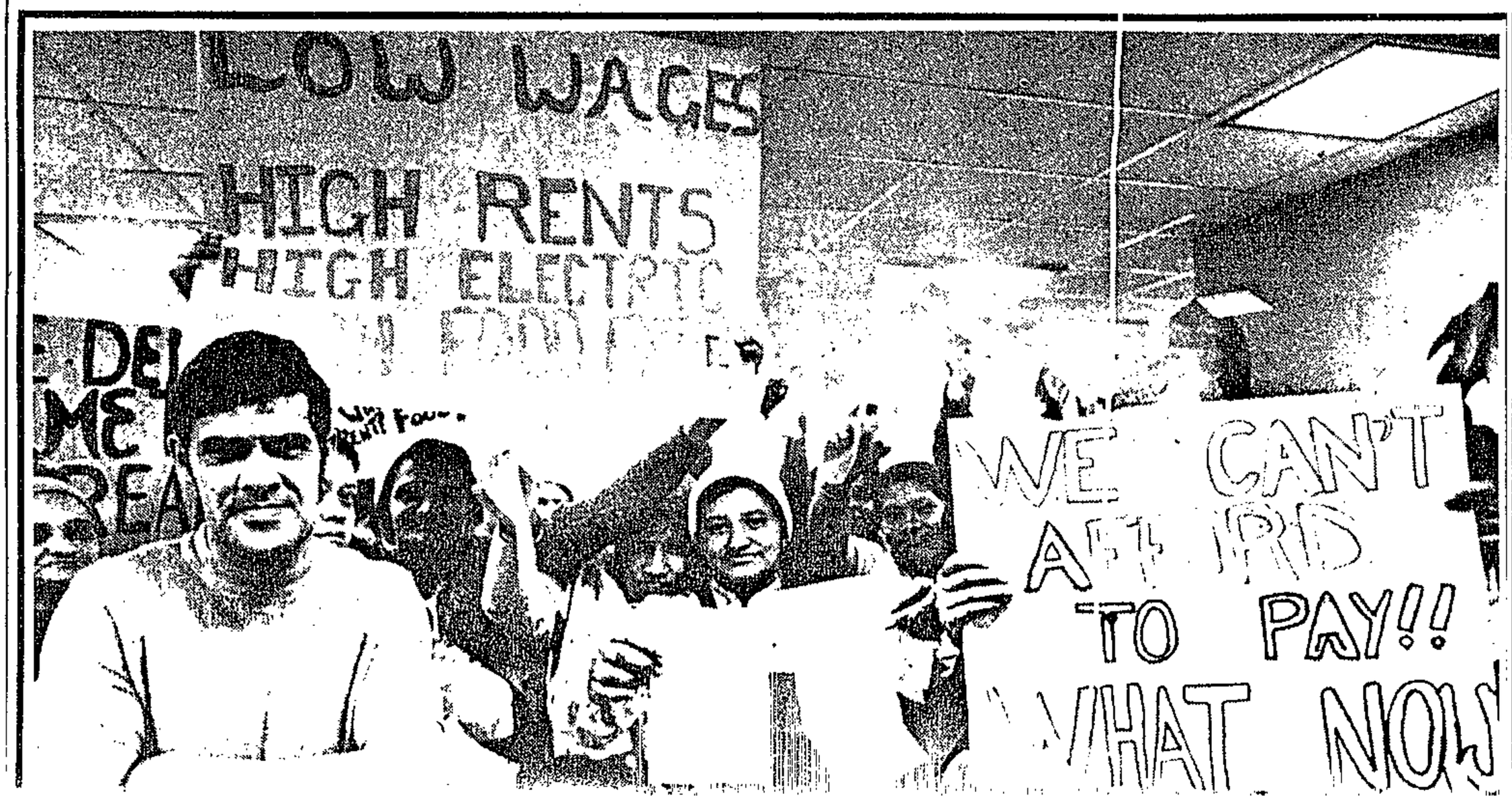
The position was quickly rectified this week by Bob Busby, chairman of the Atlantic Boat Club, which is organizing the event, and the sponsors, Gilbeys Vintners of Stellenbosch, who agreed to put up an extra R250 for the woman girl who catches the biggest snoek.

Bob Busby and some of the organizing committee went to sea in an open boat and at 7am decided to call off the contest for the day because of the high winds and seas.

Unfishable

I later went to sea with Dave Abbott in his new skiboat, Commodore, and I can report that the sea was extremely rough and virtually unfishable. We actually did try to catch a snoek but sea and wind conditions were impossi

Sportfishing with



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for blacks 'bad and expensive'

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Black urban bus commuters, the report says, "have very little power. They have no representation on any of the bodies which control and own the urban road transport services".

"Commuters, however, do hold consumer power, and bus boycotts have periodically been called since the 1940s — some successfully, others not.

"Urban transport is a potential flashpoint area. Conflict and disruption periodically flare up in response to some event regarding urban transport.

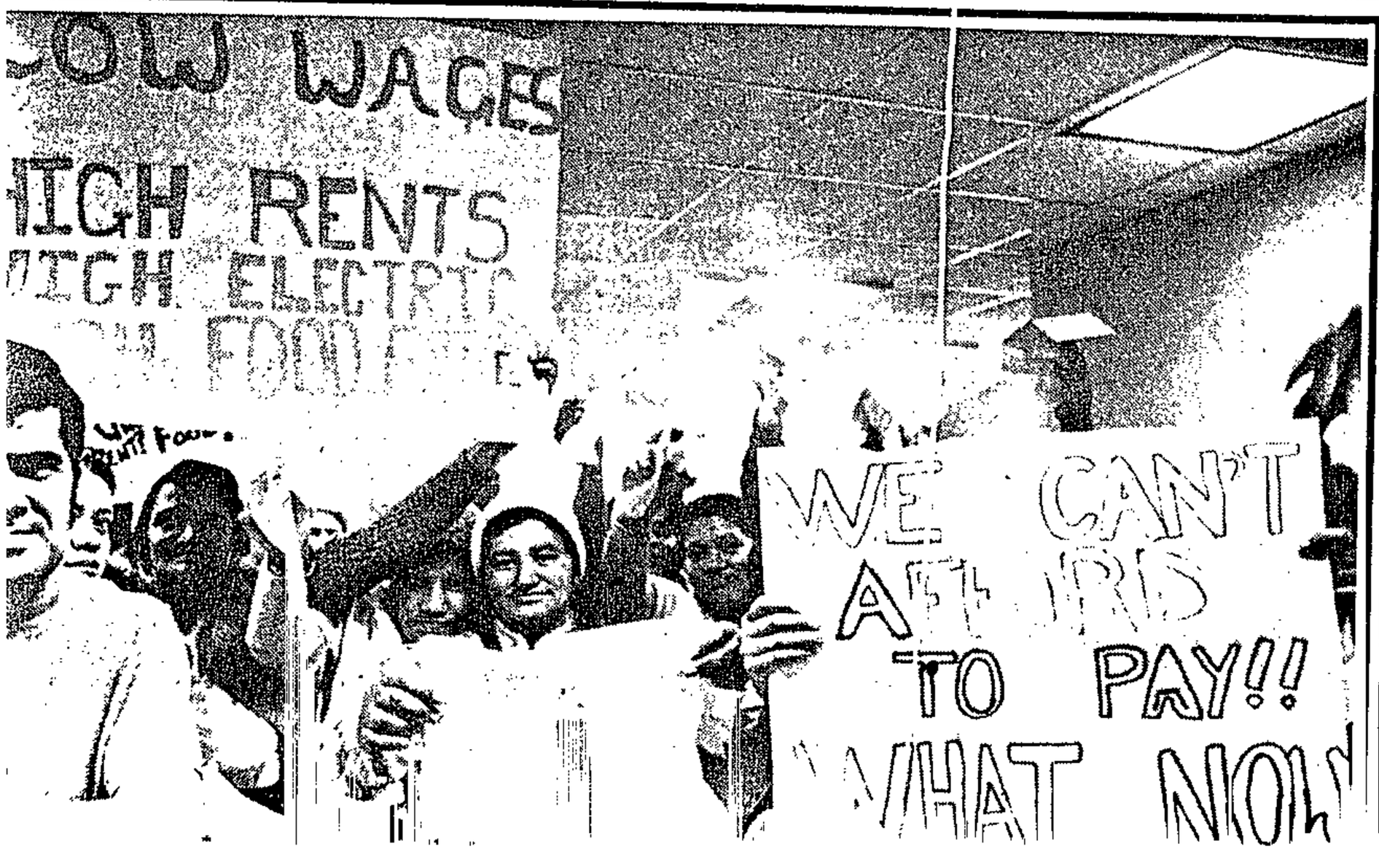
"The incident may, on the surface, appear to be minor, but the violence of the response indicates the extent of the frustration experienced by commuters.

"Buses are a symbol, like administration board buildings, beer halls and schools, of inequality in South Africa.

"Buses are the targets of stone-throwing and burning whenever violent disruptive action occurs."

The report makes a wide-ranging list of suggestions for action by government and Parliament, the Department of Transport, the National Transport Commission, local road transportation boards, city councils and others.

There is emphasis on giving representation to black commuters and consulting them, and also on ending monopolies by allowing whoever wants to provide transport from one point to another to do so. — Sapa



Five-party by-election contest ?

Political Correspondent

THE Stellenbosch parliamentary by-election is likely to provide a strong indicator of political realignments and support for the Nationalist constitutional proposals.

The by-election, expected to be held in early November, follows the resignation of the former Minister of Posts, Mr Hennie Smit, who has joined the President's Council.

divided by an expected right-wing onslaught.

Dr Andries Treurnicht's Conservative Party is certain to field a candidate aimed at drawing conservative academic and student support. Further opposition has been promised from the Herstigte Nasionale Party, which would concentrate on the working man.

The fifth potential entrant, the New Republic Party, is still considering its position.

Stained glass window installed soon

Chief Reporter

THE R30 000 Mountbatten memorial window designed for St George's Cathedral, Cape Town, by one of the foremost artists in stained glass in the world — Gabriel Loire of Chartres, France — is expected to be installed this month at the extended west end of the cathedral

The huge window — in 26 sections which will be

SATS comes under fire at Pretoria conference

17/8/82

332

Special Correspondent

Industrial Week

AT the recent international transport conference in Pretoria the South African Transport Services (SATS) came under fire for its alleged "monopolistic" control of transport in SA and for being behind the private carriers' difficulties in getting operating licences for road transport.

But the SATS assistant general manager, planning, J De Waal, vehemently denied claims that the Railways has cornered the transport market.

He told the conference that people who "fondly believed" that SATS had a monopoly were "totally wrong".

He said that the Railways' share of the road haulage market had dropped from more than 60% in 1957 to 45% this year and predicted that most rail transport in the future would be goods traffic over medium to long distance.

On the road transport front chief executive of the Public Carriers Association, Jack Webster, bluntly told his fellow operators that the industry would have to pull its socks up.

He said that the industry must improve on the services it was providing, and take strong action to eliminate "chancers" and "fly-by-night" operators who gave the industry a bad name.

On the subject of passenger transport various experts warned of the many difficulties facing SA, particularly in the carriage of black commuters.

Turn to . . .

Car plants open but pay talks fail P2

Renault move jeopardised by phone shortage P3

PIRATE TRAKE HE ROSS

Staff Reporter

Industrial Week 7/8/82

332

THE Department of Transport has stepped-up its blitz against illegal road hauliers and is expected to prosecute twice as many "pirates" as last year. But the battle is becoming more difficult as "pirates" turn to sophisticated equipment including scout cars, helicopters and light aircraft to avoid roadblocks.

THE Department has come under increasing pressure from organised industry to clamp down on illegal operators.

Between 15 000 and 20 000 transport companies are expected to be prosecuted this year compared with 6 695 in 1981.

By bending the rules until they are now beyond repair, illegal operators have given the National Transport Commission virtually no alternative but to rewrite the rule books.

It is understood from sources within the Department of Transport that this is being considered, including the possible drafting of new legislation covering the registration of vehicles, to prohibit "pirates" taking to the road; a total review of the permit system and far stiffer penalties for offenders.

Discontent

Cases reported in Industrial Week have highlighted the current discontent among operators who increasingly feel that the only way to survive is to join the pirates.

The permit system has degenerated into total chaos, they say, and the authorities are hamstrung by shortages of inspectors.

Pirates, backed by substantial counter-intelligence systems working against the traffic police, have virtually taken over the industry, they claim.

A spokesman for the Department of Transport confirmed that by far the majority of commercial vehicles on the roads are illegally loaded.

Inspectors are working double shifts, and weekends, in an attempt to stamp out piracy — but they are fighting a losing battle.

Scout cars

Scout cars, fitted with expensive two-way radios, are known to be patrolling the main routes to alert illegal operators when road blocks are operating.

The "pirates" are also taking to the air in hired helicopters and light aircraft, covering vast stretches of main throughways and ensuring that they are clear for illegal loads.

Once a roadblock is spotted, they take detours along dirt tracks and forest roads.

Legislation

The Department of Transport is constantly working on counter-intelligence systems to outsmart the pirates, but the pirates reply with counter measures of their own.

The authorities tacitly accept the permit system does not work, but are anxious to keep the industry under control until legislation is worked out to

To Page 2

P.T.O

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Mission to SA — September 25 to October 5.

an hour by the three motor

the matter would go to ar-

negotiating table.

S-Express 17/8/82

Pirates airborne

From Page 1

overcome the difficulties facing the industry.

Official figures tell their tale of woe. Fines in 1981 amounted to only R243 868 — averaging R36 a prosecution, and R68 a conviction.

More than half the cases are won by the "pirates" and a further 25% are withdrawn, discharged or undetermined.

The latest spate of prosecutions are not expected to change these statistics to any significant extent. The permits involved are open to almost any legal interpretation.

Virtually every permit issued is a potential court case, and in 1981, 118 179 public and temporary applications were granted, only 14% were refused.

In addition, 9 007 private permits were issued.

Figures for this year will not be available until March next year, but it is almost certain that the applications will have increased substantially, as will the refusals.

from the engine coolant and also by an ingenious control system developed by Daimler-Benz." said a UCDD-spokesman.

Because the new methanol engine, apart from some minor aspects, is based on proven technology, indications are that ADE could produce the engine without much change to present facilities, said the spokesman.

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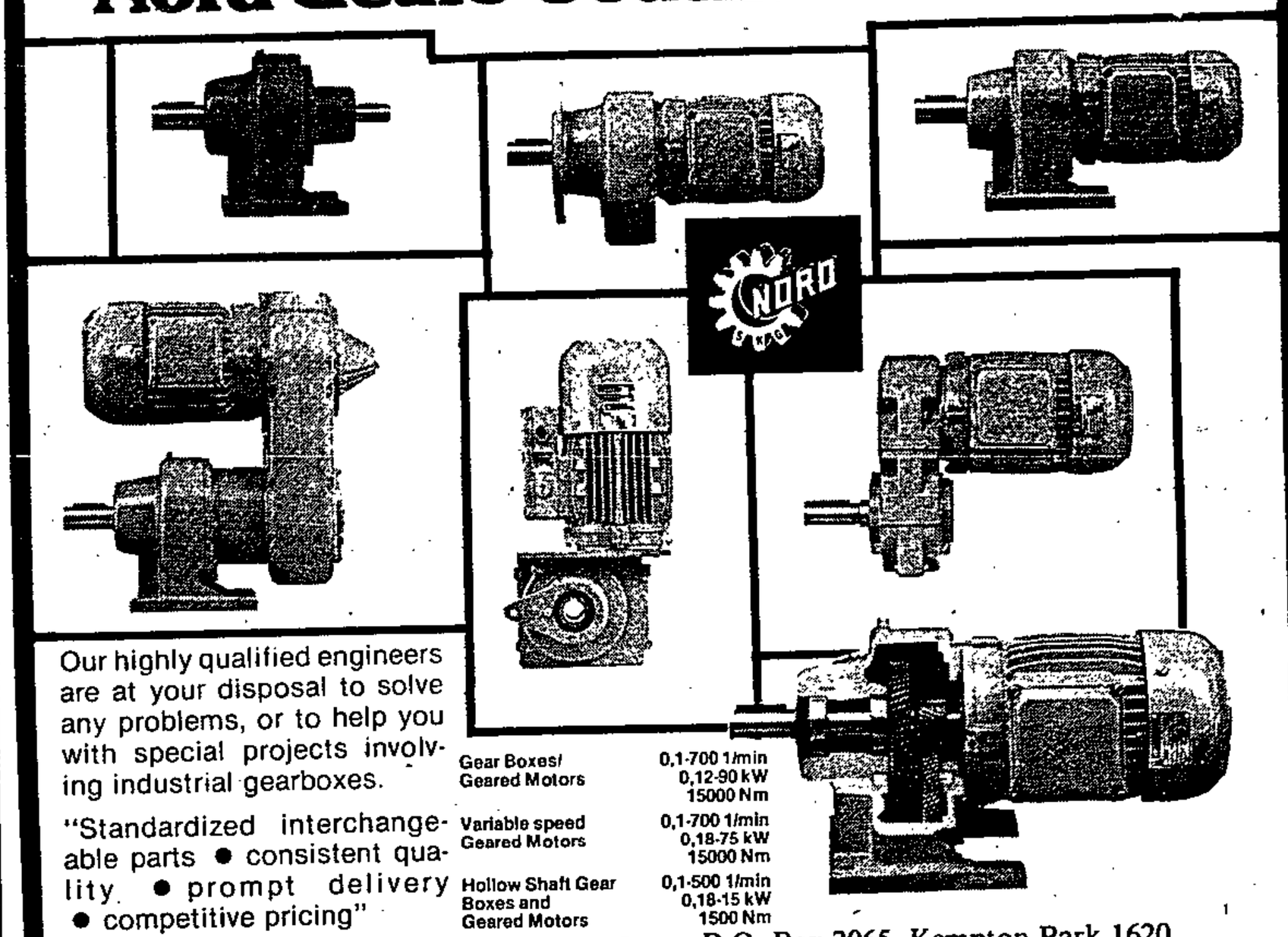

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Indian hauliers claim threat to their R20 m trade

332

Mercury 17/8/82

Mercury Reporter

INDIAN road hauliers from various parts of Natal claimed in Durban yesterday that the lack of permits from the Local Road Transportation Board was placing their transport undertaking — said to be worth more than R20 million — in jeopardy.

What they could not understand was why they were denied the necessary permits while white operators were readily obtaining them, they said at a meeting convened by the South African Indian Council's spokesman for transport, Mr Ramcharitar Panday.

At the request of SAIC executive chairman Amichand Rajbansi, the operators decided to form an association to act as their mouthpiece, and had elected Mr K Jadoo as temporary chairman and Mr S I Dawood as temporary secretary.

Mr Rajbansi told the hauliers: 'Not only will your bargaining power be boosted by acting as a concerted body, but you will also be able to keep over-zealous "small fry in officialdom" in check by speaking with one vociferous voice.'

The Indian Council, he said, would make strong representations to the Department of Transport to ensure Indian hauliers, who were also contributing towards the country's economy, were helped in their costly undertakings.

He said it appeared to him that 'someone is desperately trying to phase out competition from Indians'.

Mr Panday told the meeting that Indian hauliers, like their white counterparts, had poured tens of thousands of rands into their businesses and many were still battling to meet monthly instalments on vehicles.

A haulier who asked not to be identified because of fear of victimisation told the meeting his family had invested more than R900 000 in trucks and trailers and had been warned by Department of Transport officials that his vehicles would be confiscated if he were caught operating without a permit again.

At a loss

'And every time I apply for one, my application is turned down by the Local Road Transportation Board, although similar applications by whites are usually granted.

'As Indians, we are at a loss to understand why we can't get the permits.'

Another operator said his driver from Durban was served with a R5 000 spot fine near Johannesburg for carrying goods without a permit.

Spokesmen for the department could not be reached for comment.

Let's learn from others about buses

ARGUS 17/9/82 332

P.N. MALHERBE suggests how Cape Town could cure its bus transport problem

CITY COUNCILLOR, Mrs Eulalie Stott's article in The Argus on Cape Town's public transport system, represented a most welcome change from past City council attitudes, which were essentially that this was a matter outside the council's jurisdiction. I hope Mrs Stott would agree that her article should be seen as a way of starting a useful public debate rather than offering a final solution. It is in this spirit that I would like to make my own contribution, for what it is worth.

There are both good and bad public transportation systems the world over, and rather than try to invent a better system from purely theoretical considerations, why not study the better systems elsewhere?

Two examples immediately come to mind, namely Hong Kong and Singapore, both of which have outstanding systems, offering fast, frequent service at low cost.

There are probably other highly successful systems, but I believe a study of transport in these two cities would offer ample scope for developing a far more satisfactory system than we have now.

Mrs Stott may be correct in saying we have one of the most efficient systems in the country, but it is nevertheless very poor compared with the two I have mentioned.

Mrs Stott makes the valid point that people have been forced into becoming long-distance commuters through laws beyond their control. But she fails to point out that they are also forced to use the services of City Tramways by the very real threat of heavy penalties should they provide a more economic service from their own resources.

I know, for instance, of a van owner who was twice fined several hundred rands for transporting others; and he claimed he collected no fares on the second occasion.

The view blacks have of City Tramways is accordingly of a monster created by whites to force blacks into paying high fares to enrich other whites. It should therefore surprise no-one when the underprivileged vent their anger on City Tramways when fares are increased.

This is a very important point, because one does not hear of violence directed at the bus company in Hong Kong or Singapore. It is a simple matter for almost anyone in Hong Kong to start his own bus service, and there are numerous 15-passenger buses, sometimes in the form of single-unit fleets, performing a very useful intermediate service between large buses and taxis.

They charge more than the large buses, but as routes are adjusted to suit passengers this is acceptable. Their very presence also ensures that the large buses do not have to cover the low volume routes, while at the same time providing sufficient competition to ensure that bus fares are kept down with a minimum of bureaucratic intervention.

It is clear that what in Cape Town is regarded as a heinous crime is in Hong Kong a useful, much appreciated service.

Second, Mrs Stott does not seem to consider the importance of load factors and transportation patterns in determining bus fares. The fact that City Tramways provide the entire service means that its fleet size is determined by peak-load conditions. The result is that fixed charges constitute a very substantial portion of current fares.

I would certainly expect that these amount to far more than do profits. Consequently, if peak-loads can be reduced, so can fares.

It is obvious that if a Hong Kong commuter decides to become a 15-passenger bus operator, he immediately eases the peak-load and consequently helps both his fellow commuters and himself.

In Singapore, strong incentives are given to passsenger car commuters to fill up their cars, and anyone entering the central city area during rush hour with fewer than four people in his car pays dearly for the privilege.

Third, Mrs Stott rightly points out that income taxes raised on City Tramways add to fare costs and suggests that these could be eliminated (along with profits) by turning City Tramways into a public utility. She feels it would be worthwhile even if it were necessary to raise R56-million at 15 percent interest to do it.

But as the annual interest would amount to R8,4-million (compared with City Tramways' profit before tax of R5,6-million, allowing for the increases), it is clear we are better off retaining City Tramways as is, in spite of all its imperfections.

I hope Mrs Stott and all those who see evil in the profit motive will once and for all discard this non-solution, which offers no scope whatever for reducing fares.

Let us also NOT appeal to the Government for further subsidies: let us rather ask for an end to all income taxes on passenger transport services. After all, SA Transport Services pay no income taxes, so why should City Tramways, taxi operators or anybody else in the passenger transport business?

Are we really in favour of penalising private enterprise? And what is the worst that could happen if we decriminilised the informal transport sector? If Hong Kong is any example, we will all benefit, including City Tramways, which would have far less of a peak-load problem.

And what would be wrong with adopting Singapore's system of penalties for those who carry fewer than four in their cars during rush hour?

Hearings on bid to raise fares

Cape Times 28/8/82

332

Staff Reporter

THE National Transport Commission will sit in Cape Town this month to hear objections to a bid by City Tramways to increase bus fares by an average 11,6 percent.

More than 40 trade unions, youth movements, civic organizations and individuals — who lodged complaints when the bus company announced its intended fare increases last month — were notified last week that they could testify before the commission, which will sit at the offices of the Local Road Transportation Board on the Foreshore on August 30 and 31.

A commission spokesman said in Pretoria yesterday that the findings of the commission would be made known a few days after the hearings.

Mr Francois Potgieter, liaison officer for City Tramways, said the commission findings would be implemented "soon after" the hearings.

3 die in Soweto taxi fight

(332) Star 19/8/87

By Langa Skosana and Themba Maseko

Three Soweto taxi drivers died after a pitched battle broke out last night and continued today among taxi owners over the right to use the ranks at Merafe Station. Others were injured.

The chief of the Soweto CID, Brigadier J J Viktor, said today the three drivers had been taken to Baragwanath Hospital and were certified dead on arrival. Several taxis were taken to Jabulani Police Station after the fight.

Soweto police chief, Brigadier D J D Jacobs said today he was investigating reports that shots had been fired by the warring taxi men.

Witnesses said two groups battled with assegais, pangas, kerries, sjamboks and stones to gain control of the taxi rank.

STRANDED

The clash is between the Senaone Taxi Association, with ranks at Merafe Station, and the Zola-Naledi Taxi Association, which is seeking ranks there. Commuters were stranded last night and early this morning. Many were late for work as there were no taxis.

Some were caught in the cross-fire and fled.

Brigadier Jacobs said police had been sent to the area and calm was expected. No one had been arrested yet.

The Editor, Rand Daily Mail
Box 1138, Johannesburg 2000

Putco didn't grow by ignoring customers

(332) RDM 19/8/82

IT is to be regretted that the potential for good in your newspaper and a body like the Human Awareness Programme is undermined by reports like Martin Feinstein's on August 13.

To begin with, it is not the Institute of Race Relations' Human Awareness Programme — the connection was severed about two years ago.

It is not the Public Utility Transport Corporation — it has been simply Putco Ltd since 1972.

And it's some time since we operated more than one or two green buses. How much research does that represent?

Accusations are made about broken seats, broken windows, leaking roofs — etc.

We have the widest network of maintenance services in the business, and the addition of 50 new buses a month to the fleet has reduced the average age of the vehicles to 5½ years.

I would challenge your reporter to carry out his own survey with me to see what percentage of buses he finds in the condition described.

Incidentally it is my recommendation that next June 16 we should not work through the night to repair any broken windows but let people experience the result of any vandalism.

You can't have it both ways. And that does not mean we do not have sympathy for those who suffered on that date — 94% of our 8 600 employees are a part of the communities involved.

It is stated — yet again — that the company receives a Government subsidy while at the same time making a healthy profit.

Not many businessmen would agree that 5% on capital employed represents that.

All would agree that it is a basic requirement for any enterprise to cover operating costs and make a fair return. Our operating costs have been subject to public scrutiny and have passed the test for 30 years.

On the subsidy, let's take for instance the journey from GaSeabe/Skilpadfontein to Pretoria, a distance of 140km.

The economic fare tariff — the tariff required to operate at a reasonable profit — is R33,60 for a two-way trip six days a week.

Do you think the worker can afford that?

Instead he pays R8,90 and the balance is made up by the Government subsidy.

Without transport, how would that worker earn a living for his family there?

Our buses and their crews sleep out in bushveld depots like Bloedfontein, Allemans Drift and Wolvenkraal and keep the service running.

Where would those communities be without them? They are sometimes the only signs of civilisation.

This may well raise a number of other issues catalogued in your report — the Group Areas Act, poverty, the educational system, lack of representation in Government and decision-making forums.

All of these are used to frame the picture given of Putco.

None of them is legislated for, administered or influenced by the company.

Is a report which revives the misconception of buses as "symbols of white control" free of responsibility when those buses are stoned during times of unrest?

The report mentions bad roads and lack of bus lanes, shelters, toilets and refreshment facilities.

We would welcome an improvement in all these areas, but nowhere that we know of are such amenities on the public domain the responsibility of a private operator.

It is stated that bus and train commuters are the victims of theft, muggings and violence.

Our drivers cannot be expected to tackle armed thugs, nor are they often faced with such problems.

But MRA research last year indicates the kind of security they help provide contributes to a general preference for bus travel.

It is quite untrue that overall income generated by subsidiaries is not taken into account in our consolidated revenue and profit at fare hearings — and there is no profit accrued for the company from advertising.

Such sums are used to finance community projects by the Putco Foundation.

The complaint about lack of student concessions is also incorrect — the company subsidises such fares to the extent of nearly R3-million a year.

Finally, the ability of our commuters to make their wishes felt is greater than the report credits.

Because people who started with a couple of taxis and now operate 3 500 buses carrying 400-million passengers a year, didn't get there by ignoring the customer. — **P M ROGERS, Public Relations Executive, Putco Limited.**

● **The Human Awareness Programme is regarded as a reputable organisation, and the Rand Daily Mail published its results as it would have done the findings of any responsible research organisation.**

TAXI WAR

332

Sowetan 20/8/82

SAD: Mrs Eliza Mncube, whose husband died in the 1979 taxi-warfare.

3 die, 18 hurt in bloody feud

TEMPERS were still running high last night after at least three taxi-men were killed and 18 injured during a clash between two taxi associations over control of ranks at three points in Soweto.

By SAM MABE and ALINAH DUBE

There are fears that the worst of the battle is still to come, despite pleas yesterday by the chief of the Soweto police, Brig J J Viktor.

The clash between the two groups started on Wednesday night at Merafe station, where several shots were fired and the windows of about 20 taxis smashed.

Yesterday morning the battle resumed, when shots were reported to have been fired. The two groups were involved in attacks with knives, pangas and other weapons, and some taxi-men sought refuge at the Jabulani police station, where they showed the police their damaged taxis.

Damage is estimated to be about R800 to each taxi.

Of those, five were treated and discharged and the rest admitted to hospital.

The names of the dead men are not yet known.

Those injured are: Messrs George Sithole, Zola; Tebogo Sibanda, Dube; Stephen Ndlovu, Emdeni South; Isaiah Sibeko, Mofolo North; Mangena Sikolani, Meadowlands; Paulos Nkosi, Emdeni Extension; Job Nhlapo, Sena-

OK Super Savers

POPPY
1 PLY TOILET ROLLS

TAXI WAR

332

Sowetan 20/8/82

MATSHIKIRI: Baby stolen.

Bogus nurse in baby snatch

AN INFANT of three weeks was this week stolen from its Meadowlands home by a bogus nurse "collecting little children for polio vaccinations".

The uniformed "nurse" promised the infant's mother, Mrs Johanna Matshikiri, of 777A Zone 5, that the baby would be returned after a few hours. She then disappeared.

A distraught Mrs Matshikiri yesterday told The SOWETAN how the woman had talked her into parting with her son Thinandaba on Wednesday afternoon.

"She said she was sent by the local TB clinic to collect infants for polio vaccinations. She insisted on taking the baby, even though I told her my child's vaccination was due only in a week," Mrs Matshikiri said.

"She asked me to wash the baby and then made me sign a book she produced.

3 die, 18 hurt in bloody feud

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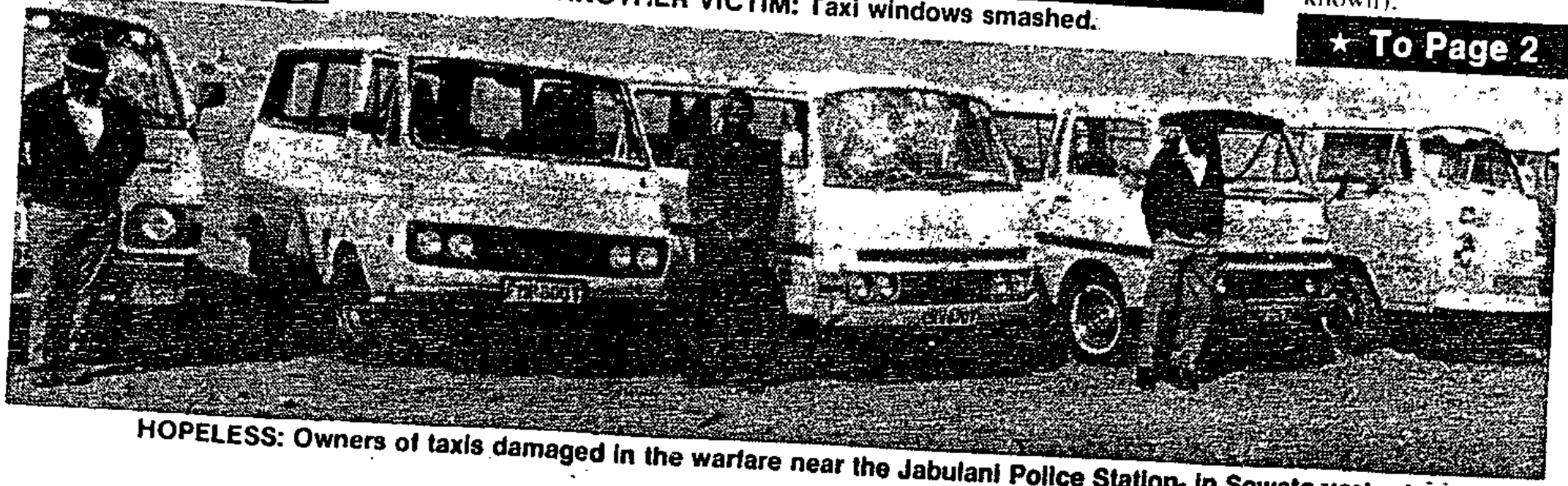
★ To Page 2

ANOTHER VICTIM: Taxi windows smashed.



HOPELESS: Owners of taxis damaged in the warfare near the Jabulani Police Station in Soweto yesterday.

Sowetan 20/8/86

Taxi war

★ From Page 1

Several passengers had to jump off speeding taxis in the heat of the fight. Damage costing several thousands of rands was caused to vehicles smashed in the battle.

Members of the West Rand Taxi Association said they had been harassed for many years by the Soweto Taxi Association, which wished to see them off the Baragwanath route.

A terrified taxi-driver, Mr A Dhlamini, said: "My car was smashed at its bay by kerrie-wielding men who said we should be beaten up. The public will resort to other means of transport for fear of being attacked in taxis."

At an earlier meeting between the two associations, he said they had sought an agreement on the use of the Baragwanath Road.

"We only agreed to keep the peace. All we were asking was to drive through their area," another taxi-man said.

They were told to dissolve their association and join the Soweto Taxi Association.

Mr Zachariah Nkosi, whose car had its tyres punctured and most windows smashed while taking the first victim to hospital, said he had had to tow his car back home.

Most of the taxis parked near Jabulani police station had their windows smashed.

Armed with sjamboks, knobkerries and other dangerous weapons, members of the rival group were assembled at Merafe station yesterday.

The taxi war was carried on most of the day, with three cars smashed late in the afternoon. There were fears that the fight would get bloodier by night time.

Brigadier Viktor said he was investigating a case of public violence. "These people have been told to go and sort out their differences," he said.

At Baragwanath yesterday, scores of people, most of them taxi-men, crowded the ward where colleagues had been admitted. Security men kept a tight watch on the injured men.

Speaking from hospital, one of the taxi-men, who asked not to be identified, said: "I have been running my taxi between Inhlazane station and Zola for the last two years. About a month ago we started having trouble with the taxi- men from Senaoane.

"Things got serious on Wednesday night during peak hours, when we were loaded with passengers.

"I don't remember what happened except I heard one of my passengers shouting for help. They were armed and they looked aggressive."

TRUCKING FM 20/8/82 (332)

SATS sheds the gloves

The Road Transport Services (RTS) of SATS has thrown the official tariff book out the window in its fight with private hauliers for business.

RTS director Gert Meintjes says his service is now quoting for individual jobs on "realistic costings." As a result, it is hauling a lot of freight at rates below official tariffs.

"Private operators are complaining that we are not following the tariff book, but why should we?" he asks. "There is no law that says we cannot fix our own rates and vary them as we see fit."

The move has caused dismay among private hauliers. In the past they used SATS tariffs as a guideline for their own rates, but may now be forced to charge less to stay in business.

"SATS either doesn't know what it's quoting on or it needs some people who know what it costs to run a transport company," says one.

Another says that it is easy for SATS to cut prices to win business from private hauliers and then set its books right at budget time. Private companies, he says, must either show profits or go broke.

Another gripe of private hauliers is that the RTS has the unfair advantage of not having to pay tax on fuel and can get many of its supplies at lower prices.

But Meintjies counters: "Although we are accused of not paying our way, statistics show otherwise. We have to work through the SATS Tender Board, with its numerous preferences which support local industry, as well as having to pay GST and all normal duties on imports. We are not always the favoured medium.

"Benefits that are exclusive to SATS amount to R5m a year but losses due to preferences and uneconomic services, which private operators don't have to worry about, amount to R20m a year."

A meeting with Transport Minister Hendrik Schoeman and the director of the National Transport Commission, Adriaan Eksteen, next month is expected to result in a showdown between SATS and the Public Carriers Association (PCA). The PCA will no doubt attempt to establish that the RTS is not operating in accordance with the provisions of some of its transport permits.

However, Meintjies says there will be no retreating from the ministerial announcement in March that SATS would regain high-rated transport business it lost to private operators in the last few years.

The RTS last year increased turnover by close on R26m — a 33,5% improvement — but was still R2,6m in the red. This was an appreciable improvement on the previous year's R10,5m deficit.

Utilisation is rumoured to be a low 60%, a figure which SATS refuses to comment on, although its rural and border services are known to be highly uneconomic.

"The RTS division of SATS now intends establishing a buffer between rail services and private operators. We are going all out to win business wherever we can and in this way hope to demonstrate to the public at large that SATS performs a first class service," says Meintjes.

"Wherever possible we will divert traffic back to rail — with the approval of our customers. Some freight will continue to go by road, but we are convinced that a lot of people are just waiting for the right proposition from us for rail services."

Taximen go to Bishop

By LEN MASEKO

(332) Sowetan 23/8/82

THE JOHANNESBURG Taxi Association is to investigate the cause of last week's feud among Soweto taximen which resulted in the death of one man and the injuring of several others.

Mr Jimmy Sojane, president of the South African Black Taxi Association (Sabta), said yesterday his organisation had instructed the branch to restore peace among the warring factions.

The clash started on Wednesday night when taximen fought over control of ranks at three points in Soweto. According to unconfirmed reports, three taximen were killed and 18 injured in the skirmish.

Police have released the name of only one taximan, Mr Phillimon Ndlovu, killed during the clash.

A check by **The SOWETAN** yesterday revealed that many taxis were not operating at the affected points. At Naledi and Nhlazane station ranks there were no taxis operating over the weekend.

A group of taximen from Senaoane and neighbouring townships gathered near Tshiawelo station. They were later seen moving away in three mini-buses, leaving their fleet parked next to the station.

According to an eyewitness, the taximen convened for a few minutes and then left in mini-buses. "One had the feeling that wherever they were heading to it was not a friendly outing", the witness said.

In the meantime Mr Sojane, accompanied by other senior members of the taxi associations, saw Bishop Desmond Tutu at the weekend about their problems and to restore what they believe is a badly dented image.

Bishop Tutu told **The SOWETAN** that he gave a sympathetic ear to the men, as their attitude seemed to be responsible.

They assured the Bishop that they would try to solve the problem and also have ongoing talks with him. They also felt their problem had been sensationalised by the Press.

(332)

Violence flares in taxi war

RDM 21/8/82

By STAN HLOPHE

TEN more drivers were admitted to Baragwanath Hospital yesterday after renewed fighting flared up in a bitter taxi war.

Three taxi drivers died in the initial violence on Wednesday night, and 17 people have now been injured. One of the dead men has been identified as a Mr Gerry Gumede.

The fight is between three taxi associations — West Rand, Soweto, and Naledi — over the rights to routes between Naledi and Baragwanath, Zola and Senaoane, and Merafe Station and Baragwanath.

The leaders of the three associations could not come to an agreement following a meeting at the Jabulani Police Station on Thursday.

The atmosphere in Soweto yesterday remained tense and there was no sign of a compromise.

Brigadier J J Viktor, chief of the Soweto CID, said police were investigating charges of public violence and hoped to make arrests soon.

Brig Viktor emphasised that police would intervene only to maintain law and order. He said it was up to the three taxi associations to solve their differences.

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24/8/82 (31) (112) (139)

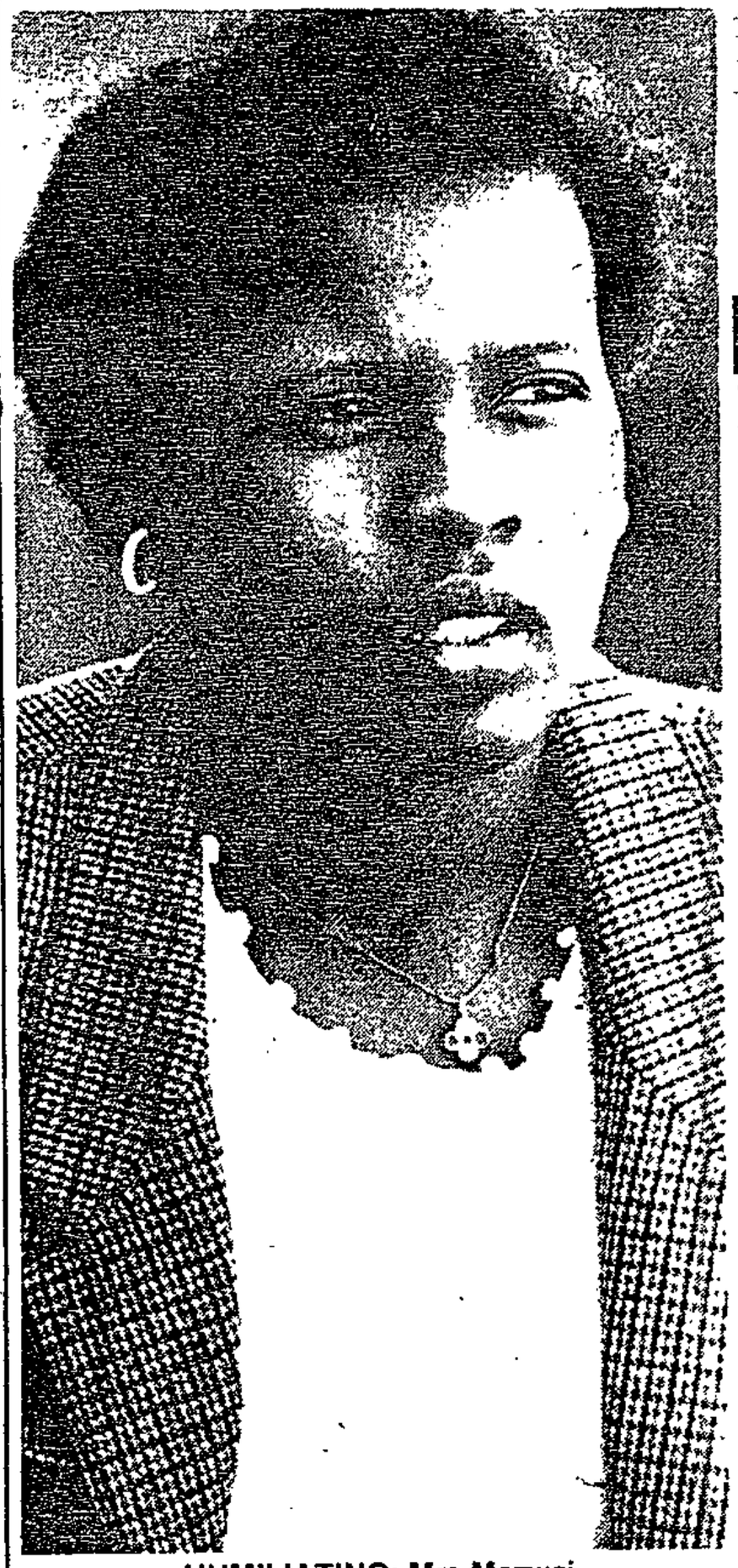
after a meeting at the weekend, they found placards informing them they had been dismissed and that they should collect their pay on Thursday.

"We are going to continue the strike until management has decided to meet our demands We shall later be forced to call upon consumers to boycott buying at OK if our demands are not met soon," Mr Rojie said.

One of OK's directors, Mr A Fabig, told The SOWETAN that more than 700 workers at three warehouses had been dismissed and would be paid out on Thursday.

Workers at some of the stores in Johannesburg have joined the strike but he would not say how many. The workers were urged to return, while other stores ran smoothly.

"Management is distressed by the whole impasse and we hope our workers will make fresh applications. Nobody will be victimised when applying," he said.



HUMILIATING: Mrs Mazwai.

Taxi men assault two

(332) Sowetan 24/8/82

By LEN MASEKO

TWO JOURNALISTS were yesterday caught up in the taxi war in Soweto when they were stopped and assaulted by a group of angry taximen.

Another reporter, Mr Langa Skosana, escaped serious injury yesterday by running away with a mob of stick-wielding taximen hot on his heels. He managed to drive off before the irate mob could catch him.

The two journalists, Mrs Belede Mazwai and freelance photographer Mr Thomas Khoza, were subjected to the "most humiliating experience of their lives" on the Potchefstroom Road near Klipspruit. Mrs Mazwai has laid a charge with police, and Mr Khoza said he would do so.

"I was driving toward Diepkloof when I saw Mrs Mazwai waving for me to stop. She got into the car and I was preparing to drive off when suddenly a car blocked our way", Mr Khoza said.

"About eight men got out of the car and came towards us. They took my car keys and ordered us out of the car. One of them accused me of pirating. Before I could explain, the men started sjambokking us."

The two said the beating went on in front of policemen who had stopped alongside to watch the scene. "We thought the police would come to our rescue but they seemed to find humour in the incident," Mrs Mazwai said.

Mrs Mazwai was on her way to work when the incident took place. She was not allowed to board the car after the beating and was told to wait for a taxi.

"I am now convinced taximen are violent by nature. They couldn't even check whether Thomas was a friend."

Ten killed

AT least 10 people were killed at the weekend.

- **A 17-year-old boy was stabbed to death at Meadowlands hostel at the weekend. The circumstances surrounding his death are unknown.**

Mutilated baby found near dump

By SAM MABE

THE PARTLY burnt and mutilated body of a new-born baby with legs and arms missing was found lying near a rubbish heap in Tshiawelo, Soweto, yesterday.

A Soweto Council worker who showed the body to The SOWETAN said his attention was drawn to the body by dogs he saw sniffing at what looked like a doll.

"I became curious and when I investigated realised it was a baby. The baby had no arms or legs.

"The dogs ran away when I came nearer and it is difficult to say whether they had eaten the baby's limbs or not," said the man, who refused to be identified.

Brigadier J J Viktor, chief of the Soweto CID, yesterday said police had taken it to the Government mortuary.

He said: "We cannot say at this stage what could have caused the baby's death. It does appear like the dogs got hold of it at one stage or another, but a post-mortem report will be available tomorrow."

On arrival at the scene, The SOWETAN saw what appeared to be pieces of burnt-out clothing scattered near

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alcoholism.

In addition to the genetic theory, there exists a large number of investigations which have tested hypotheses that there is a constitutional abnormality which is responsible for alcoholism. Specific attention had been given to endocrinological functioning, physiological reactivity of the autonomic nervous system, neurological status, various measures of body

Cape Times 24/8/82

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Stevedore firm lays off 240

Staff Reporter

THE creation of one giant South African stevedoring company has led to a massive retrenchment of management staff — but few workers are being laid off.

The new company, S A Stevedores Limited, was formed three weeks ago following a merger between the S A Stevedores Service Company (Sassco) and Rennies Grindrod Cotts — a move aimed at rationalizing the shrinking stevedoring industry.

At the time, Mr Neville Organ, the chief executive of Freight Services and chairman of S A Stevedores, warned that there would be retrenchments among the industry's 5 000 workers.

Last week a large number of white collar workers and foremen at South African ports were informed that they were being laid off. Among those retrenched were the Cape Town and Port Elizabeth managers of one of the former companies.

However, the General Workers' Union (GWU), which represents most of the industry's stevedores, was told yesterday that no Cape Town stevedore hands would be retrenched. Only 17 black foremen, drivers and storemen face retrenchment and the union is negotiating on their behalf.

A company spokesman said this was the position at all the ports. "After the merger we first looked at overhead structures and, of course, we didn't need two offices, two managers, two accountants and so on. That is where we had to rationalise.

"The stevedores, on the other hand, had been fully utilized as the common labour force of both companies and there has been little immediate need for retrenchments among them."

Various ports

The spokesman said approximately one third of the companies' management staff — about 200 people — at the various ports were being retrenched, while about 40 workers were being retrenched.

Attempts were being made to find other jobs for them within the Freight Services group.

Miss Di Cooper, assistant branch secretary of the GWU, said the stevedore bosses had so far honoured the retrenchment procedures agreed with the union.

the personality trait analysis, learning theory and psychoanalytic theory.

There have been many attempts to construct an alcoholic personality in order to enable people with a pre-disposition to alcoholism to be identified, warned and helped beforehand (Blanc, 1968 & Lisansky, 1960).

Some of the most frequently mentioned personality traits al-

legedly common among problem drinkers are a low frustration tolerance, feeling of extreme inferiority, combined with attitides of superiority, fearfulness and dependency. Other characteristics include oral dependence, low self-esteem, immaturity, over-dependence and over-sensitivity.

A serious weakness of these studies concerns the inadequate research designs utilized. No attempt was made to match the its" of "alcoholics" against the wider popu- the alcoholics were drawn. In a review of designed studies Syme concludes that:

findings emerge to indicate that alcoholics be distinguished from other groups of people any simple investigated personality dimen- , 1957, p. 199)

inadequacy and one inherent to this specific is the difficulty in establishing whether traits" are the cause of or the effect of hese studies used primarily institutionali- subjects it was virtually impossible to sal relationship.

Learning theories of various types have been invoked not only in the attempt to explain why some people become alcoholics, but to explain why people drink at all.

Alcohol consumption according to these theories, is a reflex to certain kinds of stimuli or a way of reducing fear and anxiety. The basic assumption of the reinforcement theory of learning is that the learning of an association between a stimulus and a response requires the presence of some sort of

Shipping Editor
Bill Goddard

ARGUS 27/8/82 (332)

New company's big venture

SOUTH AFRICA'S youngest shipping company — Bulk Charters — will have its first self-owned vessel launched at the builder's yard in Japan next month and expects to have the 40 000-ton carrier in service by next January.

The managing director of the two-year-old firm, Mr Norman Stobs-Stobart, said today that the R20-million ship is to be named Ruth Venture and will be operated on a tramper basis.

The ship is a new generation fuel-burner with shallow draught and designed to carry only dry bulk cargo.

According to Mr Stobs-Stobart, the 60 000-ton bulk carrier ordered from the same shipyard in Toyama has had its delivery date set back to 1984.

The contract for the two new ships was drawn up as a joint venture between the South African shipping line and overseas interests, but Mr Stobs-Stobart declined to name the foreign parties.

Bulk Charters already operates a fleet of five bulk carriers ranging in size from 20 000 to 28 000 tons.

The chartered vessels are used mainly on the South African-Far East run — carrying coal from Durban and grain from East London.

Details on the shipping firm show that its vessels transported just over one million tons of cargo during the first 12 months of operation and long-term customers include Rand London Coal and Salvage and Lovemore Mining.

Rand London Coal initially held a 30 percent stake in Bulk Charters to ensure that it became a viable and reliable shipping venture.

IN TABLE BAY

DUNCAN DOCK

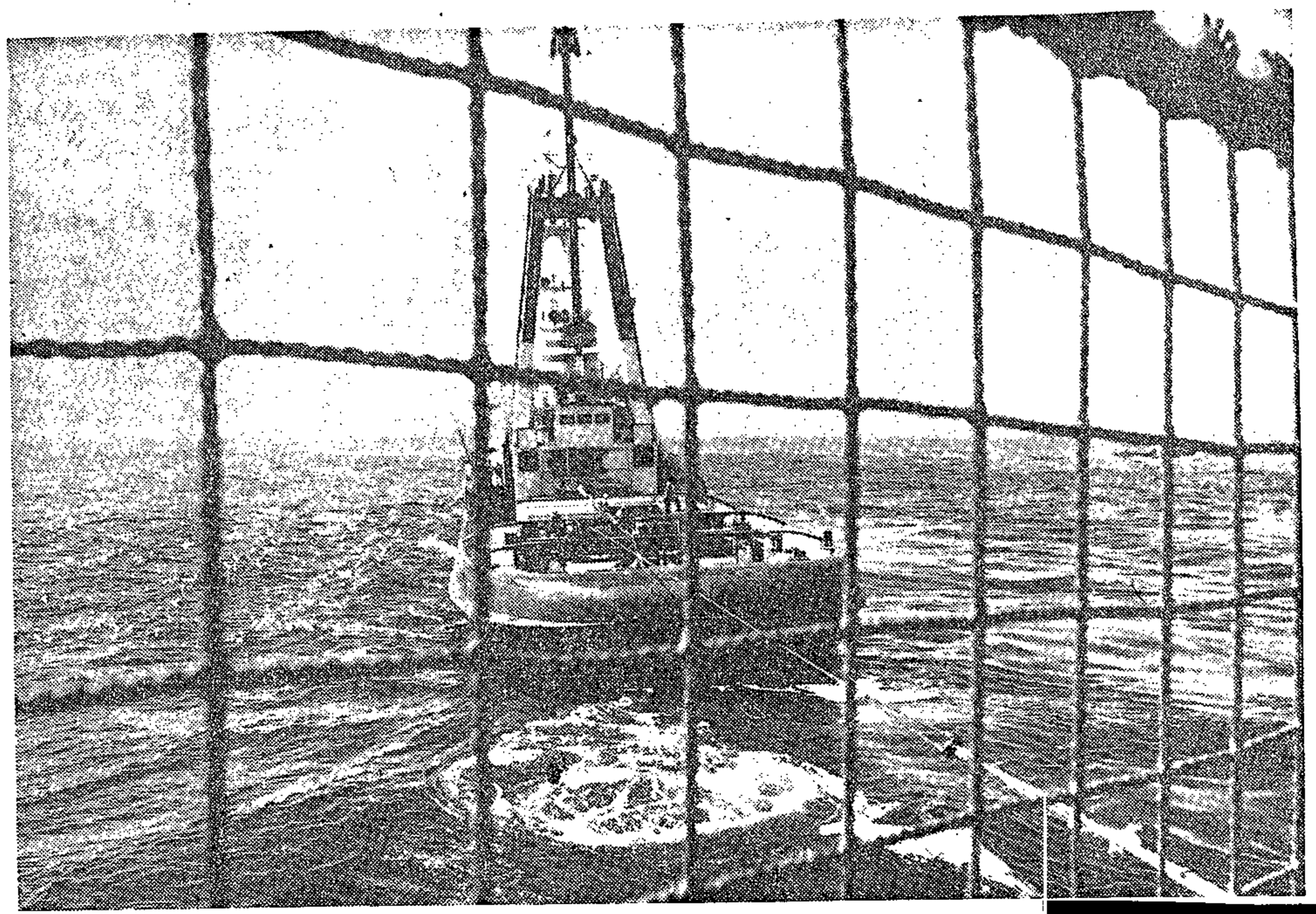
D Berth: RIBADAVIA, HYOSHIN MARU 38, KYOSHIN MARU 8.
G/H Berth: SEISHO MARU 35, MEISHO MARU 88.
H/J Berth: DAIKICHI MARU 88, MATSUEI MARU 3.
K Berth: CAPT J D PATERAS.
K/L Berth: NIKKO MARU 23, SACHI MARU 28.
Landing Wall 1: SHIN TAI 2, SHIN HUEI, KIN KI HUNG, KWANG PANG 202, SHIN SHENG 5, SHIN CHUEN I.
Landing Wall 2: ANEI MARU 68, SHINEI MARU 26, FUKUKYU MARU 15.
Repair Pier 3: KORWIN, KULBAK, JAVA SEA HORSE, H COLUMBUS, CHIEN CHUNG 12, SHIN HORNGDAR 3, YU TI I.
Repair Pier 4: WEN AN, SHEN YIH XI, ESTHER I, TA YIH SHING 3.

VICTORIA BASIN: . .

North Side Collier Jetty: CUSTOS.
South Arm 3: YAMSUF, MATILDA, RUEY CHI YU I, HOMEI 3.
Outside 2: KWANG LUNG 3, FU SHIAN I, YEE CHANG 5, HAI CHANG XI.

BEN SCHOEMAN DOCK:

Q 500: AFRICANA.
Inside Q 500: SPENCER BAY.
Q 501: GOURITZ.
Q 701: HSIEN CHIN 32.
Q 702: PRAIA DE ERICEIRA, ILHA DE LUANDA, ALTAIR, NOVA FE, ALMOUROL, ILHA DE SAL NICOLAU.
Robinson Dry Dock: SMITLLOYD 45.
Syncrolift: W G GINDER, BARENTS SEA HORSE, CHEN FONG 3.
For inquiries please phone 43-2160.



A STERN-END view of Safmarine's salvage tug Wolraad Woltemade as it takes up the slack on the towing line. The 26 000-horsepower giant is on its way from Durban to Cape Town with the two former whalers, Susan I and Theresa III, which were recently bought by the Atlantic Fishing organisation to be stripped and scrapped. The tug is expected to reach Cape Town with its tandem tow on Sunday or Monday.

Calling all harbour masters...

THE recently retired port captain of Port Elizabeth, Captain Percy Sharp, is busy with an almost impossible task — compiling a biographical list of all the harbour masters and port captains of Cape Town harbour.

Captain Sharp, who retired several weeks ago after nearly 30 years' service with the South African harbours administration, has settled in Cape Town and is also busy on his fourth book, which he hopes to have finished and published early next year.

PILOT

The master mariner, who was a senior harbour pilot in Cape Town from 1966 to 1976 and then had four years as assistant port captain before being transferred to Port Elizabeth, said the job of tracking down the long list of heads of Cape Town harbour was one of the most difficult he has ever set himself.

Captain Percy Sharp

"I have managed to compile a list back to 1808 when Captain Charles Blair was the port captain and collector of customs," he said, "but the task involves the most difficult research work imaginable."

Captain Sharp said his list still had a fairly big gap in it "from 1879 to 1916."

The mariner-author recently compiled a similar list of heads of Port Elizabeth shipping back to the time of the arrival of the British settlers in 1820.

Captain Sharp, who went to sea with the Royal Navy in 1940, has written three books in the past 10 years — Pilot, Tales of Table Bay and Outward from Port Natal.

He said he has tentatively decided on the title Destination Algoa Bay for the book on which he is working at present.

1 000 visitors to SA ports in four weeks

ALTHOUGH South Africa is well into the new generation era of shipping, where modern cellular container vessels and giant bulk carriers can each carry as much cargo as five or six ships could five years ago, the seven harbours on the coast accommodated a combined total of more than 1 000 visitors during the most recent four-week period reviewed by national port authorities.

Durban topped the list with 378 ships, representing just on eight million tons of shipping, while Cape Town was a fairly close second with 337 which represented just under seven million tons. tons.

Cape Town's tally was nearly 100 more than the combined figure for Richards Bay, East London, Port Elizabeth, Mossel Bay and Saldanha.

Top honours in the "cargo stakes" went to Richards Bay where just on three million tons of coal were exported.

South Africa's exports were nearly 400 percent more than the tonnage of imports.

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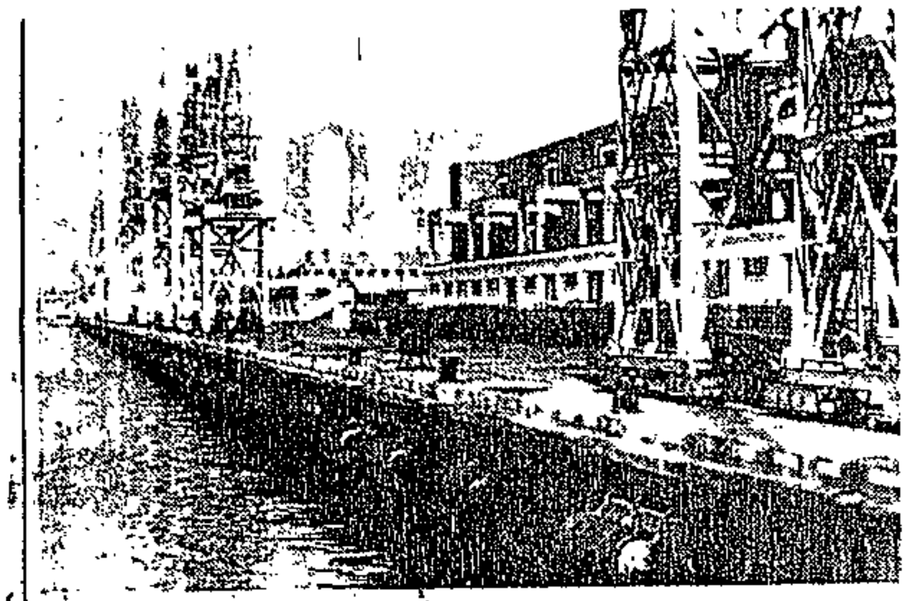
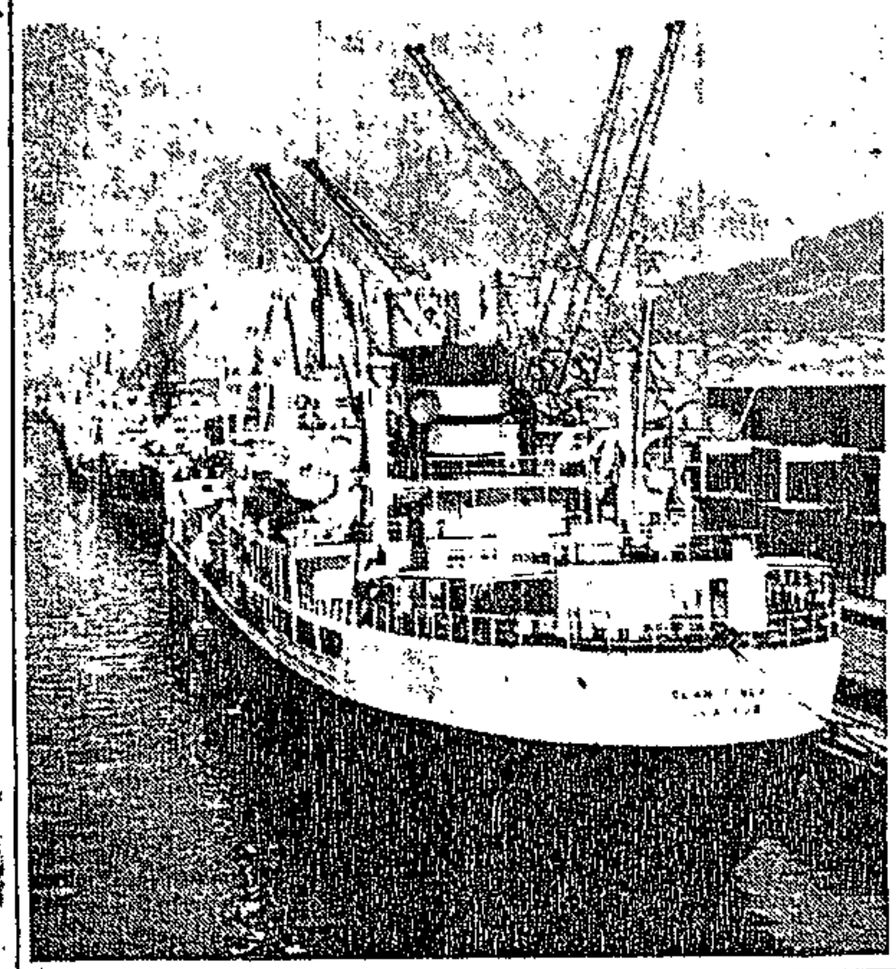
City harbour now a 'ghost'



Two pictures that tell the story. **Below:** A flashback to 1968, when the port was under pressure and every berth in the Duncan Dock was full. **Above:** Duncan Dock photographed from almost the same spot yesterday, showing empty berths and idle cranes.



By ROGER WILLIAMS

TABLE BAY harbour, one of South Africa's major ports and once a lively Tavern of the Seas of international repute on one of the busiest ocean routes, has been reduced to a ghost of its former self by radically-changed trends in shipping and cargo operations and by depressed economies around the globe.

The effects of long spells of near-emptiness in a large part of the harbour that once bustled with the colourful comings and goings of passenger and cargo liners from all parts of the world have been felt throughout the economy of the Western Cape.

It has changed the social and business character of Cape Town — in which the harbour was once a pivotal point — in much the same way as the removal a decade ago of the once-thriving cinema district in the St George's/Riebeeck Street area turned Cape Town into a dead city by night.

Devoured

The general public is becoming less and less a part of the harbour scene and in spite of the efforts of conservationists and others, no move has yet been made by the authorities to return to the public of Cape Town some of the considerable expanse of the Table Bay shoreline that has been devoured by harbour developments over the years.

The fall-off in shipping has hit helicopter and launch services, ship-chandlers and other maritime-oriented businesses particularly badly, and because there are fewer sailors spending less time in port, activity at seamen's clubs and homes — at least one of which may close soon — also reflects the slump.

The busiest part of the harbour is the relatively new seven-berth Ben Schoeman Dock, which handles containerized cargo, while a greatly-reduced number of break-bulk cargo vessels use the 11 commercial quays in the Duncan Dock, completed in 1945 in a massive reclamation scheme.

Tonnage

Foreign fishing craft — mostly from the Far East — are now among the main patrons of the Duncan Dock, while the old Victoria Basin with its four commercial quays is also being used primarily by fishing interests.

Official figures made available to the Cape Times this week by SA Transport Services and the Cape Town Chamber of Commerce show that while there has been an increase in the overall tonnage of cargo handled at the port — most of it in containers — there has been:

- A 50 percent reduction in the number of ocean-going vessels using the harbour over the past 10 years.
- A huge drop of more than 20-million gross registered tons in the volume of shipping handled by the port in the five years since the Southampton-Cape mailship service came to an end.

Trends

The official figures show that in 1972 a total of 3 480 917 tons of cargo of all kinds was handled in the harbour. Last year this figure had risen to 6 073 727 tons — but this was about 52 000 tons less than the volume handled at Port Elizabeth.

South Africa's main port, Durban, handled 21 792 464 tons in 1981, and East London 5 051 701 tons.

The most dramatic trends reflected by the official statistics are those for Richards Bay, which was officially opened as a port in 1976, and Saldanha Bay — both of them now major ports for the export of ore and other bulk cargoes.

While in 1977 only 674 tons of general cargo was handled at Richards Bay, that port had by far the highest figures last year, with 30 251 174 tons handled.

Soared

And while only a total of 1 225 tons of cargo was handled at Saldanha Bay in 1977, the figure for this port had soared to 13 182 343 tons last year — double the volume handled at Cape Town.

The citrus industry recently decided to switch from Cape Town to other ports — mainly Port Elizabeth and Maputo — because of the withdrawal of the 40 percent rail-rebate export assistance and also because of the tariff increases announced in the SA Transport Services budget.

The Deciduous Fruit Board has as a result found itself the sole "customer" of the precooling stores in the docks and has embarked on a R10-million scheme to rationalize the fruit-storing facilities there and to run them more economically.

- A SATS spokesman said this week that in spite of the fall-off in shipping handled by the port, there was no question at present of relinquishing quay-space for other purposes or of handing over certain functions of the harbour to private enterprise, as was mooted last year.

He added that Table Bay harbour was being maintained as a 24-hour port and harbour staff were not being laid off. "We have a full staff on each shift at each of our two-shift quays, so that we are constantly ready to provide service when it is needed."

The spokesman said there were an estimated 15 000 people in the docks at any one time during the week — 7 000 Railways and Harbour employees, 7 000 private-enterprise employees and 1 000 people who went to the docks daily on business connected with shipping.

Suez crises

He recalled the Suez crises of 1956 and 1967, when at times there were 40 and more ships waiting out in the bay for berths, and added:

"This could happen again at any time and we've got to be prepared for this or any other eventuality that could suddenly put pressure on the port."

Plough back bus profits!

W/E ARGUS 28/8/82 (332)

'PUBLIC UTILITY COMPANY SHOULD RUN SERVICE'

EACH time there is a bus fare increase and/or a call for a bus boycott, many people are caused a great deal of hardship, either because they find it difficult to pay the increased fares or because they walk or thumb lifts during a boycott.

Drivers and passengers are subjected to social pressures and sometimes are injured by broken windows, bricks and worse. It is difficult for those wishing to help to know what to do.

A boycott of the bus company may, in fact, be counter-productive because the losses from empty buses eventually have to be recouped by increased fares.

It is perhaps understandable, however, that the bus company comes in for criticism, since it is seen to be "making profits" and it seems unfair for "profits" to be made out of passengers, hundreds of whom have been compelled to move to out-of-the-way areas because of the Group Areas Act.

By
EULALIE STOTT
Cape Town City Councillor

UNFAIR for profits to be made out of passengers?

One such victim is one of our City Council staff who often has late functions and used to walk to work. Now, from Mitchell's Plain, the cost is R27 a month for the train fare.

Cape Town has been fortunate in having one of the most efficient bus services in the country, and it is also one of the few transport services which does not cost those of our citizens who are not passengers a great deal of money.

In Johannesburg, the city council run the buses and it costs ratepayers about R10-million a year. In Durban, it costs them about R1.5-million a year.

The bus company pays equal pay for equal work. In the 1970s, the salaries received by blacks working for the Nyanga Passenger Transport Company were little more than half of what other drivers received, hence the work-to-rule campaign of that period. The fares on Nyanga Passenger Transport Company buses were, however, less for blacks than for others on other routes. But for some years there has been parity in salaries and the NPT no longer exists.

Dividends

The bus company is in a "no win" situation. The management is constantly subject to community criticism and has only limited control over the cost increases, which seem never-ending, on petrol, spares, new buses, wages and so on.

Is a public utility company perhaps the answer? Such a company is distinguished from other companies by the fact that no individuals make a profit; consequently the company does not pay dividends to shareholders, is exempt from income tax and has directors who are not paid. Garden Cities and the Housing League are two good examples.

If City Tramways was run as a utility company, it would not have to pay tax — R5 983 000 last year. The tax amount could be offset against the cost of paying off a loan to purchase the company.

If one were to convert the company to a public utility company, one would presumably have to borrow the money to buy it and pay high interest rates (around 15 percent) on the loan, unless the Government could provide a short-term, low-interest loan.

The shares at present stand at around R1. There are nearly 18-million shares. The last dividend was 20 cents a share, that is, a 20 percent dividend. The interim dividend this year was five cents a share. The dividend payout for 1981 was R3 560 000.

If the company were a public utility one, this dividend would also have been available to pay towards a loan to buy the company. Consequently, in one year one would have had nearly R10-million towards buying the company.

Conversion

Of course, the shareholders would rightly contend that the value of the shares should be much higher, as the net asset value is R56-million, but nonetheless the shares stand at R1 each. But even at R56m a loan to purchase the company could be repaid within six or seven years.

Incidentally, Section 23 of the Companies Act makes provision for the conversion of an existing company into a public utility company. With the provision initially of a few million rands by the Government, one could convert the present concern to a utility company.

Earlier increases in costs were often due to apartheid on the buses. This has now been removed.

It is ironic that the bus company, which was not responsible for such apartheid, nor for sending coloured people to live in out-of-the-way areas, and which does pay equal pay for equal work, should have been boycotted, while the Government-run Railways was not.

Anyway, boycotts of this nature are blunt instruments, often hurting the "innocent" a good deal more than the "guilty".

Early

To reduce costs on the buses, drivers no longer have conductors to help them and have to work incredibly awkward hours: early in the morning, late at night, Saturdays, Sundays and public holidays. In addition, they are often victims of attacks by thugs.

In short, it is a most unenviable job. Would any of us be better off if the buses ceased to run or if nobody wanted to be a bus driver any more?

In the 1960s I thought the bus company was to blame for increases, but for some years it has seemed to me unfair to make it the scapegoat.

I believe that pressure should be brought to bear for the establishment of a public utility company to run the buses. The Government and concerned citizens should be asked to provide the money.

One snag, of course, would be trying to make such an operation run as efficiently and as cost effectively as it now does. Of course, while the company would no longer be paying out "profits", it would not necessarily mean that fares could be reduced or that it would be such a well-run operation.

Move

All taxpayers help to subsidise the losses on the suburban railway services, so why not all taxpayers to subsidise all transport?

If, perhaps, this seems a ludicrous idea, is it really more unreasonable than expecting people earning under R250 a month, who have lived in Claremont for 30 years, to move to Mitchell's Plain and pay R77 a month for rent plus R27 a month for 1st class train fare?

Is it equitable that people who are able to live in Cape Town and who often earn salaries comparable to or greater than people who live far out at Mitchell's Plain and elsewhere make no direct contribution to transport costs?

Interested persons probably know that a Commission of Inquiry into Bus Passenger Transportation was instigated in September, 1981. It is to inquire into, report on and make recommendations on aspects of bus passenger transportation in South Africa and, among other things:

(1) The subsidisation of bus commuters and whether it is at all necessary and desirable;

(2) Forms of management and policy determination;

(3) Ownership and policy relating to operating objectives;

(4) The desirability of establishing a national bus transportation corporation;

(5) The respective interests of the State, private enterprise and the user of bus services in such a corporation; and

(6) Any other matter which may be assigned to the commission by the Minister of Transport Affairs.

Perhaps a public utility company for the bus service is something they should consider.

Walkout at busfare hearing

(332)

Argus 30/8/82

Staff Reporter

THE sitting of the National Transport Commission to hear an application by City Tramways for increased busfares began in confusion today as a crowd of more than 50 objectors staged a walkout at the board's offices on the Foreshore.

A spokesman for 31 of the objecting organisations, the vice-chairman of the Cape Areas Housing Action Committee (Cahac), Mr M A Y Prins, told the commission he had been instructed to put the objections of the organisations before City Tramways put its case.

PROCEDURE

Commission chairman Mr H C van Zyl said this was not the procedure followed by the commission which would hear the applicant's case first.

"In that event we are not prepared to stay here and put our case," Mr Prins said.

Singing freedom songs, a group of about 50 people led by Mr Prins left the hearing.

VOICE

In a prepared memorandum Mr Prins said the organisations he represented were the authentic voice of the majority of the people living in the greater Cape Town area and carried considerable weight.

"It seems to us that the National Transport Commission, being a body wholly nominated by the Government rather than democratically formed by all South Africans, Africans, coloured people, Indians and whites, can never be able to mediate impartially in a conflict of interests between the transport bosses and the people."

The huge transport costs people were forced to suffer were due largely to the Group Areas Act and the Bantu Urban Areas Act. It seemed logical that the agents of these laws be made to incur the increased transport costs.

"It is our considered view that transport is an essential service necessary for the smooth running of the economy and society and should therefore be provided on a non-profit basis," Mr Prins said.

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Bid for higher fares a last resort — counsel

(332) C. Times 31/8/82

Staff Reporter

THE 11,6 percent tariff increase applied for by City Tramways Ltd was intended to meet only a portion of their increased costs of operating, the National Transport Commission was told at a hearing in Cape Town yesterday.

The special sitting of the commission in the offices of the Local Road Transport Board offices at the Foreshore was called to listen to objections to an application by the bus company to increase fares.

Early last month the company announced its intention to increase bus fares by a maximum of 14 percent and to apply to the Department of Transport for an increase of the State subsidy on clipcards.

The hearing was adjourned for 20 minutes when a boycott of the proceedings was called and over 60 people representing 31 trade unions, youth movements, civic organizations and individuals staged a mass walk-out singing freedom songs as they went.

The Athlone and District Management Committee was the only organization that remained to lodge objections.

Mr S Selikowitz, SC, counsel for City Tramways, said the company was well aware of the important role that its bus service played in the infra-structure of the economic and social life of the residents of the Cape Peninsula.

The company had therefore resorted to an application for an increase in tariffs as a last measure.

He said the cash increase in tariffs amounted to 11,6 percent, a figure which clearly demonstrated the result of the company's efforts to hold these increases to a minimum.

The purpose of the application was to offset a portion of City Tramway's increased expenditure on wages, salaries and other running costs.

The total anticipated increase in salaries and wages for a full year amounted to R3 191 839 and the total anticipated increase in operating costs for a full year amounted to R4 258 312.

Mr Selikowitz submitted that in the calculation of the revenue to be derived from the new tariffs, the company had to allow for some passenger resistance to the increase in fares.

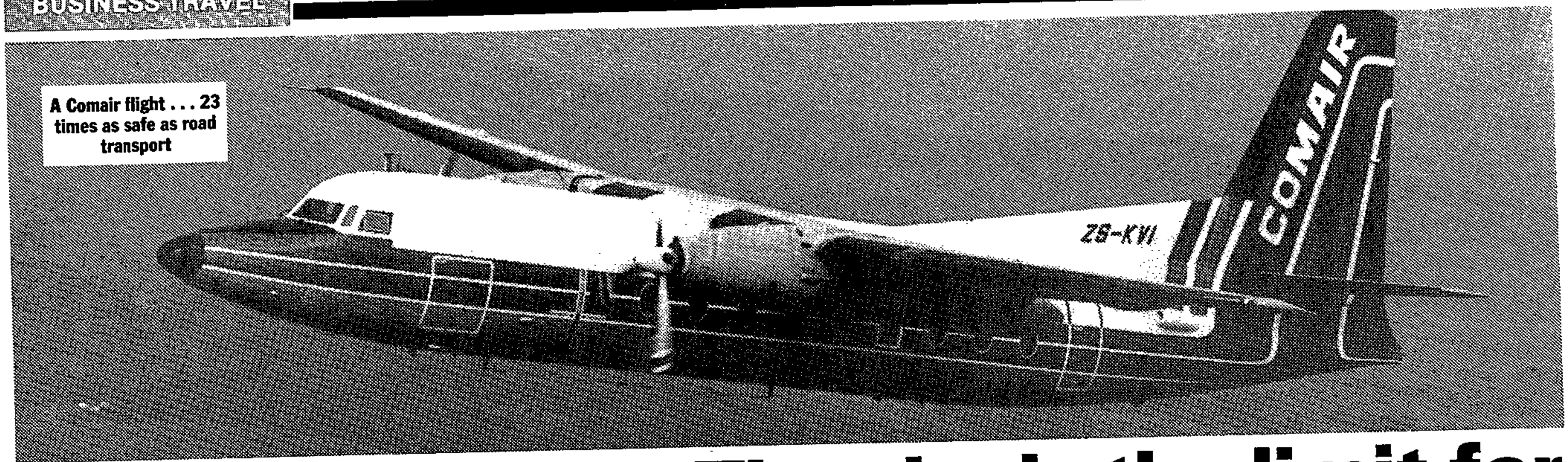
A moderate percentage for passenger resistance was therefore included. This did not exceed five percent on any route.

If the application was granted the company would receive increased revenue amounting to R3 385 554.

"This should be added to the existing profit before tax of R2 165 761, giving a profit before tax, assuming the new fare structure is in operation for a full year, of R5 551 315," he said.

A net profit after tax of R2 510 914 remained once R3 040 401 had been deducted for income tax.

BUSINESS TRAVEL



A Comair flight . . . 23 times as safe as road transport

The sky is the limit for local air service

332 Industrial Week 31/8/82

By Priscilla Whyte

AIR travel is 23 times as safe as road transport claimed Pieter van Hoven, MD of Comair.

Van Hoven believes that air travel is the transport of the future, for in the US 80 % of the top 100 companies operate their own planes.

He said with the scarcity of trained management in SA air travel is the best way to save valuable executive man hours.

Consulting engineers, buyers and suppliers of capital equipment fly regularly on Comair's scheduled flights.

This airline operates charter flights for groups commuting to remote areas of SA.

The fleet ranges from 44 seater turbo-prop F 27s to 27 seater DC 3s.

Safaris

Safari services for tourists, flying training and the supply of Cessna aircraft from a range of 42 models, are other areas of operation.

Aircraft spares are available for the two seater 150 trainer, the Citation executive jet, Hughes helicopters and Gates Learjets.

In 1981 Comair carried 100 000 passengers in Fokker F 27 fully pressurised 44 seaters on main routes and in the 11 seater Cessna Titans on secondary routes.

Comair's route network extends from Johannesburg to the OFS gold fields and to the North Eastern Transvaal, gateway to the Kruger National Park and other major game reserves.

Link services are also operated between the North Eastern Transvaal and Durban.

Richards Bay

The airline operates a number of routes on behalf of SAA between Johannesburg, Richards Bay and Durban.

Comair provides the management, aircrew and maintenance crew for the national Air Botswana airline and employs over 200 airline personnel.

Southern

More Monaco perks

THE principality of Monaco has just launched a "Passport for Monte Carlo".

Designed to make Monaco more approachable to the businessman, the "Passport for Monte Carlo", is given to the individual traveller — not groups — who will reside for two or three nights at any of the world-famous hotels of the Société des Bains de Mer (SBM).

It will entitle the holder to transfer by helicopter from Nice Airport to the Heliport of Monaco and return by regular services of Heli-Air-Monaco.

It also entitles him to free entry to the famous Casino, the Monte Carlo Beach Hotel, non-stop golf at the Mont Agel Golf Course, tennis at the Monte Carlo Country Club and many other facilities.

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Swedish line serving SA has first profit in seven years

2. Post 31/8/82 (332)

By GEORGE YOUNG

SWEDISH TRANSATLANTIC, owners of the two ro-ro liners Elgaren Kolsnaren which are regular visitors to Port Elizabeth and East London, are rejoicing in the first profits for seven years.

After emptying out some of the unprofitable departments, the Swedes say they reflected a surplus last year of R4 million.

Even in the middle of last year the concern was reflecting a loss of more than R1 million.

In spite of the unfriendly political stance of the Swedish Government toward South Africa, the national shipping line concedes the Swedish business did very well in the whole of Southern Africa and accounted for some of the profits of the ships plying the route.

The service between Gothenborg and South Africa carries the highest capital cost of all the sailings by the Swedish concern, including those to Australia and across the Pacific.

The Swedes have now joined with East Asiatic of Copenhagen in a service to the Middle East, but while the outlook appeared initially to look good, the political convulsions could create serious problems in those parts.

Managing director of Swedish Transatlantic is Mr Torkel Carlsson, son of a former chairman, who served some years with the South African office of the company.

Explaining the problems of Swedish shipowners, he says that whereas some critics say that the high Swedish crewing costs do not much matter on grounds that bunkers and capital costs are so much higher, Mr Carlsson says that everybody buys bunkers at the same price.

The same applies to the price of new ships. But crew costs are the only department preventing Swedish ships from competing internationally on equal terms.

For all practical purposes the Swedish flag has within the two largest shipping sectors, tankers and bulk carriers, disappeared from the oceans.

The Elgaren and Kolsnaren, in company with two German-owned French ro-ro liners sharing the service to the Republic, are able to discharage directly at East London and Maputo where the larger container liners cannot venture.

But while imports to South Africa increased by a third in the first nine months last year when exports decreased, the cargo movement in Mozambique was being continually embarassed by rail sabotage.

This affected cargo consigned to Zimbabwe through Beira.

The Swedes, who also connected with Gdynia, reported a sharp cutback in northbound cargo because of the parlous economic state of Poland.

The ro-ro liners next month include calls at Tilbury on the way to South Africa.

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

Subject ECONOMICS II
(to be copied from the heading on the Examination Paper)

Paper No PAPER 2
(to be copied from the heading on the Examination Paper)

Examiners' Initials		

NOTE CAREFULLY

1. Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering.
2. Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
3. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
4. Do not write in the left hand margin.

WARNING

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

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

Made in South Africa TRIO-RAND/S.P.C.T. PSL/UPD 100 000 1978 PD UCT AM7a Vervaardig in Suid-Afrika

ıe Good Hope Centre tonight, already sold out, ıd his entourage jetted into the City yesterday, year-old son Christopher. ● Report, page 2

Picture: Alvin Andrews.

Bus fares: Objectors walk-out

(332) 31/8/82 C. Times

A SITTING of the National Transport Commission to hear objections to an application by City Tramways Ltd to increase bus fares was adjourned for 20 minutes yesterday when more than 60 people left the room singing "freedom songs".

The boycott was called soon after the sitting had started by Mr May Prins, vice-chairman of the Cape Areas Housing Action Committee and spokesman for 31 trade unions, youth movements, civic organizations and individuals that lodged complaints against the fare increase application.

Interrupting Mr S Selikowitz, SC, counsel for City Tramways Ltd, Mr Prins said he had been instructed to submit a memorandum on behalf of the organizations before Tramways put their case.

When the chairman of the commission, Mr H C van Zyl, ruled his request out of order, adding that City Tramways should state their case first, Mr Prins said: "We don't want to reply to them, we don't want to listen to these people. We will go then."

People followed him singing Nkosi Sikelel' Afrika and with fists raised.

The Athlone and District Management Committee was the only organization that remained to lodge objections before the commission.

A spokesman for the committee argued that people from his area who were dependant on public transport would not be able to afford the increases.

In a prepared statement submitted to the commission, Mr Prins said he had been mandated to speak before the commission on behalf of the 31 organizations.

He said the organizations represented the "authentic voice of the majority of the people ... and therefore carries considerable weight".

He submitted that transport be provided by the State on a non-profit basis and that bus fare increases asked for by City Tramways not be granted.

● Bid for higher fares a last resort, page 4

happy alone'

ɔpondent

Chris Barnard and his -ra were yesterday holed reserve's exclusive sable ı — not even for a picture

: quick picture when Pro- target practice, but then -bara stalked over to the ɔw and asked that all re- ·e asked to leave.

. can you please get rid of nager, Mr Danie Erasmus. Mala stated categoricaly ere, then a guest blurted -t she had just seen the

changed.

y can't they be left alone? ate time," one staff mem-

.erd and his former wife the self-contained sable ·dation for 14, a private its own restaurant away

SA vessel held in Maputo

DURBAN. — The Mozambique navy has impounded a Durban line-fishing vessel with 17 crewmen on board.

The Plumstead is the second fishing boat to have been intercepted in Mozambican waters in six months. The first, Hawk, is still in Maputo.

The Plumstead, which was due to have returned here at the weekend, failed to respond to radio calls from her Durban-based owner last week.

When the vessel's owner, Mr Hugo Prigge, reported the Plumstead overdue yesterday, local port authorities said she had been impounded.

Maputo's daily newspaper, Noticias, last week

Shocks in WP team
Report, back page

YOU PAY LESS AT
CLICKS
FREE
CONDITIONER

Bus-fare increase a 'last resort'

ARGUS 31/8/82

332

Staff Reporter

SPIRALLING operating costs of R31,5-million had forced City Tramways to apply for a fares increase "as a last resort".

The company was faced with an increase in unavoidable expenditure of R4,2-million from June 1981 to March this year, Mr S Selikowitz, SC, counsel for City Tramways, told the National Transport Commission in Cape Town yesterday.

The board, under the chairmanship of a Road Transport commissioner, Mr H C van Zyl, sat to hear a Tramways application for an 11,6 per cent fares increase to offset an increase in operating costs of R4,25-million.

WELL AWARE

Tramways said its revenue from July last year to March this year was R29,9-million and its expenditure R26-million. On an annual basis these figures were R41,5-million and R35,1-million respectively, resulting in a pre-tax profit of R6,4-million.

"However, from this amount must be deducted the increase in costs of R4,2-million, which decreases the pre-tax profit to R2,1-million."

The company was well aware of the important role its bus service played in the infrastructure of the economic and social life of the Peninsula.

It was also well aware of the effect increases in fares had on the ordinary man as well as on commerce and industry.

"The cash increase in tariffs amounts to 11,6 percent, which the company considers clearly demonstrates the result of its efforts to hold these increases to a minimum."

The company added that in the calculation of revenue to be derived from the new tariffs it had added about five percent to offset passenger resistance to the new fares.

The increased revenue to the company, if the application was granted, would be R3,3-million, to which had to be added the existing profit of R2,1-million. From this amount tax of R3-million had to be deducted, leaving a net profit after tax of R2,5-million.

Giving reasons for the application, the company said the total expected increase in salaries and wages for a full year was R3,1-million.

Giving evidence before the commission, one of the objectors, Mr Jody Nash, of the Athlone and District Management Committee, said the working man could no longer afford to pay increases and any attempt to increase fares in Cape Town would lead to unrest.

Mr Nash said that according to the City Council's housing income survey, there were 17 453 heads of households in the city's townships earning less than R150 a month.

BURDEN

"These people, who can no longer maintain the burden of increases in the cost of living, certainly cannot afford a bus- fare increase," he said.

Answering questions put by Mr van Zyl, Mr Selikowitz said as unfortunate as the plight was of many of Cape Town's poorer people who received low wages, it was unfair to expect the bus company to bear the burden.

The commission will give its decision on the application at a later date.

Bus queues — sometimes it's a long wait

Human Awareness survey: Putco answers allegations

THE Human Awareness Programme's black urban transport survey (Sunday Times, August 29) contains food for thought and a number of misstatements which have now been given extensive Press coverage.

One of the wilder allegations is that bus companies supply 40 percent of the investment needed to run the service and the Government supplies the rest — including interest on the investment.

Private companies receive no such investment. Putco's employed capital of R150-million comes from shareholders' funds, retained earnings and loans — not from the Government.

If what the allegation is trying to get at is the subsidy system, let us state openly that Putco's subsidy last year was 26 percent of operating revenue.

This is the difference between the economic fare tariff — what the company requires to cover operating costs and make a fair return — and what it is deemed by the Transport Department that the passenger can afford to pay.

To help keep that subsidy to a minimum, our operating costs are required to be kept to a minimum — and they have been found to be so over 30 years of public scrutiny at fare hearings.

It is also untrue that Putco does not provide school bus services. School children pay between five cents and 11 cents a trip which by no means represents an economic fare tariff and Putco itself carries the loss to the extent of nearly R3-million a year. This represents another kind of subsidy about which little is heard.

□ □ □

Like its passengers, Putco would like to see improvements in facilities like bus shelters and toilets. But nowhere that we know of is it the responsibility of a private operator to provide these on the public domain.

The company operates, for instance, 606 trips a day on the Alexandra-Noord Street route, 3 500 between 17 departure points in Soweto and 23 destinations in and around Johannesburg and 2 000 internal Soweto feeder services.

If these are "inadequate" it is because of continually escalating demand and to meet this, 50 new buses a month are being absorbed into the fleet.

If it is true that "some black commuters pay up to 20 percent of their wages daily to bus operators" this is because many are indeed poorly paid in relation, for instance, to our staff.

The longest commuter trip operated by Putco is 140km, for which a weekly ticket covering six two-way trips costs R8,90.

The average earnings of a Soweto worker as published by the Johannesburg Chamber of Commerce, against his personal bus fare costs reckoned on a season ticket average for some of the most heavily used routes, indicate that the proportion of his income spent on transport has been reduced from six percent in 1979 to 4,78 percent in 1982. This is not intended to paint a picture of affluence.

Your report is framed by reference to the disadvantaged economic, social and political position of the black commuter.

It is not for any bus operator of course to satisfy customer demands on this score. — P M ROGERS, Public Relations Executive, Putco, Sandton.

Stevedores company not a monopoly says Organ

532

S. Times 5/9/82

Finance Reporter

SOUTH African Stevedores, the company formed by the recent amalgamation of South African Stevedoring Services Company and Rennie, Grinrod, Cotts Stevedoring is not a monopoly, nor does it plan an immediate price hike, says chairman Neville Organ.

"There are still some licensed stevedoring companies around and some licences around that aren't being used," he said. "We are not seeking a privileged position.

"There is also nothing to stop anyone from applying to Sats for a stevedoring licence, if they can prove that they can meet Sats' standards."

Replying to a fear expressed by some importers and exporters that the merger would lead to an immediate price hike, Organ said, "quite the contrary".

"With the putting together of the two companies, we will be able to contain costs better than we could when we operated independently.

"Price increases are normally negotiated at the end of the year. I cannot say now what they will be."

More use public transport

7/9/82

Mail Reporter

MORE than 170-million passengers used South African transport undertakings in the private and public sectors each month in the first half of this year, according to figures released by the Central Statistical Services in Pretoria yesterday.

Other figures showed that the monthly average for the same period last year was about 165-million and about 162-million in 1980.

Nearly 70-million black passengers were transported each month by private undertakings during 1978, while the figure for the first six months of 1982 was almost 90-million.

South African Transport Services, the biggest single transporter of Blacks in the public sector, transported more than 50-million third class passengers in each of the the first six months of this year.

The number of passengers who made use of municipal transport services throughout South Africa also showed a steady increase. The figure rose from about 19-million a month in 1978 to about 21-million during the first six months of 1982.

4. AFFILIATIONS TO INDUSTRIAL FEDERATIONS CONTINUED:

	Federation of Salaried Staff Associations of South Africa
	Pulp and Paper Industry's Joint Committee
	Rand Water Board Unions Joint Committee
	South African Council of Mining Unions
	South African Federation of Leather Trade Unions
	South African Council of Transport Workers
	South African Federation of Chemical and Allied Workers Union

5. In the light of the 1979 amendments to the Industrial Conciliation Act, could you please indicate if your union has made any application for extensions in scope. If so,

a) where.....

b) to whom .....

c) for what additional .....

d) has this been granted .....

e) if so, when.....

Sowetan 8/9/82

Workers stone buses

HUNDREDS of commuters in the Odi district of Bophuthatswana, employed in the Pretoria area, were left stranded when the local bus company celebrated a homeland's "public holiday" on Monday.

This resulted in buses being stoned and windows of 14 buses smashed. A spokesman for the bus company, Mr J A Segman, could not estimate the damage but confirmed that 14 buses had been stoned on Monday at a Kilpeat bus rank where commuters rioted after having been delayed for work.

Mr Segman explained that Monday was a family day holiday in Bophuthatswana and his company's bus despatchers did not see the need of providing the normal daily transport after they had concluded that few people would be going to work.

'Putco bus tickets forged'

332

Star 8/9/82

By Michael Tissong

A former Putco employee, Mr David Mawasha, appeared before a Johannesburg Regional Court magistrate yesterday on a charge of fraud involving more than R24 400 in forged bus tickets.

A Putco employee, Mr Paul Nucci, said he and six other men had caught Mr Mawasha at 4.30 am on May 8 attempting to leave Putco premises with three packets of forged tickets in his car.

Mr Mawasha, a former ticket printer who had worked at Putco since September 1980, was charged with fraud committed between April 30 and May 8 this year at the Wendywood Putco offices. The alternative charges are forgery and uttering.

Mr Mawasha (33), of Pimville, Soweto, pleaded not guilty.

Mr Nucci said the head of the computer department was called ir in April "to modify the computer programme so we would be able to identify whether and to what extent addditional tickets were being printed.

"On the evening of Friday, April 30, Mr Mawasha printed tickets for the following week. He completed printing early on Saturday, May 1. When he had left, at about five o'clock, five of us moved in to do a check," Mr Nucci said.

"We found 2 290 tickets uncut. There was clear evidence that 16 or 17 additional runs had been made.

"I left the tickets in the cutting room. At about 4.30 on Monday afternoon I went to the room to fetch the tickets but they were missing. Jacob Segopa had used the room that day.

On Saturday May 8 Mr Nucci and six others caught Mr Mawasha as he was leaving the premises.

"The boot of his car was opened and three packets of duplicated tickets were found. Mr Mawasha said "you have caught me," Mr N Rucci said.

"We went to the locker room and Mr Mawasha opened a locker belonging to Jacob Segopa. Two boxes of tickets were found there."

The case continues.

Perskor delays case

The case in which the giant Perskor Group had started contempt of court proceedings against a rival newspaper Beeld, and its publishers Nasionale Pers, was postponed in the Rand Supreme Court today to March 16 next year.

The postponement was requested by agreement from both parties pending the outcome of a criminal trial to start in November in which Perskor and four employees are accused of falsifying circulation figures.

Mr Justice Nestadt also extended a rule nisi restraining Beeld, its editor Mr Ton Vosloo and the publishers from printing any material on the pending fraud trial against Perskor which might contravene the sub judice law.

332

Stevedoring fees: no rise

Sometime 9/9/82

EAST LONDON — Stevedoring tariff at the harbour here had not been increased, the branch manager of South African Stevedoring, Mr A. Aylott, said yesterday.

Mr Aylott said that unlike Durban harbour where stevedores' wages had been increased, no wage increases were foreseen for East London until the end of the year.

"We have wage agreements which run to the end of the year and unless anything unexpected happens I don't foresee any increases until January," he said. — DDR

(Durban wages have been increased)

SHIPPING (332)

Tariff squabble

FM 10/9/82

Freight Services (FS) has pulled out of the SA Shipping and Forwarding Agents Association (Sasafaa) tariff agreement which has been in existence for 60 years. Inevitably the move is causing concern.

The FS move could result in its expulsion and weaken the organisation which was set up in 1921 to rationalise tariff rates, provide services to members and act as an industry mouthpiece.

FS executive director Richard Wilkinson says his firm devised its own tariff because it believes the Sasafaa tariff is "inequitable in the market place" and contrary to Ladofca, the Act which governs finance charges.

He says FS has been dissastified with the Sasafaa tariff for some time and has brought up the issue with members on a number of occasions. The final decision to go it alone, however, was taken when FS received advice that the Sasafaa tariff was probably illegal.

FS, the largest Sasafaa member, takes the view that shippers and forwarders are also moneylenders and, therefore, have to separate the interest rates they charge for the money they disburse for clients from the cost of their other services. The Sasafaa tariff includes all costs under a single tariff. This, says Wilkinson, constitutes a violation of Ladofca.

Sasafaa predictably denies it. Sasafaa president Gordon Canning says the association determined in 1977 that the tariff was not a violation of Ladofca and this was again confirmed after FS pulled out.

Both sides say they have yet to see the other's legal opinion. But Canning wonders why, if the Sasafaa tariff is illegal, FS did not immediately change its air freight and export rates as well as its sea import rates.

He says FS's decision came as a complete surprise to Sasafaa. The association held its AGM in June when some aspects of the tariff were changed. He says FS could have raised the issue then.

He also takes exception to the FS claim that its tariff is more responsive to the marketplace. His concern is that it will bring uncertainty to an industry which is already very complex.

"Under the FS tariff, finance charges will be raised from the date of the first disbursement until final payment," says Canning. "This means finance charges could range from 30-60 days on a 30-day payment basis as against the fixed payment charge in the Sasafaa tariff. Not all payments to third parties such as customs take place on the same day and this will further complicate things. We are in the business of clearing and forwarding and the financial outlay is part of that service. We are not moneylenders."

But Wilkinson argues that given FS's size — it handles about 25% of the import and export traffic in SA — and the use of modern equipment, the company can streamline its operations to the benefit of everyone. The FS finance charges of 1% above the prime overdraft rate are directly related to the number of days credit given to customers in the same way as interest is raised by the banks.

"Our new tariff has had a very favourable reception in the market place," says Wilkinson. "The most important thing is that we have 2 500-3 000 clients and not one has rejected it."

Canning also claims that since FS is part of Anglo American and Safmarine it has many captive clients who cannot change agents. This Wilkinson strongly denies maintaining that FS's total business is conducted on an "arms-length commercial basis."

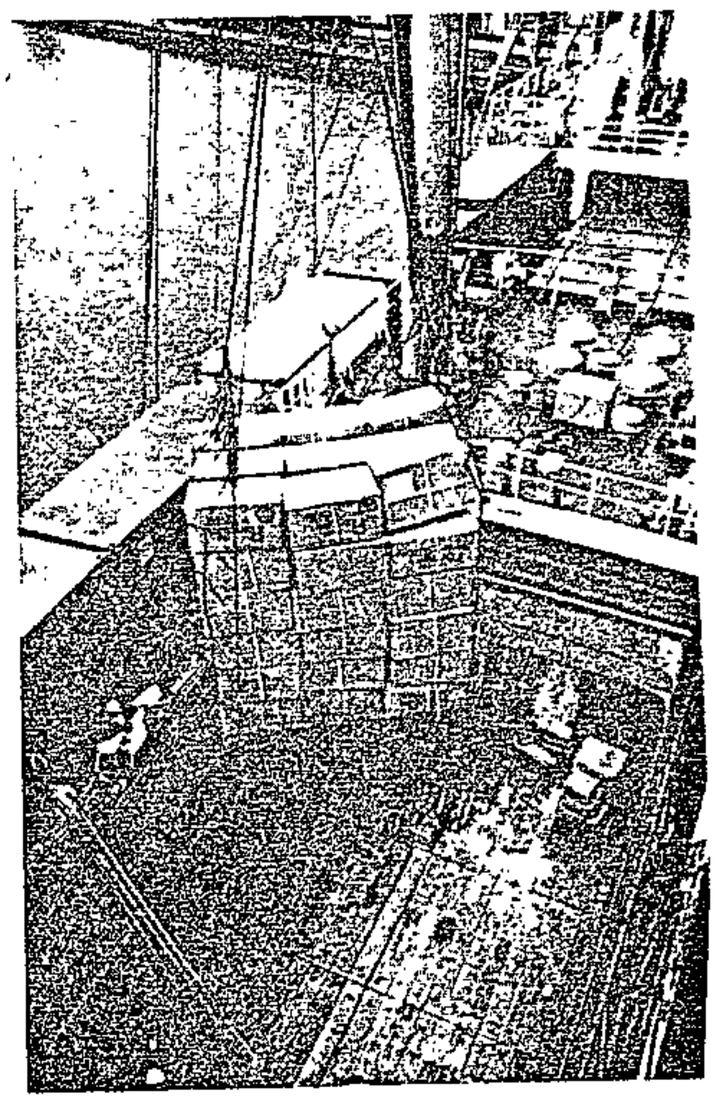
Wilkinson and Canning agree on the importance of Sasafaa as an industry representative. Both say it would be unfortunate if FS, a founder member which has always been very active in the association, was expelled. But neither side appears to be willing to back down.

"If the Sasafaa tariff is shown to be legal we will reconsider our position," says Wilkinson. "But that does not mean we will reverse it."

He adds that FS will resist any expulsion attempt and believes that without FS Sasafaa might find itself representing a minority of agents. Other firms might then also decide to leave.

Canning, however, dismisses the possibility that Sasafaa might collapse if FS is expelled.

"We have survived 60 years and there is no doubt we will continue to exist."



Freight trade ... heading for a storm

10/9/85 (332) Sowetan

Taxi fare hikes will be controlled

TAXI traders operating in and around Pretoria may in future not raise their fares without the official approval of the local Transportation Board.

This was revealed yesterday by Mr Count Moerane, an official of the Pretoria and District Black Taxi Owners Association and chairman of the Atteridgeville-/Saulsville Taxi Owners Association.

Mr Moerane said this was an old regulation which was not enforced but had to be revoked recently after a feud among taxi owners in Atteridgeville over whether they should increase their fares or not.

A spokesman for the Pretoria Transportation Board however, denied knowledge of this and said he did not know where Mr Moerane got this information. The enforcement of such a regulation would mean that taxi commuters and other community bodies would be given an opportunity to object to applications for fare increases when brought before the board for approval.

Dock charges not up yet

332 Mercury 10/9/87

Shipping Reporter

SOUTH African Stevedores' managing director Derek Macey said yesterday that stevedoring charges in Durban had not been increased.

Mr Macey was referring to a report in The Natal Mercury on Wednesday which said that stevedoring charges had been increased by 20 percent from September 1.

He said the company had not yet finalised wage negotiations with stevedoring employees and representatives of the General Workers' Union. Talks had been continuing for more than a month.

Mr Macey said it was impossible to say at this stage when, or by how much, stevedoring charges would go up as a result of the negotiations.

It was the company's intention 'to invoke the escalation clauses contained in existing contracts to recover part of the possible wage increases when these negotiations had been concluded'.

Lewis questions 'implied threat'

332

E. Post 10/9/82

Post Reporter

THE secretary of the General Workers' Union, Mr David Lewis, said today it would be intriguing to find out what the private sector thought about the implied threat made by the Minister of Transport against stevedoring companies in the docks.

He was responding to a statement yesterday by Mr Hendrik Schoeman, Minister of Transport, setting out the Government's standpoint on the recent dockworkers unrest.

Mr Schoeman — referring to threats of sympathy strike action by stevedores — said he hoped unrest would not take place and called upon the parties concerned to take note that the parties performed their business in the harbours under licence.

Mr Lewis today referred to the "spectacle" of the State seeking the co-operation of the public sector on the one hand while publicly making arrogant threats against them when they did not conform in the terms laid down by a single department.

"Is the Minister saying that co-operation with the private sector will only be on Government terms".

Yesterday executives of SA Stevedoring Ltd held meetings in Pretoria with Department of Manpower.

its credibility. — DDR cit. — DDR

D. Dispatch 11/9/82

SATS not a monopoly, congress told

EAST LONDON — While the South African Transport Services fell in the broad category of the public sector, it was run as a state business which produced its own income, an assistant general manager of the SATS, Mr D. Irving, said at the Southern African Communication Association Congress here.

Mr Irving was speaking on the decision-making process in decentralised organisations.

He said it was wrong to assume the SATS was run on public funds.

Although the profit motive was not apparent, the act of balancing income against expenditure was important.

He denied the SATS was a monopoly. Of all commodities transported in South Africa the SATS carried less than 45 per cent of total tonnage.

One of the problems it faced as a national carrier, operating in the best interests of the country, was that there had to be cross subsidisation of some services by more profitable ones.

Surplus from harbour and pipelines was used to subsidise passenger services, which were running at a huge loss Mr Irving said.

On the utilisation of television in underdeveloped areas of Southern Africa, in effect TV2 and TV3, Dr Stephen Finn, of Unisa, said television as a medium for effective communication was not being put to optimum use.

He said both TV2 and TV3 could be "from the people for the people by the people" but at this stage it did not appear to be for the long-term benefit of the people.

The problem with programmes at present was that they were all geared towards entertainment .

He felt educational, health and agricultural spheres should receive attention.—DDR.

OUND by Audrey d' Angelo

Help for small business

MANY small businessmen, struggling to keep going in the economic downturn, may be unaware how much help is available to them

Mr Hennie Boshoff senior consultant at the unit for entrepreneurship and small business management at Stellenbosch University, tells me they can obtain bank loans for up to R25 000 with the help of the Small Business Development Corporation which will guarantee up to R20 000.

A variety of services, including a book-keeping service, can be arranged and advice is available from the universities of Stellenbosch, Cape Town and the University of the Western Cape.

Details of all this will be given by Mr Boshoff at a seminar in the Cape Town Civic Centre on Thursday morning, with advice from other speakers.

'Subsidise workers' city retailer

352

ARGUS 14/9/87

A CAPE TOWN retailer believes all employers should give a bread and transport subsidy to weekly paid workers

Mr Ivor Garb said he had been doing this for about a year and thought it the duty of all employers in times of high inflation.

"I think the suggestion of Mr Raymond Ackerman, that there should be a bread subsidy fund, is a very good one, but we cannot leave it all to the supermarkets," he said.

RESPONSIBILITY

"I think the entire private sector has a responsibility to help. The situation is getting serious."

He suggested figures could be published every six months or so, advising employers how many extra cents they should give workers to help meet rising costs for bread and transport.

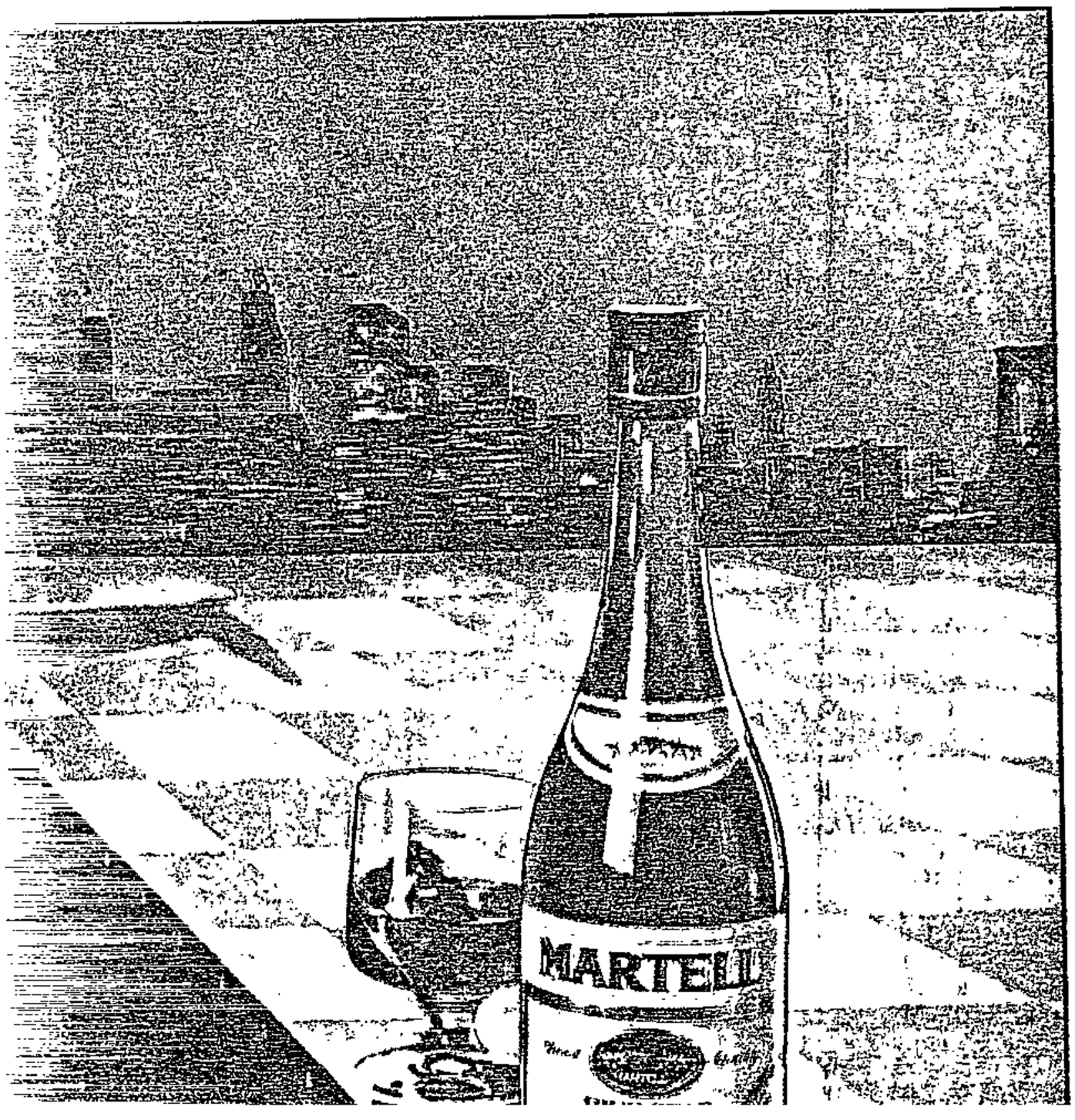
Mr Garb also criticised employers who paid the minimum wage in inflationary times. He said he now started labourers at R55 a week, but he knew of a firm that was paying R38 to a man who had been with it for many years.

SUPERMARKETS

Incidentally, three of the four main supermarket chains have been subsidising bread by selling it below cost since GST was raised to 5c earlier this year.

Grand Bazaars, Pick 'n Pay and OK Bazaars sell bread at less than they pay for it, and Checkers sells it at cost.

The biggest subsidy is by Grand Bazaars, which has the cheapest bread.



fer, which will be completed by next Monday, will be that the fishermen will meet before the season to appoint their own board of directors.

What the ownership means to the 186 fishermen is that now for the first time they have the established corporate protection of their own company.

SCATTERED

Although owning the company will for the moment not result in financial gain for the fishermen, it is expected that each year they will receive a comfortable return on their "investment", he said.

The seasonal fishermen are scattered along the West Coast between Witsands in the south and Lamberts Bay in the north.

Ex-traffic official denies R45 'gift'

A FORMER Gallows Hill traffic official denied in the Cape Town Regional Court yesterday that he received money from a taxi driver in return for a taxi licence.

Mr Stanley George Marshall, 35, of Vrijzee, and a Lotus River taxi driver, Mr Solomon Jassiem, 31, are facing charges of corruption.

The State alleges that Mr Marshall, while employed by the municipality of Cape Town, received R45 as a gift from Mr Jassiem in return for a taxi licence issued to Mr Mogamat Sadien.

Mr Jassiem is alleged to have handed over the money to Mr Marshall to obtain a licence for Mr Sadien.

The men originally faced two charges of corruption, but one was withdrawn. They both pleaded not guilty.

DROVE AROUND

Mr Marshall told the court he at no time received money from Mr Jassiem or Mr Sadien and did not know either man.

Mr Jassiem said he received R45 from Mr Sadien for driving him around for three days. They drove to various places.

R3,5-m bus depot to be opened

PUTCO's new R3,5-million Soweto depot will be opened at Baragwanath tomorrow as part of the company's current property-extension programme, estimated at R23-million overall.

The new depot, under Soweto divisional manager Mr Wikus Venter, covers more than five hectares and caters for 340 buses, nearly 2 000 internal Soweto trips daily and 1 350 to and from Westgate, Sandton, Bree Street, Noord Street and Doornfontein.

Season tickets will be more easily available to local residents through four kiosk windows.

The tarred yard and new giant automatic washing machine should provide a cleaner service, as about 80 of the division's buses were previously parked at Nancefield.

The opening of the Soweto depot follows that of Prospecton in Durban last year and Dobsonville in June this year. The giant Selby workshop complex will be opened in November by the Minister of Transport, Mr Hendrik Schoeman.

WARTS
A PROBLEM?
GET RID OF THEM
FAST WITH
BEEVWELL

R10-m facelift for the cooling sheds

CAPE TOWN harbour's pre-cooling sheds — a giant complex through which the bulk of export shipments of fruit move before being loaded into ships — are nearing the end of a R10-million facelift and are expected to be ready for use again early next month.

The 32 chambers of the plant, which covers quay space alongside three berths in the Duncan Dock and is claimed to be the largest single-roof building of its kind in the world, have been demolished and replaced by 20 which provide 32 000 cubic metres of pre-cooling space.

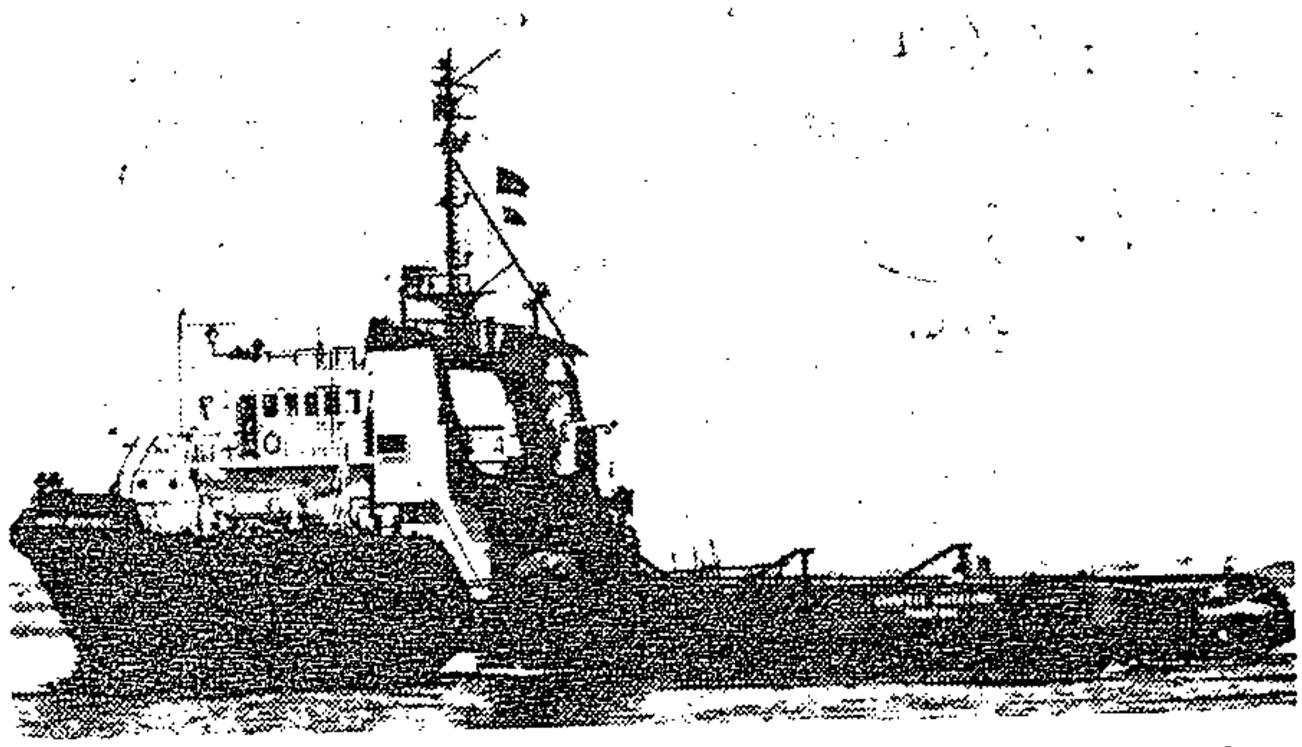
Modifications have also included replacing the old fan-operated pressure cooling system with a more modern and efficient forced-air cooling installation.

SAVING

Harbour records show that pre-cooling facilities were first provided at C Berth in 1937.

The complex was expanded until it eventually served ships at A, B, C, D and E berths, but was extensively damaged by fire in 1958.

Officials of the Deciduous Fruit Board, which controls the pre-cooling complex, said the rationalisation of the plant would in the long run save the country's fruit exporters millions of rands.



LAND and Marine salvage tug Causeway Adventurer has been whiling away its time in Cape Town harbour since playing a major role in the Antonios G-Toril Knudsen operation in False Bay last month. The 290 588-ton Liberian tanker Antonios G transhipped its carrgo to the Toril Knudsen after having a gaping hole smashed in its bow while coming down the east coast. The 20 m by 6 m hole is believed to have been caused by a freak wave. Owners of the tug say things are rather quiet at the moment.

Big drop in orange trade for city harbour

ARGUS 15/9/82 332

LESS than 10 percent of South Africa's annual export orange shipments, which earn the country more than R300-million in foreign exchange, will be shipped through Cape Town harbour from the end of the current season.

This was announced today by the assistant general manager of the Citrus Exchange, Mr Arend Venter, who said that export tonnages for shipment through Cape Town were to be drastically reduced because of the cost of getting the fruit to the coast.

"The bulk of export-grade fruit is grown in the Transvaal and the high railage costs have forced us to concentrate our shipping operations through Durban and Maputo," he said.

Mr Venter said that from next year the only export shipments to be moved through Cape Town would be fruit grown in the Citrusdal area.

"You can bank on about 2,5-million cartons of fruit being moved through Cape Town as from next season," he said.

According to official figures, the Citrus Exchange has been cutting down on Cape Town shipments for the past few years.

STATISTICS

Port statistics show that just over 11-million cartons of citrus were shipped through the harbour in 1975, 7,4-million in 1980 and just on 2,5-million this year.

Mr Venter said Eastern Cape fruit would continue to be shipped through Port Elizabeth and East London.

Citrus Exchange figures show that South Africa's total exports for the current season will be about 28-million cartons.

This quantity of fruit nets R300-million on overseas markets, but is worth only about R180-million to South African farmers. Transport costs account for the remaining R120-million.

The last of the current export shipments are expected to be loaded aboard ships in Cape Town harbour in three to four weeks' time.

Maiden voyage

THE latest addit the fleet of vessels ating the Safari S between South A and the Far Ea Nedlloyd's 32 000-t tainer ship Nedll lombo — is due to Japan on its maid age in three to weeks' time.

Nedlloyd offici the sleek carri scheduled to arr Cape Town on its visit on November

The Nedlloyd C which was only launched at the yard in Japan, is of a series of four designed for the Africa-Far East

The ship, which service speed of 20 knots and can 1 700 TEUs, is identical to Safa SA Vaal and the nese-owned Osak and Hayakawa

The four contai sels will provide lar fortnightly either direction will be supported eral conventional bulk freighters.

Hemingw brother d

MIAMI. — Ern ingway's younger Leicester, 67, also thor and avid fisherman, co suicide by shoo self in the head at ami Beach home.

Ernest was 62 killed himself shotgun in 1961. ther Clarence mitted suicide. Reuter.

City bus fares go up 11,6 pc from Tuesday

ARGUS 15/9/82 (332)

Staff Reporter

AN INCREASE in Cape Town bus fares ranging from an average of 11,6 percent to a maximum of 14,3 percent comes into force on Tuesday.

City Tramways was notified today that the National Transport Commission had granted its application for an increase made at a hearing last month.

The fare increases are expected to be a crushing blow to commuters living close to the breadline in distant suburbs like Mitchell's Plain.

Tramways has already built in a five percent contingency increase to make up any revenue loss because of expected passenger resistance to the new fares.

Cash fares as well as the price of 10 c-ride clipcards are affected by the increase.

Exempted are certain subsidised 10 c clipcards. The price of most clipcards will rise by between 1 c and 3 c. Scholar clipcards will rise by 1 c a journey.

City Tramways has pointed out that existing clipcards will remain valid in spite of the increase in fares.

The NTC hearing in Cape Town last month began in confusion as a group of more than 50 objectors led by Mr May Prins, vice-chairman of the Cape Areas Housing Action Committee (Cahac), refused to comply with the commission's rules of order and walked out.

The 40 organisations represented based their objections on the fact that commuters had been forced by the Group Areas Act to live long distances from their places of employment and had to spend a large proportion of their income on transport.

They believed that as Tramways appeared to be making excellent profits.

Fares 'a blow to starving people

(1332)

ARGUS 16/9/82

CAPE Town community organisations have condemned the bus fare increases as a further severe blow to people fighting starvation.

The increases, effective from next Tuesday, range from 11 to 15 percent.

They were granted yesterday to City Tramways by the National Transport Commission — amid strong opposition from about 50 community organisations.

A spokesman for the Women's Front, a body which fights for the rights of South African women, said the increases would adversely affect people already being starved to death by high prices.

FORCED

"People are forced to pay up to 20 percent of their incomes in bus fares," he said.

"These increases will push people further below the poverty datum line as they follow a recent series of increases. These include staple foodstuffs, especially bread, and the increase in GST.

"We demand that these bus services be run by the Government on a non-profit basis."

The Cape Areas Housing Action Committee (Cahac), which represents about 40 Western Cape civic associations, said in a statement it rejected the NTC decision.

"Bodies nominated by the Government make decisions that benefit only the Government."

Questioning the motives of the NTC, Cahac asked: "Does the NTC decide whether the people can afford the increases?

"Only a few days ago we had to start facing increases in GST and the bread price. And now the NTC increases bus fares. Clearly we cannot afford this.

STRUGGLING

"If the people want a better standard of living, they cannot rely on them (the nominated bodies). We have to change these decisions by our united action."

The Right Rev Patrick Matolengwe, Anglican Bishop Suffragan of Cape Town, said the price rise would hurt the poorer sections of the Peninsula community in particular. These people were already struggling to make ends meet.

Residents of the Peninsula's black townships were almost totally reliant on bus services to and from their places of employment.

He appealed to all employers to compensate their workers for the increased bus fares.

) ethnic ovt plan

CAPE TIMES 16/9/82

KOOS COETZEE

HOEK. — The DTA not be part of an government on the of the plan pro- to him in Pretoria gust and it would se such a govern- the chairman of the ster's Council, Mr Mudge, said at a s conference here ight.

Mudge said he had mentary proof of the which the five anti- ethnic leaders had d to before his arri- n Pretoria.

would not release documents, he said.

cording to the plan, Minister's Council ld consist of the ers of the different ic authorities and e members not repre- ative of the popula- groups would be pped.

am not a traitor. If colleagues have to go, ll not stay behind," he

r Mudge said he did know whether the Ad- istrator-General, Mr gh, agreed to the plan which the the Labour ty leader, Mr Barnie nes, played a promi- nt role.

t was, however, signifi- t that discussions with -DTA leaders after- rds were conducted on basis of this plan and that only pro-DTA leaders with majority support were consulted.

Mr Mudge said although he discussed the involvement of all political parties with Mr Hough earlier this year, he heard about the ethnic plan for the first time in Pretoria this year.

Mr Mudge said he felt that the government would not pursue this plan. He said the DTA did not know what the Prime Minister meant with "more effective government" in SWA as the Minister's Council had done an excellent job.

The council, however, had to sign financial guarantees for three anti-DTA ethnic authorities.

As far as representativeness was concerned, the DTA had offered more seats to other parties in the National Assembly than the Minister's Council.

He was shocked at being called "politically insane" and "powerdrunk".

Asked who used these terms, Mr Mudge said Mr Pik Botha allegedly used them at a meeting.

BUSINESS BRIEF

Gold (close) ..	$441,00
FT index (close)	576,20
RDM 100	619,20

SHOCK,

anger at bus fare increase

CAPE TIMES 16/9/82

332

By TONY WEAVER

COMMUNITY, trade union and church leaders have reacted with shock and anger to the announcement by City Tramways that bus fares in the Western Cape will increase by an average of 11,6 percent next Tuesday.

Reaction included warnings that political and industrial peace could be affected and the government "should not be surprised" if there was mass political action.

City Tramways said the National Transport Commission (NTC) had approved its application for an average increase of 11,6 percent with a maximum increase of 14,3 percent.

Together with the massive increase in the bread price and the two recent rises in GST, the bus fare increase is expected to severely affect black families on the Cape Flats, where many breadwinners are already on "short time" or have been laid off because of the recession.

The Cape Areas Housing Action Committee (Cahac) said the NTC was a "wholly government-appointed body and cannot therefore mediate impartially".

Its decision to grant the increase "proves that government-nominated bodies only take decisions that benefit the government and the bosses".

In a reference to the biggest bus boycott in South Africa, Cahac said the people could not place their trust in bodies like the NTC and could be forced to resort to "united action, like the action of the people of Alexandria in 1957".

An official for the General Workers' Union (GWU) "deplored" the increase, saying it was "very shortsighted and will not aid the maintenance of industrial and political peace".

'Disgusted'

According to the United Womens' Organization (UWO) the increase was "yet another attack on the oppressed people of South Africa".

"The NTC has once again chosen to support the monopolistic City Tramways against the people and their organizations in Cape Town."

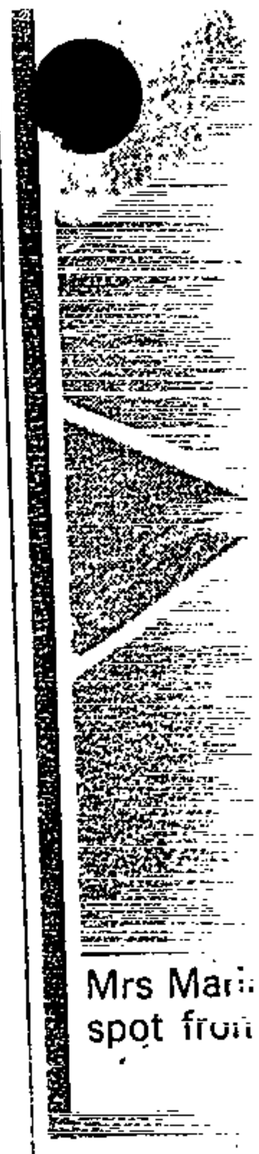
The UWO was "disgusted that the increase has a built-in five percent contingency to make up any revenue lost because of expected passenger resistance to the new scales".

"This exposes the NTC as sympathetic to the bus owners."

Cahac, the GWU and the UWO were prominent signatories of objections lodged with the NTC against the increase when it was first proposed.

The president of the

A



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...in extraordinary offer...

100's of famous brand 3-piece suits

Tailored from fine quality chalk stripe trevira/wool fabrics in greys, from light to charcoal to black, navy and brown. Sizes 34 to 50 regular, long, short and portly fittings as well. We have the suits, you have the savings!

Woman killed in Plumstead

Staff Reporter

THE body of a middle-aged woman was found by police on a vacant lot, less than 100 metres from the Three Arts Theatre in Plumstead last night

The body was found by police who searched the area after receiving information just before 11pm.

The woman, bleeding from headwounds, was wearing a jersey which had been pulled up to her neck.

Police believe that she was killed about 9.45pm and that she had been drinking in a hotel less than a kilometre from the scene.

Police have arrested an 18-year-old man in connection with the incident and he is expected to appear in court tomorrow.

The investigation is being headed by Detective Sergeant L Ferreira of the Diep River police.

Icy Peninsula wind continues

Staff Reporter

THE strong, icy wind that has buffeted the Peninsula since Monday is expected to continue today but the rainy spell that hit Cape Town last Friday seems to have lifted.

south easter gusted up to 45 knots in the City, playing havoc with pedestrians, many of whom gathered in sheltered doorways or held on to fluttering skirts and flying hats.

● Weather chart and re-

CAPE TIMES 16/9/82 (332)

First bread, now bus fares

Staff Reporter

REGULAR bus commuters yesterday expressed shock, dismay and resignation when told that an 11,6 percent increase in busfares will come into effect on Tuesday.

Mr William Walburgh, a painter from Wingfield who has travelled between his home and the City by bus for the past 10 years, described the increase as "a disgrace".

"I don't earn much money and I certainly can't afford to spend more and more on bus trips — there are more important things to be bought," he said.

A Langa man, Mr Johnny Baai, who travels by bus to work in the City during the week, was not surprised to hear of the increase. "Everything is going up nowadays — except my salary. But what can I do — I can't walk to Langa," he said.

A City cleaner, Mr S "Number Two" Snamtu, who catches a bus to his workplace in Woodstock every day, said he did not think the increase was justified, "but if they say it is necessary, it must be".

Mr Aubrey Plaatjies, a clerk who travels to the City by bus from his home in Mitchells Plain, said the increase was "shocking". "I already spend a large part of my salary on transport costs — now I must pay more — it's ridiculous," he said.

Mrs Martha Hansen, a Parow housewife who travels by bus "regularly", said she was "used to hearing of increases".

"First it was the bread price and now it's the bus price — so what's new," she said.

A ★★★★ From page 1

World Alliance of Reformed Churches, Dr Allan Boesak, said that seen in the light of the bread price rise, the fares increase represented a "shocking and callous disregard for those people in our society who can least afford it".

Bus fare campaigner and community worker Mr Rommel Roberts said the approval of the increase by the NTC was "a display of incredible arrogance by the government" who "must take full responsibilty for any consequences".

Examples of increases in 10-ride clipcard prices are: The Mowbray/Hanover Park, Mowbray/Nyanga and Mowbray/Manenberg routes will increase from R2,40 to R2,50; the Elsie's River/Netreg, Cape Town/Claremont, Cape Town/Bakoven and Cape Town/Sea Point routes will increase from R2,70 to R2,80; Cape Town/Bellville will increase from R3,70 to R4; and Belhar/Tygerberg Hospital will increase from R3,80 to R4.

CAPE TIMES 17/9/82

'Increase salaries to meet bus fares'

332

Staff Reporter

IT WOULD be better for employers to increase salaries to meet the latest increase in bus fares than for them to pay a higher clipcard subsidy, the president of the Chamber of Commerce, Mr Harold Groom, said yesterday.

Commenting on Wednesday's announcement by City Tramways that the cash price of bus fares would increase by an average of 11,6 percent and a maximum of 14,3 percent, he said he believed "employers will take this and other recent price rises into account when reviewing salaries".

At present, employers in the Western Cape pay a weekly levy of 20c for each coloured and Indian employee, and a monthly levy of R1 for each African employee.

'Bureaucratic'

This goes into a fund for the subsidization of the clipcard system.

Mr Groom said it would be better to increase salaries than to increase the levies paid because administering the present levy was a "cumbersome, bureaucratic procedure".

City Tramways have pointed out that fares for certain, unspecified 10-ride clipcards would remain unchanged, while increases in general ranged from one to three cents a journey, excluding highway and long distance trips.

The price of 10-ride scholar clipcards would increase by one cent a journey. The increases come into effect on Tuesday, although clipcards bought at old prices will remain valid after that date.

City Tramways' previous cash fare increase came into effect in March this year, when fares rose by an average five percent to meet the increased petrol price.

Mr Groom said it was "very unfortunate that the people who are suffering the major impact of the increase are those who for reasons other than choice are living so far from the centre of town".

AFRICA TRADE

Hell-run aids Malawi

A fleet of about 50 SA heavy duty trucks is plying the hell-run across central Africa in a bid to keep open Malawi's vital trade links with the outside world

The 3 000km haul touches four countries (see map) and, because Zimbabwean roads are now closed to transit traffic, use has to be made of the Zambesi River pontoon at "freedom alley" upstream of Victoria Falls. This narrow link between Botswana and Zambia which is metres away from Namibian and Zimbabwean territory was used by SA refugees before Zimbabwe independence

The long and costly road journeys have become necessary because the Mozambique Resistance Movement (MRM) has severed much of the traditional trade route through Zimbabwe to the ports of Nacala Beira and Maputo.

Mozambique Railways is now working at barely 30% capacity. And, according to some reports, condition of the track is so bad in some places that train speeds are limited to about 10 km/h. Poor port facilities generally and a shortage of wagons and locomotives are also taking their toll.

To make matters even worse the main road from the Mozambique coast to Zimbabwe has been virtually closed since the MRM has threatened death to any truck driver who uses it

Trade of most central African countries is affected to some extent, but worst hit is Malawi, which could lose its overseas markets for tea and tobacco.

Overall, at least 60% of Malawi exports are now going through SA. And much of the freight is being carried in the SA trucks which each carry 25 t of cargo per trip or about 5 000 t month collectively.

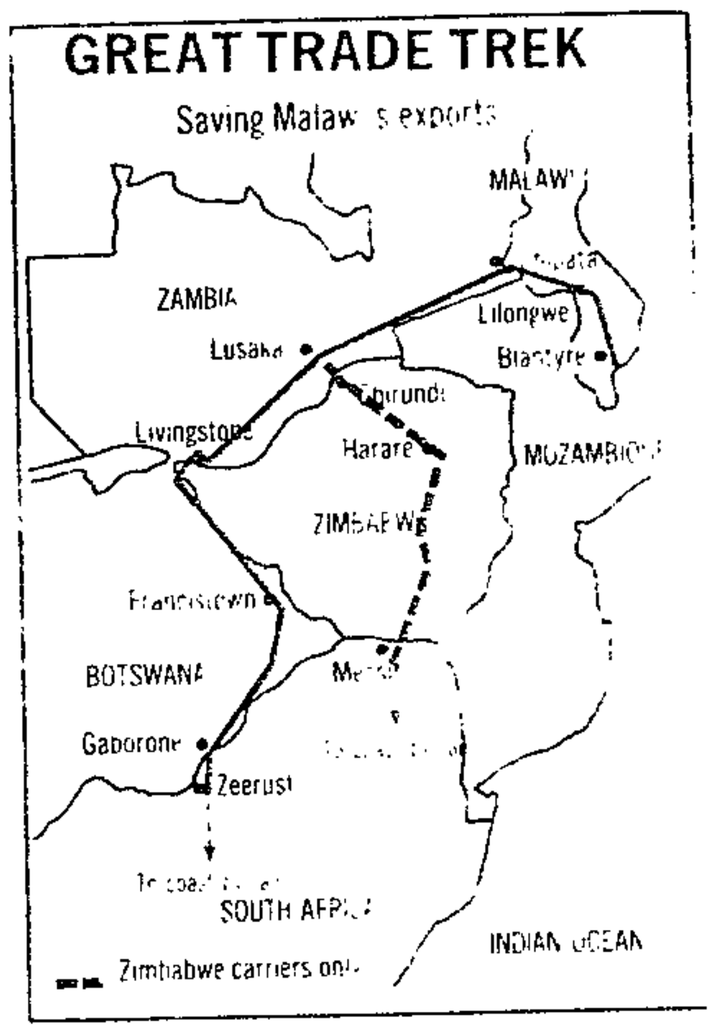
About 40% of Malawi tobacco now goes by truck through Zambia and Botswana and much is loaded in Zeerust for shipment to local ports Just three months ago Malawi Rail estimated that only 5%-10% did not go through Mozambique

The move to road transport is hampered by a shortage of suitable vehicles and containers and a delegation from the UK tobacco industry recently visited Malawi to assess the damage.

The tea industry is also suffering and about 500 containers have yet to be shipped although the tea season ended in May.

The switch to road is a boon to SA truck operators but is severely straining the road systems in Zambia and Botswana and these countries, like Zimbabwe, could soon introduce stricter controls on transit traffic which could hurt Malawi's exports.

Says Kerry Curtis of Truckafrica, one of the largest SA firms operating on the



Malawi route "Our business from Malawi has increased by about 50% But there is a lot more traffic and this is damaging the roads, particularly in Botswana, and they don't like it very much."

Curtis says the problem has been aggravated by lax controls over transport firms in SA and the rot has spilled over into neighbouring states.

Permits

"Some SA firms are not playing ball," he says. "They operate without permits and overload vehicles."

Malawi will now deal only with operators who have clearances from Botswana and Zambia. Curtis believes other controls will soon follow.

Zimbabwe's ban on transit traffic is also hurting. Says Curtis "Zimbabwe is trying to protect its own operators and railways. This is unfair to Botswana because of the road damage; it is unfair to SA operators because Zimbabwe firms are allowed to transit through SA, and it is unfair to Malawi which is paying out a lot of money."

The failure of the Mozambique transportation system has also had repercussions for SA shipping. Unicorn Line, which operates a bi-monthly service to Nacala, Malawi's main outlet to the sea in Mozambique, is one of them. Says Unicorn's Brian Davis: "There has been a substantial drop in traffic and we have no idea when it is going to improve. There is no short-term solution."

He adds that Unicorn has no intention of reducing the service at present but may do so if the situation gets worse

ring the last 11 days of school term.

President of Utasa Mr ranklin Sonn said yesrday he would meet the rector of Internal Afirs, Mr A J Arendse, tory to restate Utasa's jections.

"The teachers' union ade known their objecns to the pilot system early as November t year when a national legation met Mr rendse.

"We were not consult' about the new examition timetable system hich we see as an affront to the status of the organised teaching profession.

"The department has expressed concern that during the two to three week period after examinations the attendance of pupils at schools was not as it should be.

"This, we feel, differs from school to school and while disciplinary action is needed it should be left to the discretion of principals. All teachers and children should not be punished for it," he said.

Mr Sonn said the administrative work following examinations now carried over into the first two weeks of the next term.

"This is not only an unhealthy situation but it is also educationally unsound because staff should be giving their full attention at this time to continuing the syllabus and to revision.

"The department indicated that this was a pilot scheme and we should test it for a year before assessing it. Our objections remain."

fight 'horrendous' Bill

se bodies were elected form a committee to ork with the controlling ction Co-ordinating mmittee.

Last night's meeting in hlone, attended by 150 ople, resolved that the mmittee would:

- Do all in its power fight "the horrendous d evil Bill".
- Embark on an wareness programme" to organise people locally.

Contents of two pamphlets on the Bill and the President's Council proposals were discussed.

The pamphlets claim, among other things, that:

- The Bill and the PC's proposals endorse the Group Areas Act which restricts people's freedom.
- The PC's proposals "favour a dictatorship, thereby crushing chances of establishing a true democracy in South Africa".
- The Bill and the PC's proposals ensure the continuity of apartheid.
- Millions of people will lose rights to live in cities because of the Bill and will be dumped in poverty-striken homelands.

dies, aged 72

ich could be underood by all and began an rikaans translation in 6. The task took him e years and the first y was printed in 1961.

MET KING

He left his post as incipal in 1965 and nt on pilgrimage to cca the following year ere he presented a y of the translation to g Faisal of Arabia.

He returned in 1967 d became an attory's clerk and later rked as a welfare clerk for the then Department of Coloured Affairs in Wynberg.

Imam Baker served at three mosques. These were in Simon's Town; Park Road and Castletown Road, Wynberg.

He leaves his wife, nine children, 34 grandchildren and seven great-grandchildren.

He died three days after suffering a stroke, his second in seven years. He will be buried at the Constantia Cemetery at 5 pm today.

Vote to quote Helen Joseph

Argus Correspondent

GRAHAMSTOWN. — More than 700 Rhodes University students and lecturers gave Mrs Helen Joseph, the 77-year-old civil rights campaigner, a standing ovation last night and then voted in favour of defying the country's internal laws by publishing her speech.

Mrs Joseph was in Grahamstown to deliver the annual D C S Oosthuizen memorial lecture on academic freedom. Because she is a "listed person" no part of her talk can be quoted or disseminated in any way.

AUDIENCE ROSE

As she entered the university's Great Hall the audience rose.

After her speech sociology lecturer Mr Paul Stewart proposed that students and lecturers prove their commitment to academic freedom and vote in favour of publishing and disseminating the contents of Mrs Joseph's speech.

tarts patrols soon

urity services and m as far afield as ibabwe. The men e been trained in ned and unarmed hat and will carry a iety of weapons.

ne force will patrol council-owned installons which provide estial public services. hough mobile, the F men will also carry duties on foot, backed dogs and handlers.

Each will have powers of search and arrest. All have passed a written examination to qualify as law enforcement officers, and part of their training was aimed at giving an understanding of the law.

The formation of the RDF has been welcomed by the South African Police, who helped in some of the specialised training courses.

The force is non-racial and selected on merit.

unban Rive book

EMERGENCY, a book by well-known Cape Town author, lecturer and critic Richard Rive, was unbanned today.

The book, described as "resistance literature", deals with conditions in black society in the post-Sharpeville period. It was originally banned in 1964.

From today it will also no longer be an offence to import or distribute Some Kind of Hero by James Kirkwood.

The Directorate of Publications has made an application of appeal against the unbanning of a pamphlet titled Black Urban Road Transport: An Assessment.

AWARENESS

The pamphlet, published by the Human Awareness Programme, Grant Park, concerns aspects of black urban transport.

The directorate has also appealed against a committee decision that Tula — I Am a Woman was not undesirable

Sapa reports that the directorate announced in Cape Town today that four posters depicting nude or semi-nude women as well as Mame Enterprises' "Nude Figure Studies for Artists — No 8" had been found to be undesirable.

A committee had prohibited the import, except on authority of a permit, of publications or objects issued by the Black Consciousness Movement of Azania, London.

Three novels in the Crusader series, Crusaders No 8, 9 and 13, were declared undesirable and a committee referred to in Section 4 of the Publications Act 1974 decided that every subsequent edition should be banned.

From today it will be an offence to import or distribute the following publications:

Tropical Death Pact (Nick Carter); Making Love During Pregnancy (Elizabeth Bing and Libby Colman); The Crusaders — Nos 8, 9 and 13 (Chick Publications, Chino, USA); The Telecult Power — Amazing New Way to Psychic and Occult Wonders (Reese P Dubin); Mame Enterprises — Nude Figure Studies for Artists No 8 (Mame Enterprises).

Fresh Fruit — C 993 (poster) (John Faber Production, Netherlands); Semi-nude female dressed in short pants (poster); Ballerina with exposed breasts (poster); Nude black girl (poster); Nude girl sitting on a pink cloth

Fares rise 'callous, appalling' — unions

ARGUS 17/9/82

332

Labour Reporter

TRADE unions in Cape Town have hit out at the increase in bus fares — which follows hard on the heels of increases in general sales tax and the bread price — calling it "disgraceful", "callous" and "appalling" at a time of unemployment.

Mr Joe Foster, general secretary of the Federation of South African Trade Unions and regional secretary of the National Automobile and Allied Workers Union (Naawu), said the increase in bus fares at a time when workers had just been burdened with other increases and when many were losing their jobs because of the recession was "appalling".

A spokesman for the Food and Canning Workers' Union and the African Food and Canning Workers' Union described the increases as "another blow to the working class".

'IGNORED'

"The National Transport Commission has ignored the demands of the workers, who don't have a say in the running of this country. The objections lodged by workers' organisations were ignored," the spokesman said.

Mr John Ernstzen, secretary of the Cape Town Municipal Workers' Association, said the CTMWA felt "dismay, anger and revulsion" when it learnt of the NTC's decision to grant the application of City Tramways for an increase in the bus fares of 11.4 to 14.3 percent.

COMMUTER TRANSPORT

Putco gears up (332)

FM 17/9/82

Putco, the country's biggest private bus operator, will double its present fleet of 3 500 buses during the next seven years

This will entail buying 500-600 new buses annually, worth R30m/year at current prices. Each year about 100 old buses will be replaced. The rest will expand the fleet.

The programme anticipates an estimated 11%-12% growth in Putco's existing 400m passengers/year operation and provides for increased frequency of service.

But this may not happen because Putco may get new routes, subject to the recommendations of the Welgemoed Commission on Transport which is expected to present the last of its reports next June.

"It is no secret that we would like to become the only bus operator for blacks on the Witwatersrand," says group financial executive Vic Coetzee. "There are a lot of economic advantages in co-ordinating the whole area."

In the past six years, says Coetzee, the bus fleet and the total distance covered has grown by 15% to 16% a year. "As result we are behind on scrapping. To improve, we want to scrap a greater proportion of the fleet than has been possible in the past."

Capital expenditure of more than R220m has been earmarked for the period ending in 1985, more than doubling Putco's current R180m capital employed. But, Coetzee stresses, the final cost of the planned expansion will depend on future prices of buses and land required to provide new maintenance and depot facilities.

Largely because of the switch to local ADE engines, tender prices for new buses are expected to leap from R55 000 to R70 000 next January. Early this year quotes were already at the R60 000 mark

By ordering ahead of the introduction of ADE engines, Putco obtained all its new buses bought this year at old prices.

"Locally-made engines, gear boxes and differentials are having a severe effect on our capital requirements," says Coetzee "A decision to produce the chassis as well in SA would make it worse"

New support facilities costing at least R12m/year are also needed. The company regards every 160 to 200 buses as a unit, which requires a depot of 5 ha to 6 ha, costing R3m-R4m.

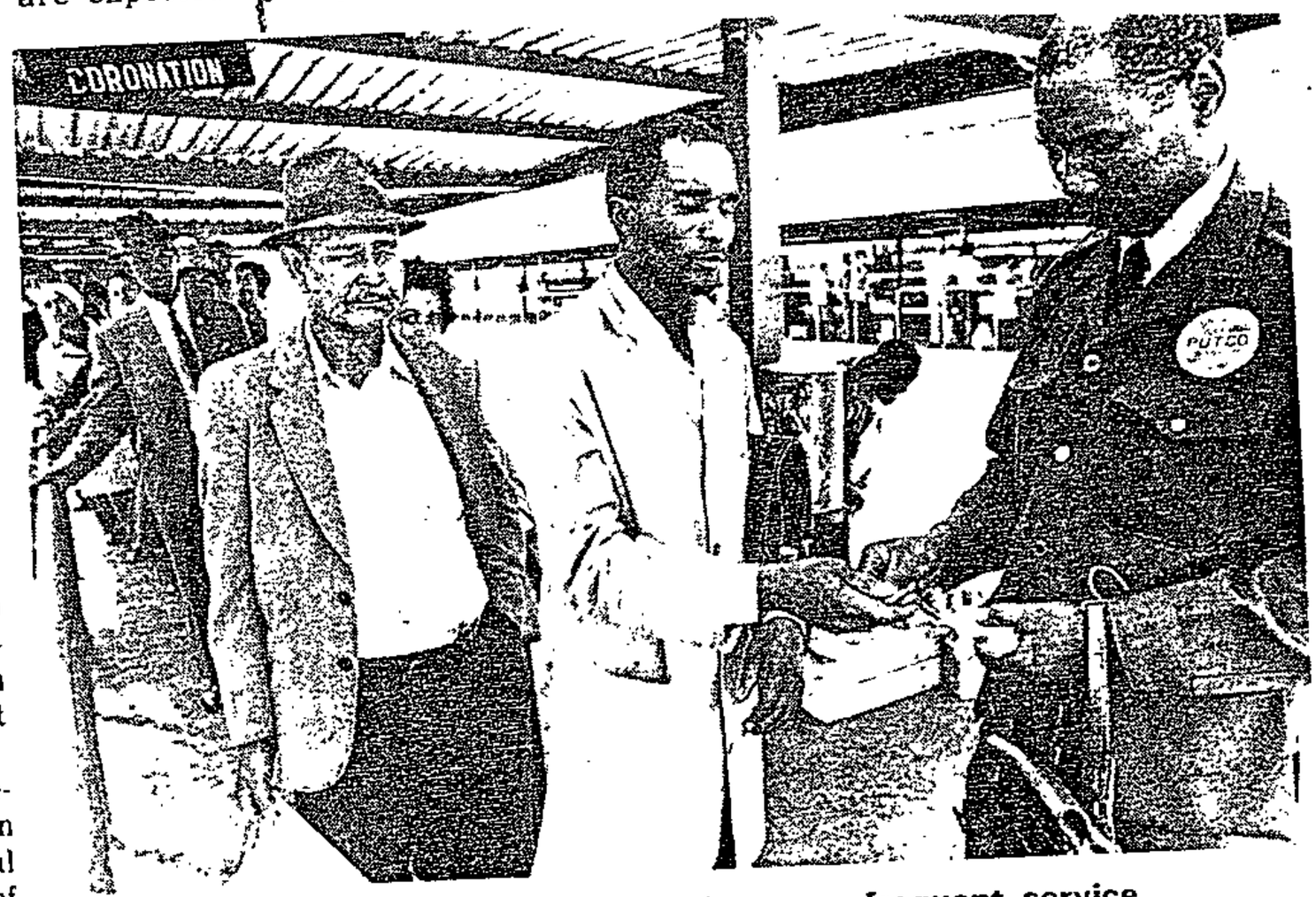
New depots will be developed on the Witwatersrand, in Durban and in Pretoria.

A new R3,5m depot was opened this week at Baragwanath by company founder Gaetano Carleo. The buses it serves will run nearly 2 000 internal Soweto trips daily and 1 350 to Westgate, Sandton, Bree Street, Noord Street and Doornfontein.

Next major element in the current year's R23m depot expansion programme will be the opening in November of a R10m workshop complex in Selby, Johannesburg.

Coetzee says that to keep the service economic, the number of "dead trips" should be minimised by siting maintenance facilities near passengers' workplaces and garaging depots near their homes.

"That is the ideal," he says. "But land in the appropriate areas is usually extremely expensive, and we need the co-operation of the authorities to get the use of suitable land.



Putco passengers ... queuing for more frequent service

ROAD TRANSPORT

Operators unite

(332) FM 17/9/82

Road transport operators are stepping up plans for a single national body to replace the several associations which now represent them.

With the encouragement of government's National Transport Commission (NTC), the Southern African Bus Operators' Association (Saboa), the Public Carriers' Association (PCA) and the National Association of Private Transport Operators (Napto) are to discuss a merger.

The Passenger Transport Association (PTA), which traditionally represents municipalities, recently joined Saboa, which represents private operators. These two bodies have since met again to talk further about consolidation of interests.

Saboa now acts as secretariat to the newly registered SA Bus Employers' Association in the Transvaal, Natal and Free State (another employer body operates in the Cape) and is at the hub of numerous reforms to reshape the industry.

Dr Gerrie Prinsloo, executive director of Saboa, says: "The decision to hold joint discussions with the private transport operators at this stage was taken because the bus industry needs to consolidate much more before it can participate in the creation of a new body representing the whole industry. At this stage there are too many dissimilarities between passenger transport and road transport.

"We estimate that 70% of our business in no way impinges on road transport, and the remaining 30% can be accommodated within twice-yearly meetings which we will soon start with the PCA.

"Merger discussions with the PTA are more important and, after one round of discussions, we have an agreement in principle."

A merger may mean the renaming of Saboa to bring it in line with concepts of passenger transport in general, rather than bus operation alone.

This would also pave the way for reforms based on the findings of the Welgemoed Commission into bus passenger transport. These would involve legislation relating to industrial relations and training, interstatal transport, consolidation of area services and bus standardisation.

Saboa has already taken issue with government on protection tariffs for locally-made bus gearboxes. And Pretoria has now given written assurances that for certain applications, these items will not be subject to duties which could have been as high as R1 000/piece.

Since school bus services joined Saboa this year, the association now represents public operators who run 10 500 buses, or 75% of the total bus fleet of 14 000.

OK BAZAARS

In an article in *Business* last week OK Bazaars MD Meyer Kahn was quoted as saying that the OK's sales in August were only about half of July's levels. What Kahn in fact said was that the rate of growth in sales during August was about half of the rate achieved during July.

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UNIVERSITY EXAMINATIO

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Paper No 1
(to be copied from the heading on the Examination Paper)

NOTE CAREFULLY

1. Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering.
2. Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
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4. Do not write in the left hand margin.

WARNING

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UNIVERSITY OF CAPE TOWN

332 Star

You're in safe hands on Jo'burg's buses

18/9/82

By Gavan O'Connor

Johannesburg's bus drivers are subjected to rigorous tests and training before driving their mighty machines round the city.

The Johannesburg Transport Department and Putco have strict measures to ensure their drivers are competent and able to cope with passenger problems and emergencies.

Putco will accept drivers only if they have heavy duty vehicle licences, either code 10 or 11, and the Johannesburg department will train applicants if they appear to be good drivers.

Both assess prospective employees before undertaking training. Johannesburg uses simple arithmetic tests as well as dexterity on a change machine, an intelligence test and a reaction speed test.

If a driver is chosen for training he goes on a four to five-week course, depending on competence and previous experience.

The prospective driver at Putco has to arrange his own Public Driving Permit (PDP), obtained from the South African Police. The Johannesburg Transport Department is exempt because of its official status.

"The drivers' licences are examined for validity and endorsements," said Mr Gert Tighy, manager of management services at the transport department.

Putco takes similar precautions.

Once training is complete the driver is on his own but is checked by his superiors. Any accidents he may have are thoroughly investigated and, if he is at fault, excludes him from nomination as "Driver of the Year".

"We have problems with ticket abuses, theft and liquor and drivers sometimes have to be dismissed," said Mr Bruce Nicholson, training officer for Putco.

Putco has a high turnover among drivers but there are about 35 in training at each of the company's four centres in South Africa at any one time.

The company employs more than 2 000 drivers on the Reef and the Johannesburg Transport Department has 609.

The stress and strain of driving buses in today's traffic takes a toll and many drivers leave because of that.

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

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SUNDAY TRIBUNE.

Look to sea, warns Navy chief

232

S. Tribune 19/9/82

THE retiring Chief of the Navy, Vice-Admiral Ronald Edwards has attacked the "agricultural and mining mentality" of administrators in the hinterland who "severely neglect maritime interests".

In an interview he said this included "not only the Navy, but the merchant navy, the fishing fleet, the scientific ships and ship-building.

"Our fishing resources are exploited by the Poles, East Germans, Russians, Spaniards, Koreans and Chinese while our own fleets hug the coast.

"The merchant fleet carries 10 percent of imports and exports. A viable situation is a 40:20 rule — 40 percent your own exports, 40 percent those of trading partners and the remaining 20 percent for anyone else.

"The resources allotted and the attitudes to maritime interests are limited.

"South Africa is an island economy, 90 percent of its trade flows through ports.

"The highways of the world traverse the oceans. These go through choke points where ships cluster. If you control them you control the highway and the world's trade.

"The waters off the Cape are an important choke point which heightens South African maritime significance. If it is in friendly hands the route is secure; if not then the route is insecure.

"The Soviets and the Americans appreciate, but do not acknowledge, that — not formally."

He said South Africa's naval threat would probably not be "Russians invading" but from "more adventurous organisations like terrorists."

"Protection of harbours from land-based assault is our priority. That is why we have reorganised our marine forces over the last three years.

"The threat is primarily an economic one with 90 percent of our trade passing through harbours."

Vice-Admiral Edwards will enrol as a full-time student at the University of Cape Town next year.

Competition row causes split in PCA

(332) Industrial Week 21/9/82

Staff Reporter

THE Public Carriers Association (PCA), is set to split over the bitter State-versus-private enterprise competition row.

The Association's two meetings with the Minister of Transport, Hendrik Schoeman, who in March announced Government's decision to enter State-owned Road Transport Services (RTS) into competition with the private sector, ended in stalemate.

The PCA's detailed case against State intervention has been put aside.

Minister

A growing body of "hawks" within the organisation now favours tougher action, and is running counter to the softer approach adopted by the 12-member executive.

No official statement was issued following the last of two meetings held with the Minister, in mid-August, and a further meeting with the Minister is believed possible.

The PCA has taken a soft line in dealing with the Department of Transport and the National Transport Commission, partly because they were instrumental in its creation.

It has always been known, however, even by the National Transport Commission, that the PCA would one day have to take strong issue with Government.

That showdown became imminent when Schoeman put RTS into the open road transportation market.

The "doves" are holding firm for now, say insiders, but the "hawks" are gaining support fast.

"A lot of members who had previously been nowhere near the front of the organisation are making their presence felt.

They predict repeated failure should more meetings be held with Schoeman," said one member, close to the executive.

"We have a Minister of Transport who is interested only in the Railways. All right, he has a R300-million deficit coming up this year and it's his responsibility.

"But if you take national statistics the contribution to Gross Domestic Product by private road transport is equal to that of South African Transport Services (Sats).

Allegiance

"That means the Minister owes equal allegiance to both road and rail. He doesn't seem to realise that and the PCA is the body appointed to make sure he does," he said.

It is believed that if a third meeting is held with the Minister it would be to try to establish consultation similar to that held between the Minister and Sats.

But the "hawks" rule out closer discussions with the Minister of Transport.

"The Minister only acts on the recommendations of the Director General of the National Transport Commission. Start there," they say.

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Putco continues to expand, as new Soweto depot opens

(332) Industrial Week 21/9/82

PUTCO opened its R3,5-million Soweto depot at Baragwanath this week as part of its R23-million property extension programme.

The depot was opened by Gaetano Carleo, head of the Carleo family which holds the controlling interest in Leyland SA.

Carleo said: We have to continue growing because the demand is growing from commuters and commerce and industry.

"We are absorbing 50 new buses a month into our fleet — but buses require land, for parking and maintenance.

"They require land close to where the first passengers are picked up, as 'dead mileage' wastes money.

"We recently opened a new depot in Dobsonville. Today we open the new Soweto depot. In November we open our R10-million workshops in Selby.

"But already this expansion is failing to keep pace with demand.

"We need more land — on the Reef, in Pretoria and Durban.

"Our commuters supply the vital labour needs of the areas concerned", said Carleo.

The new depot covers more than five hectares and caters for 340 buses operating from Southern Area through five sections.

It operates nearly 2 000 internal Soweto trips daily and 1 350 to and from Westgate, Sandton, Bree Street, Noord Street and Doornfontein.

F & C Building Construction was the main contractor, and completion of the depot ties in with the general upliftment programme in the area undertaken by the West Rand Administration Board.

This includes a new bus terminus opposite the hospital nearby, and the conversion of the Old Potchefstroom Road past Uncle Charlie's to a dual carriageway.

Subsidies 'aid the traveller'

Municipal Reporter

Without subsidies public transport would die, for it required maximum use for maximum return, Mr Pat Rogers, public relations officer for Putco, said last night.

Addressing the annual meeting of the Johannesburg Metropolitan Action Group (Jomag), Mr Rogers pointed out it was passengers who were subsidised and not bus companies.

"Subsidies make up the difference between the economic fare tariff and what the government decides the commuter can reasonably be asked to pay."

Mr Rogers said private transport was the only alternative, but this required the provision of costly infrastructures such as roads which became car-choked and eventually strangled cities.

Opposing subsidies for public transport, Mr Terry Markman of the Free Market Foundation said there was virtually no free enterprise in South Africa's transportation sector.

Mr Markman described subsidies as a type of intervention which, he said, politicised an issue. Government intervention forced one group of the population to support another.

Presenting his annual report, the chairman of Jomag, Mr Joe Garmeson, said his organisation had continued to strive to involve the public in planning issues and had undertaken a number of projects.

Star 23/9/82

32

Putco asks to raise bus fares

24/9/82 (332) Star

Own Correspondent

A 13,5 percent bus fare increase is looming for Putco commuters throughout South Africa.

Putco has applied for an average increase of 13,5 percent in all its operating areas and is asking for an implementation date no later than October 1.

"The application is still being considered by the Road Transportation Board in Pretoria and we will soon hear whether it has been approved," said Mr Dan Rolt, Putco's liaison officer.

He said part of the increase, if approved, could be absorbed by a government subsidy to the passenger.

SHIPPING (332)

Making waves

FM 24/9/82

A new SA shipping line claims to be partly responsible for the 20% drop in freight rates between the US and SA in the last year.

"The US trade has always been served by price-fixing conference lines," says Johan Strydom, executive vice chairman of Cape Lines (CL). "Rates have been escalating an average of 10% - 15% a year and were reaching astronomical levels.

"We have been consistently charging 10% - 12% below them and they have told shippers they will match our rates. As a result, we will reduce our rates again."

This hardly sounds like a prescription for profits in current times of low cargo volumes. And Strydom admits that CL is not likely to see a profit until 1984. He says there is still a chance the conference members which monopolised the run could force his line out of business if they resort to a cut-throat price war.

But it is unlikely, he believes, because US members of the conference have some of the highest costs in the world. Furthermore, CL's goal of 17 - 20 sailings/year is a small proportion of the total business.

CL had its first sailing in January and now has 12 under its belt. According to Strydom, long-term prospects are good because 25% of its shipments are now base cargo - goods that are carried on long-term contract.

He says CL exploited the economic downturn by offering shippers the chance to save through its lower rates; the 10% import surcharge was a further incentive for them to break traditional ties.

He is also counting on local support as CL is the only wholly SA-owned shipping line. Robert Enthoven Jardine (REJ), which provided most of the initial capital, is still the largest shareholder with 40%. Its main local competitor, Safmarine, is about 25% foreign-owned.

CL operates four ships chartered from Joseph Roth of Hamburg. Strydom says the first few months were difficult and it took six sailings before they were carrying reasonable loads.

"Our problem in the early stages was to convince people we were not a fly-by-night operation," he says. "We also had to counter rumours spread by some of our US competitors that SA stevedores and SATS would refuse to handle our cargoes."

Strydom eventually hopes to branch into Europe. An early attempt to break into this market ended after five months, when CL and its European partner, Produs Marine Carriers (PMC), decided to go their separate ways.

"They approached us and we were given certain assurances, but the very first ship we loaded was an absolute disaster," he says. "It made an unscheduled stop at a North African port and was delayed about a month."

□ When approached by the *FM* on the challenge posed by CL to the conference, a spokesman for Safmarine said it was against company policy to comment on other lines.

Rennies R250-m merger talks

332

S Times 26/9/82

By Vera Beljakova

A MAMMOTH new R250-million-a-year South African travel organisation is on the cards.

It will emerge if current intensive talks between two of the country's top three travel agents result in an agreement on an amalgamation.

This giant would arise from the merger of Rennies Travel, part of Rennies Shipping, with the South African operation of Thomas Cook — the country's third largest but by far the fastest-growing travel agent, with 15 offices nationwide.

Internationally, Cooks is also the world's oldest and biggest travel operator.

The marriage could have a series of wide-ranging, international political and economical implications.

Influencing the talks are factors such as the desirability of Thomas Cook wedding a local partner with Rennies winning an overseas one.

Cook's United Nations account for the New York and Geneva headquarters are certainly enough to make Rennies drool.

Though merger talks have been on for several months, the parties cannot agree on who should hold the controlling interest.

The merger agreement is expected to be ratified soon ... perhaps early next month when Rennies' chairman, Charles Fiddian Green, returns from the United States.

Cook's whizz-kid MD Carl Planting is keeping mum ... but Rennies Shipping division's chairman and chief executive, Buddy Hawton, acknowledges the merger talks.

The travel agent industry is certainly volatile. Only last year, similar talks took place between Cook's and Musgrove & Watson but were abandoned when M&W bought out American Express's South African business ... a merger which eventually shows a loss of market share for international air sales.

Earlier still, Cooks went courting Indo Jet, but again the tying of the knot eluded the parties.

Industry insiders say that Cook's London head office got cold feet and opted out. Could this happen again?

Rennies is undoubtedly the largest South African travel organisation, with a turnover aspiring towards the R50-million mark.

Its international air sales for the first half of 1982 were R16,2-million, showing a 33% increase on the R12,1-million for the same period of 1981.

International air sales traditionally represent some 75% of agents' total turnover.

By the same token, Thomas Cook's international air sales netted R12,3-million for the January-to-June period, compared with R8,7-million ... demonstrating a record growth of 42% and outstripping the growth rates of both Rennies (33%) and SAR Travel Bureau (34%).

VIP's phenomenal growth of 85% must be discarded, however, since it was achieved through a series of acquisitions.

Cook's amazing R150-million turnover forecast for 1982 — and possibly R200-million, if its growth rate is maintained — can be based on its extensive foreign exchange dealings (sale of foreign currencies, travel cheques and wholesaling foreign notes) ... all very high volume business but showing tiny returns.

Should the two giants unite, they will immediately gain a 13% market share of international air sales, as Rennies already holds 7,2% to Cook's 5,5% of that market, followed by M&W, with its 7%, and AATB with 4%.

The marriage makes sense. Cooks is mainly in the leisure market (65% of its sales), while Rennies has cornered the corporate business (95%).

While Cooks is strong on High Street offices (supporting personal shoppers, casual trade and counselling), Rennies takes to off-street premises, trading through telephone orders from big business.

Thomas Cook is strong in the foreign exchange market, while Rennies is dominant on domestic travel ... and duplication of head office functions would be eliminated.

SA banks to rescue International Harvester

By Don Robertson

INTERNATIONAL Harvester will continue to operate in South Africa "in one form or another" and will play an important role in assisting with the recovery of the group worldwide.

This message comes from Mr Art Simmons, vice-president in charge of subsidiary and joint ventures of IH, who has been on a brief visit to South Africa accompanied by Mr Louis J Hellerman, director of international treasury operations.

And to back up this claim, Mr Simmons has revealed that a group of South African banks with a long association with the company have pledged "very substantial resources" to enable the company to continue operations locally.

Both have taken a long, hard look at the local operation following the continuing financial problems being experienced by the American parent and have confirmed that there is no possibility of the company withdrawing from the local market, although consideration is being given to the nature of the company's presence in South Africa.

At present, the R100-million a year operation is wholly owned by the US parent.

Conditions at home, however, are not that rosy.

The dramatic growth of the group's operations in 1979 led to a substantial increase in borrowings, which the company was unable to repay when the economy turned down in 1980 and 1981, affecting all three of its major divisions — trucks, agricultural equipment and construction equipment — at the same time.

As a result, it had to renegotiate these loans in December 1981.

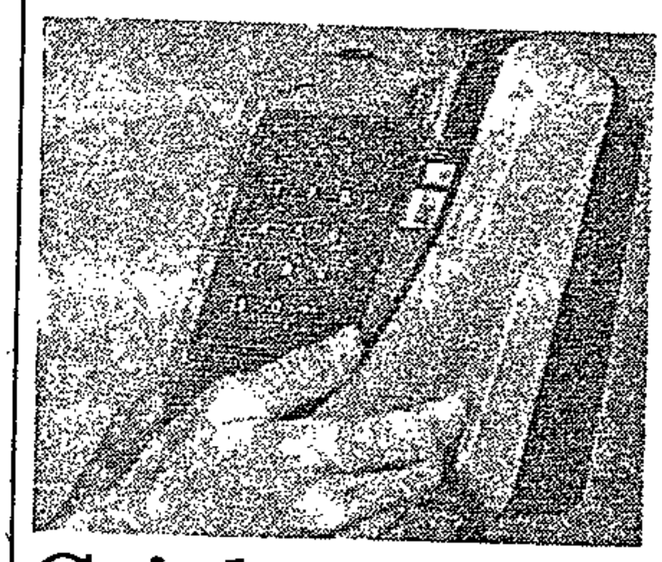
But because there has been no improvement in sales since then, the company finds itself still in an embarrassing position and is currently negotiating a roll-over of these loans with the 200 banks involved.

The amount involved is more than $4 000-million, but a favourable response from the banks is expected next month with the company's dealership network and suppliers joining in on the rescue.

The figures speak for themselves. Sales fell from more then $7 000-million in 1981 to an estimated $5 000-million in the financial year to October 1982.

The loss last year was almost $400-million and is estimated as high as $1 000-million this year.

Locally, managing director Jim Walker will be looking at trimming inventories and costs and — in the light of a general downturn in the sale of tractors and trucks — might have to consider some sort of reduction in staff.



The new Disa telephone. Standard instrument for the next 10 years

Cricket called out

By Kerry Clarke

THE days of the ubiquitous "cricket" telephone are numbered and a design award-winning telephone is set to take its place.

The locally designed, push-button telephone — known as the Disa, which has been awarded a Design Institute/Shell industrial design award — will be the standard subscriber instrument in domestic and business applications for the next decade.

The Disa telephone, evolved over four years, was a project jointly undertaken by the Post Office, Telephone Manufacturers of South Africa (TMSA) and Roger Williams Associates, a local industrial design consultant.

TMSA is looking to produce some 500 000 Disa telephones a year, as replacements for the cricket telephone.

The company expects that within the next two to three years the Disa will be the only telephone which it will manufacture, although it will continue to produce spares for the old model telephones.

The Disa is the beginning of a comprehensive range of modern telephone equipment, which will include such features as loudspeaking telephones, loud receiving telephones, headset facilities and repetitive call facilities.

R620-m in travel

(332) S. Times 26/9/82

● From Page 1

pared with the R225 000 achieved by all agents.

Similarly, last year the same top 20 saw sales of R97 000 to the industry's R191 000. For years, the top 20 consistently held 50% of the market.

The top 10 accounted for the following international sales during the first six months: Rennies (R16,23-million), Musgrave/Amex (R15,8-million), Thomas Cook (R12,34-million), AATB (R9,82-million), Indo Jet (R7,96-million), Budget (R5,4-million), SAR Travel Bureau (R5,33-million), TFC (R5,22-million), World (R4,28-million) and Miller Weedon (R4,12-million).

All of the top 20 showed growth, except for the much-heralded and now merged company of Musgrove & Watson/American Express, whose growth declined by 15%, Indo Jet and ITC.

Indo Jet's decline in sales was 7%, while ITC dropped by 9%.

The market carve-up has remained fairly static since 1977, when Transvaal grabbed 65% of the share, the Cape 21%, Natal 13% and the Free State 1%.

More than 90% of international air sales are bought in principal cities in the PWV-area, Cape Town and Durban.

Travel treks past R620-m

(332) S-Times 26/9/82

DESPITE the current recession, South Africa's travel agents are still reaping a rich harvest.

Total turnover for the 300-odd International Air Transport Association (IATA) licence holders in South Africa is expected to reach more than R620-million — R80-million more than last year — if the current growth rate is maintained ... at least for international air ticket sales.

By Vera Beljakova

These air sales, accounting for some 75% of the agents' total turnover, are likely to reach more than R463-million for the year — compared with R392-million for 1981 — if the sales growth of 18%, as experienced during the first half of this year, continues.

More than R225-million was netted during the first half of 1982, compared with R191-million during the same half of 1981.

International air ticket sales from South Africa have shown particular strength in recent years.

The 1981 sales figure was 24% up on the R316-million in 1980, which was 35% higher than the 1979 figure of R235-million, which in turn had escalated by 20% over the previous year.

Meanwhile, domestic air ticket sales have dropped drastically from R183-million (January-July 1981) to R103-million for the first half this year, having reached R158-million for the same period in 1980.

Total domestic sales for the current year will be hard pushed to reach R206-million, says the trade.

South Africa's top 20 companies, in terms of international air sales, hold a 50% share of the market, having seen sales of R112 000, com-

● To Page 3

Sowetan 27/9/82

Bus fares may go up

332

PUTCO has applied for an average busfare increase of 13,5 percent in all its operating areas.

The firm's public relations spokesman, Mr Pat Rogers, said: "The application for the Pretoria area has already been heard by the National Transport Commission, and it is hoped the hearing for Johannesburg and Durban will take place next month.

"Once a decision is made on the application, the Department of Transport decides what proportion, if any, of any increases will be subsidised. Only then is it known what the passenger will pay." — Sapa.

Commuters' association to fight bus-fare hikes

332

Sowetan 28/9/82

THE Commuters' Watchdog Association is prepared to fight Putco's fare hikes, by seeking a Supreme Court order.

The association's spokesman, Mr Ambition Brown, told **The SOWETAN** yesterday that Putco's application to increase fares came at a time when most blacks were reeling under the escalating cost of living.

Putco has applied for an average bus-fare increase of 13,5 percent in all its operating areas. The application for the Pretoria area had already been heard by the National Transport Commission and it hoped that the hearing for Johannesburg and Durban would take place next month, according to Putco's PRO.

Substantial increases were implemented by the company as recently as April this year, after application in July 1981 to compensate for nearly two years' inflation in operating costs.

In response to the application by Putco, Mr Brown said that the economic position of most blacks was "very bleak" as most were earning below the breadline.

"The association is going to fight the new fares. It does not mean because we lost previous court hearings that we shall despair. We are confident that victory will be ours," the spokesman said.

Domestic Workers' and Employers' Projects (Dwep) president Leah Tutu said Putco had to inform employers about the new fares before implementing them, and that employers had to give equivalent rises in pay.

TRANSPORT

NTC drafts transport blueprint

(8&9) (332) Industrial Week 28/9/82

Staff Reporter

A SUPER-PLAN for SA's future transport needs is being formulated.

A consortium of consultants is assisting the National Transport Commission (NTC) with preparatory studies into an updated and comprehensive national transport policy, that will be formulated by a new Transport Advisory Council in 1984.

Detailed studies are expected to include the growing problem of urban deliveries, for which the solution might be to have transfer depots on the outskirts of cities where goods can be transferred from large vehicles to small, and vice versa.

Future

Other thoughts on the future, outlined by Ray Smith, chief director of land transport at the Department of Transport and National Transport Commission, are perhaps not quite so palatable.

A National Traffic Register, to be formed by the Central Road Traffic Bureau of the Department of Transport, will be extended to include registers for freight and bus industries.

These might also include details of those holding the proposed certificate of competency to operate road transport.

This measure has often been suggested as the "passport" that might one day be needed by anyone wanting to enter the road transportation industry.

There might also be a register giving information on permits, offences under the Road Transportation Act, and other information.

Other conclusions reached in international transport circles, and likely to be included in the South African plan, are, the capacities of transport units will increase, particularly in

The central register for freight and bus operators will be considered in the new year.

shipping and aviation, the tendency will be to concentrate operation in a small number of large-capacity seaports and vehicle speeds will increase.

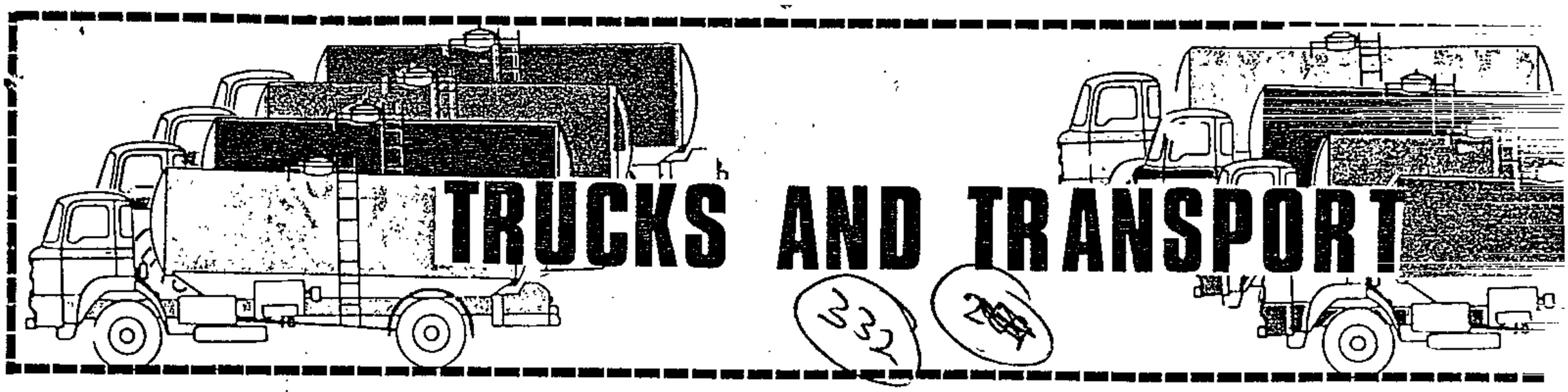
Standardisation

There will be more standardisation of commercial vehicles, containers and pallets and of technical conditions for the transport of goods by rail or trucks, trailers and semi-trailers and wayside depots or centres will be established for the onward delivery of goods.

"It seems that our own pattern of development will be similar to this, and work has already started within the broad framework". said Smith.

Law enforcement will also be a major platform for future progress.

Without it, the current differences of opinion over what goods should be carried by road and rail will be incapable of solution, said Smith.



332

RDM 30/9/82

National transport policy will ensure cohesion

SOUTH Africa's proposed new national transport policy — and a "reformed deal" in transportation — were announced by Director General of Transport Adriaan Eksteen recently at the Annual Transportation Convention.

Since the speech he gave (which was very important to operators) did not get the Press coverage it warranted, T&T considers it important enough to give space to the main points here.

Mr Eksteen said private enterprise freedom under the new legislation is not to be allowed to "get completely out of hand", so the National Transport Commission (NTC) will be applying for (and the implication was that it will be granted) increased regulatory powers.

He told the convention that "the time is now seen to be right" to formulate a national transportation policy.

"This is not to say that policies have not existed in the past. Policy-making is a continuous process, and an implicit policy is evident in legislation, NTC rulings, and in decisions taken by the Department of Transport.

"There may, however, be occasions when policies made in separate organisations are conflicting or counterproductive, and do not wholly comply with general government thinking.

"A formal national transportation policy would, in this regard, ensure greater cohesion and force the decision-makers to consider each others' points of view more thoroughly, and perhaps reconsider the overall goals we are trying to achieve in the interests of South Africa."

Such a policy, he said, would have to be flexible and adaptable because of the changing needs of society in general and the transportation industry in particular.

"We are now in a period of accelerating change throughout the entire transport sector, which reflects in turn changes taking place in both the economic and political spheres."

But economic considerations must not be the "sole criterion".

"Obviously strategic, developmental and political considerations are also important, but it is an inescapable fact that economics in today's world is becoming increasingly significant."

Mr Eksteen admitted that in the past, "the carriage of goods by road was regulated in favour of the SATS".

But he said the picture had now "markedly changed".

"While railways will always continue to be the ideal mode for the transport of bulk goods over long distances, there are certain commodities which are better carried by road and certain journeys where the urgency is such that a premium for transportation by road is justifiable.

"This has resulted in railway tariffs being gradually aligned closer to actual costs, and — following the Road Transportation Act — a relaxation of the restrictions on the carriage of goods by road."

On the issue of national co-ordination, the director general said the object could only be achieved if it was organised "at a high level by a body like, for instance, the NTC".

And he gave details of the recommended modifications to the NTC (as suggested by the Welgemoed Commission). The revamped body would consist of 15 members: the director general as chairman; four commissions for Urban Transport, Road Transportation, Civil Aviation and National Roads; and

- a representative of the SATS;
- two representatives from the organised manufacturing sector, agriculture, commerce and mining;
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"Similarly", said Mr Eksteen, "it would make sense altered.

"Funds are often allocated for a specific purpose, but it would sometimes be desirable to adjust surpluses, deficits or commitments as the situation within the transport field changed. This, of course, can only be done effectively by a body with an overall view of the position."

Regionally, co-ordination would require an autonomous statutory regional road transportation board, a regional transport co-ordination board and a metropolitan transport advisory board. Members would be drawn from these boards to form a higher, quite small, body to be called the National Transport Advisory Council.

"It is clear that we need to ensure maximum co-ordination [illegible] areas of apparent conflict, and to tie in with overall government policies. We can no longer afford to make pricing and investment decisions in isolation instead of using an integrated modal approach."

He did, however, stress that "policy is, and will remain, the province of the Minister of Transport Affairs and the NTC. Let there be no misunderstanding on this matter."

On the subject of financing, Mr Eksteen said: "Our increasing inability during the past few years to raise sufficient funds from existing sources for the financing of roads and transport facilities in general is the most serious single problem with which we have had to deal.

"If new sources of revenue cannot be found, it will mean that the expansion of the existing transport system will have to be curtailed or that present standards will have to be lowered."

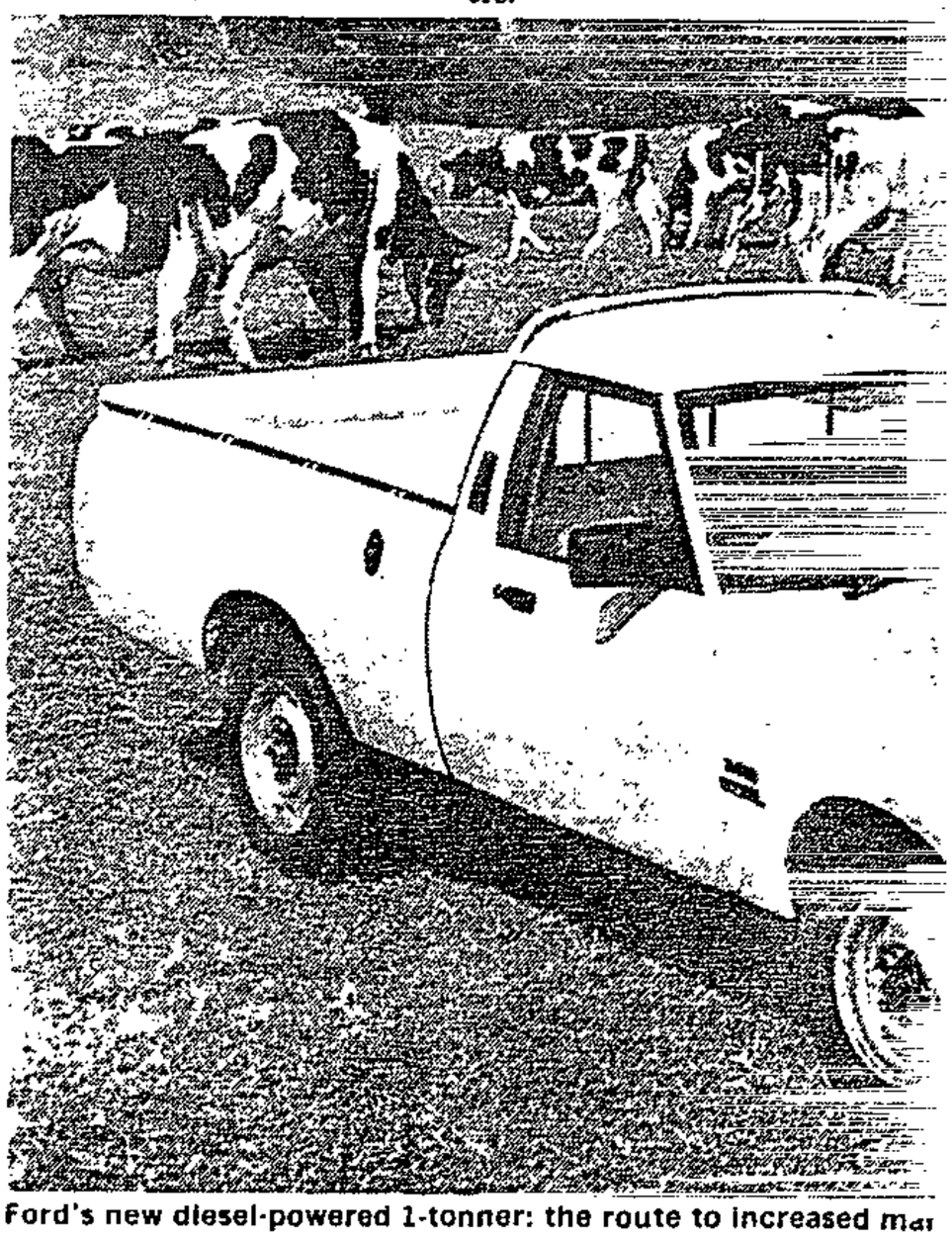
But any new sources of revenue must be in line with government policy promoting self-financing of projects wherever possible.

"This reflects a shift in emphasis within the economy, and the emergence of changed priorities spelt out in the Economic Development Programme. This programme, it should be noted, anticipates a decline in the average annual growth rate

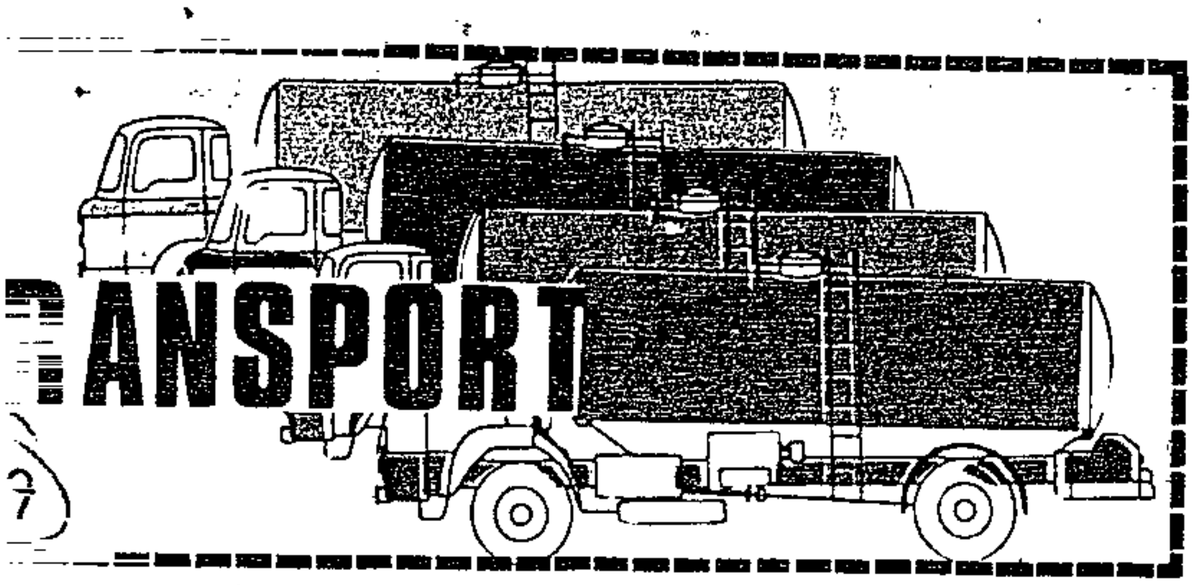
revenue of R54,6-million a year, but this will not solve the problem of a provincial or municipal funding shortfall — for which additional revenue sources are being investigated."

On the subject of free enterprise, Mr Eksteen spoke on "a number of concessions contained in the (Road Transportation) Act". He said: "With the greater freedom allowed to operators there naturally had to be some form of countermeasures to prevent the possibility that the new-found freedom should get completely out of hand.

"Consequently the NTC has been given greater powers in that specific respect, and we intend next year to ask for further greater powers."



Ford's new diesel-powered 1-tonner: the route to increased ma



30/9/82

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In conclusion, Mr Eksteen said the government was "aiming towards the accomplishment of a reformed deal in transportation, and I foresee that the necessary preparatory and legislative work to pave the way for this to happen will be largely completed by 1984 (when the National Transport Advisory Council should come into being).

New diesel bakkie on the market

FORD has expanded its top-selling 1-tonner range with the introduction of a new diesel model, which the company hopes will provide increased penetration of the fast-growing 1-ton light truck market

Said Keith Butler-Wheelhouse, Ford's manager of vehicle sales and marketing: "In the 1-ton segment, which currently accounts for over 50% of light truck sales, the diesel share can be seen to have grown from 7% in 1977 to 27% in 1981."

Which is a very good reason for Ford's move to introduce a diesel variant of its successful petrol-driven pick-up.

The new model is powered by a 2,4 litre 4-cylinder indirect injection engine, that provides a power input of 45 kW at 3 600 rpm and a maximum torque of 142,4 Nm at 2 000 rpm. The cable-operated heavy duty clutch, 4-speed all synchromesh gearbox and hypoid rear axle form the conventional driveline.

The exhaustive test programme to which the vehicle has been subjected included over 100 000 km of accelerated durability testing (equivalent to over 400 000 km of normal operation). As a result, additional sound-dampening material was introduced into the floor-pan and engine compartment area, so Ford now claims the pick-up has a "far lower noise level than many diesel competitors".

The front shock absorbers have also been uprated to suit the increased mass of the diesel powerpack.

Said Butler-Wheelhouse: "The diesel derivative also heralds the introduction, across the entire 1-tonner range, of new heavy duty steering gear which features heavier ball joints and an increased diameter steering rack for added durability.

"A double-skinned loadbox ensures that rough treatment will not damage the outside skin. The floor of the loadbox is also ribbed for maximum strength and durability. Squared-off wheel arches forms, and facilitate the loading of packaged items.

"A cab protector enables long loads to be mounted over the cab without damage, and folding stays on the top edge prevent excessive movement of such loads. The protector can be removed if required."

Other features include a Donaldson heavy duty air cleaner (the elements of which only require replacement every 60 000 km). There is a thermo-viscous fan; transparent plastic containers are used for brake fluid reservoirs and for the windscreen washer (for easy checking); the instrument cluster is easy to remove, with one-piece circuit and positive-lock electrical connectors (that cannot be mismatched); and the steering system and transmission are "lubricated for life".

Ford claims major services are only needed every 20 000 km.

diesel-powered 1-tonner: the route to increased market penetration?

RDM (332) 30/9/82

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He told the convention that "the time is now seen to be right" to formulate a national transportation policy.

"This is not to say that policies have not existed in the past. Policy-making is a continuous process, and an implicit policy is evident in legislation, NTC rulings, and in decisions taken by the Department of Transport.

"There may, however, be occasions when policies made in separate organisations are conflicting or counterproductive, and do not wholly comply with general government thinking.

"A formal national transportation policy would, in this regard, ensure greater cohesion and force the decision-makers to consider each others' points of view more thoroughly, and perhaps reconsider the overall goals we are trying to achieve in the interests of South Africa."

Such a policy, he said, would have to be flexible and adaptable because of the changing needs of society in general and the transportation industry in particular.

"We are now in a period of accelerating change throughout the entire transport sector, which reflects in turn changes taking place in both the economic and political spheres."

But economic considerations must not be the "sole criterion".

"Obviously strategic, developmental and political considerations are also important, but it is an inescapable fact that economics in today's world is becoming increasingly significant."

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- one representative of the Department of Finance;
- one to a maximum of three members appointed by the Minister of Transport Affairs;
- two members representing the United Municipal Executive Committee and the Association of Management Committees.

"Similarly", said Mr Eksteen, "it would make sense to co-ordinate national transport financing, and for this purpose a central transport fund may be the best answer." Such a fund would be administered by the NTC.

"An advantage of this single fund would be its comparative flexibility, which the co-ordinating decision-makers could use to transfer funds from one area of need to another as circumstances altered.

"Funds are often allocated for a specific purpose, but it would sometimes be desirable to adjust surpluses, deficits or commitments as the situation within the transport field changed. This, of course, can only be done effectively by a body with an overall view of the position."

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"If new sources of revenue cannot be found, it will mean that the expansion of the existing transport system will have to be curtailed or that present standards will have to be lowered."

But any new sources of revenue must be in line with government policy promoting self-financing of projects wherever possible.

"This reflects a shift in emphasis within the economy, and the emergence of changed priorities spelt out in the Economic Development Programme. This programme, it should be noted, anticipates a decline in the average annual growth rate in the transport sector from 6,7% to 5,2% by 1987.

"The office of the Prime Minister is concerned at this state of affairs."

The Department of Transport had succeeded in obtaining an additional 0,069 c/litre for the National Road Fund for a five-year period from April 1, 1983. "At today's prices this means additional revenue of R54,6-million a year, but this will not solve the problem of a provincial or municipal funding shortfall — for which additional revenue sources are being investigated."

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Ford's new diesel-powered 1-tonner: the route to [illegible]

1/10/82 Sowetan

Bus fare hikes will wait

332

There may be a delay in the implementation of the proposed 13,5 percent Putco bus fare increase.

The application by Putco for fare increases in Johannesburg and Durban has not yet been considered by the National Transportation Board.

A spokesman for the local transporation board yesterday said the board only discussed Putco's application for fare increases in Pretoria on September 9.

No date has been set for the hearing of the company's application for fare increases in the Johannesburg and Durban areas.

When Putco made the application for a 13,5 percent bus fare increase it has asked for an implementation date not later than October.

Approval of the proposed fare hikes will mean a five-day week ticket between Mamelodi and Saulsville and the Caledonian Stadium will go up about 35 cents. Mamelodi commuters now pay R2,80 and those from Saulsville R2,85.

(332) S. Times

Amex claims the top spot

3/10/82

IN disputing that Rennies Travel is the largest South African travel organisation, as stated in Business Times last week, American Express claims it holds top spot.

Business Times based its findings on international air-ticket sales, which constitute 70% of turnover for an "average" travel company, according to major travel organisations consulted.

By Vera Beljakova

Since exact turnover figures — and profits — are secrets in the travel industry, Business Times had to work by rule of thumb.

In Amex's opinion, the international air sales are a misleading measure of size and performance.

The company states: "While their relative contribution to turnover will vary from agency to agency, it is generally accepted that on average they constitute 50% of total turnover."

Amex, ranked third by Business Times in terms of international air sales, points out that in 1981 Musgrave & Watson (before the Amex acquisition) had a turnover of R60-million in total travel sales, while this year (after amalgamation with Amex) the new company (now trading as Amex) expects to top the R90-million mark.

If traveller's-cheque sales and foreign-currency trading are included, the figure amounts to more than R100-million.

Amex's expected performance, however, should not be compared with Thomas Cook's anticipated R150-million turnover, since Cooks has the total agency on all Cooks cheques sold in this country.

American Express's traveller's cheques issuing organisation, however, is separate from the Amex travel operation.

Amex, whose market share is now 9%, also points out that merger talks between M & W and Cooks were abandoned six months before Freight Services, M & W's parent company, acquired Amex.

High speed service may escape axe

(332) Industrial Week 9/10/82

Staff Reporter

OPERATORS of one ton vehicles in scheduled express parcel delivery services should know in a matter of weeks whether the Minister of Transport, Hendrik Schoeman, is to give them a stay of execution.

A special committee has since February been preparing a case for retaining one ton vehicle legislation, on the grounds that it performs a valuable service to industry and commerce.

On the other side of the argument, however, the South African Transport Services (Sats) has lost business to private parcels delivery operators and the Minister has already instructed the State carrier to become more aggressive in its marketing operations, competing directly with private operators.

It was originally intended to phase our parcels delivery services, on the grounds that Sats still needed protection if it was to utilise its facilities adequately.

The authorities have argued that the relevant legislation was never intended to cover express parcels deliveries.

It was introduced so that farmers operating 2,5t trucks, having a payload of one ton should be able to move their goods around freely.

At that time all parcels business was in the hands of Sats which has since lost it to private operators interpreting the one ton legislation on a large scale for express deliveries.

Ronnie Meyer, deputy director general of the Department of Transport and National Transport Commission, told Industrial Week: "There can be no doubt that a whole new sector of the transport industry has sprung up around the express parcels service and one ton vehicles.

"This has hit Sats and it will be matter for the Minister, who has had the recommendations of the National Transport Committee.

Industry sources think it possible that the Minister might consolidate existing one ton permits into 10t, 15t and 20t permits.

It has, however, been pointed out that court cases have ruled against the one ton permits being made transferable, since it has been the declared intention of the authorities to phase out the one ton vehicle.

A R270-m travel giant is born

(332) S. Times 10/10/8

By John Spira

A NEW travel giant — Thomas Cook Rennies Travel — with a projected turnover of R270-million in 1983 has been born.

The group, created via the merger this week of Thomas Cook and Rennies Travel, will have a 13% share of South Africa's total travel and travel-related market, 12% of the country's international travel market and 16% of the domestic travel market.

Thomas Cook Rennies Travel (TCRT) will have 500 personnel, 32 offices in South Africa linked to 1 200 offices in 145 countries worldwide and 8 000 corporate accounts.

Buddy Hawton, chairman and chief executive of Rennies' shipping, travel and transport interests, will be chairman of the merged company.

He tells Business Times that TCRT has projected pretax profits to grow by 16% in 1983, 62% in 1984 (when the full benefits of the merger will be felt) and by 27% in 1985.

He adds: "Our aim is to establish TCRT as the leader in the corporate travel market without losing our leisure image in select areas.

"We intend to obtain 20% of the South African Iata travel market by 1985 — an objective which, if achieved, will mean that one out of every five South Africans travelling abroad will be booking through the group.

"Additionally, we wish to establish the company as the leading supplier of traveller's cheques in this country. We are now No 2, aiming for No 1 spot by 1985."

Mr Hawton points out that, because of the merger, the group will be able to offer an unusually wide range of services, including:

- Retail travel — business and leisure.
- Wholesale travel — holidays, incentive, special interest.
- Traveller's cheques and foreign exchange.
- Special service cards.
- Meet and greet facilities.
- Competitive rates from major principals.
- A special fares division.
- A special services unit.
- A wider range of general sales agencies.
- Enhanced technical expertise.

TCRT's rapid earnings growth slated for 1984-85 is expected to result from:

- Increased revenue from traveller's cheques sold through Rennies outlets.
- Increased sales through wider coverage and an expanded product range.
- In-house tour packages sold through the group's retail outlets.
- Improved branch contribution levels through a better client mix.
- Incremental sales to the existing client base.
- Upgraded staff quality and improved productivity.
- Rationalisation of head office and administration functions.
- Rationalisation of duplicate branches.
- Savings on automation development costs.
- Rationalisation of wholesale marketing costs.

Mr Hawton points out that TCRT is now the country's largest travel organisation.

Its 12% of the international travel market puts it well ahead of the 9% of its nearest competitor.

332

Govt sets new controls for danger loads

Star 12/10/82

Regulations have been published in the latest Government Gazette to govern the transport of dangerous substances.

They make it compulsory for hazard warning panels to be put on tankers used to carry any dangerous substance.

A warning hazard panel for a single load must show:

- The emergency action code of the load.
- The substance identification number for the load.
- The appropriate hazard warning sign.
- The telephone number or text showing where specialist advice can be obtained at all times.

Anybody who fails to comply with these or any other provisions of the regulations will be guilty of an offence.

People see red in rain

(332) Sowetan 13/10/82

MORE than 50 Mabopane West commuters were left stranded in yesterday's pouring rain after a Putco driver of a 7.30am block C city-bound bus ordered them off the bus.

A reporter heard angry passengers swearing and some complaining that they were always made to arrive late at work by inconsiderate drivers who do not check their buses before leaving for different routes.

One passenger said he had lost his previous job because of the irregularities by bus drivers.

The driver of the bus said he was going to fetch another bus.

"They always make us feel as if they are doing us favours overlooking the high prices this company charges. Why are officials not assuring the proper condition of their buses?" one commuter asked.

People who tried to seek help from queue marshalls at the transfer station were told to go away and that they were trouble seekers and "full of sh. . ."

"We're going to pile you into any of the most packed buses. I dont want to see your faces," said one of the queue marshalls, pointing at us.

A woman in one queue was told she had too much to say when she told Putco employees that it was high time they considered the importance of their service to commuters.

"It is not our fault if the bus you were travelling in broke down and all you've got to do is talk to your driver," was the retort.

After a 30-minute wait an inspector told commuters to board a full bus saying: "You're at my mercy."

Mr Dan Rolt, public relations officer for Putco in Pretoria, said he believed in the convenience of passengers and that there was no excuse for the behaviour displayed by Putco employees.

He referred reporters to traffic manager Mr Sarel Voster, who was said not to be in.

Putco's Germiston bid fails

Sowetan 13/10/82

332

MZIKAYISE EDOM

PUTCO'S attempts to take over the Germiston City Council's bus service which caters for thousands of commuters in Katlehong and Thokoza townships daily, have fallen through.

A spokesman for Putco yesterday confirmed that they had been negotiating with the city council for the past three months, but after failing to reach any agreement with them they had to withdraw their offer.

A spokesman for the city council said they were prepared to sell their bus service to Putco, but after Putco had failed to meet certain conditions.

For the past three months Putco and the city council have been negotiating the sale of the bus service, but they had to be called off after the parties failed to reach an agreement.

Bus commuters interviewed by **The SOWETAN** yesterday, expressed alarm at the possible take over and feared that the bus fares would rise drastically as a result.

Bus drivers and other bus service employees, many of whom have been employed for the past 20 to 30 years by the municipality, also feared that their conditions of employment would deteriorate under the new company.

Judgment reserved on Putco fares

332

Sowetan 15/10/92

JUDGMENT on Putco's application for a 13,5 percent increase on bus fares on its Johannesburg routes was reserved by the National Transportation Board in Pretoria.

An average bus fare increase of 13,5 percent had been applied for by the company in all its operating areas, including Durban.

In its application, Putco said it was hit by rising operating costs and had no alternative but to raise prices.

Mr G Budlender, representative for the objectors against increases told the commission that there was no need for Putco to increase its fares in the Witwatersrand. He said the company had made millions of rands profit.

By ALINAH DUBE

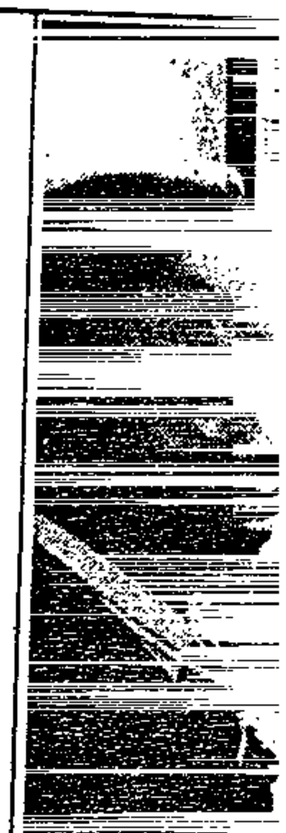
Mr Budlender pointed out that the number of buses for the company had increased by 68 percent and shareholders' equity had trippled in three years. Conditions offered by the company to commuters were so bad that they would resort to other means of transport.

"Putco's customers are faced with no alternative," he said.

Putco's defence, Mr A Finland SC, said the drivers' strike in 1980 had an effect on the company's financial situation and that some of the suggested changes could not be implemented on the spot.

He pointed out that the growth in the number of buses was due to an increase in the demand for the company's services.

The company is also awaiting a reply for the Pretoria application. Durban was to have been heard yesterday.



MR ABSOLC congratulated Telefunken C Microtek colo form and put chance to win

Diepkloof looks at high bills

Sowetan 15/10/92

HIGH electricity bills and Putco's application for a 13 percent busfare increase will be among issues to be discussed at a public meeting to be held by the Diepkloof Civic Association (DCA) in Diepkloof on Sunday.

According to Mr Isaac Mogase, chairman of the DCA, the meeting will be held at Modisi yo Botse Lutheran Church in Zone Four, Diepkloof and will start at 2 pm.

Mr Mogase said residents in Diepkloof have had numerous complaints about frequent water and electricity supply cuts in the past few weeks but that no explanation has been forthcoming from either the Soweto Council or the West Rand Admini-

Schoolboy kills youth over sister

By LEN KALANE

IN A tragic midweek killing incident, a 13-year-old boy plunged a knife into the lung of another school-going youth of about his age in a Soweto street this week.

The street fight, involving two primary school youths, ended in a fatal blow as the Standard Two pupil plunged his knife into the chest of 15-year-old Enoch Daddy Nakale of Moletsane.

Daddy was a Standard Four pupil at Dikwankwetla Higher Primary in Moletsane where his class teacher, Mr Gabriel Monareng described him as a boy of average intelligence, handy, hardworking and peaceful.

It is alleged that Daddy had an argument with the other boy over a younger sister whom the dead youth was apparently bothering.

Horrified residents witnessed the broad daylight incident on Tuesday afternoon as the two boys grappled for the fatal instrument. This was only a few minutes after school hours.

The dead youth's mother, Mrs Mildred Nakale, was shattered when she related the story to **The SOWETAN**, adding that her son's assailant, also schooling in the neighbourhood, had appa-

rently waylaid D afternoon.

She said: "I'm i son tried to protec self by throwing

Other school who witnessed th dent, said this d help as the ass pulled out a kn stabbed Daddy."

Daddy was a not far from his home in Molets which is only a blocks away from wankwetla school.

The murder in has set tongues wa in Soweto and polic still investigating.

Daddy was the s of Mrs Nakale's s children. He will be ied next week end

Dispute breaks out over new shipwreck legislation

332

By HEF SHAPIRO

A DISPUTE has broken out between salvors, who believe that provisions of a new law designed to protect shipwrecks are actually allowing the looting of the wrecks, and the National Monuments Council, who want the wrecks left untouched till salvage can be undertaken scientifically.

The new laws that strictly control salvage came into operation on April 1.

A Port Elizabeth salvor, Mr Dennis Muller, said he felt it was impossible to protect wrecks effectively from poachers in South African waters.

"The legislation has been welcomed by salvors in South Africa, but we are worried about the most important aspect — the protection of the wrecks from poachers," he said.

Mr Muller said that while those divers prepared to work with the council waited for permits to "work" wrecks, poaching was taking place.

"We wait for a permit and leave artefacts on the wrecks. But when we return to the wreck the artefacts are missing," he said.

Mr Muller said the idea of the State having first claim on artefacts without some form of payment to help cover salvage costs would, in fact, ensure that the finders would not disclose the sites of wrecks and artefacts would almost certainly be sold on the black market.

"With all the bureaucracy and red tape involved in obtaining a permit, dishonest divers will be reluctant to disclose information on the location of wrecks," he said.

"What you have now is a Catch 22 situation and, without proper enforcing of the law, the process is reversed and we end up where we started — with nothing."

Mr Muller said artefacts would either end up on the black market, be melted down or, in the case of the honest diver, be left where they were found.

"In all these cases the public still won't get to see our heritage," he said.

Another salvor, Mr Mike Klee, a zoologist, said he felt it would be better to issue permits and let the honest divers, who were just as concerned about South Africa's heritage as the council, work with institutions and recover valuable artefacts before there was nothing left.

The senior professional officer of the National Monuments Council, Mr Jahmer Rudner, said the council was well aware of the problem.

"The Government knows what we want and, in a few years, these wrecks will be salvaged with refined methods by a Government-run institution," he said.

"These wrecks have been down for hundreds of years. I don't see what difference it will make if they stay down for a few more. To use this sort of argument to obtain permits is a form of blackmail.

"Our job is to protect these wrecks and their artefacts and we will not issue permits to every Tom, Dick and Harry who asks for one."

Mr Rudman said the council was aware that poaching was taking place and that the law would not deter the unscrupulous. But there was not enough manpower to "police" the coast effectively.

"We are aware that there is a black market for wreck artefacts, but the law is still young and as we grow so we will be able to deal with the problem when we get funds and power to enforce the law," he said.

Mr Rudman said the council had decided at a meeting in Cape Town recently that permits for wrecks older than 1840 would now be issued only in exceptional circumstances.

"And because these wrecks are of such historical importance it would be better if they are left where they are until such time South Africa has its own archaeological salvage institution to exploit them," he said.

Permits for wrecks that sank between 1840 and 1882 would be issued only if the council was satisfied that the salvors worked with museums and universities.

The law says all wrecks older than 100 years are considered national monuments.

It also says half of the value of the artefacts recovered must be turned over to the State. This includes the respective duties imposed by the customs. Museums had first choice of the recovered artefacts, which are included in the half.

There is a R5 000 fine or a one-year prison sentence, or both, for anyone caught contravening the law.

Mr John Wiley, the Deputy Minister of Environment and Fisheries, told the Evening Post from Pretoria today that he was unaware there was a dispute.

"If the salvors are unhappy then they must drop me a line," he said.

Happy e hunt for 'Banana

CAPE TOWN — The giant fibre two weeks ago from an exh Centre, was found last night at the bust of Cecil John Rhodes.

The 2,5-metre "Banana Ma found after an anonymous tele newspaper last night. The calle the value of the banana and as crates of bananas offered for i Shawco, a University of Cape T

The banana disappeared fro worth Centre after three men ca the centre that they were mem

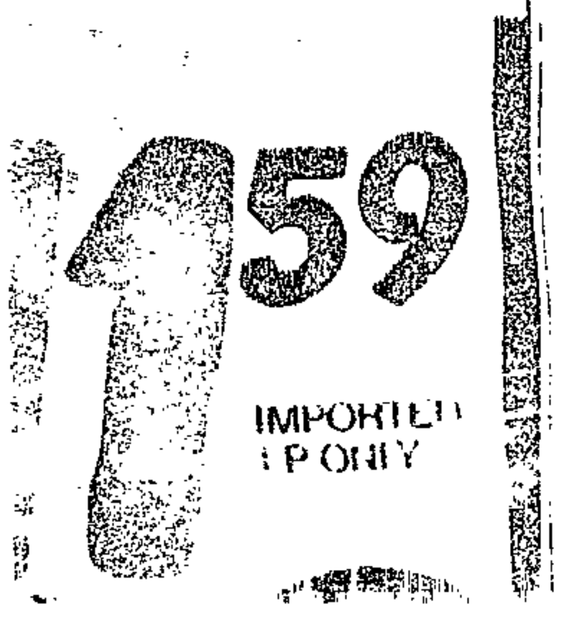
The anonymous caller said because it was the "happiest th

The Cape Times found the ba "Banana Man" had intended go weather in Cape Town was "a stay in Cape Town because it "t

The newspaper contacted Mr the Cape Town Banana Panel, specially constructed.

He said he would give the not to donate the reward to Shawco

However, Mr Fine was unab Man" last night as he did not hav Sapa



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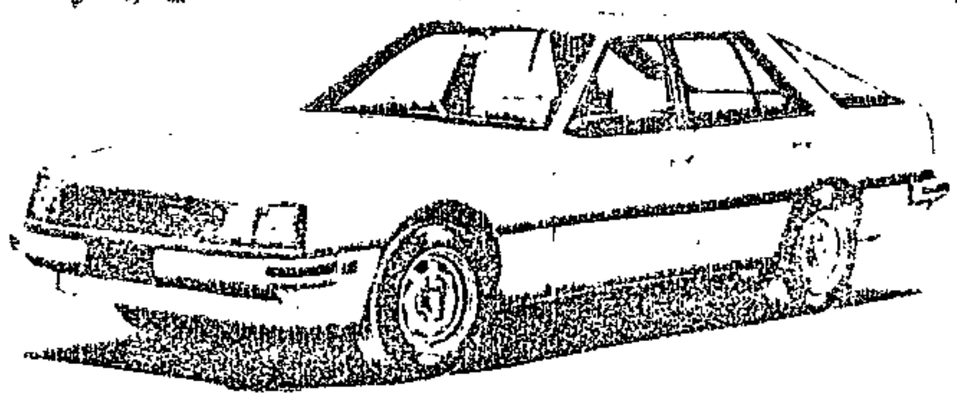


MEC DATSUN

test negative

Post Reporter

A TEST for rabies has proved negative after a girl was scratched by a cat in Uitenhage on Tuesday.

The Regional Director of Health, Dr J D Krynauw, said the animal's brain was sent to the Onderstepoort laboratories in Pretoria for

Paris	12	14	rain
Rio de Janeiro	19	28	rain
Rome	7	21	cloudy

Early shares

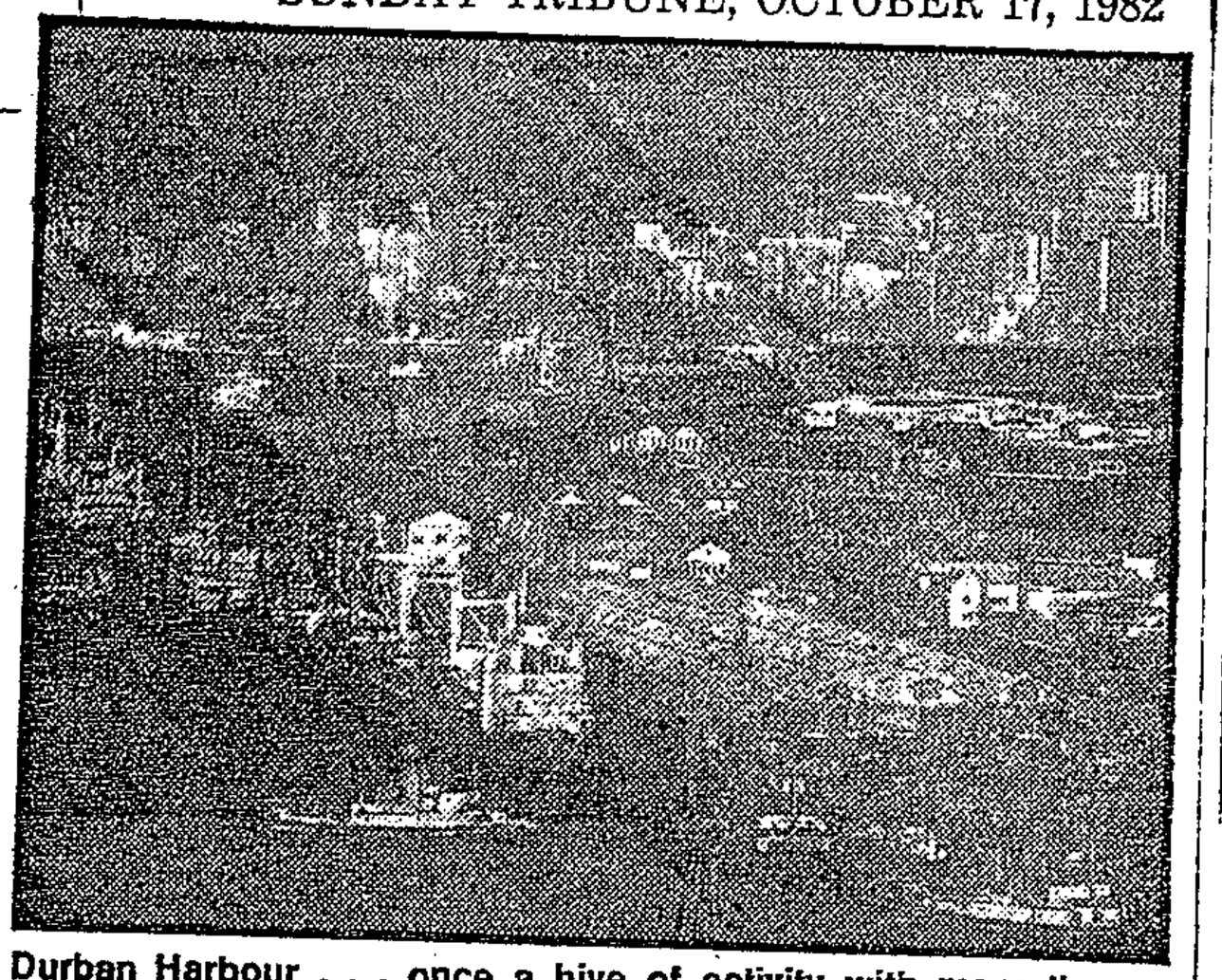
JOHANNESBURG — Gold shares eased in quiet opening trading as the bullion price fell back sharply overnight, dealers said.

Heavyweights shed about 50c on balance, as in Driefontein at 3 625c. Lightweights shed 5c on average.

rying the date of the current race will be scrutinised.

- Entries must be pasted on the back of an envelope or card.
- Entry is free and you may submit as many entries as you wish, but only the official entry form or a reasonable hand-drawn facsimile is acceptable.
- Entries must carry the names of the horses and not the numbers.

332



Durban Harbour . . . once a hive of activity with more than enough work for everybody . . . now they're laying off men as the slump begins to bite

SA ports hit by recession

By FRANCI HENNY

THE recession has hit South African ports and is threatening to sink the shipping industry.

LAY-OFFS AND GLOOM AS SLUMP THREATENS TO SINK THE SHIP INDUSTRY

Shipping companies are whittling down their fleets and ship-repair artisans are being laid-off amid gloomy predictions that the world-wide slump — said to be the seafarers' worst in 50 years — could last for several more months.

"It's no secret that we are experiencing the worst shipping recession since the 1930's. Many countries are in serious trouble and we have also had to curtail some of our services," said a public relations spokesman for a major shipping company.

"The worldwide

year), commercial shipping dropped by 2½ percent, cargo shipping by five percent, the container section showed a

called during September and August this year compared to the same period last year.

Conventional cargo

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SINK THE SHIP INDUSTRY

we are experiencing the worst shipping recession since the 1930's. Many countries are in serious trouble and we have also had to curtail some of our services," said a public relations spokesman for a major shipping company.

"The worldwide recession has caught up with South Africa," said a Department of Transport spokesman. "A number of companies are now selling ships. Safmarine has sold three and Unicorn has two up for sale.

"It is better to sell ships than to keep them laid-up. Bringing an idle ship back into commission can be costly because they have to be chipped and repainted."

Safmarine's cargo ships, SA Huguenot and SA Weltevreden, were taken off the Far East run and reportedly sold for 1,8 million dollars, while the sugar carrier Sugela is said to have been sold for as little as 850 000 dollars.

Safmarine declined to comment on the sales, saying this was a condition of the contract.

A Unicorn spokesman said they were selling their vessel, Swazi, used on the west coast of Africa in the Port Nolloth area.

"The sale is a direct result of the decline in the economy of the diamond industry. Our other ship, Sezela, is used on the local coastal trade."

He said there was a "general decline" in the export business and that the coastal trade was static.

The spokesman declined to comment on the selling price of the two vessels, saying it was open to negotiation.

In Durban, the situation has deteriorated over the past few months.

Port Director, Arrie Burggraaf, said there was a general downturn in business that seemed to be "snowballing" in the past three months.

He supplied the following figures calculated until August and compared to the same period last year which gave an indication of this downswing:

Over a 12 month period (compared to a similar period last year), commercial shipping dropped by 2½ percent, cargo shipping by five percent, the container section showed a slight increase but coal exports slumped by 23 percent.

Figures calculated over six months show commercial shipping has dropped by 4½ percent, cargo and container shipping by nine percent and coal exports by 33 percent.

Over a three-month period, commercial shipping has dropped off by 7½ percent, cargo shipping by 10 percent, containers by 13 percent, and coal exports by 52 percent. percent.

During August (which are the latest figures available), commercial shipping has dropped by 4,8 percent, cargo and container shipping are both down by 12 percent, and coal exports by 52 percent.

"The trend we find here, reflects the situation at other South African ports . . . even worldwide," said Mr Burggraaf. At Cape Town harbour, the drop in tonnages came suddenly.

"This is specially true of the last two months," said a harbour spokesman. The figures he supplied show 217 261 tons of imported cargo were landed during August last year. This year, in August, only 162 591 tons were landed.

Coastal imports in Cape Town dropped from 71 896 last year to 51 452 this year, and coastal exports reflect a similar decline from 85 104 tons in August last year to 21 230 tons in August this year.

A total of 156 638 tons of cargo was exported last year in August and this dropped to 82 760 tons this year in August.

"The situation will only improve when the money available for imports improves — if there are no imports, there is no work," the spokesman said.

Figures released by Port Elizabeth harbour authorities also show a decline in shipping.

Fifteen less ships called during September and August this year compared to the same period last year.

Conventional cargo last month had dropped off by 14 406 tons compared to last year. Container cargo for September is down 25 304 tons, and ore shipping has dropped by 30 335 tons.

The estimated total drop in tonnages handled at Port Elizabeth during September this year is 70 045 tons less than last year.

According to Durban's acting Port Captain, Ken Carter, only 26 ships have docked in the harbour this month. However, in May, about 45 ships passed through Durban's dock — almost twice as many.

"There are currently five ships just lying idle, waiting for instructions from their owners. Three tied to buoys inside the harbour are still paying daily port dues and there are two outside the harbour.

"They have been there for several weeks and I expect they'll be there for at least another two months," said Captain Carter.

He said harbour fees varied according to the size and tonnage of the vessel.

"Crews of idle ships may, depending on the extent of the stay, be repatriated to their home countries with only a skeleton crew remaining on board — but only if the vessel has a safe mooring inside the harbour.

"Ships waiting outside the port are, by law, not permitted to do this and must keep a full crew complement," he said.

Capt Carter said to conserve fuel, several tug boats had been laid up. "But obviously this will not affect shipping as less are calling here.

"It's really strange with things so quiet here . . . we are used to working in Durban."

He said the harbour had not laid-off any personnel despite the slow-down in work. "But we are not recruiting either, nor are we replacing people who leave."

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More benefits

PROVIDENT FUND benefits for thousands of garment workers in the Transvaal are to be increased.

This decision was taken by the Industrial Council at a meeting of the Provident Fund Administrative Committee during which the funds actuary recommended that disability benefits be increased to R420 and that death benefits be increased to R250.

The Garment Workers' Union's president, Dr Anna Scheepers, has expressed her pleasure in supporting this suggestion and, in particular, was pleased that the disability grant would go to those older workers who had to stop work due to ill health.

She pointed out that the death benefits were really a benefit for the survivors while the disability benefits were of direct value to a member still living although in bad health.

The meeting also agreed that a further R54 000 should be allocated to members who had repaid their loans.

The Industrial Council's general secretary, Mr J Thomas, has pointed out that the loan repayments were made from July 1959 by way of weekly contributions.

This has resulted in discrimination against persons who had repaid their loans, and consequently, to put matters right, the additional amount should be allocated to them.

Putco 'useless'

THE PUTCO bus service in Vosloorus near Boksburg has been described as "useless and unreliable" by commuters in the area.

The commuters also claimed that buses in the area were dirty, old, did not keep to the time tables in most cases and that bus drivers were rude.

Commuters interviewed by The SOWETAN claimed that the buses only kept to the time table during peak hours but that during the day they did not.

One commuter, Mrs Sophie Mokate, said that most of the buses in the area were dirty and old and that bus drivers were rude. She also said that during the day buses did not keep to the time table and that one frequently had to wait for more than an hour at a bus stop before a bus arrived.

Another commuter said: "If one does not have a weekly bus coupon the drivers often refuse him or her entry into the bus saying that they do not have change".

A few months back Mr Pat Rogers, the PRO for Putco, promised to investigate allegations that the bus service in the area was not up to standard and he also promised that a new machine costing thousands of rands would be installed at the Vosloorus bus depot to clean the buses. However, this machine has not been installed as yet.

Mr Rogers was not available for comment yesterday.

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Stand 8112 – Zone 6, Posbus 39, Diepkloof, Soweto 1864.

Putco cleans up its image

Sowetan 20/10/87

332

By JOSHUA RABO-ROKO

PUTCO, the largest bus company in the country, is to improve its operation and keep its buses as clean as possible in Boksburg on the East Rand.

According to Putco's PRO, Mr Pat Rodgers, the company has installed a bus-washing machine at Boksburg North last month to clean 70 buses a day.

Putco's comment follows reports that the company's service in Vosloorus near Boksburg was "useless and unreliable."

DIRTY

Commuters were also reported to have claimed that buses in the area were dirty, old, unpunctual and that drivers were rude.

In a statement Mr Rodgers said a programme would begin next week whereby half of the old fleet of 193 would be replaced.

Referring to an incident in which Putco drivers were involved in an accident in Soweto, the statement said that one driver was killed in the accident and not four as reported.

FM 22/10/82

ROAD TRANSPORT

Bakkies under fire

(332)

The decision of Transport Affairs Minister Hendrik Schoeman to withdraw permits to use 1 t vehicles for inter-city express freight services threatens a R25m/year business.

The 400-odd registered vehicles providing this service represent only a small part of the estimated R200m/year parcels business in SA, but they are a thorn in the side of SA Transport Services (SATS).

They have skimmed the cream off the lucrative run between Durban and Johannesburg. It is estimated that another 400 vehicles operate illegally alongside them.

After January 1984, operators wishing to run this type of service will have to apply for special permits against stiff opposition from SATS. Big operators may, however, forestall this by finding ways of operating through existing permits.

Greg Donald, of Intercity Parcel Services, SA's biggest express freight service operator, says: "I am perturbed that the new regulations do not take special cognisance of the needs for express freight. It is obvious that this has become a vital service to industry and commerce and it is not conceivable that alternative services by SATS will fill the gap.

"I accept that the services operated today were not originally intended within existing legislation, but they have become firmly established and will need to be continued in some form.'

Presto Parcels' John Gibb says: "SATS will not benefit from this one iota. This business will still be transacted by private operators, legally or illegally. And more people will be coming in with more comprehensive services and facilities."

Since private operators penetrated the parcels delivery market, SATS has launched a number of special services to win back business. These include an overnight air freight service, operated with Safair, and an overnight container service by road, the legality of which has been questioned by private operators on several occasions.

Durban-Reef bus service gets OK

Mercury 22/10/82

332

Municipal Reporter

A LUXURY bus service between Johannesburg and Durban has been approved and will begin in February — unless the South African Transport Services wins an appeal against the decision.

The SATS did lodge objections at a Local Road Transportation Board hearing, but these were overruled and the board's approval marks the end of a long line of unsuccessful applications over many year's.

The successful applicant, Mr Tony Hunter of Sandton Transport, said: 'We see our service as being complementary to the air and rail services. We plan to operate every day, with a bus leaving each city at 8 a m and arriving at 4 p m. The tickets would cost R35 one way, R65 return and half price for children under 10.

'We have ordered luxury air-conditioned coaches with toilet and kitchen facilities and the only stop will be a half-hour break at Van Reenen's Pass. The Durban terminus will be at the Trust Bank Centre in Smith Street and the Johannesburg one at the Leyd Street Rotunda.'

The application had been enthusiastically supported by Durban's hotel and travel agent associations and many letters from the public. Durban's Director of Publicity, Mr Terry Toohey, had flown to Johannesburg to give verbal evidence.

Mr Hunter hoped the public would rally to his support for the appeal.

Commenting on the Railways appeal, Mr Toohey said: 'America, Australia the USA and Europe all have luxury coach services between major centres and the introduction of one between the country's largest city and its number one holiday resort is long overdue.'

Mr B Heckroodt, Deputy System Manager Durban, said: 'We have to appeal to the National Transport Commission. Our night service is nowhere near maximum capacity, even with the various concession we have introduced. I know there are tourists who would like to see the countryside, I can't begrudge them that, but the night service is a more productive one in that people don't lose day hours on travel.'

A second-class air ticket between Johannesburg and Durban costs R156 return. A second-class return train ticket costs R70.

Taxi firm opposes roving cabs

STAR 22/10/82

332

By Lucille McNamara, Municipal Reporter

By suggesting that roving taxis operate in the Central Business District, the Johannesburg Chamber of Commerce was "dangling the carrot of lower fares" to attract public support, the chairman of a taxi firm said yesterday.

Mr Jan Mynhardt, whose company operates a large fleet, was reacting to moves by the chamber and its umbrella body, Assocom, to persuade the Road Transportation Board that roving taxis are needed in Johannesburg.

The chamber believes that roving mini-cabs, which would offer cheap rates, could be a boon to businessmen and tourists who require transport for short trips.

Commuters using Johannesburg taxis pay 80c a kilometre, as well as a standard fee of 70c.

UNECONOMIC

Mr Mynhardt said permits for his company's fleet of 180 taxis enabled drivers to cruise streets looking for fares, but trials had shown this to be uneconomic.

He said his company had direct telephone lines installed at most city hospitals, hotels and furnished apartment blocks which enabled taxis to be dispatched almost immediately.

Mr Mynhardt expressed doubts that roving taxis were needed, and said his company would oppose any application for them a service.

Johannesburg taxi companies have been criticised by the JCC for:

- Employing drivers who have a poor knowledge of the city and environs, and are often unable to speak or understand either of the two official languages.
- Operating taxis which are often dirty and in poor condition.
- Charging fees which are among the highest in the world.

Replying to the allegations, Mr Mynhardt said taxi drivers had to undergo tests which were conducted in one of the official languages.

Communication often broke down because some tourists were unable to speak English, he said.

"DEAD MILEAGE"

Taxis had to be roadworthied every six months and fees were set by the Local Transportation Board.

But Mr Mynhardt said commuters paid only for the distances which they travelled — apart from the 70c flag fee — and taxi companies did not recoup expenses for "dead mileage" to and from the fare.

"Johannesburg is not a tourist centre in the sense that most visitors stay only overnight before proceeding elsewhere, while businessmen can easily obtain taxis through our direct telephone system installed in most hotels," said Mr Mynhardt.

CSIR seminar on black transport

Cape Times 26/10/82

~~369~~ 332

Staff Reporter

THE Council for Scientific and Industrial Research (CSIR) will be host of a seminar tomorrow morning on the transport problems of black workers in Cape Town.

The seminar is being presented by two chief research officers from the CSIR's National Institute of Transport and Road Research, an industrial psychologist, Mrs Pat van der Reis and a planning expert, Mrs Nesta Morris.

According to Mrs Van der Reis, transport plays an important role in labour relations, leading to boycotts and idle buses if handled incorrectly.

"We will be dealing with overcrowding on transport systems, how the worker's punctuality is affected by transport systems, his total travelling time to and from his place of work and the cost entailed," she said yesterday.

"Other problems include crime on public transport systems, the worker's relationship with transport officials, walking times from homes and places of employment to and from stations and bus stops, and transfer times."

She said some workers had to change buses or trains possibly two, three or four times to get to and from work.

The seminar has already attracted the attention of sociologists from the University of Cape Town and Stellenbosch University, traffic officials and a nation-wide chain of department stores.

Late registrations will be accepted tomorrow morning at the seminar, which starts at 8am at the Woodstock Holiday Inn, with lunch at 12.45pm.

Business and Shipping

SA's shipbreaking industry on rocks

Argus 29/10/82

332

SHIPPING

By George Young

IT looks as if the Republic's embryo shipbreaking industry has run on the rocks, thanks to the sharp decline in the value of scrap and the surplus in the country.

Bewildering to the uninitiated is the tendency for prices of steel to rise consistently with the declining demand and the enormous surplus of stocks leading to a cutting of staffs.

Whereas shipbreakers a few months ago believed they would receive about R58 a ton for their scrap, the figure at the coast is now thought to be about R42 a ton with little prospect of an increase. For concerns halfway through the demolition process of ships the situation is serious, particulary since SATS plans to beef up transport and harbour costs.

Three tugs, John X Merriman, R B Waterston and T H Watermeyer, were bought by a Port Elizabeth scrap firm for a reported R30 000 with an arrangement that the demolition process in Cape Town would be free of dock dues.

But the contractor had to pay for cranes, for tugs to move the hulks to drydock, and then paid about R1 200 a day for the hire of the drydock where the final cutting up was effected.

Thereafter, for the cutting, parcelling, and sorting of the scrap on the wharf above the drydock, the SATS charged rent for the space usurped.

This month the scrappers also bought the smaller tug, S G Stephens, built in 1953 and reboilered about 15 years ago, but regarded not worth the expense of rehabilitation when boiler cracks brought operations to a halt. SATS removed bearings and other plant from the engine room.

Because the tug had smaller steam machinery of a type no longer built, it was regarded as an ideal exhibit for a technikon or engineering museum, and with the aid of a small electric motor the mechanism could in fact be kept turning.

Each steam unit was only 186kW but represented a miniature of the type of engine which drove the Titanic, and all the ships of that era. It was not taken up for this purpose, however.

Before scrap dealers could be induced to buy and scrap old tugs they were towed out and scuttled. This was regarded as a monumental waste of steel which commended itself for recycling for industry, just as the Koreans, Taiwanese and Japanese do on a large scale. They are satisfied that recycled ship steel is cheaper than the billets produced by the foundries.

The preparedness of dealers to buy and demolish these craft did provide revenue for SATS, but there seems less likelihood of more craft being dealt with in the same way while the steel price is low for the scrap dealer, but high for the consumer.

A fishing concern which bought a trio of obsolete whalers from Durban owners and had them towed to the Cape, was reportedly interested mainly in the refrigeration plant of the ships.

This apparatus had been put into them comparatively recently when there was talk of the ships being employed off West Africa for whaling. The meat would have been kept frozen until the catchers returned to port.

It was stated at the time that the trio was for fishing, but it was widely believed they were to catch whales until public opinion brought the hunting to a standstill and one ship was damaged by a limpet mine at its berth in an Iberian harbour.

Since the refrigeration plant constituted the most valuable part of the hulls, the trawling concern bought the entire ships and after obtaining all the reusable or re-saleable plant, will probably tow out and sink the hulks.

If the scrap price could approach R60 a ton again, then shipbreaking may be a viable proposition unless railage costs to Iscor and other inland terminals make it no longer economically viable.

SC

RR = 25%

CM = 100 = 4

RR- low - cost/ton

Mr Mc Williamson a ... ship

Black commuters' crime complaints

ARGUS 27/10/82 332

NEARLY HALF of the black commuters questioned in a study on transport problems undertaken by the National Institute of Transport and Road Research (NITRR) said they had experienced crime while travelling to and from work

Speaking at a seminar in Cape Town today, Mrs Nesta Morris, chief research officer with the NITRR, said 42 percent of commuters in the Pretoria/Rosslyn/Bophuthatswana hinterland district had either witnessed or been victims of crime on their way to and from work

The most common complaints were of fights on the trains and between the bus stops and people's homes.

People also complained of "pushing and stampeding" and drunkenness

Mr Morris said the average time commuters spent walking either to the bus stop or the station from home was about 30 minutes.

She said 26 percent of people were dissatisfied with the walking distance from the home end and 42 percent were dissatisfied with the distance at the work end

In areas like Mamelodi West, the terrain itself was a source of complaint, said Mrs Morris. Commuters lived in inaccessible areas and the terrain was rough.

TRANSFERS

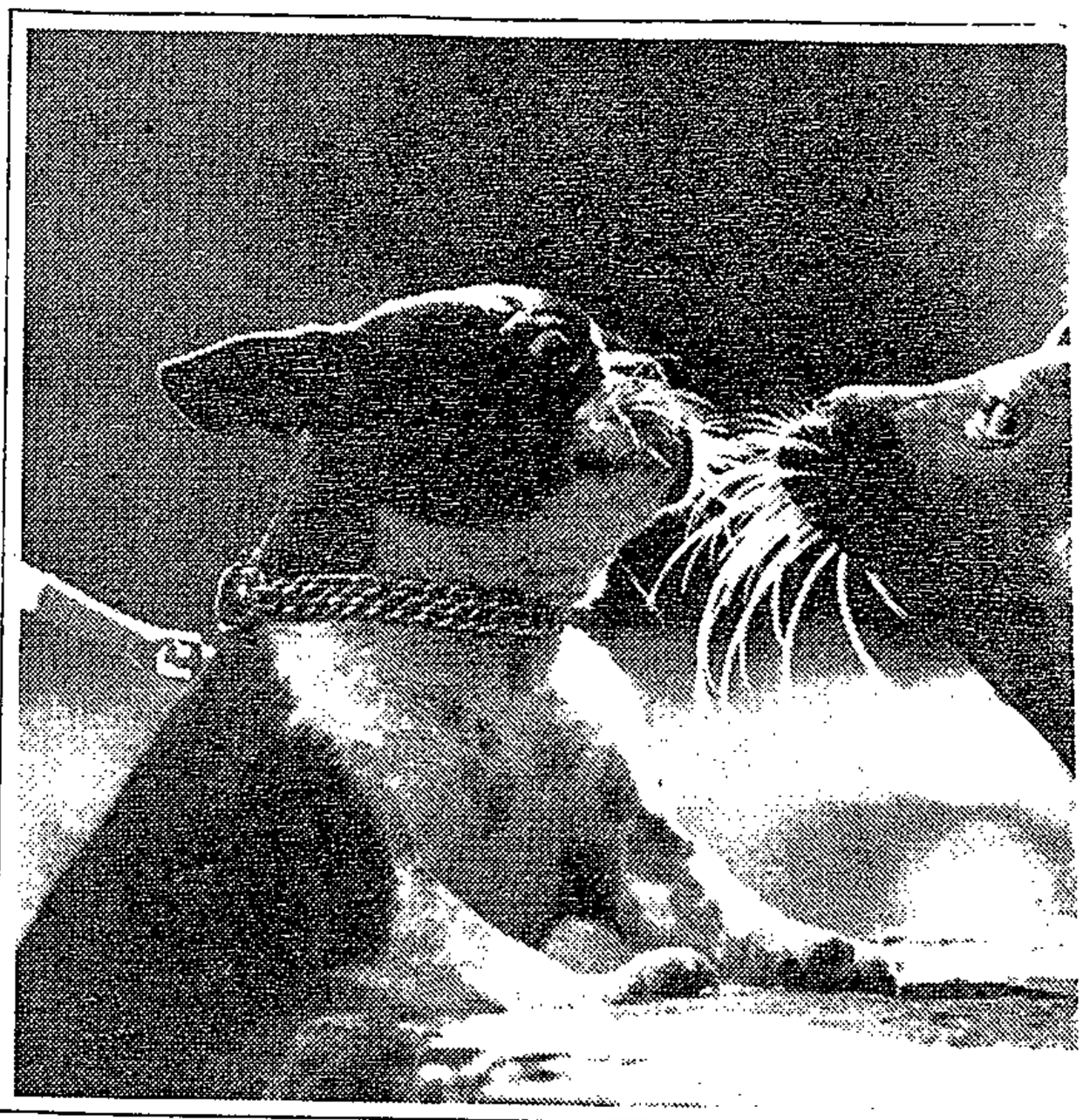
Although 51 percent of those interviewed had to make transfers on their way to work, only 19 percent were dissatisfied with the number of transfers they made.

The mean travelling time for people who made one transfer was 117 minutes and for those who made two transfers, 144 minutes.

The level of dissatisfaction rose sharply when people had to make one transfer to get to and from work, said Mrs Morris.

People who lived in townships within the borders of Bophuthatswana and worked in Pretoria or the Lyttleton/Kentron area, were the most dissatisfied with the length of travelling time — sometimes longer than three hours.

● See page 5.



Cheaper money for fruit farms

Consumer Reporter

THE Deciduous Fruit Board has arranged for Western Cape fruit growers to borrow from overseas banks at lower interest rates than those in this country.

The scheme was disclosed today by the chairman of the board, Mr Alex van Niekerk, at a Press conference at which he announced record export earnings for the past season.

The scheme will enable producers to borrow through their own banks to meet export expenses for the coming season.

IMF staff back SA loan request

Argus Bureau

WASHINGTON. — The International Monetary Fund staff has recommended approval for the South African Government's request for its largest foreign loan.

The R1 240-m loan application has sparked off a storm of controversy in anticipation of the formal decision to be taken by the fund's executive board in Washington next Wednesday.

It is expected the board will endorse its staff recommendation.

Protests have flowed from the United Nations General Assembly, America's congressional black caucus, the congressional ad hoc monitoring group on South Africa and Representative Howard Wolpe.

Many of these protests have been directed at the Reagan Administration

(Cont from Pag

254 311

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In a statement iss today the UCT SRC s they refused to part pate in the proposed t of the operational a as they felt it would "naive" to imagine tour was for educatio purposes.

"Thus to accompa Mrs Viljoen would

CAPE TIMES 29/10/82

Rise in transport contributions

332

Own Correspondent

JOHANNESBURG. — Transport contributions collected in terms of the Black Transport Services Act and the Transport Services for Coloured Persons and Indians Act are to be increased by 200% from November 1.

This was announced last night by Mr A B Eksteen, chairman of the National Transport Commission.

They will go up from R1 to R3 a month for blacks and from 20 cents from 60 cents a week for coloureds and Indians.

The increases, which have remained static since 1974, were necessitated, Mr Eksteen said, by the growing and continual demand on the Treasury for the grant of additional sums for subsidies.

These additional transport contributions will not be payable countrywide but only in those areas where the provisions of the relevant Acts are applicable, and where the present rates of contributions collected are insufficient to meet the subsidy demands.

Mr Eksteen said contributions would also apply to domestic servants.

Payment of contributions for the following categories of workers is exempted:

- Domestic servants in any declared area who are resident in approved accommodation on the premises where they work.
- Black workers who are in the employ of a business, industrial or mining undertaking in any declared area, who are resident in approved accommodation on the premises where they work.
- Coloured workers in the commercial or industrial sector in any declared area who are resident in approved accommodation on premises where they work.
- Coloured domestic servants in the magisterial districts of the Cape, Bellville, Wynberg, Simon's Town, Stellenbosch, Kuils River and Goodwood, and in the areas of jurisdiction of the urban local authorities of Despatch, Port Elizabeth and Uitenhage, whether or not they are resident on the premises where they work, until an in-depth investigation can be made.

Railways halts private hauliers

332

RDM 29/10/82

Mail Reporter

PRIVATE haulage companies could come to a standstill if the SA Transport Services refused to withdraw a clause ensuring the railways exclusive access to transporting goods to Johannesburg.

This was said yesterday by Mr Jacques van der Heyten, general manager of a Johannesburg-based haulage company.

Yesterday members of the Public Carriers Association met to formulate remedial action.

Carriers had been informed that the SATS had invoked a clause which gave private companies no alternative but to rail goods destined for the Johannesburg port at City Deep.

Clauses 119 and 244 of the Customs Act took effect last Friday and effectively brought competitive firms transporting goods by road to Johannesburg to a standstill.

At least 130 companies would be affected by this clause.

"In the past the railways couldn't handle all the traffic to Johannesburg and private companies were allowed to run in competition to the SATS.

"The railways has prevented this competition from continuing and as a result a number of transport operators on the Witwatersrand have stopped functioning," Mr Van der Heyten said.

The SATS was not available for comment yesterday.

SECTION A

UNIVERSITY OF CAPE TOWN
EXAMINATION ANSWER BOOK

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

Cape Herald 30/10/82

More join jobless queues

THE ranks of the unemployed in the Western Cape swelled drastically during the past two months with the retrenchment of 250 workers at the Leyland motor manufacturing plant.

According to the company, the layoffs were unavoidable because the giant Sigma Motor Corporation had in June cancelled a R60-million project to manufacture vehicles at Leyland's Blackheath plant.

The layoffs were staggered over two months as the various Sigma models were phased out.

To avoid retrenchments many companies do away with all overtime work and put workers on short-time.

MINIMUM

Leyland has not been able to go on short-time and has cut overtime to an absolute minimum. It has recruited new workers but only in certain specialised areas.

Workers who wish to be re-employed would have to wait until June next year for it is only then that the company expects its volume of work to increase. It is at this time that Leyland expects to re-establish its Elsies River plant.

Mr Joe Foster, the local secretary of Naawu and general secretary of the Federation of South African Trade Union (Fosatu), said retrenchment procedures had been negotiated with the company.

Many of the workers had received severance pay, Mr Foster said.

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t be used for written all point pen is accept- may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.

3. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
4. Do not write in the left hand margin.

WARNING

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

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

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State 'hogging road transport business'

PRIVATE HAULIERS CLAIM GOVERNMENT HARASSMENT ON TRIPS

By Kevin Davie

FACED by deficits amounting to millions of rands, the Government-run South African transport industry has begun muscling in on private transport operators, refusing to grant permits, and harassing them at roadblocks manned by railway police.

These claims are made by private hauliers who say the Government is making it difficult for them to earn a living. Their claims are backed by the South African Road Federation (Sarf), a co-ordinating body which represents the interests of road users, and has Minister of Transport Hendrik Schoeman as its patron.

Tension between the public and private sectors — never happy bedfellows — of the South African tranport industry began to mount this year as the economy went into decline. When there was sufficent work for both sectors, the Road Transport Board (RTB) was happy to grant permits to private operators. These permits have now become difficult to get.

The situation has been worsened by a new aggressive marketing strategy by the South African Transport Services (Sats) — which for April alone showed a deficit of R24 million — to increase its share of road transportation in South Africa.

Permits which originally cost about R100 are now being offerred to desperate operators at fantastic sums. In one case a Durban-based fleet operator was recently offerred six permits with the original value of about R700, for R200 000.

The president of Sarf, Brian Kennedy, at the body's 32nd annual meeting this week, said that the Road Transportation Act of 1977, the Act which governs the road transport industry in South Africa, was "a very poorly drafted piece of legislation which created more problems than it solved."

Coupled with the clampdown in issuing permits, the railway police, who fall under the jurisdiction of the Sats, have mounted an extensive roadblock campaign, causing further problems, according to individual truckers canvassed by the SUNDAY TRIBUNE and members of the Sarf.

Hendrik Schoeman

Brian Kennedy

Common complaints are:

- Railway police manning the roadblocks are often inexperienced.
- Trucking operators say they often have to drive substantial distances to appear in court because of charges the railway police have brought against them, only to have the charges thrown out of court.
- Permits issued by the RTB are open to interpretation, causing confusion, and more wasted journeys to release trucks that have been impounded by railway police.
- The railway police mount too many road blocks. Trucking operators say their trucks are stopped and searched up to four times on a single journey, such as between Johannesburg and Durban.
- While stopping and searching privately-run trucks, railway police turn a blind eye to those operated by the Sats, which, private haulers allege, often carry loads without the necessary permits.
- The only items the RTB allows private hauliers to carry without permits, are low-profit, heavy bulk goods such as ash and anthracite, and highly-breakables. For instance, they are permitted to carry asbestos ornaments and holloware, which are breakable, but not asbestos pipes, which are not easily broken.

There are many anomalies, too — they are allowed to carry butter, but not margarine. Used empty bags are exempt, while new bags are not.

- The RTB is biased in issuing permits, giving preference to the Sats.

Particularly hard-hit in this clamp-down on private sector transport operations are truckers who have been running businesses with temporary permits. While it used to be relatively easy to get permits, they now say that it has become virtually impossible.

Those companies that run with permanent permits have not been so badly effected, but still have been subject to delays at roadblocks, and have been inconvenienced by having to travel to these roadblocks to release their trucks which, they allege, have been wrongly stopped because of vague wording on the permits, or the inexperience of the railway police.

"Truckers are desperate," says a Durban-based operator.

"They have thousands of rands invested in their trucks which are standing idle as they cannot get the necessary permits."

"Some, because they have bills to meet and children to feed, are taking a chance and transporting goods without the necessary permits. Then they're getting caught at the railway police roadblocks."

Some truckers said they were organising to drive several hundred trucks to the home of the Minister of Transport Affairs, Mr Schoeman, so that he would have to take notice of their plight.

The general manager of Sats public relations, Tinie van der Berg, says Sats decided that it would be aggressive in its marketing to win back contracts that had been lost to private hauliers.

"We're not favoured by the RTB as people think," he says, stressing that while the Sats and the RTB fall under the jurisdiction of the Minister of Transport, they are administered by separate departments.

"We don't get any preferential treatment. Our trucks can be stopped at any time. If we are not being stopped, the private hauliers can't blame us. As a government body we know we can't take any chances."

Mr Van der Berg said more than 80 percent of those stopped at roadblocks were found guilty.

Speaking at the Sarf meeting in Johannesburg, Mr Kennedy, said it was "farcical" to block main roads to check the legality of private sector transport, when "many people question whether Sats pay any attention to to the Act in regard to their own operations."

Mr Van der Berg rejects these claims, stressing that the railway police stop "every heavy vehicle".

Report on black commuters study notes problem factors

E. Post 2/11/82 (332)

By SANDRA SMITH

COMMUTER transport was an aspect of the work environment which had in recent years appeared to be a possible source of unrest, according to a report compiled by the National Institute for Transport and Road Research.

The report, tabled at a meeting of the institute in Port Elizabeth today, said the attitudes of black workers to the many facets of the daily work environment was a subject of increasing interest.

The policy of some companies to fine or fire workers for late arrival at work, which the workers often maintained was the result of inadequate transport facilities, could be the cause of considerable discontent.

One of the researchers for the report, Mrs Pat van der Reis, said in the report that in a study of black workers in the Pretoria and Bophuthatswana area in 1981, main transport problems were found to be crowding, a lack of punctuality, and insufficient and infrequent transport.

She said 90% of those interviewed complained of crowded bus and train conditions. Dissatisfaction with crowding was greater among bus users than among commuters who used trains.

Most bus users were dissatisfied if only five commuters were standing, which perhaps showed unrealistic demands, Mrs Van der Reis said.

There was no evidence that socio-demographic factors such as sex, age and education levels affected commuters' dissatisfaction with crowding.

Some 48% of bus users were also found to be dissatisfied with the type of seating provided, and women most of all.

Of the respondents 68% described transport services as infrequent. Most of these were bus users.

The higher the education level of respondents, the more dissatisfied they were about the frequency of service. Three-quarters of commuters said they waited for up to 15 minutes for transport. Dissatisfaction increased markedly if commuters waited longer than 15 minutes.

The waiting times for buses tended to be longer than for trains. Dissatisfaction with waiting times also increased with the distance to be travelled.

Mrs Van der Reis said 25% of commuters said they were never late at work. Some 15% said they were quite often late, and 8% said they were nearly always late.

The majority were up to 15 minutes late for work. They stood a risk of having their pay docked, and even of being fired.

Train users were found to be more often late than bus users.

Another of the institute's researchers, Mrs Nesta Morris, said 15% of commuters in the Pretoria area travelled up to one hour to work a day (one way). Some 30% used public transport for between 61 and 90 minutes and 15% travelled for more than 151 minutes.

Dissatisfaction with the length of time spent travelling obviously increased with the length of the journey.

The average monthly fare for the area was found to be R11,22c. This represented 5,4% of the mean income.

Some 58% of the commuters were spending up to 5% of their income on commuting and the majority of these were dissatisfied with this.

Some 42% of the commuters in the study claimed to have experienced or witnessed crimes on trains or buses, with train routes being particular targets.

Two bus services between Durban and Reef

332

Mercury 31/1/82

Municipal Reporter

AFTER years of refusing permission for an intercity bus service between Durban and Johannesburg, the Local Road Transportation Board has suddenly granted permits to two companies within a week.

Sandton Coach, which intends running a daily express service for R35 one way and R65 return, was first given the go-ahead.

Permission has now followed for Greyhound Bus Services also to operate a daily service, stopping at towns along the way. A spokesman for the company said he was unable to give details of the fare structure.

Lost

Meanwhile, South African Transport Services have announced plans to appeal at national level against the services and it could take until February for the appeal to be heard by the National Transport Commission.

Greyhound have made several attempts in the past year to get a permit, and lost an appeal to the NTC about six weeks ago.

Mr Tony Hunter, managing director of Sandton Coach, said, in view of this, he found it very difficult to believe that the Greyhound service had also been given a permit.

'I fail to see how they managed to get another application in so quickly and be granted a licence to operate. And I think its terribly unfair that I have had to wait all these months for Greyhound to have their appeal heard before I was given a decision and then Greyhound were given permission so quickly,' Mr Hunter said.

Last week a Railways spokesman said they had to oppose the bus service because the train service, which ran at night only, was not operating at full capacity.

Aviation plans win support

332

STAR 5/11/82

By Richard Paris
Air Correspondent

The findings of the Margo Commission into Civil Aviation — a comprehensive study of every aspect of air transport in South Africa — was given private sector support at a special seminar yesterday.

The seminar, chaired by the director of Civil Aviation, Mr Jacques Germishuys, and held at Rand Afrikaans University was attended by 200 people.

Experts presented papers which underscored the need to restructure many aviation aspects to ensure development in the decades ahead.

Although closed to the Press, it was understood that in spite of private sector backing for the commission, there was disagreement between delegates about how commercial aviation should function.

The commission presented its report to Parliament in May. It will be debated in the House of Assembly during the next session before the Minister of Transport decides how and when its recommendations will be implemented.

The commission's head, Mr Justice Margo, told delegates it would be a prodigal waste to file the report away for use merely as a work of reference, and when required.

"The commission covered a vast area of investigations here and overseas. It has endeavoured to plan for the successful future of South African civil aviation until the end of the century," he said.

He noted:

- There was no effective aviation planning in South Africa except in a few limited areas such as airport design, and expansion.
- The Directorate of Civil Aviation was far too small and its budget too limited to be able to provide for all essential aspects of the development of vil aviation in South Africa.
- Relations between South Africa and much of the outside world were unhealthy; aviation communications with the rest of Africa needed to be improved with a raprochement towards African countries which would not work with South Africa.
- The nation's network of aerodromes and the national fleet of private aircraft were inadequate.
- Flying club membership had dropped 20 percent in the last year.

Recommendations the commission hopes the Government will adopt are:

- The acquisition and use of aircraft and the training of personnel be encouraged by income tax concessions and that the tax on aviation fuel be dropped.
- The establishment of an Aviation Development Corporation to stimulate the devolpment of profitable aviation enterprises.
- The setting aside of R10 million a year for subsidies for the training of pilots, the building of airports, crop spraying and other general aviation activities, and bodies like the Aero Club of South Africa, the Commercial Aviation Association and the Aeronautical Society.
- Changes to the composition, appointments and powers of the licensing authority.
- A formula for the development and security of private airlines.
- Closer co-operation and more negotiation between SAA and foreign airlines.
- The application of modern accounting and business methods to turn the three largest State airports — Jan Smuts, D F Malan and Louis Botha — into profitable operations.

Mr Justice Margo . . . "No effective aviation planning in South Africa."

SHIPPING (332)

Taking a bloodbath

FM 5/11/82

Former Safmarine chairman Abie van den Berg added a chilling postscript to his address at the company's AGM in Cape Town this week.

Quote: "The recession in world trade is proving more persistent and deeper than knowledgeable international forecasters expected. This has resulted in an over-capacity of shipping of record proportions, leading to dumping of ships at distressing rates. Unfortunately, this is coinciding with the severe recession in SA's foreign trade, particularly its imports, which are high-rated traffic. In these circumstances, there is evergrowing competition for the reducing volume of cargo."

Nearly 10% of the world fleet is laid up. Well over 800 ships, totalling close to 70m dwt, are lolling around in lay-up berths, many with little prospect of ever finding employment. This figure exceeds the previous all-time high of 57m dwt in June 1978 and represents an increase of nearly 700% since early last year. Even the Greeks and the Liberians see no prospect of early relief.

The volume of trade between SA and the rest of the world could be down by as much as 25%, but this is probably a temporary figure because inventories have been run down to rock bottom levels. After some adjustment in the months ahead the overall downturn may settle at a figure closer to 15%.

On the important Europe-SA route, northbound sailings are about 66% of capacity while south-bound ships are still running full. But for how long?

It is reliably understood that the SA-Europe Conference Service (SAECS) fleet is soon to be trimmer. *Nedlloyd Horn* is to be brought back into SA service after an absence of several years, but two other large, fully cellular ships (3 200 TEU containers), OCL's *Table Bay* and Ellerman's *City of Durban* are to be placed in the Far East trades.

At the same time, the SA-Far East conference service, known as Safari, will be limited to four ships instead of the originally planned five. The US service will continue to operate much as before, but frequency may be reduced slightly.

Non-conference operators may have similar plans to tighten up their business. Not all are going to survive the rates bloodbath.

As the business cycle swings lower and demand falls, the number of opportunity advantages in the form of one-off import shipments to SA is going to fall sharply. At the same time regular shippers and receivers are going to negotiate tighter rates and very precise delivery schedules. In the ensuing fight only owners with realistic gearing ratios will survive. As it is, charter rates are now so low that many owners are hardly able to generate sufficient cash flow to cover operating costs, let alone service debt.

It is hardly surprising, therefore, that SAECS is seeking a mere 7,5% rise in freight rates for 1983, which is 25% below the OECD countries' inflation outlook. However, freight competition is going to get so sharp that users may well be in a position to negotiate new rates below the projected 7,5% increase.

Strategies for riding out the recession are limited. Cost paring, cross trading and intense freight canvassin may not be enough. However, there is a source of earnings which, from the SA point of view, has not been exploited to its full potential — unlike other major trading nations.

As Finance Minister Owen Horwood and his Director-General, Joep de Loor, have lamented from time to time, SA traders can do a lot more to boost the country's invisible earnings.

According to Reserve Bank calculations, SA lost about R850m in 1980 because bulk exporters sold on a fob basis and allowed buyers to nominate their own shipping.

Alternatively, too many importers bought on a cif basis, allowing sellers to dictate terms of shipping. On liner trades the loss was about R470m.

While international commodity markets remain as depressed as they are, there is probably little scope or leverage to negotiate export contracts on a cif basis, with the seller nominating the shipowner of his choice. But merchandise and capital plant importers could probably do a great deal more to increase the volume of trade carried under the national flag.

FM 5/11/82

(332)

LIGHTER LOADS

Reflecting the plight of the shipping lines port activity in SA is down.

According to figures supplied by SATS harbour management services imports for the six-month period April to September showed a considerable decrease over the same period last year.

Exports, kept buoyant because of the favourable exchange rate, now seem to be going the same way

However general cargo exports have turned down more recently and the figure for September is 7,8% down on the tonnage in September last year.

Total bulk cargo, SA's main exports, illustrates the slide even more graphically.

For the six-months ending in September 26 031 Mt were exported against 28 318 Mt last year — a decrease of 8,1%. But a comparison shows that exports for September were 24,1% down.
and container traffic 12,9% down.

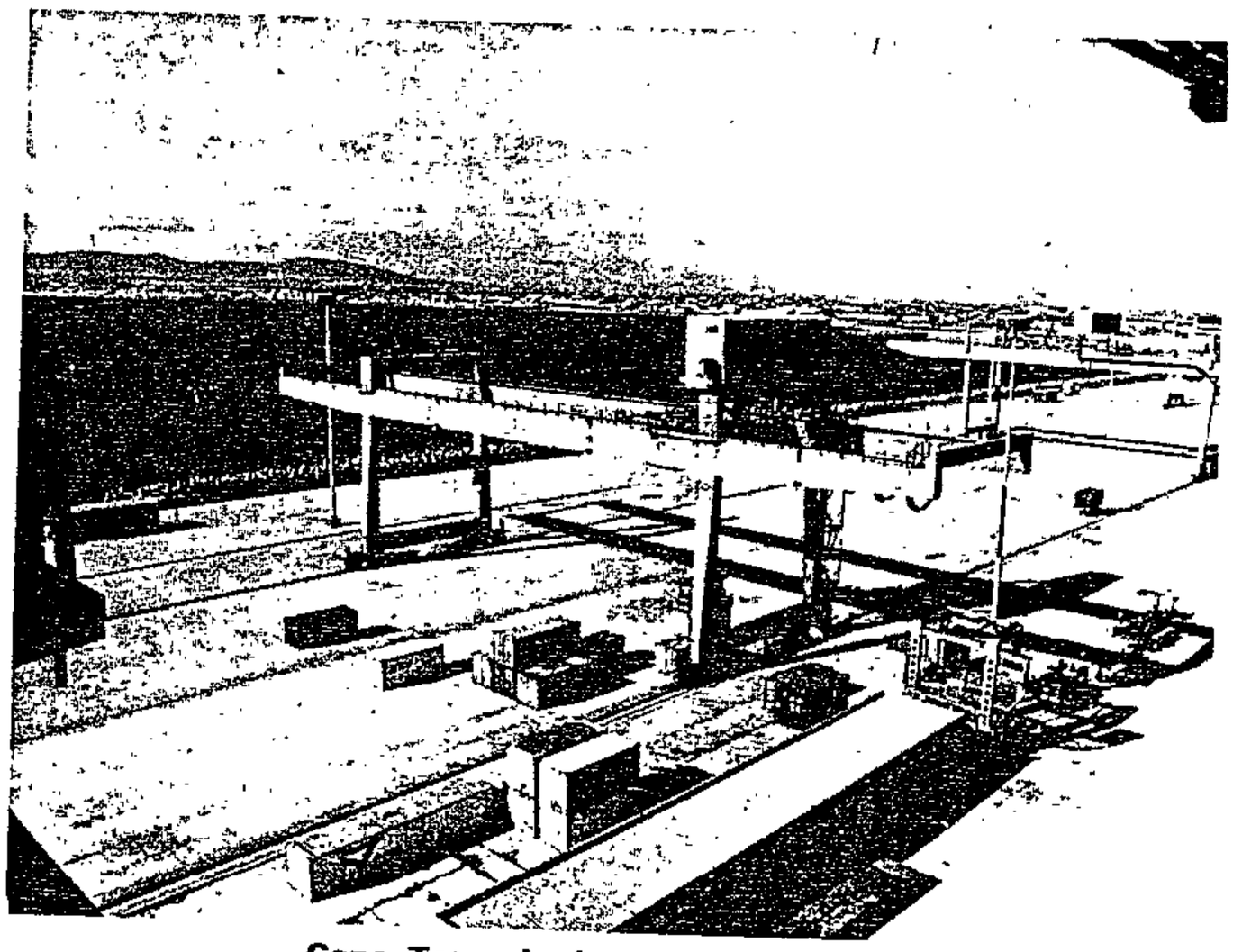
Durban remains SA's busiest port, handling 60% of all general cargo; and Cape Town is the quietest.

James Aspin, Safmarine's GM, finance, says the decline in exports was anticipated as the recession among SA's major trading partners deepened.

He says the number of Safmarine sailings to the US has been reduced, some older vessels have been disposed of and other steps have been taken to reduce its asset base.

Unicorn's marketing manager, Brian Davies, says trade is down with the African countries, Latin America and the Middle East, but he adds that coastal trade, an integral part of SA's transport network, has not been that badly affected.

However, he admits that Unicorn has several vessels on lay-by awaiting cargoes and has postponed plans to acquire new vessels.



Cape Town harbour ... handling less

Private carriers talking tough as road transport battle hots up

By MIKE PEIRSON, Finance Editor (332) S Tribune 7/11/82

THE BATTLE between the hard-hit private road transport sector and the Government is hotting up.

Critical talks are to be held this week between the Minister of Transport, Hendrik Schoeman, and the executive committee of the Public Carriers Association, to iron out some basic principles of fair competition for the private operator over the taxpayer-subsidised and current loss-maker South African Transport Services.

The area of conflict has widened since the March budget when SATS were given carte blanche to compete for road transport business with private carriers.

Until then it had been accepted that SATS would compete for business rail against road, but once they hit the road, too, the impact on road hauliers was devastating — and cries of unfair competition have been heard from many quarters.

Man in the hot seat for the private sector in the ministerial discussions is Durban's Mike Norris, managing director of Hultrans, who took over the chairmanship of the PCA only last month.

He told me this week: "We are hoping to get some clarity from the talks this week on these principles which are vital for our industry. Discussions have been going on with the Minister since earlier this year. I have been on the executive committee since the inception of the talks. Our last meeting was a couple of months ago.

"I don't think I'm exaggerating when I say that the private transport operators in this country are dealing with an unprecedented situation.

"The animosity between the private operators and SATS is largely the result of the Road Transportation Act which was designed to protect the State's transport operation, but has been fuelled by the determined move by SATS to try and capture an increasing share of the road business.

"Many claim the Act is unfair and not in the interest of the national economy. Certainly there are elements in it that don't make economic sense and don't serve the long-term interests of industry.

"What is most disturbing is that further legislation is hanging over our heads and there are no apparent signs of any change of attitude from the Government.

"There must be a White Paper coming down the line soon. We have already commented on draft legislation. It is difficult to see that our present talks will have any bearing on what is contained in that White Paper however."

He said the present legislation did not make provision for controlling standards of operation — the kind of standards which were applicable in other parts of the world.

Norris explained also that the stranglehold the Act had on some private operators was prompting them to participate in illegal transport activities as they felt they had no other choice.

"In some cases, it is virtually impossible to obtain a permit," said Norris. "And if you don't have a permit you can't carry."

He felt that as long as the Act was based on the promise that it should protect SATS, road transport could not be run as efficiently as it should. Costs would escalate unnecessarily and there would be wastage of fuel and resources.

"The private sector has tried to accommodate the problems that the state has been accumulating with its transport system," said Norris. "But the time has come now where both sides must compromise. And if the state is not prepared to change its attitude, I fear that the situation will deteriorate to the detriment of the economy as a whole."

The deteriorating economy, now taking its toll on the transport industry, is aggravating the situation.

Norris made a call for many of the smaller operators who are not members of the PCA to join.

The association was formed only in November last year as an amalgamation of the Professional Hauliers Association, the SA Furniture Removers and Warehouseman's Association and the Motor Transport Owners Association.

"There are many small operators still not members," said Norris. "We feel it is in their interests to join. We provide regular information on changes in legislation; deal with individual problems; work with the Department of Transport on many issues; and critically important, we are the only effective communication with government.

Mike Norris...transport is strategic.

"I see the PCA's role at this stage in the country's transport history as vital. We all need orderly development of the transport structure. The government service needs it as badly as the private sector.

"Somehow we have to resolve our differences and start working together in a spirit of healthy competition and free enterprise.

"This is what the PCA stands for, and it will strive to make this environment possible for its members.

"It must be remembered that road transport is a strategic function and we need the most efficient and versatile system possible."

(See also Page 2)

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He felt that as long as the Act was based on the promise that it should protect SATS, road transport could not be run as efficiently as it should. Costs would escalate unnecessarily and there would be wastage of fuel and resources.

"The private sector has tried to accommodate the problems that the state has been accumulating with its transport system," said Norris. "But the time has come now where both sides must compromise. And if the state is not prepared to change its attitude, I fear that the situation will deteriorate to the detriment of the economy as a whole."

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Mike Norris...transport is strategic

"I see the PCA's role at this stage in the country's transport history as vital. We all need orderly development of the transport structure. The government service needs it as badly as the private sector.

"Somehow we have to resolve our differences and start working together in a spirit of healthy competition and free enterprise.

"This is what the PCA stands for and it will strive to make this environment possible for its members.

"It must be remembered that road transport is a strategic function and we need the most efficient and versatile system possible."

(See also Page 2)

15 · Rosh 8/11/82

Transport firms in battle with SATS

332

Port Elizabeth manufacturers are far from the Reef market and the issue of freight rates and the cost that this adds to products which must compete with Reef-made items, is of vital concern. Among the organisations involved in endeavouring to unshackle road transport from statutory controls and introduce a free — and competitive — system, is the Public Carriers Association. In this article the PCA's new chief, Mr Mike Norris, gives his views on the subject.

THE hottest seat in South Africa's troubled private road transport sector is now occupied by Hultrans managing director Mr Mike Norris, recently elected chairman of the Public Carriers Association.

After the annual meeting of the PCA last month, Mr Norris (who was vice-chairman), was elected chairman of the body that is officially recognised as the representative of the private sector's road transport industry.

The PCA was formed in 1981 as an amalagamation of the Professional Hauliers Association, the South African Furniture Removers and Warehousemen's Association and the Motor Transport Owners Association. Former PCA chairman Mr Des Bolton retired from the position, but continues to be involved in the body's activities by remaining on the board.

Mr Norris takes over at a critical stage. There are a number of pressing problems facing the transport industry, but none more threatening than the growing conflict between the private sector and Government-run South African Transport Services (SATS).

The PCA is currently engaged in a series of sensitive talks with the Minister of Transport, Mr Hendrik Schoeman, and Mr Norris is the man to whom PCA members are looking to steer them through this crisis.

"I do not think that I am exaggerating when I say that we, the private transport operators in this country, are dealing with an unprecedented situation," he says.

"The animosity between the private operators and SATS is largely the result of the Road Transportation Act, which was designed to protect the State's transport operation, but has been fuelled by the determined move by SATS to try to capture an increasing share of road transport.

"A lot of people claim that the Act is unfair and not in the interests of the national economy. Certainly there are elements in it that don't make economic sense, and don't serve the long-term interests of industry."

According to Mr Norris, the current legislation not only prevents transport operators from achieving maximum efficiency, but also interferes with the freedom of the private sector generally to maximise its transport options.

"And what is most disturbing is that further legislation is hanging over our heads and there are no apparent signs of any change of attitude from the Government.

"The stranglehold that the Act has on some private operators is prompting them to participate in illegal transport activities as they feel that they have no other choice. In some cases, it is virtually impossible to obtain a permit — and if you don't have a permit, you can't carry."

New PCA chairman Mr MIKE NORRIS.

It is Mr Norris's belief that as long as the Act is based on the premise that it should protect SATS, road transport in this country cannot be run as efficiently as it should. Costs will escalate unnecessarily, and there will be wastage of precious fuel and resources.

"The private sector has tried to accommodate the problems that the State has been accumulating with its transport system. We have reached the stage now where both sides must compromise . . . and if the State is not prepared to change its attitude, I fear that the situation will deteriorate to the detriment of the economy as a whole."

The PCA is also faced with the problem of mounting restlessness in its own ranks. Some operators are pressing for a firmer stand against the State and what they see as unfair competition, while others in the private sector, outside the PCA, feel they have little to lose by simply running without permits.

The deteriorating economy, now taking its toll on the transport industry, is aggravating the situation. SATS is more anxious to capture a bigger slice of the road transport trade, the smaller private operators are more determined not to go under, and are trying to keep their heads above water at any cost.

"I see the PCA's role at this stage in South Africa's transport history as vital," says Mr Norris. "We all need orderly development of the country's transport structure. The Government service needs it as badly as the private sector.

"Somehow, we have to resolve our differences and start working together in a spirit of healthy competition and free enterprise. This is what the PCA stands for, and it will strive to make this environment possible for its members.

"Road transport is a strategic function in this country, and the PCA believes that South Africa needs the best, most efficient and versatile system possible."

Transport men sacked as recession bites

(332) Industrial Week 9/4/82

A 30% REDUCTION in traffic through Durban harbour coupled with the deteriorating economy, is forcing some Transvaal and Natal transport operators to park their rigs and retrench

Mike Norris, MD of Hultrans and recently elected chairman of the Public Carriers Association said the transport industry has not bottomed out yet

"The economy is really starting to take its toll on our industry," said Norris

"There is simply not enough business and transport fleets are lying idle.

"What is most disturbing is that operators are being forced to retrench."

According to Norris, a further result of the flagging economy, is that the smaller operators are cutting rates dramatically to uneconomic levels in an effort to maintain at least some level of cash flow

The South African Transport Services (Sats) is also making a determined bid to capture a bigger share of a declining market by aggressive canvassing in what is [illegible] the domain of the private sector.

Truckers may go 'illegal'

(332) Industrial Week 9/11/82

ILLEGAL haulage operators are all set to have a hay-day if Government attitudes harden towards private transport companies.

By Hugh Poulter

Mike Norris, recently elected chairman of the Public Carriers Association (PCA) told Industrial Week the stranglehold that the Road Transportation Act has on some private operators is prompting them to participate in illegal transport activities.

According to Norris the current legislation not only prevents transport operators from achieving maximum efficiency, but also interferes with the freedom of the private sector generally to maximise it's transport options.

"A lot of people claim the Act is unfair and not in the interests of the national economy. Certainly there are elements in it that don't make economic sense, and don't serve the long term interests of industry" he said.

"What is most disturbing is that further legislation is hanging over our heads and there are no apparent signs of any change of attitude from the Government "If this is to happen," said Norris, "SA's transport industry will become less efficient there will be an increase in illegal operation and a general deterioration to the disadvantage of industry and the economy as a whole"

Mike Norris.

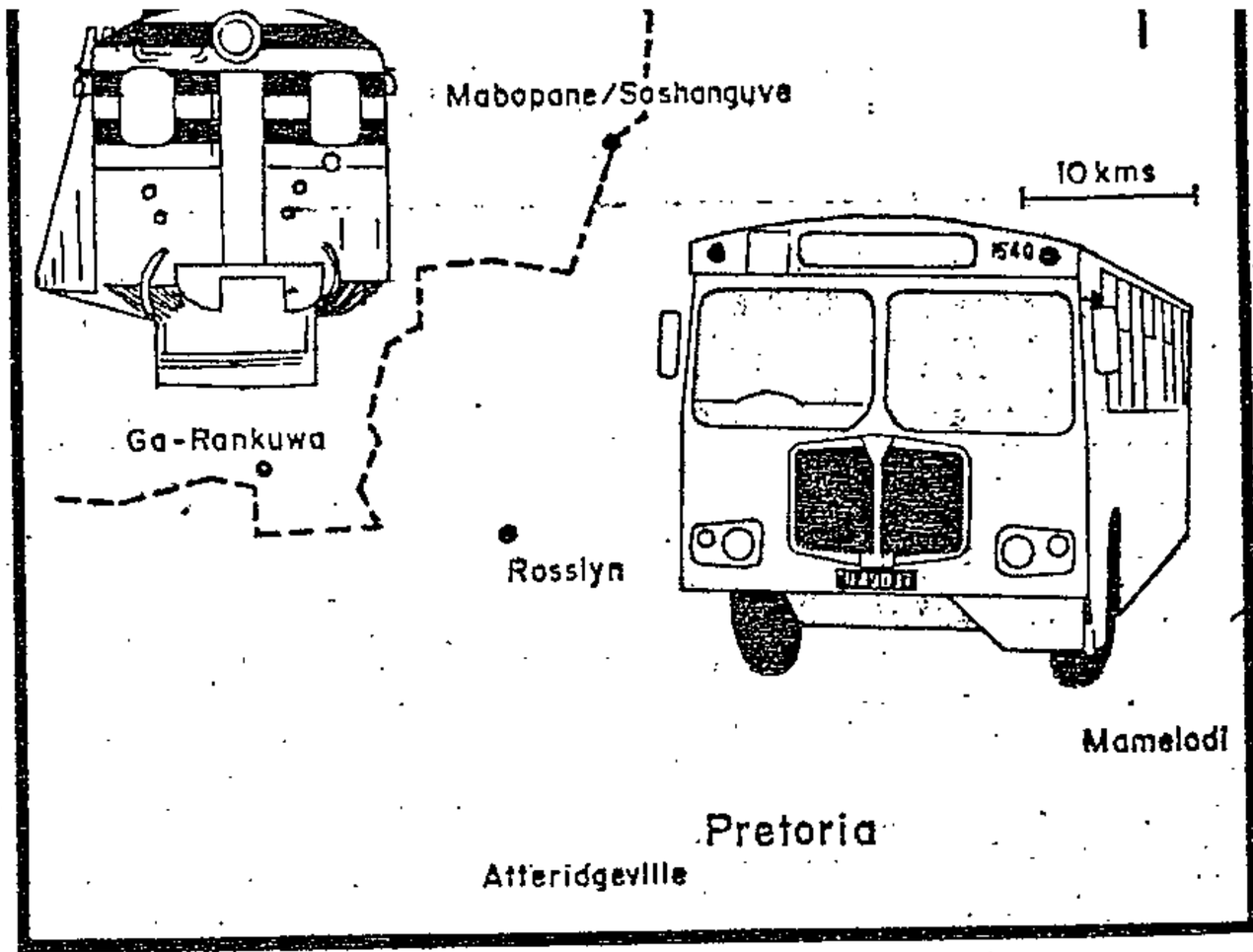
When asked if the PCA was going to take steps to stamp out illegal operation, Norris said that the PCA has no juristriction over private operators.

"It is up to the authorities to deal with this problem and the PCA offers its full support to the authorities," he said.

The PCA is currently engaged in a series of sensitive talks with the Minister of Transport, Hendrik Schoeman, and Norris is the man that PCA members are looking to, to steer them through the crisis.

"I do not think that I am exaggerating when I say that we, the private transport operators in this country, are dealing with an unprecedented situation."

"The animosity between the private operators and the South African Transport Services (Sats) is largely the result of the Act, but this has been fuelled by the determined move by Sats to try and capture an increasing share of road transport," he said.



This map shows the main residential area in which the CSIR's National Institute of Transport and Road Research conducted its survey.

The long day's ride in to work

Star 10/11/82

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By Sheryl Raine
Pretoria Bureau

Most black commuters — particularly those who travel long distances to work from the homelands — are deeply dissatisfied with their transport services, a study has shown.

At a seminar at the CSIR in Pretoria yesterday, the National Institute for Transport and Road Research revealed that the four most unsatisfactory factors experienced daily by 1 045 black commuters surveyed in Pretoria and other centres were:

- Overcrowding.
- Lack of punctuality of buses and trains (particularly trains)
- Infrequent and insufficient transport
- Cost.

Although the statistics released concerned the greater Pretoria-Bophuthatswana area, Mrs Nesta Morris, a senior researcher involved in the study, believed the experiences of black commuters in this area were widely characteristic of those elsewhere in the country.

A scientific cameo of a black commuter's life emerged from the results including such facts as:

- The average travel time for a black commuter travelling to Pretoria was 106 minutes for a single journey. Only two out of the 1 045 commuters interviewed got to work in 30 minutes or less.
- Most commuters said 60 minutes was an acceptable travel time.
- Most commuters started work at 7 am, which meant that most left home just after 5 am.
- About 96 percent of those interviewed said there were more than 20 people standing on their bus on the morning of the survey.
- On average, black commuters walked for 13 minutes before boarding their first bus or train, and most walked 11 minutes after arriving at their destination to get to work.

Those who caught trains walked for longer and most waited an average of 14 minutes before a bus or train arrived.

- At least 55 percent said they were occasionally late for work and 15 percent said they were often late for work because of the transport system.

This was a matter of great anxiety to commuters, who feared being fired or having their pay docked by unsympathetic employers.

Researchers appealed to employers to get acquainted with their staff's transport problems.

In general commuters were most dissatisfied with transport services on longer routes into the Bophuthatswana hinterland or to Hammanskraal.

Considerable dissatisfaction was registered concerning costs.

However, the average monthly fare of R11.22 (5,4 percent of monthly income) measured in 1981, was slightly less than that found in another Third World study done in India.

Most commuters regarded R10 as an acceptable monthly fare.

CRIME

Another factor which caused concern was crime. About 47 percent of those interviewed claimed to have experienced crime as victims or witnesses of robbery or assault.

Thugs on trains were the most feared.

The researchers found that commuters expected high standards regarding availability of seating (particularly on long journeys), low fares and punctual arrival at work. They expected less in terms of travel time, walking time, waiting time and transfer time.

Taxes keep wheels of homelands structure turning

Pretoria Bureau

South Africa now has more than 600 000 black commuters who travel to and from the independent and self-governing homelands to work each day — and the number is growing.

Most commuters travel by bus and by train. Their fares are heavily subsidised by South African taxpayers, who stump up so the homelands policy can continue.

This year the South African Railways is expected to lose R360 million — most of this attributable to losses on uneconomic routes which keep the gates open for black labour needed in industrial South Africa

Bus transport is subsidised by the South African Department of Transport to the tune of 40 percent of fares paid by commuters, who would live nearer their work if they could.

Already the Corporation for Economic Development's transport division has reported its buses travel more than 200 million km a year to get black commuters to work.

The CED, which has a 50 percent share in five transport companies in Lebowa, Bophuthatswana kwaZulu, QwaQwa and the Ciskei, estimates its operating cost per kilometre at between 90c and R1.

This figure, says transport general manager Mr D J Viljoen, covers everything from depreciation to fuel and spares

The distances, the number of passengers and the capital required to keep the bus wheels turning will rise dramatically by the turn of the century, Mr Viljoen predicts.

This year, the CED's transport division had an operating revenue of R180 million and required an additional R50 million in capital to ensure the daily transport of 300 000 passengers.

Bophuthatswana, for example, is a major labour pool for the PWV area. There are about 753 CED buses carrying more than 115 million passengers more than 60 million km a year

By 1990, the number of buses is expected to rise to 1 500, the number of passengers to 250 million a year and the number of kilometres to 130 million a year.

By 2000, an estimated 3 500 buses will carry 500 million passengers a year 240 million km.

Apart from the CED many private companies, such as Putco and United Transport, continue to operate in the black states — and are also subsidised by South Africa.

Putco alone is estimated to carry 350 000 black commuters countrywide from their homes in the black states to work each day. At present Putco shows what it calls a "reasonable" six percent annual profit

The CED transport companies, which are owned jointly by homeland development corporations and the CED, just manage to break even.

At the moment the average worker spends an estimated R3 a week to get to work from the homelands by bus. But this amount can be as high as R5 in some areas, depending on the distance travelled and density of passengers on the route.

In Bophuthatswana the average distance for a single trip made by a worker is between 28 and 30 km. In kwaZulu it is 17 to 20 km, in Ciskei 25 km; Transkei 15 km and Lebowa 17 to 20 km.

The CED does not expect to make a profit in the busing business in the foreseeable future.

Mr Viljoen concedes that funds for transport subsidies are becoming more difficult to find and says setting economic fares is tricky.

If the homelands policy continues, demands made by commuters will increase and the CED, as well as other transport operators and the South African tax-payer will be hard pressed to keep pace.

According to Mr Viljoen, "travelling is one of the black man's chief concerns."

He adds: "Any country in Africa that does not have a reliable transport system is doomed and its economy will be disrupted, with widespread social and political ramifications."

personal income
personal disposable income (money & real)
potential G.N.P.
full employment
rate of interest
wage rate
unemployment (voluntary & involuntary)
stock and flows
Real GNP
Real GNP per capita
index numbers
Consumer Price Index
Wholesale Price Index
GNP Deflator
"regrettable necessities"
Measure of Economic Welfare (M.E.W.)
Economic indicators
Budget
taxes - direct & indirect
progressive system of taxation
regressive system of taxation
proportional system of taxation
public goods
merit goods
loan levy
fiscal drag or inflation tax
Demand
Supply

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ushveld

Mr Baard announced a subsidy scheme for the control of bush encroachment in the Northern Cape districts of Kuruman, Postmasburg and Vryburg.

A similar scheme would come into effect in the other bushveld areas of the Transvaal, Natal and the rest of the Cape Province later, Mr Baard added. — Sapa

Bus inquiry commissioners in PE

By RAYMOND HILL

THE multiracial commission of inquiry appointed by the Government to look into certain aspects of bus passenger transportation in the Republic will visit various places in Port Elizabeth tomorrow as part of its investigations after meeting in the city for the first time today.

It is one of the first multiracial commissions appointed by the Government and members were sworn in last year.

The chairman is Dr P J Welgemoed, MP.

Mr F L Erasmus, a member of the Northern Areas Management Committee and a retired school principal, is also serving on the commission.

After today's meeting members will visit various places in Port Elizabeth tomorrow to see what facilities are available for bus passengers of all races.

The commission tabled its first interim report in Parliament this year.

The second report, with the commission's recommendations, is in its final stages. The report will be completed by the end of November and is expected to be submitted to the State President during the second half of January next year before being tabled in Parliament.

Members are working on the final report, which is expected to be completed during the middle of next year.

Come now teacher, have a heart!

On display until Saturday at the Greenacres shopping complex is a fascinating collection of models to educate the young and intrigue the old. Some illustrate matters mechanical — such as those demonstrating how two and four-stroke engines work. Others show facets of the human body and are useful for parents who have had difficulty explaining the facts of life to their charges. Here Miss SHARON TATE, a health teacher at the Collegiate Junior School, uses one to show a group of her pupils where the different organs are situated in the human body.

er claims he

Top Kiwi rider for

Bus men to say No

332

Mercury 10/11/82

Mercury Reporter

INDIAN bus operators are totally opposed to any company, including the Durban Transport Management Board, acquiring services in their areas.

The secretary of the Durban Bus Owners' Association, Mr Logan Reddy, said opposition to a takeover of the services, valued at more than R5 000 000, would be expressed at a hearing in Durban tomorrow.

In terms of the directive of the Van Zyl Commission, Indian operators have until next month to come to an arrangement in rationalising bus services in the city.

Putco bus fares may go up again

(332) Sowetan 11/11/82

By CHARLES MOGALE

THE looming 13,5 percent hike in Putco fares is the result of "increased operation costs", a spokesman for the company said.

According to figures released by Putco, the company keeps only two cents out of every 40c paid by the commuter.

The new increases, which will be effected on November 29, have met with sharp criticism from blacks throughout the Reef. The company was accused of exploiting blacks while being subsidised by the Government.

Putco's public relations officer, Mr Pat Rogers, said the increases were "inevitable" if the company was to avoid running at "low profits and eventually a loss situation."

He said: "Where the subsidy has not been increased passenger fares will be proportionately higher. It is hoped to introduce the new fares on Monday, November 29, pending consultation with community and other councils, and approval by the Department of Co-operation and Development."

A breakdown of figures given by Mr Rogers showed that on a 40c fare paid by a commuter, 10 cents went to salaries and wages, seven cents to maintenance material and services, eight cents to fuel, eight cents to bus replacements and new depots, rates and licences, five cents to taxation and the remaining two cents to the company.

Indian bus operators get together

17/11/82

Mercury Reporter

INDIAN bus operators in Durban and surrounding areas have banded together to stay in control of their services, valued at more than R30 million, by forming associations in all areas serviced by them.

Mr Mohommed Bux, chairman of the Indian Bus Owners' Association, yesterday called on individual bus operators not to panic over the Van Zyl Commission's recommendation that Indian bus operators should come to an arrangement in rationalising bus services in the city by the end of 1982.

He said the Local Transportation Board and a committee formed to investigate ways and means of rationalising the services had come up with the idea of including each bus route and area into a particular zone.

'The formation of such zones did not mean a takeover of one bus company by another,' said Mr Bux.

He said Indian bus operators had not thought about selling their services, therefore they had formed associations to look after the interests of individual operators in each zone.

'BLATANT DISCRIMINATION'

Angry Indian truckers threaten protest action over transport permit system

S. TRIBUNE 14/11/82

By FRANCI HENNI

TRUCKERS are outraged by "blatant discrimination" in the issuing of transport permits, saying their haulage activities are restricted to within 280 kilometres of major cities because they are not white.

A recent threat by the irate truckers to abandon their vehicles in West Street in protest has been temporarily averted by members of the South African Indian Council.

The Council has now formed a body — the Natal Hauliers' Association — to combat this alleged discrimination and have drafted a memorandum to take up the issue with the Minister of Transport, Mr Hendrik Schoeman.

"There are about 200 non-white hauliers in Natal alone and not one has been granted a permit for haulage beyond the 280-kilometre perimeter," said Mr Ramcharitar Panday, the Council's spokesman for transport affairs.

"The local Transportation Board never gives a reason when these permit applications are turned down.

"We have taken our case to the Supreme Court and before commissions but the matter has consistently been turned down and no reasons are given.

"I'm sure there is some type of law — that has not even been promulgated yet — which stops us from getting these permits.

"Yet every time a white haulier needs the permit, he can get it over the counter. They are definitely given preference with permits."

Mr Panday said this "apartheid" was also affecting coloured and black hauliers in Cape Town and Johannesburg.

He said this discrimination was forcing non-white hauliers to run "fly-by-night" operations, where they run long distance loads under cover of darkness, hoping to avoid police checks.

"But this is very dangerous and undoubtedly contributing to the high rate of fatal road accidents. Yet these operators are forced to do this to survive, and they are even prepared to run the risk of having their vehicles impounded if they are caught at road-blocks."

Mr Panday said Indian hauliers were losing business because they could not tender directly for long haulage contracts.

"Deals are now being handled by agencies and middlemen because most contractors know Indian truckers cannot get permits.

"Yet there are not enough white truckers to handle all the goods that need to be transported.

"Besides, it is more profitable to do long distance work. Short stop-and-starts don't pay. Non-white truckers are left with no alternative but to keep going at it illegally."

Fines for illegal trucking can be a high as R5 000 and the owner also stands to have his truck impounded.

"I don't see the need for permits; all these people are prepared to pay road levies. Indivuals should have the right to make their own decisions as long as it complies with provincial requirements."

Mr Panday has called on the Minister of Transport to convene a meeting "of all interested parties to discuss the Road Transportation Permit issue".

"We must move away from the ox-wagon days. If we don't get a satisfactory response from the Government, I'm sure non-white truckers will carry out their threat to block off West Street in protest against the discriminatory treatment."

PANDAY: We must move away from the ox-wagon days

14/11/82

TAXI drivers in Clermont yesterday . . . they're supporting the bus boycott.

Taxis lower fares in solidarity with bus boycotters

Mercury 7/12/82 (332)

Mercury Reporter

THE Clermont bus boycott is being supported by black taxi drivers, who have lowered their fares by 20 percent for trips between the township and Durban.

The decision to lower the fares was taken by the Taxi Drivers' Association on Sunday, and has been praised by the chairman of the Clermont Advisory Board, Mr Aubrey Nyembezi, as a sign of solidarity and support among the community in the face of the Durban Transport Management Board's recent 12 percent fare increase.

In a related incident yesterday, a DTMB bus driver was assaulted by a mob while driving a bus through Pinetown's industrial area.

Mr Alan Bray, deputy managing director of the DTMB, said the mob who attacked the bus driver were chased off when other bus drivers intervened. The man was not seriously injured. Three men had been arrested and taken to the Pinetown Police Station, he said.

This was the only report of violence as the bus boycott entered its sixth day.

Buses were still not entering Clermont, but according to Mr Bray more passengers were catching DTMB buses on the border of the township than last week.

'As far as we can see people are being intimidated,' he said. 'Only about half of the normal service is in operation in Clermont. We used to provide 1 600 trips to the township daily. Now we provide only 800.'

However, Mr Aubery Nyembezi denied that any intimidation was taking place.

'There is no intimidation whatsoever — people are free to board the buses if they wish to, and some of them do, but the majority are not prepared to pay the increased fare and are arranging alternative forms of transport.'

Mr Nyembezi said he had appealed to the people of Clermont, at a community meeting held on Sunday, to refrain from violence.

Besides using taxis or Indian buses for transport, some boycotters are also having transport arranged for them by their employers.

THE ARGUS, MONDAY NOVEMBER 15 1982

Richards Bay to be enlarged

Argus 15/11/82 332

Staff Reporter

RICHARDS BAY — Believed to be the world's largest coal-exporting harbour — is to expand by nearly 60 percent following a Government decision to step up annual exports to 80 million tons.

This was announced today by the Minister of Transport Affairs, Mr Hendrik Schoeman, at the opening of the 18th International Conference of Coastal Engineers.

The conference, attended by about 250 foreign delegates, is in the Baxter Theatre, Rondebosch.

Mr Schoeman said it was proposed that coal exports from Richards Bay be increased from the present 28 million tons a year to 44 million tons by 1986.

Two berths

Two additional coal berths, each 350 m long, are to be provided. The first will be completed by January next year and the second by January 1984.

The berths have been designed to handle initially vessels of 150 000 tons deadweight, but ultimately will accommodate vessels of 250 000 tons.

The port s increased capacity will also require additional rail infrastructure, and reclaiming another 90 ha of land.

General

Mr Schoeman said opening the harbour had necessitated additional facilities for general cargo, including extensions to the departmentally owned multi-purpose bulk-handling facility and three berths with special facilities for handling steel, ferro-alloys, granite and logs.

An additional terminal to handle small parcels of coal was also envisaged.

He said the harbour had brought relief to Durban harbour and the Witwatersrand-Durban main line — South Africa's most important connection between the coast and the Pretoria-Witwatersrand-Vereeniging complex.

Study reveals commuter attitudes

By SELLO RABOTHATA

POOR punctuality and crowding are the most frequently mentioned dislikes of public transport by black commuters, a major study undertaken by the National Institute for Transport and Road Research (NITRR) revealed last week.

The NITRR undertook the study in 1981 on the travel patterns and attitudes of 1 045 black commuters in the Pretoria area. Attitudes towards costs, crime, crowding, drivers, punctuality (various aspects), total travel times, transfers and walking times were examined. Bus passengers were the largest group of commuters.

Other dislikes mentioned in the interim report, by Mrs Nesta Morris and Mrs Pat van der Reis, on the attitudes of black commuters to major aspects of public transport in the Pretoria area with special reference to bus commuters include unpleasant or uncomfortable journeys, drivers, cost transfers, long journeys, long walking times and crime.

Dissatisfaction with the levels of crowding experienced was very widespread. High levels of seating availability were clearly expected. The young and educated may be particularly dissatisfied with crowding, as suggested by previous work. There is also considerable dissatisfaction with the type of seating, mainly plastic, provided, especially among women and the better educated.

Dissatisfaction with the frequency of services was the second greatest dislike. This was related to dissatisfaction with the important issue of punctuality of arrival at work, particularly prevalent among train users. The time one has to wait at the first boarding point, especially among bus users, is reported to be approximately 15 minutes. Those who reported longer waits were predominantly dissatisfied.

Travel times were long, often exceeding 90 minutes. Journeys of up to 60 minutes were regarded with mixed feelings and journeys of longer than 75 minutes were clearly unsatisfactory. The average monthly fare was R11,22 or 5,4 percent of the average monthly income. Commuters were predominantly dissatisfied with fares of more than R10 per month or more than five percent of the average monthly income.

Most commuters did not transfer during a single trip, which was considered highly satisfactory. Those who made one transfer considered this acceptable, but two or more transfers aroused considerable dissatisfaction. The main problem with transfers was long waits. Bus to bus transfers were more unpopular than train to train transfers or mixed transfers, probably because bus-bus commuters were particularly frustrated with waiting times at transfer points.

Crime rates are reported hard to establish accurately, but a considerable number of commuters had experienced or witnessed crime and were consequently dissatisfied.

Lower income and older commuters felt especially vulnerable. Crime was associated with trains and with walking from home or work to the embarkation point rather than with buses.

Mrs Pat van der Reis: Study on black commuters.

Shack issue - residents' groups may intervene

THREE organisations in Katlehong and Thokoza townships are planning to meet the executive of the East Rand Administration Board with the aim of preventing the further demolition of shacks in both areas.

Two weeks ago, the East Rand Administration Board, embarked on an extensive survey to establish how many families were living in the shacks in both areas.

In Katlehong alone there are about 35 000 backyard tin shacks and the board alleges that most of the families occupying these shacks are staying there illegally.

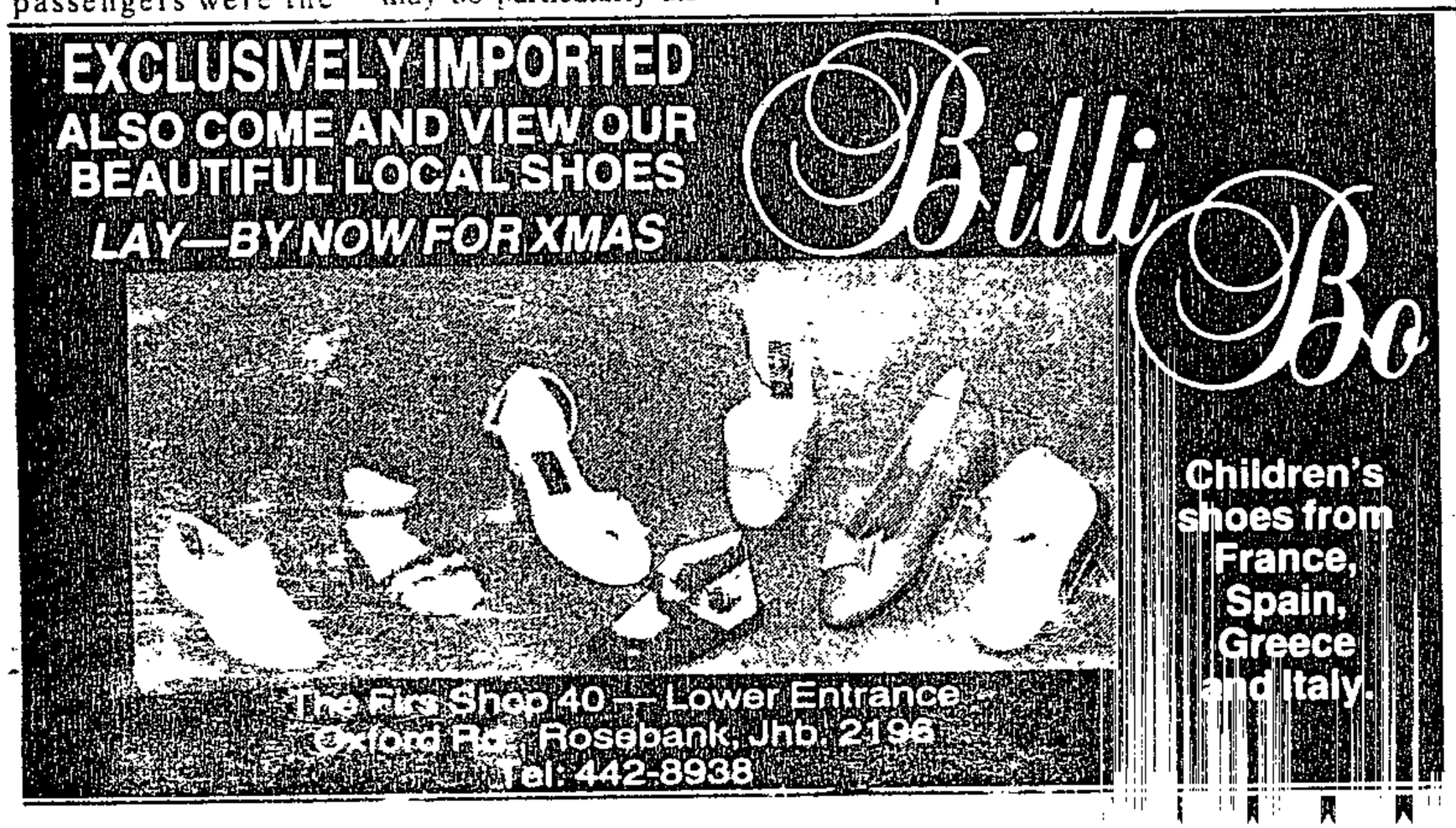
The board maintains that most of the families occupying the shacks are hostel inmates who have brought their families from the homelands. In the last survey, conducted last April by the board, it was discovered that there were 21 760 shacks in the area 3 000 more than the existing number of houses.

The board also states that since last April, the number of shacks in Katlehong have increased by about 10 000. In Thokoza alone it is believed that there are more than 10 000 backyard tin shacks.

Mr F E Marx, the chief director of the board, told The SOWETAN that Katlehong and Thokoza were over — populated and that is why the board had decided to embark on this extensive survey.

He said: "Each and every case will be treated on its merit and the board will not make it impossible for the people who live in the shacks. But all the people who do not qualify to stay in Katlehong and Thokoza will be asked to demolish their shacks."

Mr A P Khumalo, the chairman of the Katlehong Council, said that his council had decided that only people who were on the housing waiting list and those who qualified to stay in Katlehong had been given permission to build shacks. He said further that the board would have to decide what to do with those people who did not qualify to stay in Katlehong.



Sats slams recent PCA outburst

Industrial Week 16/11/82

332

Staff Reporter

LAST week's report on the statement by Mike Norris, chairman of the Public Carriers' Association (PCA), that the Road Transportation Act of 1977 is "strangling" road transport, and is over-protective of the South African Transport Services (Sats), has been rejected by Sats.

The Act is not open to negotiation between the PCA and Sats, said a spokesman, and is a matter of law that has to be dealt with by the proper authorities.

He said, the situation regarding the level of competition between Sats and the private sector is little different from what it was in March, when the Minister of Transport Affairs, Hendrik Schoeman, said in his budget speech that the Road Transport Services (RTS) division of Sats would increase competition with the private sector.

Mike Norris . . . Transport Act "strangling" road transport.

"We have to keep the rail services viable, and RTS cannot operate outside the law. We have certain permits that are as restrictive to us, as are those held by private operators.

"The statement by PCA last week made no positive suggestions, or contributed any new thinking to the problem which faces us all.

"If anything it added further confusion to a very confused topic, and was not particularly helpful in easing the position of PCA members or Sats and the RTS," said the spokesman.

It is understood that RTS is moving closer to a final blueprint regarding the nature of its competition with the private sector.

The commercial section of Sats has already met the Minister of Transport, together with representatives of the PCA, to discuss the road-versus-rail controversy.

The PCA was told last week at its second meeting in three months with the Minister that it had no grounds for complaint.

Taxi case postponed

Sowetan 16/11/82

TEN Soweto taximen made another brief appearance in the Soweto Regional Court yesterday and had their case postponed to November 30.

B32

The other accused are: Messrs Simon Motloung (25) of Naledi, Amos Hlatswayo (48) of Jabulani, Joseph Sibeko (52) of Senaoane, Shadrack Tshabalala of Senaoane, Mashell Makhubu of Zola, Aaron Hlatswayo of Orlando, Frans Khumalo of Emdeni, Sydney Masimango of Emdeni and Johan Masinga of Pimville.

The men's court appearance is a sequel to the taxi war that erupted in the township between rival associations in August.

— (Sapa)

332

17/11/82

Police probe sabotage of 21 buses

Crime Reporter

POLICE are investigating the sabotage of 21 Putco buses at the Umlazi depot on Monday night.

Tyres were deflated and oil was drained from the differentials of the buses which were parked in the open overnight, according to Mr Colin Bailey, Putco area manager.

He said that the oil had been replenished and the tyres inflated as soon as possible after the interference with the vehicles had been discovered early yesterday.

'It caused a delay in our schedules but we were able to get buses from other depots to help out until the service was operating normally again,' he said.

Mr Bailey said that as far as he was concerned the action was completely motiveless.

Banning to figure in talks with Pik

By JOHN BATTERSBY
Political Correspondent

CAPE TOWN – United States concern at the renewal of the banning order on Dr Beyers Naude could be raised when Mr Elliot Abrams, US Assistant Secretary of State for Human Rights, meets the Foreign Minister, Mr Pik Botha, in Pretoria this afternoon.

According to sources in Washington, evidence concerning the treatment and interrogation of detainees that has emerged at the inquest on trade unionist Dr Neil Aggett could also be raised by Mr Abrams

The sources also do not rule out the possibility that the rebanning of Dr Naude could feature on the agenda of talks about SWA in Washington next week between Mr Botha and the US Secretary of State, Mr George Shultz.

Mr Abrams is visiting SA for the first time as part of the US team headed by Vice-President Bush which is on a seven-nation African shuttle

Considerable importance is being attached in political and diplomatic circles to Mr Abrams' "fact-finding" mission and his presence is being interpreted as a demonstration of concern by the Reagan administration at human rights violations in South Africa

While US diplomatic sources emphasise that Mr Abrams' visit is a low-key one directed primarily at gathering information on human rights issues, the fact that he will be meeting Mr Botha indicates that human rights issues are likely to feature on the agenda for the meeting between Mr Botha and US Secretary of State George Shultz in Washington next week.

The United States is sensitive about its unfavourable image in certain African states and what it sees as misunderstanding among some African leaders of its constructive engagement policy with South Africa.

Star 28/11/87

332

Big new bus depot

PUTCO's R12-million giant new Selby workshop complex is to be officially opened by the Minister of Transport, Mr H Schoeman, tomorrow afternoon.

The complex completes an expansion programme that has seen the opening of the company's Dobsonville and Soweto depots in recent months. The programme also inaugurates a model bus-passenger operation, which requires that buses "sleep" where the people sleep and are maintained where the people work.

A statement by Putco said: "It required the purchase of expensive land.

"Selby becomes economic through the reduction of 'dead mileage' —the distance covered by an empty bus. It is located to provide the fastest, cleanest, most reliable and economic service possible for Sowetans."

17/11/82 (335)

Belhar 'sore' about buses

By REHANA LOONAT

THE inadequate bus service provided by City Tramways for people in Belhar was "a sore thorn in the flesh," Mr Wilfred Rhodes, chairman of the Cape Areas Housing Action Committee (CAHAC), said at a mass meeting of the Belhar Civic Association last night.

Mr Rhodes was addressing about 300 people who attended the meeting at the Nederduitse Gereformeerde Sendingkerk hall in Belhar.

The meeting was called to protest about the indirect bus service and the removal of the shuttle bus service in the area.

'Suffering'

Mr Rhodes said residents had been "suffering" a transport problem for the last 10 years.

"Hate, pain and frustration build up in our hearts because we find it difficult to overcome the problem," he said.

The Rev C Maree, of the association, said residents of Belhar had not asked to be placed there.

"We were forced here — we didn't ask for our houses and our churches to be broken down," he said.

"We've been thrown into chaos because we stand before a big transport problem."

Mrs M Koopman, a member of the association, said that Belhar residents had a "history of struggle with transport".

"We tried to solve this problem by raising the issue with City Tramways who made us many promises, none of which have been fulfilled," she said.

"Transport is not a privilege but a right of the community," said Mrs Koopman, adding that employers should be made aware of the transport problems experienced by those employees who lived in Belhar.

A resolution was taken at the meeting to continue exerting pressure on City Tramways for an adequate transport service.

It was also decided to send a delegation to City Tramways to present the residents' case and the results of a transport survey done by the association.

TRANSPORT PIRACY

FM 19/11/82 (332)

Crippling penalties

Government is proposing a savage crackdown on illegal road transport operators — and the people who employ them.

In terms of draft legislation already approved by the Cabinet.

- Maximum fines for operating without permit will be increased from R1 000 to R10 000;
- The maximum jail sentence will be two years instead of one;
- The courts will be compelled to order the confiscation of the vehicles involved after the third offence; and
- Customers who make use of such illegal operators will be charged as accessaries and subjected to the same penalties.

The legislation, which will amend the Road Transportation Act, will go before Parliament next year.

Far from easing the restrictions on all hauliers, as some had hoped, government thus appears determined to stamp out the "pirates" who are winning an ever-larger share of the road freight trade — much of it at the expense of SA Transport Services (SATS).

The way the authorities see it, the problem is that hauliers without permits are taking a greater slice of the available business by offering highly competitive rates.

But even under the existing law, enforcement is a problem. On the one hand, a manpower shortage means that policing is thin on the ground. On the other, the R1 000 fine is not a sufficient deterrent; pirate truckers can pay their fines and still operate at a profit. And, in some cases, they pass on the additional cost to consignors

Hoisting the fine, it is argued, will now make it virtually impossible for pirates to include the fines in their bills. At the moment, customers are often happy to pay because they still obtain a cheaper service But whether the tough new measures will put the pirates out of business is a another matter.

The fines can be applied to companies, who rank as individuals at law, directors of companies, the drivers and consignors who deliberately encourage operators without permits.

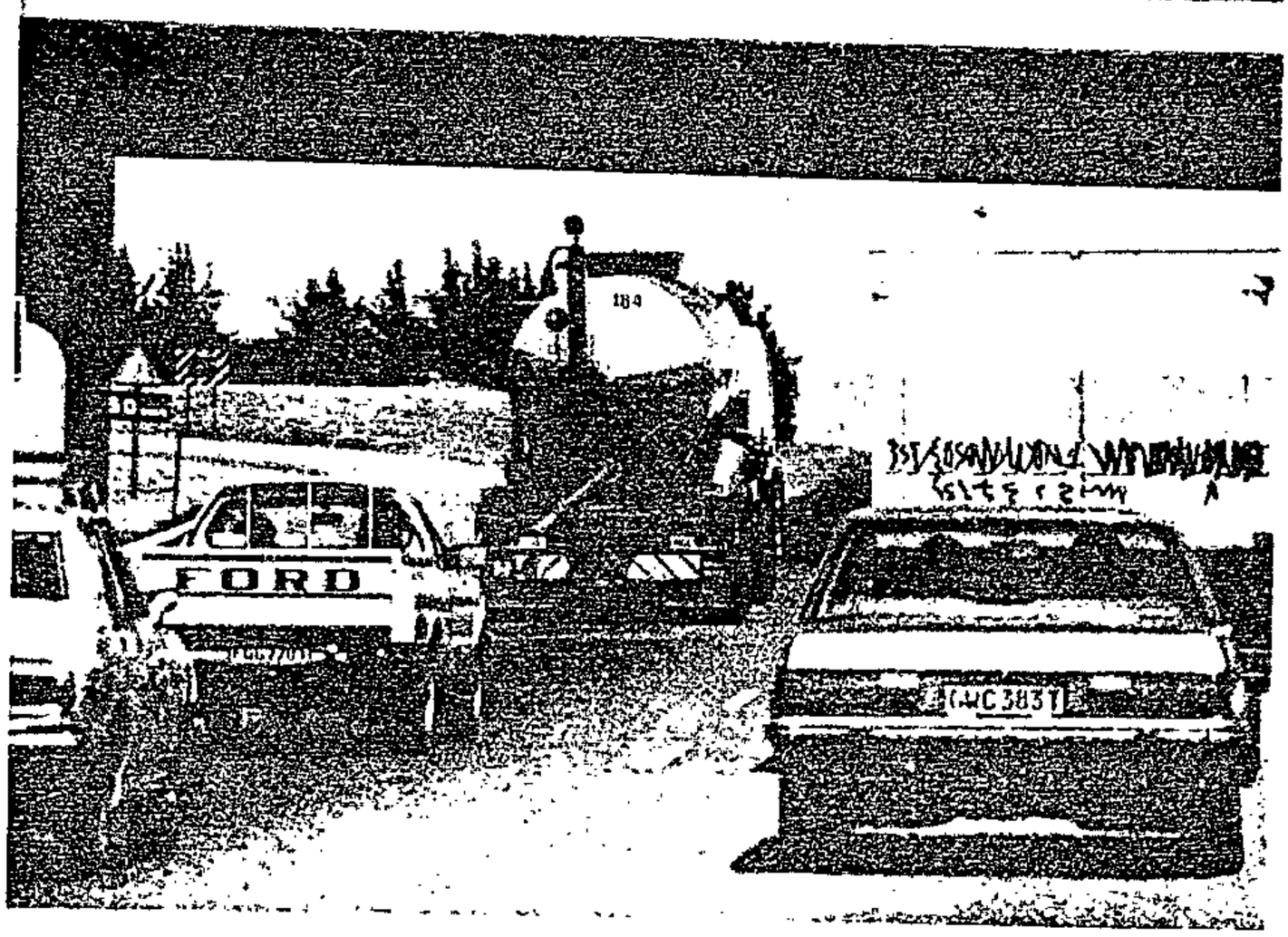
Although consignors have been technically guilty in the past, charges have seldom been pressed. The future intention, it seems, is to treat them in the same way as the offending hauliers.

If the proposal becomes law, as seems certain, it will apply only to businesses or individuals operating without permits. Misuse of permits will not be subjected to the penalties, explains a SATS spokesman, because "such transgressions are not considered to be illegal operations. An operator exceeding his area of operation by a few kilometres can hardly be fined R10 000." But that's about all the leniency transgressors can expect.

The industry has been asked for comment on the draft amendments before mid-December and almost unanimous support seems assured. Pirates are unlikely to come forward and legitimate carriers will clearly welcome the new measures.

The problem will be catching the offenders. Moves are afoot to make employment conditions more attractive for inspectors. For example, there is a plan to re-grade officers employed on transport law enforcement some time in the new year.

But pay levels, one of the main complaints, are unlikely to be hiked substantially in the current financial climate. Free enterprise on SA roads, however, is clearly going to become a more risky — and very costly — business.



Heavy trucks ... subject to heavy fines

ROAD TRANSPORT (332)

Collision course

FM 19/11/82

Pirates are not the only ones involved in the road transport tussle. Legitimate operators also have their problems — and alleged cost-cutting by SA Transport Services (SATS) to uneconomic levels is one of the major ones.

The Public Carriers' Association (PCA) has taken the complaint to Transport Minister Hendrik Schoeman. But at a meeting last week, Schoeman was unmoved.

He told the PCA that he had no intention of intervening to prevent SATS from slashing prices in its attempt to recapture market share.

PCA chairman Mike Norris says the Minister's contention was that the private sector had no grounds for complaint because it had steadily increased its volumes and share over the past few years.

Private sector transporters do not dispute that they have made headway — possibly at SATS' expense.

But it feels that SATS' rates — allegedly 15%-20% below the private sector benchmark — are unfair.

The fear is that, with the transport market already in sharp decline because of the economic climate, there is a real danger that some operators could be forced out of business.

Norris says that, in his view, SATS' uneconomic pricing policy can "only add to the already substantial and escalating losses it is incurring." He adds that, at the Minister's request, the PCA provided examples of price-cutting by SATS and, despite his rejection of PCA complaints, he has undertaken to investigate the matter.

Park is a political ploy and an economic fraud. South African sport has always been permeated by politics. Blacks must realise that apartheid in their daily lives is depriving them of a chance to exploit their sporting talents.

Organisations represented at the meeting include the Black Allied Workers Union, the National Council of Trade Unions, the Congress of South African Students, the Media Workers Association of South Africa.

Greyhound fares may go up

Sowetan 19/11/82

A BUS company operating on the West Rand has applied for a 12 percent fare increase on all its routes.

Greyhound Bus Lines' new fares are likely to be implemented early next year and will affect commuters from Kagiso, Mohlakeng, Munsieville, Berkersdal and surrounding areas.

The 12 percent hike means that commuters will have to pay on average three cents more.

Another giant bus company, Putco, is hoping to introduce 13.5 percent fare increases in Johannesburg areas as from November 29.

Greyhound implemented a 10 percent fare hike on the West Rand in August this year.

General manager of Greyhound, Mr P Davis, said they applied for the new hikes in October and were still waiting for a reply.

"We hope to introduce the new fares early next year. Despite the fact that we increased fares in August, our company still can't cope."

Mr Davis said costs were rising [illegible] the general state of the economy has had a bad effect on the company.

He added, "Quite a few factories are working a shorter working week. This has caused a reduction in the number of passengers on certain days. In addition we are faced with more [illegible] costs."

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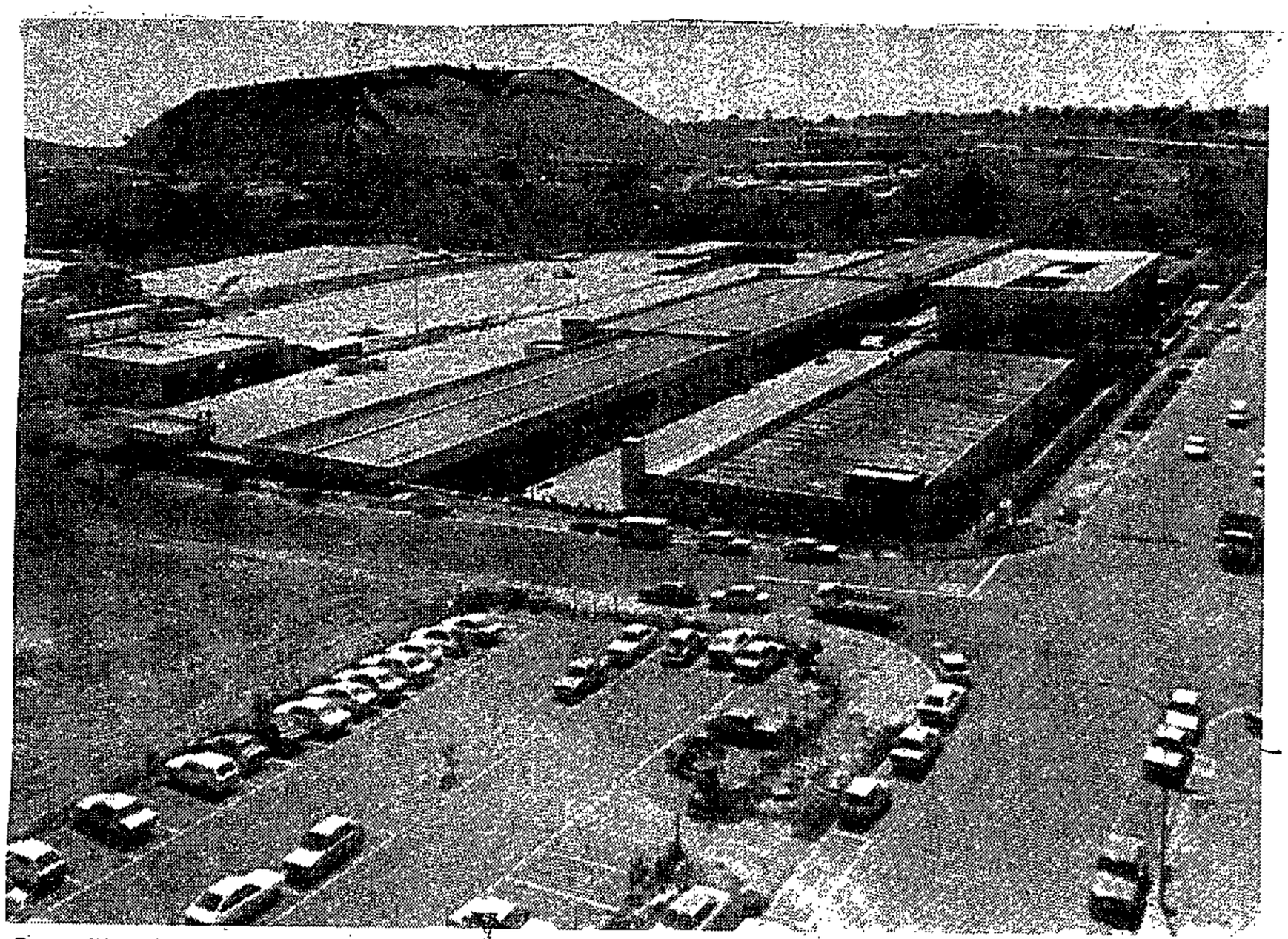
Putco surges ahead in R12m expansion

PUTCO
19/1/82



Stretching centre to left is the new R12-million Putco maintenance and repair depot in Selby Extension 6, Johannesburg — it is being opened today by the Minister of Transport Affairs, Mr Hendrik Schoeman.

PUTCO'S giant new Selby workshop complex will be opened this afternoon by the Minister of Transport, Mr H Schoeman.

It completes an expansion programme that has in recent months seen the opening of Putco's Dobsonville and Soweto depots and it inaugurates a model bus passenger operation which requires that buses sleep where the people sleep and are worked on where the people work.

Perfect models are sometimes difficult to apply in the practical situation and, in this case, it requiried the purchase of expensive land which had been declared part of a new township — Selby Extension Six.

The site, at nearly 5,6ha, is a little larger than that on which the Carlton Hotel stands and the project cost a total of about R12-million.

Minister of Transport Affairs Mr Hendrik Schoeman (right) and Mr Adriaan Ekstein, director general, Department of Transport Affairs.

Selby becomes economic through the reduction of 'dead mileage' — the distances covered by an empty bus from starting point to the first passenger pick-up — and from the last passenger drop-off point back to base.

It is located to provide the fastest, cleanest, most reliable and economic service possible for Sowetans.

It will be the main workshop serving the Soweto, Southern and Putcoton Division of the Western Area and caters for a fleet of 640 buses. Staff comprise about 400 workshop personnel and 65 administrative employees. In addition, the facilities are available daily to about 600 drivers and other traffic staff.

Building contractors are Tiber Bonvec and the architect is Dimitri Sofianos.

PUTCO

19/11/82

The picture in brief

PUTCO provides an essential bus transport service to half a million black commuters on the Reef and in Pretoria and Durban and is a concerned and contributing member of these communities through educational and other projects.

It is a publicly-owned company listed on the Stock Exchange and has grown to be the largest in the industry.

The Government controls its fares (and therefore its profits) and administers a subsidy which makes up the difference between the economic fare level and that paid by the passenger.

Part of this subsidy is contributed by commercial and industrial employers, many of whom depend on Putco to provide transport for their workforce.

Putco recognises the passenger as 'number one' and caters to the needs and economic status of the majority, and especially the workforce, rather than to an elite. It acknowledges shortcomings and works to rectify them.

No other company operates such frequent services on as many routes at such low operating costs with as good a safety record, backed by uncompromising fleet maintenance and renewal programmes.

Putco is an equal opportunity employer and 94% of its workforce is black. It is a leader in personnel selection and training and values its staff, offering a comprehensive and non-discriminatory welfare and incentive package.

Negotiating channels are maintained both through works and liaison committees and through union representation.

In addition to normal bus company operations, a professional management team copes with procedural complexities in fare increases, in an inflationary and politically sensitive climate.

Profits have been less than required by capital employed but asset growth has been favourable.

Putco Foundation raises its money from advertising on vehicles

THE Putco Foundation was launched as a trust to make funds available for community projects.

These funds come not from the fares paid by passengers but from companies that pay to advertise their products and services on and in Putco buses. Putco does not act as an advertising practitioner but receives a percentage of such funds and it is hoped they will grow as teething problems are overcome.

In particular, the Foundation's efforts will be directed toward the promotion of housing projects and the furthering of education at school level and in the engineering and technical fields.

As present R60 000 a year is devoted to the Foundation/Star School conducted at Wits University, The Putco Foundation/Sowetan School at the Holy Trinity High School in Pretoria, and the Putco Foundation/Llanga School at Natal University in Durban.

The Press Schools Organisation is headed by Mr William Smith and provides excellent additional instruction in black curriculum subjects on Saturday mornings. Nearly 1 500 pupils are catered for altogether, paying a registration fee of R5 and a further R5 a year for each subject taken.

Investigations indicate that students attending these schools achieve superior examination results.

Buses are a service from cradle to grave

PUTCO 19/11/82

FOR many blacks, the Putco bus is a part of their lives from the cradle to the grave.

Apart from getting commuters to and from work, Putco buses are hired for funerals, weddings, church meetings, homeland visits and other occasions.

The company considers itself a part of the communities in which it operates and in which most of its employees live.

Its public relations officers have been sent out with a mandate to explain the private enterprise system and point out that members of the public can participate in the ownership of the company by buying shares through the Johannesburg Stock Exchange.

In this way, Putco hopes, black South Africans can be given pride of ownership as well as the benefit of profit participation in the company most of them know so well. It already has 42 black shareholdesrs.

Despite misguided political connotations in times of unrest, it is significant that the Cillie Commission into the 1976 Soweto riots found the embattled Putco service there a stabilising rather than an aggravating factor.

The most significant contribution the company makes to the black communities is the uneconomic service it operates for school children at a cost of R2,9-million per year.

The other side of the coin is the free transport it provides for pensioners after pay-out every second month, when they could be prime targets for mugging. They are dropped off within a block of their homes.

The company makes relatively small donations to a variety of causes such as 'Keep South Africa Tidy' campaigns in the townships and various welfare organisations. It cannot hope to meet all the worthy requests it receives for assistance, but its priorities in assessing these are black priorities.

To develop its community commitments, the company has recently formed the Putco Foundation (see above).

SOWETAN, Monday, November 22, 1982

Bus company slams allegations

Putco denies govt ties

By NKOPANE MAKOBANE

THE Minister of Transport, Mr Hendrik Schoeman, has denied allegations that the Putco bus company is a monopoly and an agent of the Government.

The minister also refuted the accusation that Putco was under a Government subsidy while making excessive profits. He said it was not Putco but the passengers who received a subsidy.

Mr Schoeman was speaking at the opening of a R23-million bus depot and workshop at Selby in Johannesburg last Friday.

He said the company was a monopoly insofar as the bus mode and the areas in which it operates, but he added, competition does exist "in general, with rail, taxis and the private motorist."

"It should be pointed out again that rationalisation, planning, efficiency and economy of bus services for each homogenous residential group are best served under one ownership," Mr Schoeman said.

While Putco is in favour of free enterprise, he said they had to meet the requirements of a public service for blacks.

On the question of Putco being an agent of the Government, he said there were arguments for and against the Group Areas Act, but Putco was not involved in the debate.

"In pursuing constructive cooperation with the business sector in the national interest, the Government does not tell Putco how to run their business and the Government in turn would not take too kindly to Putco trying to tell them how to run theirs," he said.

Mr Schoeman disclosed that a draft bill amending certain items of the Road Transportation Act would be submitted to Parliament soon.

"Many of the amendments proposed are aimed at the streamlining of administrative procedures and include more effective control of permit holders.

"Unfortunately, these changes have become necessary as a result of certain operators who deliberately flout the intent of the act," Mr Schoeman said.

"More stringent measures and increased fines for offences are likely to be proposed," he said.

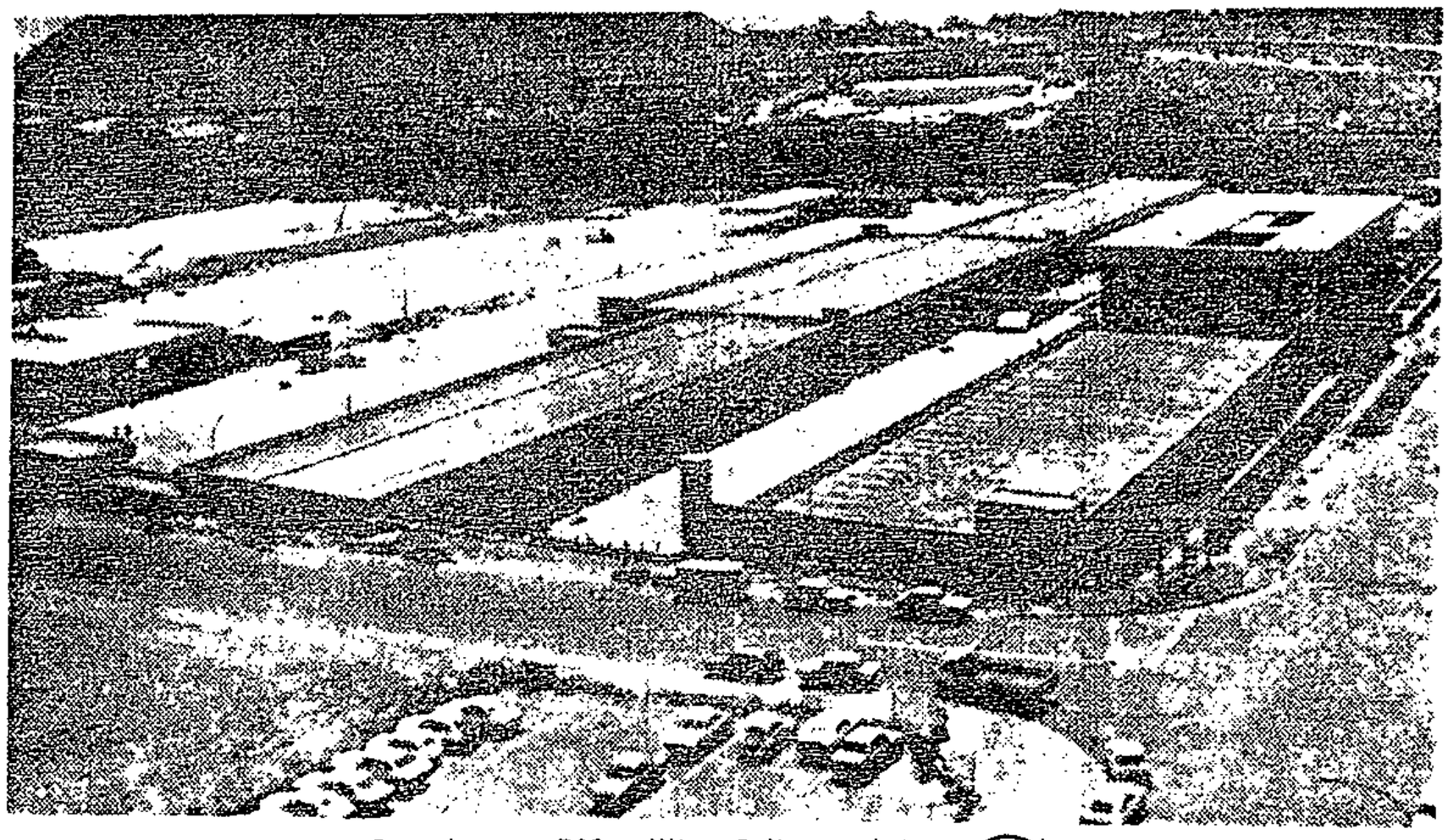
The question of licensing, however, had not been included in the draft legislation as the matter was still being investigated.

Because the new depot is near to the city, it is expected to save Putco about R2,5-million a year, Mr Schoeman said.

"The capital investment in this project should benefit the company and in the long term, the passenger by keeping fare increases to the minimum", he said.

The new depot will have facilities for 640 buses and will employ 600 drivers as well as 400 workshop and 65 administrative personnel.

Its recreational facilities include a gymnasium, billiards and darts rooms and changerooms. There is also a medical examination clinic.



Putco's new R12 million Selby workshop complex.

Star 22/1/82 (332)

Minister opens final stage of Putco expansion

Putco was as much a part of the South African scene as mine headgear on the Witwatersrand skyline, the Minister of Transport, Mr Hendrik Schoeman, said at the opening of the company's R12 million workshop in Selby, Johannesburg.

The workshop was the final stage of a R23 million expansion programme which has included new depots in Durban, Dobsonville and Soweto.

The Minister said the workshop offered a potential saving of R2,5 million a year on operating costs, because it was centrally sited.

The complex includes recreational facilities and a medical clinic with 10 examination rooms.

Putco, South Africa's biggest bus passenger operator, carried more than 400 million passengers a year over 180 million kilometres in the Reef, Pretoria and Durban areas.

Referring to Putco's monopoly of the transport system, Mr Schoeman said government commissions of inquiry had concluded that efficiency and economy of bus services for each residential group were best served under one ownership.

"Conversely that competition militates against responsibility for uneconomic routes and times, maintenance, training and safety," he said.

"The Government favours free enterprise, hence the existence of Putco."

Storm errupts over levy hike

(332) Industrial Week

23/11/82

By Hugh Poulter

THE Natal Chamber of Industries has come out strongly against the announcement by the Minister of Transport of massive increases in transport levies for employees.

The levies have been increased in some cases up to 200% and are payable by employers in declared areas for their black, Indian and coloured employees with effect from the begining of this month.

In Natal only black employees are affected with levies being raised from R1 to R3 a month in certain areas.

The Chamber said it is totally opposed to sectional taxation of this kind and always has been.

Changes

Roland Freakes, executive director of the Natal Chamber of Commerce, told Industrial Week that the Chamber first became aware of the changes with the publishing of the Black Transport Services Ammendment Bill.

"The Ammendment Bill stated that the R1 a month ceiling imposed on employers for transport costs for their employees was going to be removed and the new tariff would be open ended and at the discretion of the Minister", said Freakes.

"The Chamber objected to this and an ammendment to the Bill was added that once a new tariff was determined it would not be increased for 12 months".

A spokesman for the Chamber said: "The levies imposes on employers, merely because they are employers, an obligation to contribute huge sums of money towards costs of transportation of workers who, for reasons of Government policy, are required to live at distances which in most cases are artificially remote from their places of work".

Costs

"If this is Government policy, then the costs of implementing it should, in fairness, be met by the community as a whole," said the spokesman.

New bakkies conquer rust

THE high performance of stainless steel trucks used by a major mining company may change the use of this steel in the motor industry.

To combat the problem of severe corrosion on the West Coast the mining company commissioned the construction of a bakkie and an articulated bus in type 304 stainless steel, produced by Southern Cross Stainless Steel.

The bakkie, an 1800 4x2 had its bodywork rebuilt in stainless steel and, after five months service, it has been rated as providing "very promising" results by a company spokesman.

Following this success Southern Cross is negotiating with a major motor assembler to manufacture stainless steel body parts such as bonnets, fenders, and load areas for fitting to normal chassis.

The overall cost would not be unrealistically high, while the vehicles will be in a far better position to stand up to highly corrosive conditions, says the company.

Latest Alfas go on market

ALFA Romeo has announced two new additions to its range, the Alfa Romeo Speedwagon (station wagon) and the Alfa Romeo Panel Van. The Speedwagon costs R6 900 and the Panel Van R6 200. Both are based on the Alfa Romeo Export and feature the flat four 1,5 l engine.

PURGE ON ROAD SHARKS

Staff Reporter

332

Industrial Week 23/11/82

THE Government intends imposing massive fines of R10 000, instead of R1 000 as at present, on road hauliers who operate without the necessary permits, and on those who willfully assist them.

Vehicles will be automatically confiscated after three convictions, a measure which has been placed outside the discretion of the courts.

The latest get-tough enforcement package has already been approved by the Cabinet and will be introduced for approval in the next session of Parliament, in the New Year.

Industry representatives have until next month to submit comments on the proposals, which are certain to receive majority support.

Plagued

Legal operators have for years been plagued by illegal, or "pirate", operators who carry loads knowing that a fine of R1 000 can be passed on to their clients.

Now, any person deliberately assisting pirates by offering goods to be carried, faces similar penalties.

A spokesman for the Department of Transport said: "A carrier not only faces the R10 000 fine and confiscation of his vehicle after the third conviction for the accompanying sentence has been increased from 12 to 24 months.

"This sentence can be passed on the company itself, as a person at law, or a director in his personal capacity and also on the driver. In other words, it applies to non-companies.

"The new regulations relate to all illegal transport. It wouldn't relate to instances such as where somebody carries a passenger who is a colour other than he is allowed to convey.

"Neither would it be imposed on people who carry on transport otherwise than in accordance with their permits.

"But if he has no permit, then the fines would almost automatically be imposed".

No reasons have been given for the severity of the increase in penalties.

It is understood that Government is determined to stamp out the practice whereby carriers are passing on their fines to the consignors.

Providing sufficient enforcement can be put behind the proposal, pirates might well be forced out of business.

There is, however, one snag. The Department of Transport has insufficient inspectors with which to man permanent road-blocks.

Poor pay

Concern has been shown about the poor rates of pay and, it is believed, representations on this have been made by outside authorities to the Minister of Transport.

"As things stand, law enforcement is impossible. There are no deterents, and these measures should have the effect of placing the consignor at severe risk, not to mention the operator", said the spokesman.

- Two leading experts in the haulage field refused to comment on the new draft bill.

Mike Norris, chairman of the Public Carriers Association (PCA) told Industrial Week that he could not comment until he had studied the draft bill.

Jack Webster, chief executive of the PCA was not available for comment at the time of going to press.

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Putco to increase fares on all Pretoria routes from December

Sowetan 26/11/82

332

INCREASE: Bus fares up.

By NORMAN NGALE

PUTCO's bus fares are to be increased on all Pretoria routes with effect from Monday, November 29, Mr Dan Rolt, the spokesman for the company confirmed yesterday.

The average 13,5 percent hikes which should have come into effect earlier this month after being approved by the National Transport Commission, were delayed pending the nod from the Department of Co-operation and Development which has since been received.

Mr Rolt said pamphlets explaining the increases were to be distributed at all bus ranks in and around Pretoria from yesterday.

who is doing the subsidising ~~rather~~ handed out money to the ~~needed~~ needy because by subsidising an item the rich also benifit and the whole object is that the poor should benifit the most, so by handing out money to the needy they can by what is of most importance. ~~and~~ which may not be what is subsidised.

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TRANSPORT 332

Missing the bus

FM 26/11/82

Employers in the Pretoria area should lend a sympathetic ear to unpunctual black workers who complain of transport problems. Nesta Morris, a researcher with the National Institute for Transport and Road Research (NITRR), outlined some of their difficulties at a recent conference on "The Transport Problems of Black Workers."

According to Morris: "More than half of all commuters were dissatisfied with the general standard of punctuality of the time of arrival to work, while 41% were dissatisfied with the time waited at the first boarding point; 23% of bus-only commuters said that they were 'quite often late' or 'nearly always late' for work."

Black commuters . . . struggling for space and time

Morris's findings are the result of a major study of 1 045 black commuters living and working in the Pretoria area. Undertaken by the NITRR last year, the study claims a representative sample of all major public transport journeys undertaken by black commuters in the Pretoria area.

However, punctuality is not the only problem. According to Morris: "More than half the commuters were dissatisfied with crowding, frequency, total travel times, cost and punctuality at work. The time waited at transfer points, the type of seating, crime levels and time waited at the first boarding point were unsatisfactory to more than 40% of the commuters, as was the walking time between transport and work."

Commuting to work is both a tiring and dangerous journey. Take Hammanskraal residents, for example. More than 53% made more than two transfers to their place of work while 19% of all workers made more than two transfers. Ninety percent of bus-only commuters were dissatisfied with crowding and 83% of train-only commuters with the service provided. The survey found that 6% of the respondents travelled more than three hours to work and over half the respondents travelled more than 90 minutes.

Crime has been experienced by 42% of all commuters. According to Morris the "experience of crime was particularly associated with trains (29%). the walk between home and transport (28%) and the walk between work and transport (26%). Most notably dangerous routes were those involving train travel."

ROAD TRANSPORT

Out comes the sjambok

332
FM 26/11/82

So government, after all the talk of more autonomy for the private sector, is back with the big stick. And private road hauliers, as the *FM* reported last week, are first in line for the birching.

To recap: the Cabinet has approved a draft Bill which seeks to raise maximum fines for road transport "piracy" from R1 000 to R10 000; to increase the alternative jail sentence from one to two years; to compel courts to confiscate offending vehicles after a third offence; and to apply the same penalties to businessmen who dare to make use of operators who do not have the necessary permits.

Heavy stuff. The "pirates," of course, are those entrepreneurs intrepid enough to do business on a willing-buyer, willing-seller basis without the say-so of the relevant road transportation board (RTB). But that, of course, is the rub. Although the boards are theoretically impartial, hauliers say that permits won't be forthcoming if the interests of SATS — which, like the RTBs, falls under the Department of Transport — are threatened. They point to numerous cases in which private hauliers have been refused permits in spite of demands for their services from commerce.

Director General of Transport Adriaan

Alexandra

700 families to be moved from

STAR 4/4/79
① 271
②

The 700 coloured families in Alexandra Township have been told they are to be moved to Klipspruit West near Soweto within the next few months.

This indicates the Government's attempt to change the hostel into a single-sex hostel zone is going ahead.

The resettlement, which will take place in July or August this year, is another step in resettling families in Alexandra to make way for the hostels.

A spokesman for Johannesburg City Council said that the move to rehouse the coloured families at Klipspruit had been approved by the Coloured Management Committee after a decision was taken at Government level.

The families have been issued with forms to assess their income and the number of dependants in every family for allocation purposes.

POLICY

The forms are being given to the families when they pay rent at the offices of the West Rand Board in Wynberg.

he asked.
without account

have mielie meal, or cooked mielies, samp, and spinnach from the garden. They have no beans, fat or peas, and no money to buy meat. They get water from an open dam.

Many of the 300 families at Kammaskraal do not have wooden houses. Families resettled from the Wooldridge area were given tents.

Some still live in the worn tents more than a year after their arrival, but have put up makeshift 'zinc' shacks.

According to a social worker's report on Kammaskraal, the Wooldridge people were relocated after appealing to the Ciskei for land of their own.

Will move again

All they have found so far is uncertainty.

Among them is the family of Mr Adam Sombozi, 63, who has one son working on the mines and another who has worked on contract in Cape Town, but is now out of work.

'There are rumours that we will be moved again,' says Mrs Noemen Sombozi, 53. 'If the government says we must stay, we will stay. if they say we must move, we will move. We can't force matters.

'But we want to be settled. At the moment we can do nothing.'

In the Nompumelelo hospital at Peddie, four women with malnourished babies are learning to cope on available resources through the nutrition rehabilitation unit.

Mrs Colleen Mfabana, whose husband is on contract in Cape Town, has been admitted to hospital for the second time, her child suffering from marasmus.

Mrs Mfabana was living with her mother in a location outside Peddie when the baby was born prematurely. At the time, her husband was earning R10 a week on a poultry farm near Uitenhage.

'The money was too little to feed the children,' she says. At the age of eight months, the baby began to lose weight and was soon very thin.

● Pictures by Les Hammond

MRS COLLEEN MFABANA and her daughter Nonceba, learning to cope on available resources at the nutrition rehabilitation centre of Nompumelelo Hospital, Peddie.

SEVENTY-ONE-YEA[illegible] sale his tomato [illegible] ment [illegible]

Jobless a boost for AN[illegible]

EVERY new recruit to the ranks of the unemployed is a potential recruit for the banned African National Congress. That is the spectre which haunts Ciskei, Transkei and the Border region as unemployment there reaches alarming proportions.

'There is no work here' was the refrain throughout the area in a recent Argus investigation in the dry and dusty homeland 'platteland'.

Administrators at local and homeland government level, academics and community leaders warned that revolutionary steps were required to provide jobs and emigration had to be accepted.

The director of the Ciskei's Manpower Development Centre estimates that 158 000 potential workers out of a population in Ciskei of 800 000 are 'not gainfully employed.'

The Quail Commission report called urban unemployment 'the central feature of the economy of the Ciskei'.

Although the indu[illegible] trial sector has expande[illegible] from five to 46 factor[illegible] in six years, they pro[illegible] only 4 960 jobs.

Experts say only [illegible] small fraction of rural population [illegible] expect to make a re[illegible] able living from farmi[illegible]

More than 13[illegible] people who were [illegible] year employed in [illegible] such as clearing no[illegible] weeds are being pu[illegible] on to the labour ma[illegible] now that drought r[illegible] funds have dried up.

In Transkei, at [illegible] 120 000 people are e[illegible]

Willing seller to some, 'pirate to Pretoria

Eksteen disagrees. He insists that although the RTBs and the National Transportation Commission (NTC) fall under the Department of Transport, it is merely for convenience of administration. The RTBs and the NTC, he says, are autonomous statutory bodies which consider applications for road carrier permits on merit.

How, then, is government in a position to influence or instruct the RTBs or the NTC on the issue of road carrier permits? And he notes further that there is a list of items which may be carried without road permits.

But whatever the position may be in theory, a growing number of private carriers are taking a decision to flout the law after being refused permits and to take their chances with an over-extended police force on the national roads.

For all that, the *FM* does not condone the breaking of the law. Nor has it lost sight of the fact that licit operators lucky enough to have obtained their permits are being subjected to unfair competition. But it does suggest — and suggest forcefully — that the law itself is to blame.

Surely, at a time when Pretoria is seeking a more cosy relationship with the private sector, the sensible course would be to relax the regulations, not reinforce them?

Private road transportation, after all, is a recognised and accepted arm of free enterprise throughout the Western world — not a crime against the State. What's more, all the evidence suggests that private operators are providing a faster, more efficient, cheaper — and probably more reliable — service to the marketplace.

The Road Transport Services (RTS) of the SA Railways — and the SAR itself — have enjoyed State protection for many years through the permit system, whatever some may say.

But whether this has helped SATS to operate on a sound financial basis is open to question. Far from helping the national effort, such restraints have acted as a barrier to normal expansion. The SAR is not renowned for making profits, and it is hard to escape the conclusion that inefficiency born of a lack of healthy competition could well be the chief cause.

When tackled on the question of road transport cosseting, railways spokesmen are quick to point out that in some countries the railways enjoy a State subsidy, which the SAR does not. But that is semantics. Protectionism, legislated for and enforced in law, is surely tantamount to substantial State aid.

The whole bizarre situation arising from this example of State competition with its own taxpayers was highlighted by the advent of the government's policy of decentralisation. Then it was discovered by those luckless enough to actually transfer their industries to the so-called "growth points" or "border areas" that they were still very much dependent on the whims of the railway system to transport their manufactured goods to the metropolitan areas and to bring their raw materials to them.

It was a topsy-turvy situation. On the one hand, they were encouraged and inveigled with promises of industrial manna if they moved out of the urban centres; on the other, they found themselves unable to compete with those of their business rivals who had chosen to remain where they were. Reason: they were now unable to deliver their goods on time and were persistently refused road transport permits to enable them to do so.

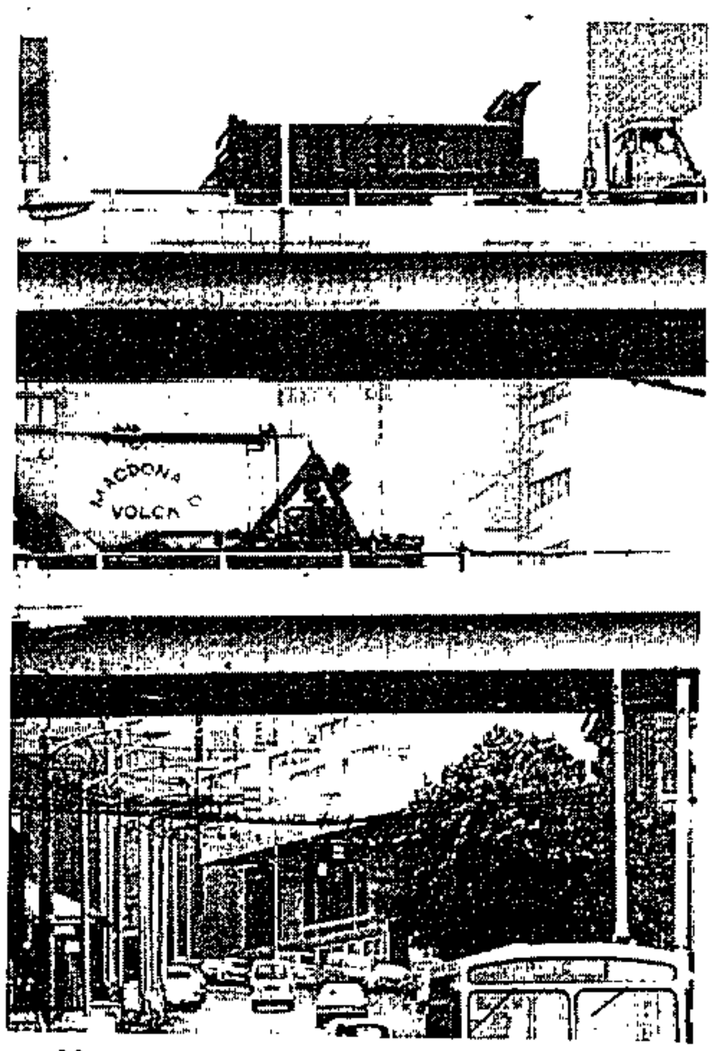
Thoroughly discouraged

Years later, when border industrialists had become thoroughly discouraged with the impasse and when the flow of industries anxious to decentralise was drying up, government allowed private firms to operate their own vehicles up to 8 t gross vehicle mass (gvm). This was later increased to 26 000 kg gvm or on a trailer of 18 100 gvm. But the entire policy of decentralisation had suffered great damage.

Large firms operating their own transport fleets are today grudgingly given permits for road transportation, but these are rarely adequate for their needs and they are expected to make use of the railways whenever possible. Smaller enterprises are not always as fortunate and many resort to using their own vehicles or the pirate firms to ensure that their deadlines are met — hence their head-on clash with the law.

Even under the existing and comparatively mild Road Transportation Act, fines are imposed and, in some cases, vehicles are confiscated.

Such, however, is the nature of the inexorable laws of trade, that illegal road transport operations have continued to grow



Heavy transport . . . stacking it up

because firms have found it profitable to pay the fines and stay in business.

The truth of the matter is that the railway system is simply not equipped to handle the amount of freight that is required to be moved daily by road in SA. Consequently, the needs of commerce and industry are not adequately met. Yet government still finds it necessary to introduce new and much harsher penalties for infringing the Act. The aim, presumably, is to make it unprofitable for private road hauliers to pay the fines and still carry on infringing the law.

In a free economy society, the use of State power to stifle an important area of free enterprise to keep one of its departments viable, borders on the grotesque. Government should rather consider the benefits which would flow from scrapping the Act — or certainly this restrictive part of it — altogether.

Would the country suffer merely because SATS lost part of its protected revenue? We think not. The more likely outcome would be an adequate and competitive road transport system which would make business more effective, improve profits and State tax receipts and give credence to government's stated intention of handing a greater proportion of the national resource to private enterprise.

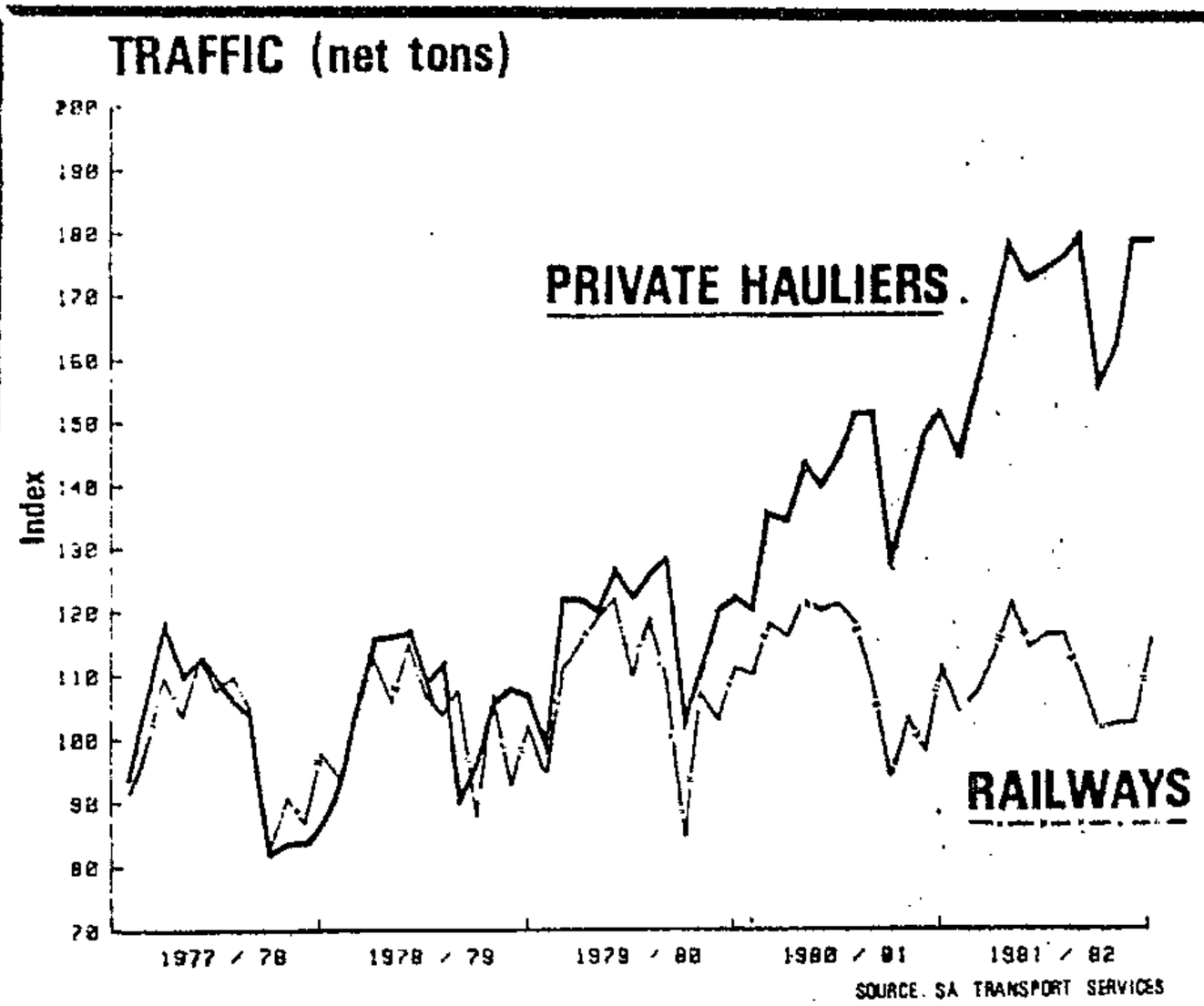
The remedy thus becomes clear — remove the permit system contained in the Act and allow road transport operators to compete on an equal footing both with each other and with SATS if necessary.

Not only would the entire anomalous situation be straightened out with profit for the country at large, but SATS itself may well find that the ensuing competition is sufficient spur to ensure that its own operation runs at peak efficiency.

Protea Holdings, claim measure their precise under stress. | year. Board, Dr Jose Pinto view to exploring new mercial attache.

332 Star 29/4/82

Railways battle to compete with road hauliers



By David Braun

South African Transport Services says it is battling to compete with private road hauliers who, in the words of the Transport Affairs Minister, Mr Hendrik Schoeman, have taken the cream of the freight business.

"People complain that SATS is a monopoly, but a look at the figures shows that SATS is now carrying only 45 percent of inland surface freight, compared with 55 percent a decade ago," he said in Johannesburg recently.

"These figures prove this is an open business and road hauliers have used the opportunity to take from us all the profitable business, leaving the SATS with the sub-economic services."

SATS is forced to raise its tariffs to pay for the lossmaking services and this in turn makes the national carrier less attractive to users.

Assocom recently criticised the SATS for subsidising loss-making services by raising tariffs for other services.

The country was no longer able to withstand this sort of burden and users were turning more and more to road hauliers with a resulting loss of revenue for SATS.

Even the farmers have warned the Government that rail tariffs are forcing them to use road transport.

The SA Foreign Trade Organisation notes that with the new tariff increase it will often cost more to rail exports to the coast than to ship them to their destination.

The solution, says Assocom, is for Parliament directly to make up the losses of SATS sub-economic services, leaving the giant enterprise free to compete effectively with road hauliers.

Banking's house of cards on edge of collapse

LONDON — The grave disorder in the world's banking system is now plain for all to see.

At the heart of the problem are loans amounting to hundreds of millions of dollars to weak countries.

The ability of these borrowers to service or repay the principal on their ballooning debt is now openly questioned. De facto defaults have occurred and more are imminent.

Each failure to pay contributes to a cash-flow problem for the banks. This process is visible to the banks' depositors, who are now withdrawing funds on an increasing scale.

The combination of recession, high interest rates and a long period of inflation has driven businesses within the advanced countries to rely ever more heavily on their domestic banking systems for finance.

Here, too, the effect of prolonged recession on their customers has been to throw further heavy cash-flow burdens on the banks.

Thus the banking system as a whole is at three points heavily exposed — and to a unique degree. The banks face a highly dangerous combination of withdrawal of deposits and non-performing assets.

The credit markets' reaction is clearly illustrated in the loss by many of the biggest US banks operating internationally of their triple-A bond rating — a sensational development that has not received the attention it deserves.

It would have been virtually impossible for the banks to undertake the novel, enormous and continuing recycling operation within the constraints of the domestic banking regulations of their respective countries. They had instead to use external subsidiaries operating in the largely unregulated Eurodollar market.

All the great banks of the world were drawn into this operation and they have built a structure of debt that must surely be the largest and most remarkable financial house of cards ever created. It is still not clear how the governments, the central bankers and the great private bankers themselves could ever have believed that this structure could endure.

The volume of world trade has become heavily dependent upon the ability of Third World countries to continue borrowing to finance imports from the developed world.

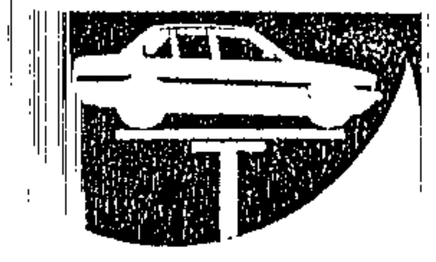
The governments of the leading countries now have two urgent tasks. First they must stabilise the huge debts accumulated under the existing arrangements. Second they must decide upon the nature bank to act as lender of last resort. But the world cannot wait for this highly desirable development. Each central bank must now act systematically to support the liquidity and credit of its own private banks threatened by defaults or postponenments in payment by foreign borrowers of their existing debts.

As far as future lending is concerned the governments must now face the problems they have evaded.

Commerical lending can be expected only if there is substantial government support to

AUROCHS INVESTMENT COMPANY (S.A.)

CAP-AUTO INVESTMENTS LIMITED



Direct bus for Belhar

ARGUS 1/12/82

332

BELHAR residents have scored a victory in their efforts to improve the bus service in the area.

City Tramways announced after talks with the Belhar Civic Association yesterday that it would introduce a direct service to Elsies River Station instead of the present shuttle service.

With the shuttle service people had to use as many as three buses to get to work.

MEETING

More than 300 residents of Belhar recently called for a better — and cheaper — bus service at a protest meeting.

At yesterday's meeting the civic association told Tramways that the majority of residents travelled to Elsies River Station to which they required direct bus services.

In a statement after a meeting, Tramways said it regretted that it could not introduce other direct services.

"This would involve the use of many additional buses at a much higher cost for the passenger."

World 1/12/88

332

Taximen in court yet again

By STAN HLOPHE

TWELVE taxi drivers appeared for a seventh time in the Soweto Regional Court yesterday on a charge of public violence.

They were not asked to plead and the hearing was postponed until December 14.

Their appearance followed a taxi war which erupted between the Soweto, Naledi, and West Rand taxi associations in August, after a dispute over taxi routes.

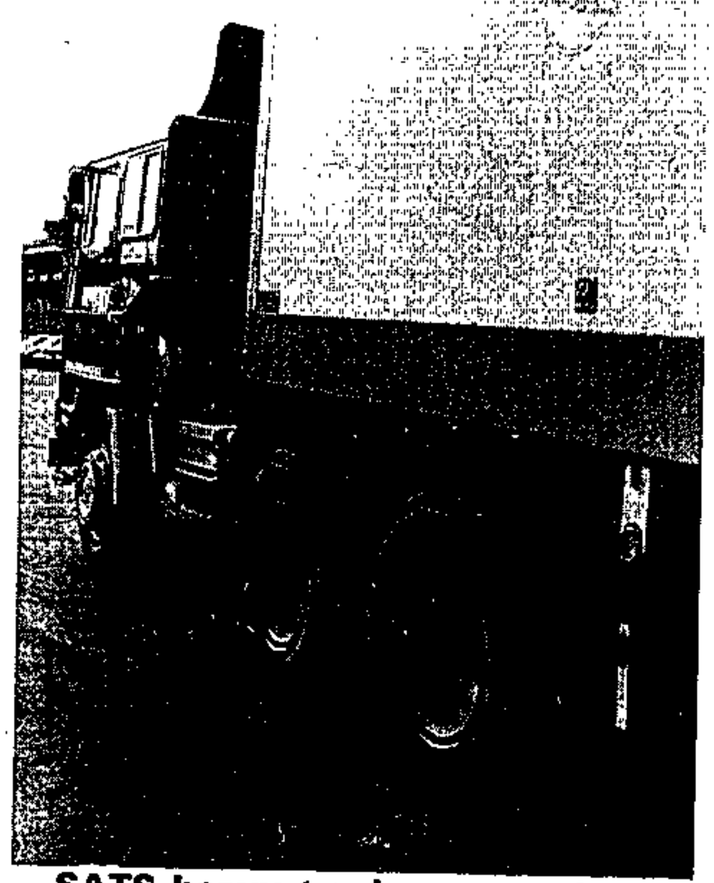
The dispute resulted in the deaths of two men while 17 others were injured and several cars were extensively damaged.

The men who appeared were Mr Simon Motloung, 25, of Naledi, Mr Amos Hlatshwayo, 48, of Jabulani, Mr Joseph Sibeko, 52, of Senaoane, Mr Mashell Makhubu, of Zola 3, Mr Shadrack Tshabalala, of Senaoane, Mr Aaron Hlatshwayo, of Orlando, Mr Richard Tshabalala, of Zola 3, Mr Frans Khumalo, of Emdeni, Mr Sydney Msimango, of Emdeni, Mr Johan Masinga, of Zone 5, Pimville, Mr Andries Kwenaite, 43, of Phiri, and Mr Piet Mofokeng, 40, of Senaoane.

Eleven men were released on warning and Mr R Tshabalala's bail of R200 was extended.

Mr T Veldman was on the bench and Mr G Martini appeared for the State. Mr R A Solomon appeared for the accused.

(332) 3/12/82 FM (269)



SATS heavy truck ... carrying more for less

"undercharging" by the SATS road transport service.

Barry Lessing, assistant GM of SATS passenger services and road transport, says: "We examined all PCA allegations in detail and found the nature of the contracts justified the SATS prices and that the work done showed profits."

This must be embarrassing for the private sector, because in one of the examples, the SATS quote was 40% below the quote of a private haulier.

Lessing adds: "The suggestion by the PCA and Assocom that it is our intention, or within our power, to put the private transport industry out of business is not realistic.

"Private road operators have a vital role to perform. But we are established in the road transport field as *bona fide* carriers and we intend to stay there and grow with the economy. SATS road transport services moves only 1,5% of all goods transported by road. That is the size of the competition the private sector is talking about.

"They also accuse us of not following the tariff book. We have never had a tariff book for contract business, which involves full loads transported by road. We do have tariffs for part loads and parcels on a cost/kg basis."

Lessing also castigates private hauliers for blocking SATS' attempts to join the PCA. Says he: "It would be a good start for all, including the PCA, Assocom and organised commerce, to acknowledge that everybody has a place in the sun. Then we can have meaningful discussions on subjects where we feel SATS experience can help the industry."

He reaffirms SATS's policy to compete in the road transport market with the intention of carrying as much of this business as possible by rail. A multi-modal working group has been formed to see how far road services can be developed and integrated into SATS's air and rail operations.

Lessing admits that SATS is cutting margins to win business. "But this is the essence of competition in a free enterprise economy," he says. "And I do not believe that the concept of free enterprise necessarily precludes any kind of State participation in the private sector."

FM

TRANSPORT 3/12/82 (332) (269)

SATS strikes back

SA Transport Services (SATS) has denied allegations that its road transport service has been charging at below cost to force private hauliers out of business. And it has produced evidence to suggest some private hauliers may, in fact, be charging exploitive rates.

The issue arose when the Public Carriers Association (PCA) made a statement to the Minister of Transport Services last month in which it alleged that there were cases of

Sats steers trade away from PCA

332 Industrial Week 7/12/82

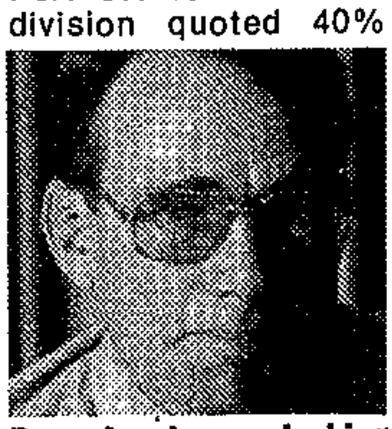
THE South African Transport Services (Sats) seems to be making short work of competition from private operators, according to instances quoted by the Public Carriers Association (PCA) in support of its complaints about unfair competition from the State carrier.

Staff Reporter

Sats admitted this week tht it was undercutting the lowest tenders for new business.

But it stressed that it was not doing so to operate at a loss.

Barry Lessing, assistant general manager, passenger and road transport services for Sats, told Industrial Week: "In some instances referred to by the PCA our road services division quoted 40% lower than for the lowest private bids.



Barry Lessing . . . looking to make good the R2-million a year deficit on rural and border services.

"One example featured a packaged contract where materials had to be delivered and spread as well.

"The complaint was that the private operator had pioneered that particular work and believed that Sats could not possibly handle it at the prices quoted.

"There are two aspects to this and probably the most important one is that we might have to go for more of this kind of business.

"Sats may have to look at competing in those areas where transport is only one component in the total package."

He continued: "The second point is that we are looking for contracts to make good the R2-million a year shortfall on rural and border services — the socio economic side.

"These have pulled the road services division into a loss situation and it is this that we are trying to rectify.

"Sats road services are only quoting on profitable business".

Recently PCA executives have met with the Sats commercial division for discussions which, according to Lessing, were non-productive.

"We have reached the stage I think where the PCA, Assocom, and industry and commerce generally has to acknowledge that we all have a place in the sun.

"It is no good for them to say that we have no right to compete with private transport.

"This is perfectly legitimate within the meaning of free enterprise and we intend to increase our business wherever we can."

BUS SHELTER: The new shelter under construction. Pic ROBERT MAGWAZA

7/12/82

New bus shelters but boycott looms

Sowetan

THE SOWETO Council is building new bus shelters around the townships as part of its R400-million upgrading scheme.

The shelters, whose design has been modernised will be completed by the middle of next year.

The council's director of housing, Mr J J Oosthuizen, said yesterday sites were earmarked for the building of bus stations, similar to that at the Baragwanath complex.

"These shelters will be erected at all townships around Soweto. They will serve as relief for commuters, who for a long time have had no shelters to protect them from rain while waiting for a bus," Mr Oosthuizen said.

Putco's public relations manager, Mr Pat Rogers, welcomed the erection of the shelters as a good move. "We have always believed that the building of shelters was the duty of the local authority."

Meanwhile Putco fare increases came into effect on the Reef yesterday and the Soweto makgotla leader Mr Sigfried Manthatha said the hikes could spark a boycott of Putco buses.

Mr Manthatha said his organisation had written to the bus company to suspend the increases. Putco fares went up by 13,5 and 16 percent and were approved two weeks ago by the Department of Co-operation and Development.

The makgotla leader warned that his people might decide to call the residents to boycott the buses next Monday.

Anger over R3 levy for servants

332

Mercury 8/12/82

Mercury Reporter

EMPLOYERS of domestic workers are angry about the R3 monthly transport levy imposed on them by the Department of Transport via the Port Natal Administration Board.

Yesterday the Mercury received a number of angry calls, many from people who said they already paid transport costs for their workers and did not see why they should pay an extra R3 levy.

Mrs Loanne Schmidt of Amanzimtoti told the Mercury yesterday that she had to pay the levy, although her gardener walked to work.

'There are no buses for him to take that come our way anyway, so whose transport are we subsidising? I think this is a gross imposition and very unfair,' Mrs Schmidt said.

However, the director of employment services for the PNAB, Mr H Venter, told the Mercury yesterday that no one was exempt from the levy apart from employers whose domestic workers lived on the premises.

'If the employers already pay their domestic workers' transport costs or even if the workers walk to work, the levy must be paid,' he said.

Mr Venter said the PNAB was acting as an agent for the Department of Transport who used the money to subsidise public transport.

When told that some of the people who complained to the Mercury did in fact have live-in maids, but had nevertheless been charged the R3 levy, Mr Venter said these employers would be credited for the extra charge.

'We were given such short notice that it was not possible to programme the computer so that all those who had informed us of their having live-in maids could be exempt from the tax.'

He added that all employers who had domestic workers who lived on the premises and who had been charged the R3 levy need not pay.

STOP PRESS

The Natal Mercury
NEWS OFFICES
Durban 319331
Pietermaritzburg 29131
Empangeni 24211

US ABSTAINS

New York—The United States cast the only abstention and there was no dissenting vote when the General Assembly appealed yesterday for clemency for six South Africans under sentence of death. The six are all members of the outlawed African National Congress. — (Sapa-Reuter)

TOWER COLLAPSE

Houston—A television tower collapsed here yesterday, killing at least five people and seriously injuring four or five others. 'Five people have been confirmed dead,' said Fort Bend County Sheriff's Sergeant Joe Jeffrey. He said four to five others were seriously injured.— (Sapa-AP)

DTMB gives out anti-bus boycott leaflets

(332)

Mercury 8/12/82

Mercury Reporter

THE Durban Transport Management Board is using its own methods to counter the week-old bus boycott which has reduced the number of daily bus trips made by the company to the township of Clermont by half. Yesterday their staff distributed 40 000 pamphlets in Clermont and surrounding areas, urging people to stop the boycott.

Addressed to the 'Commuters of Clermont' and signed by the DTMB's general manager Mr Marshal Cuthbert, the pamphlet points out that the DTMB does not make a profit, and provides a bus service for the benefit of the people.

It also compares its prices with those charged by taxi drivers, saying that because the bus fare is cheaper even after the increase the only people being hurt by the boycott are the commuters.

Under a sub-title 'Who benefits?' the pamphlet says: 'It obviously pays some people to keep the boycott going — they are making a fortune. Also the people who are leading the intimidation — they are possibly making political gain.'

The Vicar-General of the Catholic Church in South West Africa, Fr H Henning, said five white nuns, two white brothers and one black sister went to a concert of the orchestra on Monday after buying tickets.

One of the nuns who accompanied the black sister into the hall of the Windhoek High School, where the concert was being held, said they were stopped by a woman who explained 'terribly politely' that Sr Charlote Pandeni could not attend the concert.

'She apologised, but said blacks were not allowed

'She offered to bring Sr Charlotte back to the convent, or said she could wait at her own house until the concert was over.'

Archbishop

It was then that the rest of the nuns and their party left the concert.

Fr Henning said the orchestra was to have played at the Vatican during their tour.

'When I telephoned Archbishop Denis Hurley today he said the orchestra would not be playing at the Vatican now,' Fr Henning said.

He said the members of the orchestra could not be blamed, but the incident was a sad thing to happen in these times.

The Circle of Friends of the Conservatoire who organised the concert wrote to a local newspaper yesterday, saying they did not agree with nor approve of barring the black nun from the concert. — (Sapa)

TELLYVIEW
Last night's TV

ALTHOUGH he might be a first class presenter, I find the use of Edwill van Aarde in two consecutive programmes proof of SABC's badly-planned television evenings.

First we had Mr van Aarde giving us a pro-Western Province commentary on last weekend's Currie Cup cricket against Natal at Kingsmead — and then chairing *Flinkdink*.

Flinkdink, however, remains snappy, fast and good — as quiz programmes go. It's also super stuff for the general knowledge fiends.

Earlier, we had another *Interster* episode. In this excellently puppeteered space series, we watched the Krokon's relentless vendetta against the earth; [illegible] Capetonian friends.

Interster plots are thin and weak — perhaps the amount of expertise, and money, poured into creating the puppets ate up the funds otherwise designated for the scriptwriter.

Dr Eddie Young raced his way through his telly-prompted piece *'n Stukkie Bosveld* during this week's episode of *Heinings, Bokke en Jagter*.

One surely could never condone the hunting of buck with high-powered telescopic rifles, and then the 'fisherman's tales' told during the hunt's post mortem around the braai after [illegible]

Pet owners warned about travel

Mercury Reporter

NATAL'S deputy director of Veterinary Services, Dr P J Posthumus, has appealed to up-country holidaymakers not to bring their pets to Natal unless they have been inoculated against rabies.

'There is still an epidemic of rabies in Natal and it is for their own benefit that we have issued this appeal,' he said yesterday.

Owners of pets caught trying to bring them into Natal without an inoculation certificate or a re- [illegible]

Fears over rise in Putco fares

(332)

Mercury 7/12/82

African Affairs Reporter

MR G E Bengu, a member of the KwaZulu Legislative Assembly for Kwa Mashu-Ntuzuma, said yesterday that residents were not happy with the new Putco bus fares which come into effect next week, and felt the company should postpone the increase.

He expressed fears that commuters might boycott the buses when the Putco increases came into effect on December 13, as had happened in Clermont.

He said it was untimely to increase the fares during the festive season and there was a danger of 'wrong elements' taking advantage of the resultant discontent.

The Kwa Mashu Town Council has not received any reaction to the increased fares.

Feelings

Mr S S Mtolo, the Mayor of Kwa Mashu, said the council's subcommittee had not reported on its findings.

Normally the committee's findings would be discussed by the full council before adoption. He pointed out that the council would not meet until next year.

Mr T A Khanyile, the Mayor of Umlazi, said Putco officials had approached the Umlazi Town Council. The council had tested the feelings of residents who said they would not be prepared to commute in Putco buses as from Monday.

Mr Colin Bailey, manager for Putco, said he had not received any objections and his company had done everything to inform the commuters about the new fares.

The Natal Mercury

Black workers 'to benefit directly' from transport levy

(332)

Mercury 10/12/82

Mercury Reporter

BLACK workers who used public transport would benefit directly from the transport levy paid monthly by their employers to the Department of Transport.

This was said yesterday by the Deputy Director-General of the Department of Transport, Mr Ronnie Meyer.

'The levy is used to subsidise public transport so that instead of a commuter paying for example R10 a week for transport, he only pays R6. The other R4 is paid by the department,' Mr Meyer said.

But many employers of domestic workers are angry about the R3 monthly transport tax because they claim they already pay the bus fares of their workers.

Capt Reg Mortim, of Durban, a pensioner, told the Mercury yesterday he paid his servant's transport costs which came to R10,88 a month.

'Now on top of that I have to pay R3 to the Government. It is quite ridiculous,' he said.

Efficient

This is the first time employers of domestic workers have had to pay a transport levy. Employers of black workers in the commerical and industrial sectors have had their levy increased by 200 percent.

Mr Meyer said the department had used the provincial administration boards to collect the levies because it was the cheapest and most efficient method.

'It would not have been practical and far too expensive to institute a whole new machinery,' Mr Meyer said.

Although some employers of servants have complained to the Mercury that they were not warned that the tax would be introduced from November 1, a spokesman for the Port Natal Administration Board told the Mercury yesterday that all employees had been informed by post.

332

11/12/82

'More people taking buses'

Mercury Reporter

THE Durban Transport Management Board says there was an increase in the number of commuters using the Corporation bus service yesterday and attributed it to the anti-boycott pamphlets dropped over townships from an aircraft on Thursday.

'People are slowly filtering back to the bus service,' said Mr Alan Bray, the DTMB's deputy managing director. 11/12/82

In reply to criticism that the DTMB was wasting money on the anti-boycott campaign which could have been used to off-set the recent 12 percent fare increase, Mr Bray said the cost of the light aircraft and the printing of all the pamphlets distributed so far amounted to just more than R600. Mercury

'The price of Thursday's air drop is less than 20 percent of the profit which taxi drivers in the area are reported to be making per day,' he said.

However, Mr Aubrey Nyembezi, chairman of the Clermont Advisory Board, said the air drop had been 'met with indifference' by the residents of Clermont and the boycott was still receiving the community's full support.

90 buses stoned after fares rise — boy, 8, held

ARGUS 13/12/82

(332)

Argus Correspondent

DURBAN. — An eight-year-old boy was one of three people held by police in Inanda, near here, today in connection with stone-throwing in which 90 buses were damaged and two people injured.

Police used tear smoke three times to disperse crowds.

The violence was sparked by a 13 percent increase in Putco bus fares which came into effect today.

Commuters told of intimidators at bus stops urging people not to use the buses and spraying a substance on people who did.

Police said the main problem areas were the Shembe Village and African areas of Inanda, where trouble started at 5.30 am.

TEMPORARILY SUSPENDED

However, a reporter who visited the scene several hours later said it was "a.. quiet".

The unrest came only two weeks after similar stone-throwing, intimidation and a continuing boycott which greeted the 12 percent increase in the Durban Transport Management Board bus fares.

The Natal area executive for Putco, Mr Colin Bailey, said the services to certain parts of Inanda had been temporarily suspended.

PCA chief slams Govt report

(332) Industrial Week

14/12/82

A SERIES of articles on the transport industry carried in Industrial Week, has finally prompted a statement from the executive director of the Public Carriers Association (PCA) Jack Webster.

"I read with interest you article in the November 30 issue on the subject of hauliers being desperate for trade.

The headline and paragraphs two and three create the impression that the road transport is in a desperate situation, yet paragraph one does not substantiate this.

The figures quoted of a drop in tons conveyed from nearly 23 million in April to less than 20 million in August are taken from the figures published by the Department of Central Statistical Services. Statistical News Letter P 26 2.

Jack Webster . . . no panic in transport industry.

The actual figures are 22 008 000t for March to 20 859 000t for June – a drop of 1 149 000t, a 5,22% decrease.

Surely an industry that is efficient and has made adequate provision for a down-turn should not be – as you say battling for survival or losing 50% working days.

I feel that your article created an impression of panic which is certainly not the case.

Between 1974 and 1981 there was an increase of 12,4% in the commercial vehicle population, but. between 1979 and 1981 the increase was 50%.

The explanatory note at the head of the P 26 2 Newsletter reads:

"In the case of the private transport contractors the particulars (in the newsletter) are collected by means of a monthly sample survey and more detailed statistics on work performance, employment and earnings of emplyees".

The accuracy of this sample is not entirely proved and must be under a degree of suspicion.

There are certain aspects of the Newsletter which must be studied.

a) The records are only in respect of Public Carriers.

b) In order to assess the total industry performance, it is necessary to include the conveyance of goods by private carriers.

The real problem is that the P 26 2 figures do not relate the tons conveyed to the distance and this results in a display of meaningless figures.

Until figures are available for the goods conveyed outside Section 1(2) of the Act, continued publication of figures should either cease or be viewed with an appreciation of the facts and the true position - Jack Webster.

● This statement has been shortened - Ed.

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Transport firms face hard times

(332)

Industrial Week 14/12/82

Staff Reporter

A FORETASTE of a deregulated road transport industry is emerging as the industry slides into a 20% drop in business.

Stiffening competition for contracts is centering on those areas where the highest concentrations of exempted goods are to be found - notably in refrigerated traffic.

Food is one of the most deregulated sectors and is attracting more of the smaller operators who have insufficient permit business to compete in the "safer" protected goods areas.

The effect has been to reduce profits to critical levels, forcing efficient operators to the point where the return on investment is no longer acceptable.

One company to reach this conclusion is D&H Transport, whose freight lines operation, bought no more than three years ago, is now being merged with WU Bulk Transport, also owned by D&H Transport.

"We are concentrating on those refrigerated contracts that are solid and long-term," said Phil Erasmus, of D&H Services, which operates the D&H Group transport companies.

"We are in a situation at the moment where some full loads no longer pay. South African Transport Services (Sats) is cutting tariffs for refrigerated traffic by as much as 50%, and is in the process of buying even more units."

D&H's rationalisation is a move away from specialisation, and opens the door for more long-term, major contracts in coal, timber and ores.

The D&H operation has effectively solved its refrigeration dilemma. But not so for the industry as a whole. There was a brief but intense struggle between Sats rail and road services not so long ago, with the rail service emerging as the favoured carrier.

The commodity on that occasion was margerine which, due to ambiguities in permit wording, could be carried on permits granted for ice cream.

Rail justified its prior claim on margerine by pointing to the fact that when ice cream permits were granted it was an attempt to overcome the shortage of refrigerated rail wagons - a shortcoming that has now been rectified.

A concession is, however, emerging. Rail officials are believed to agree that short distance refrigerated traffic should go by road, within a radius of 80km or 100km. Beyond these distances, it should travel by rail, they say.

This, of course, has the effect of concentrating refrigerated road transport into restricted areas where shorthaul business must become unprofitable due to competitive forces. With no relief in sight in terms of increasing business, there can be little doubt that smaller operators will inflict considerable damage on each other in the battle for survival.

Poole MD fires s...

Nathan Lubie (right) MD of Poole Industries and Manie Crafford production director discuss the expected price cutting strategies in the transport industry. Lubie has warned that this policy "could have serious ramifications throughout the industry".

Magnis confident of climb in truck sales

MORE than 120 Magnis Truck dealers have been assured by marketing director, Brian O'Connor Wegner, that 1983 will be successful with Magnis aiming for a major slice of an estimated R30-million profit to be made from the truck market.

In an address to Nissan and Samag dealers at the Magnis Dealer Conference, Wegner said: "The truck market has the strength and character to overcome recessionary times

"Over an active life of say three years a truck will generate its own prime value in sales of parts.

"Taking this into account the truck market is worth almost the same as the passenger car market, but more stable."

Wegner stressed to dealers that selling trucks required an entirely different attitude to selling cars.

"The car buyer is looking for glamour, fashion, colour, style, self esteem, status and luxury, he's buying a wasting asset. Cars are consumer items no matter what they cost.

"Trucks on the other hand are bought, leased or rented for one purpose only - to make money.

"Even allowing for a slump in sales, the truck business is as big as the passenger car business, and will be as successful when you have the right truck franchise and right outlook towards trucks."

R16 000 damage claims after fares protest

Mercury 14/12/82

332

Mercury Reporter

COMMUTERS turned on buses at Inanda yesterday, stoned 42, smashed 300 windows and left Putco with a repair bill in the region of R16 000 in protest at a 13 percent fares increase.

A police spokesman said two people had been injured and two police vehicles damaged.

Trouble flared about 5 30 a m when youths hurled stones at buses and police had to use tear-gas to disperse crowds.

Buses stopped at the entrance to the township where passengers boarded

An eight-year-old boy was among three arrested.

At Malakazi two buses were damaged and a woman was injured in stoning incidents.

According to Mr Colin Bailey, Natal area executive for Putco, buses eventually withdrew from Inanda, but the service was resumed on all routes last night.

Taxis

'I believe that if buses operate the normal way, it would limit the boycott. We received no complaints from people ab[illegible] fare increase.

'We are hampered by youths who cause damage to the buses.

'I hope the situation will return to normal quite soon,' he said.

At least 90 percent of residents in Kwa Makhutha township, near Amanzimtoti, boycotted Putco buses and taxis did 'roaring' business transporting thousands to Isipingo Rail.

Mr J Mshengu, the township's mayor, thanked commuters for remaining calm, but reports from Malukasi near Isipingo said some passengers had been assaulted for attempting to use buses and some vehicles had been stoned.

In Umlazi police waited at Putco's main depot where residents did not join the boycott. Nor did Umbumbulu residents, and even in Kwa Makhutha the service was maintained.

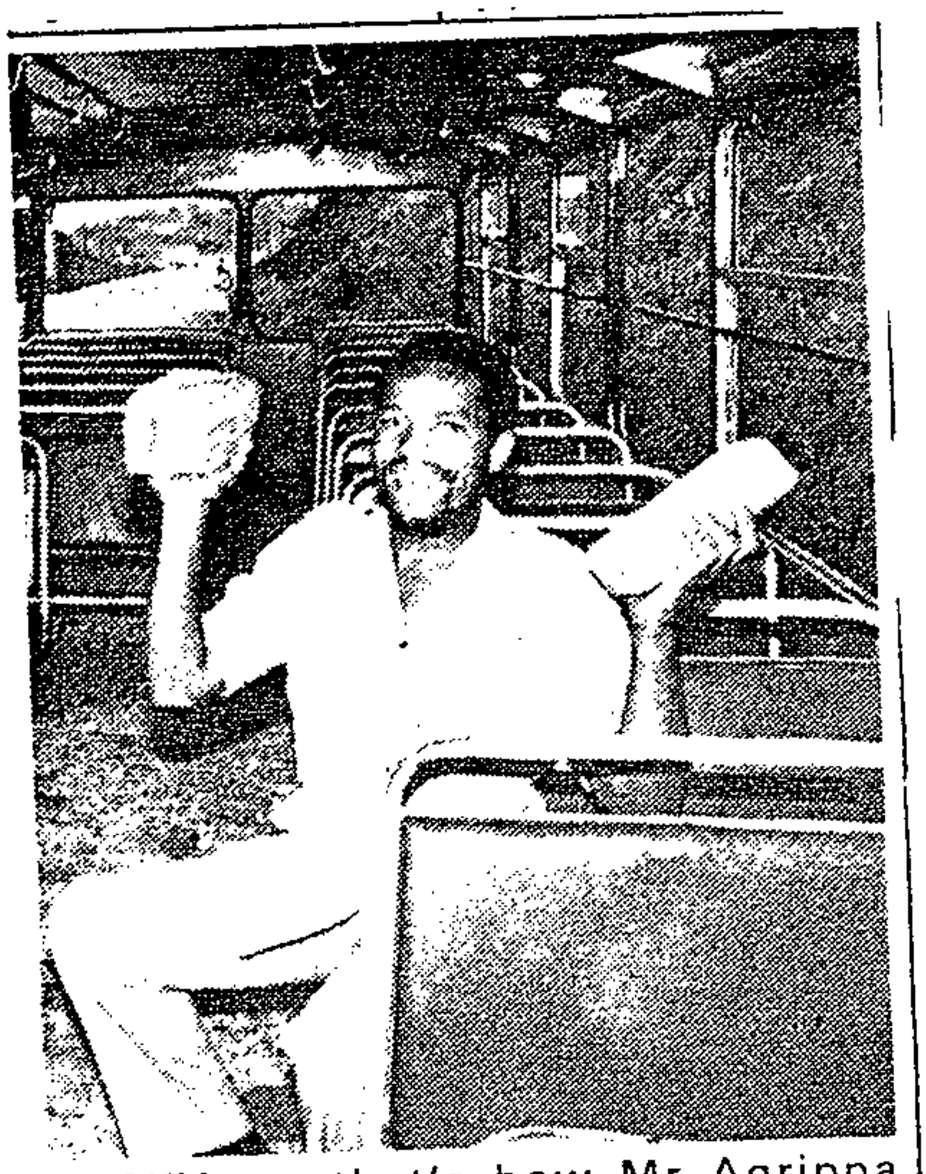
A police spokesman reported there were sporadic outbursts of violence at Lamontville as people stoned buses late last night. No serious damage was caused and he described the situation at Inanda as 'tense but quiet'.

Mr Bailey said last night the company would have the full service back in operation by this morning.

The 13 percent increase was considerably less than that imposed in all other areas covered by Putco, Mr Bailey pointed out earlier yesterday.

He said the cost of buying a new bus had risen 16 percent in the past year and drivers' wages had gone up nearly 14 percent.

The bus licence fee had risen 65 percent and there had been a 23 percent increase in the cost of an engine.



LUCKY ... that's how Mr Agrippa Ntombela, a Putco bus driver, felt after these two bricks were hurled through his bus windows yesterday, missing him.

Increases

Mr Alan Bray, deputy general manager of the Durban Transport Management Board, said the board was faced this year with an increase of R2 600 000 in operating costs.

He said all items had gone up in price.

A new bus, for example, cost nearly R80 000 as against R55 000 last year while the board would be spending nearly R1 000 000 on tyres alone during the current financial year.

Mr Bray said salaries had gone up by R500 000 this year and there had been an increase of R400 000 in the fuel bill.

BOYCOTT VIOLENCE

332 Sowetan

Fare hikes spark off riot in Durban

5/12/82

TWO DRIVERS were injured, and about 153 buses stoned in several African residential areas this week when commuters boycotted buses following fare increases.

And in Lamontville near Durban crowds went on the rampage, destroying Port Natal Administration Board property which included the superintendents' offices and six cars, one of which was overturned. A bottle-store was broken into and looted.

The boycott of Putco buses at Inanda, Ntuzuma, Mbumbulu and Kwamakhutha follows a similar action by commuters in several other townships in Durban where municipal buses operate. A Putco spokesman said the two injured drivers were attacked at Inanda where the boycott is strongest.

Arrests

Violence broke out in Lamontville after police had stopped a meeting. It had called in the community hall to discuss fare increases that have resulted in the boycott of municipal buses. Some arrests were made during the disturbances.

Besides the board's vehicles, four municipal buses were damaged, according to Mr Marshall Cuthbert, chairman of the Durban Transport Management Board.

Rough

150 buses stoned

CAPE TIMES · 15/12/82

332

Own Correspondent

DURBAN. — Stone-throwing incidents in the wake of Putco's fare increase continued yesterday for the second consecutive day, bringing the total number of buses damaged to 150.

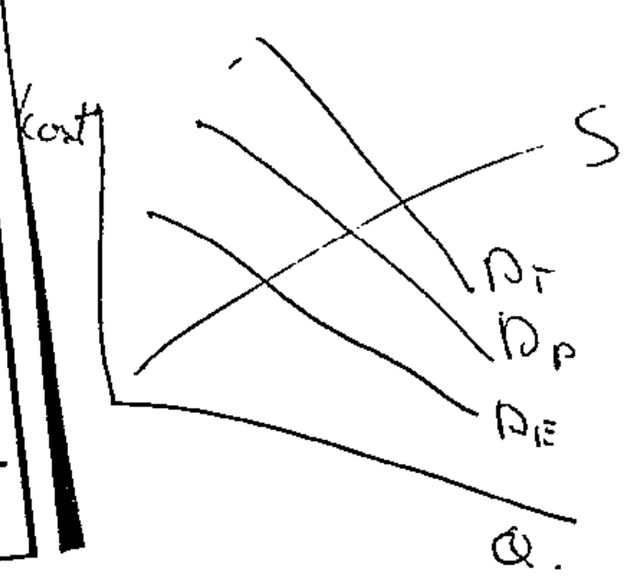
Early yesterday police used tear-smoke in Inanda to disperse stone-throwing youths.

Mr Colin Bailey, Natal area executive for Putco, said damage to Putco buses now stood at about R20 000.

"We withdrew the service from Inanda for about an hour yesterday morning," he said,

In KwaMakhutha, Malakasi and Umbumbulu, more than 90 percent of the commuters continued to boycott buses yesterday.

● Buthelezi 'no' to violence, page 2



'Quiet and under control'

17/12/80

332

Mercury

Bus service 'back to normal' in Lamontville

Mercury Reporter

LAMONTVILLE was reported 'quiet and under control' yesterday following the violence on Monday and Wednesday nights.

Police kept the situation under close scrutiny and constantly patrolled the area.

Violence erupted again on Wednesday night when a crowd of stone-throwing youths surged through the streets and had to be dispersed.

Firemen were called to stop a fire from spreading to the Lamontville bottlestore. The blaze caused thousands of rands of damage.

Several stones were hurled at the beerhall and the post office and several windows were broken.

This followed the violence on Monday night when the bottlestore was broken into and looted.

Meanwhile, Mr Pat Adderley, liaison officer for the community service of the Port Natal Administration Board, said the Ningizimu Community Council had a meeting on Tuesday after the unrest in Lamontville.

Reason

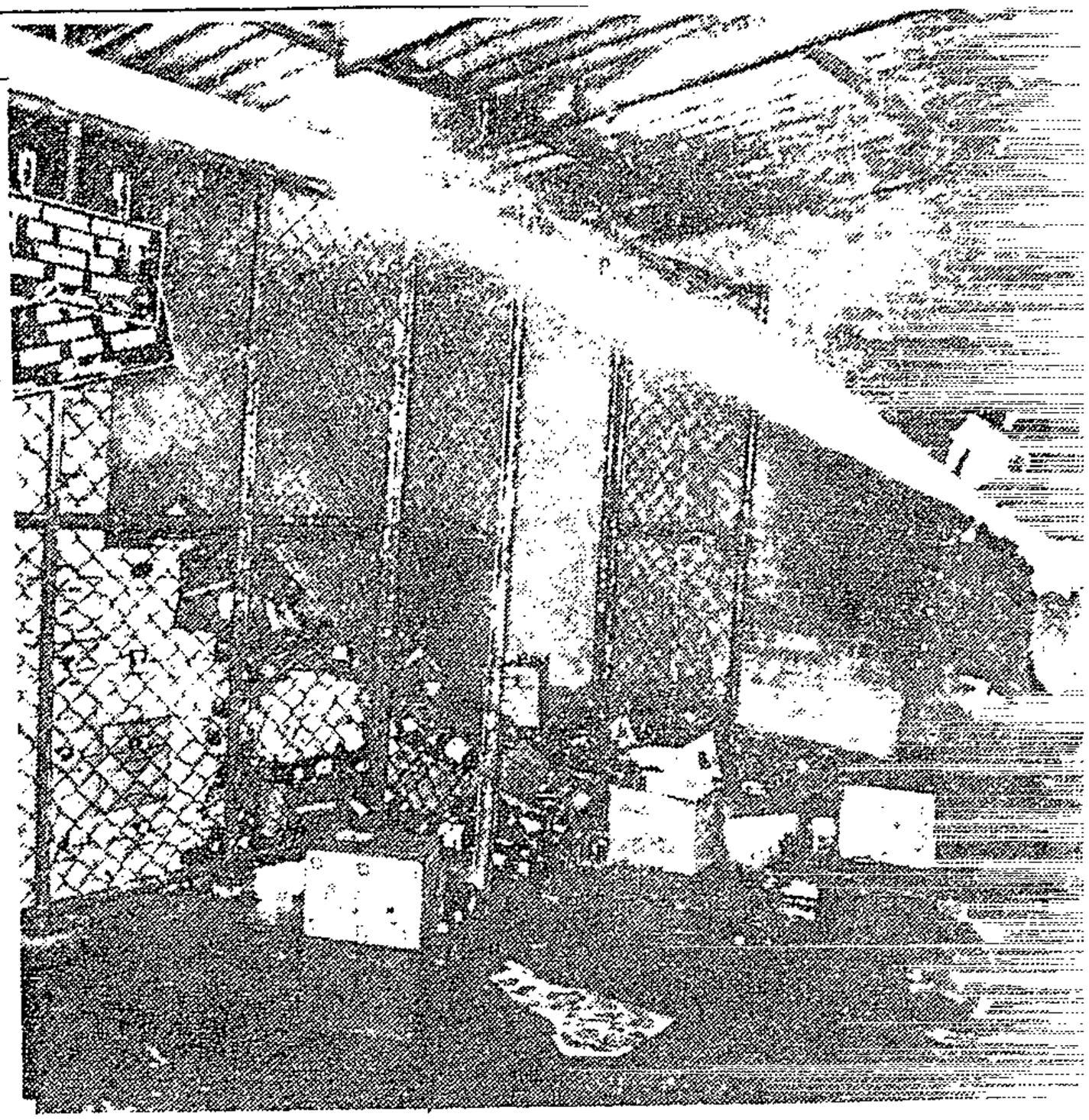
'The resolution of the council was that they deplored the havoc caused by irresponsible members of the public in Lamontville on Monday evening, when buses and vehicles were damaged,' he said.

Mr Moonlight Gasa, chairman of the council, said the disturbances could not lead to progress and people 'have to learn to reason'.

Forty-seven buses on Wednesday — and one yesterday morning — were damaged by stone-throwing incidents since the bus boycott started on Monday.

Mr Colin Bailey, Natal area executive for Putco, said yesterday that buses were again running according to schedule.

All areas, including Inanda, were quiet yesterday and no police action had been called for, a police spokesman said.



FIREMEN containing the blaze at the Lamontville bottle:

Stones thrown as bus service restored

Mercury Reporter

STONE-THROWING incidents following the Putco bus fare increase continued yesterday for the second consecutive day, bringing the total number of buses damaged to 150.

Early yesterday police had to use tear-smoke in Inanda to disperse troublemakers and stone-throwing youths.

Mr Colin Bailey, Natal area executive for Putco, said that in spite of a few stone-throwing incidents the service had not been interrupted yesterday.

He said damage to Putco buses was now about R20 000.

'We withdrew the service from Inanda for about an hour yesterday morning and when the situation became quiet it was resumed,' he said, adding that there was still a problem of youths and instigators damaging buses.

Mr Bailey said all damaged buses had been insured and they would claim for a large percentage of the R20 000.

In Kwa Makhutha, near Amanzimtoti, Malakasi and Umbumbulu more than 90 percent of the commuters continued their boycott of buses yesterday.

Although the situation had quietened down later yesterday police continued to watch the troubled areas.

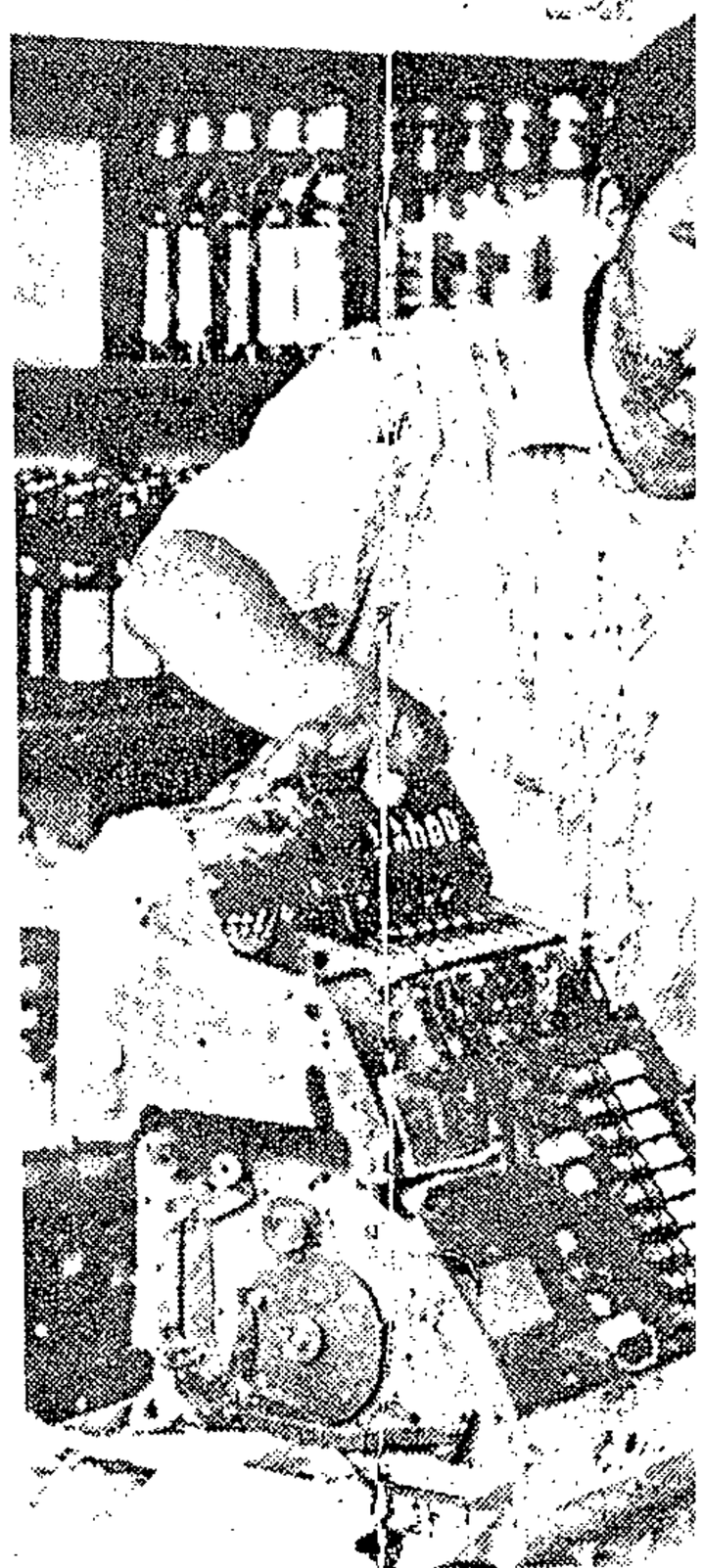
Meanwhile police reported that there were no further incidents of violence at Lamontville following Monday night's rampage.

Damage, believed to be several thousands rands, was caused when windows of several buildings were shattered by stone-throwing youths, cars overturned, police vehicles and buses stoned and a bottlestore and beer hall broken into and damaged.

A dismayed Mr Maxwil Nyide, owner of the bottlestore, said yesterday that damage to the store and theft of liquor had not yet been established.

'The whole place was in a mess and more than R1 000 worth of liquor could have disappeared during the rampage.

'The looters broke open two tills, but luckily I had locked Monday's takings in safe at the back of the store which was not seen,' he said.



MR MAXWIL Nyide, owner of th the two tills broker

Expensive mopping up at Sanlam Centre

Mercury Reporter

WATER left running all night from a fire hose caused thousands of rands damage on Monday night at the new Sanlam Centre on the Bluff.

According to the centre manager, Mr Hannes du Preez, workmen had been repairing an air-conditioning unit. The water main had also been switched off during the afternoon.

'Either the water came on again during the night or a pressure build up in the pipes caused it to start flowing again. Either way, the fire hose had been left on. But we are not sure who is responsible.

'There was water more than 10 cm deep in places. And what with furniture, high-fidelity equipment and television sets in various shops, damage was extensive,' said Mr du Preez.

the chop

15, had been badly be-
eir unruliness had dis-
...ily service last month.

"They started fooling
making a lot of noise.
out of hand.

has apologised, but Mr
ays he will not review
till April.

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into shape!

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S. Start taking them
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Kosie's taking over on buses

332 C. Herald 18/12/82

Passengers will have to take extra care in looking after their new clip cards as damaged tickets cannot be punched by the new machines.

FROM next week, Kosie Kwikaart will become a very important person in the lives of the 100 million passengers who travel by bus in Cape Town each year.

The name may sound strange to you now, but from Monday, December 20, Kosie Kwikaart will become a household name as City Tramways switch over to a new clip card system.

The new clip card — nicknamed Kosie Kwikaart — is expected to eliminate the problems caused by the existing system which allows bus commuters five inward and five outward journeys during the 14 day period of validity.

With Kosie, a commuter buys 10 rides and it does not make a difference in which direction these rides are taken, provided it is the correct clip card for the route.

SYSTEM

Tramways executives think the new system will cut out most of the inconvenience and cost suffered by commuters because of the short-comings of the present system.

From December 20, none of the old clip cards will be accepted on the buses as the cards cannot fit into the new cancelling machines used on Kosie. The old hand punch will damage Kosie in such a way that he will not be used on the cancelling machines again

CARE

Passengers will have to take extra care in looking after their tickets as damaged cards cannot be punched by the new machines.

Associated Bus Holdings (ABH), which run the Atlantis and Mitchells Plain services, will also be adopting the new service as many of their passengers switch buses at bigger termini to board Tramway buses. In this case one clip card is used for the journeys on both buses.

CHECKS

Louise Harriet Cyster, 14, of 31 Gabriel Street, Cloetesville, Stellenbosch, has been missing from home since November 4.

Louise was wearing her Peter Langeveld school uniform which consists of a blue skirt and blouse when she was last seen.

She is thin, 1,60 m tall and has a black birthmark on the upper right arm.

If you have seen her please contact Warrant Officer H Niemand at ☎02231 70 341.

R50 000 paid after raids

Raids on blacks living illegally in Cape Town have continued with "unabated ferocity," says the Athlone Advice Office in its October report.

The report says that over 2 000 people appeared in court following raids, and were fined over R50 000.

The raids were conducted "almost daily" in single quarters, white suburbs, and at bus stops.

The report says the West Cape Administration Board described the raids as "routine inspections."

SENTENCING

Both "legal and illegal" people are affected by the raids, says the report. Many people legally in the area have been caught in raids on single quarters and charged with trespass.

"The Commissioner's Court at Langa has been sentencing 100 or more people a day, and practically none of the cases have been defended."

The Advice Office had to deal with 408 cases during October. Of these 118 had permit problems, 40 contract workers came for advice, 148 people who had needed help in previous months returned, and the rest were people from Crossroads and Nyanga Site with various problems.

ASSISTED

Seventeen people were assisted by the Advice Office while appearing in the Langa Commissioner's Court or Athlone Magistrate's Court on charges of being in the Cape illegally.

The Advice Office had helped in winning "two small successes" in getting a family reinstated in their house after a trespassing charge, and the withdrawal of demolition notices against self-built houses in Nyanga.

Computer keeps docks on the go

332 Finance Reporter S. Tribune 19/12/82

ONE of the most advanced real-time computer systems in Europe is being used to monitor and control the loading and unloading of containers arriving by road, rail and sea from a terminal in Southampton to South Africa.

Solent Container Services, which handles some of the biggest container ships in service, is using the system on eight container ships to South Africa and 20 on the Far East routes and exchanges 1 500 containers over two ships every 24 hours.

The system, based on twin ICL ME29 computers, is controlled through 45 visual display units which are located at strategic points throughout the container terminal.

These are linked directly to the twin ME29 computer system and form the principal means of communication between Solent's staff and the unmanned computer system.

The computer system controls the loading and unloading of containers, provides container information for customs and excise, freight forwarders and shipping lines, and calculates ship stability and other statistics vital to the smooth running of the business.

When a container arrives by road at the Solent terminal, its number is entered via a visual display unit. This results in the necessary documentation being produced automatically by the computer which also specifies exactly where the container is to be off-loaded. The vehicle details are entered via another visual display unit in the dock gatehouse.

About 60 percent of all containers handled by Solent Container Services are transported by rail through a nearby freightliner terminal. The ICL computer system controls all movements between railhead and docks to fit in with train schedules, and automatically compiles return loads, depending on the final destination of the imported containers.

As details of containers entering the terminal for export are received, a container stacking model is built up in the computer system which is continually referred to and adjusted by those planning the ship loading activities.

A full model of each of the 28 different container vessels using Solent Container Services' Southampton terminal is also stored on the ME29 computer system and it is the responsibility of the ship planner to transfer the containers from the stacking model to the ship model as the ship arrival time approaches, taking into account all the rules of ship loading and stability.

Once the ship planning has been completed, the information necessary to control the flow of containers onto the ship is produced by the system and is made available to control room staff.

Loading and unloading information for control room staff is provided on visual display units which use a split-screen technique showing the appropriate section of the ship in the upper half, with the stack of containers to be loaded in the lower half.

Each of the two ME29 computers operated by Solent Container Services has 512 KBytes to main store and 180 MBytes of disc backing store. One ME29 is in continous operation, 24 hours a day, throughout the year, to provide the real-time service. The other is used for programme development and back-up, when necessary, on the real-time system.

Programming is carried out on-line using COBOL. The system is tested and refined using ICL MAC editing facilities until it satisfies users.

Ease of use and high reliability are advantages of the ME29 computers and, despite considerable business and systems growth, Solent has not found it necessary to employ a large data processing staff. They have three development staff and no operators. The computer room is unmanned and locked most of the time.

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4. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.

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

EDSON

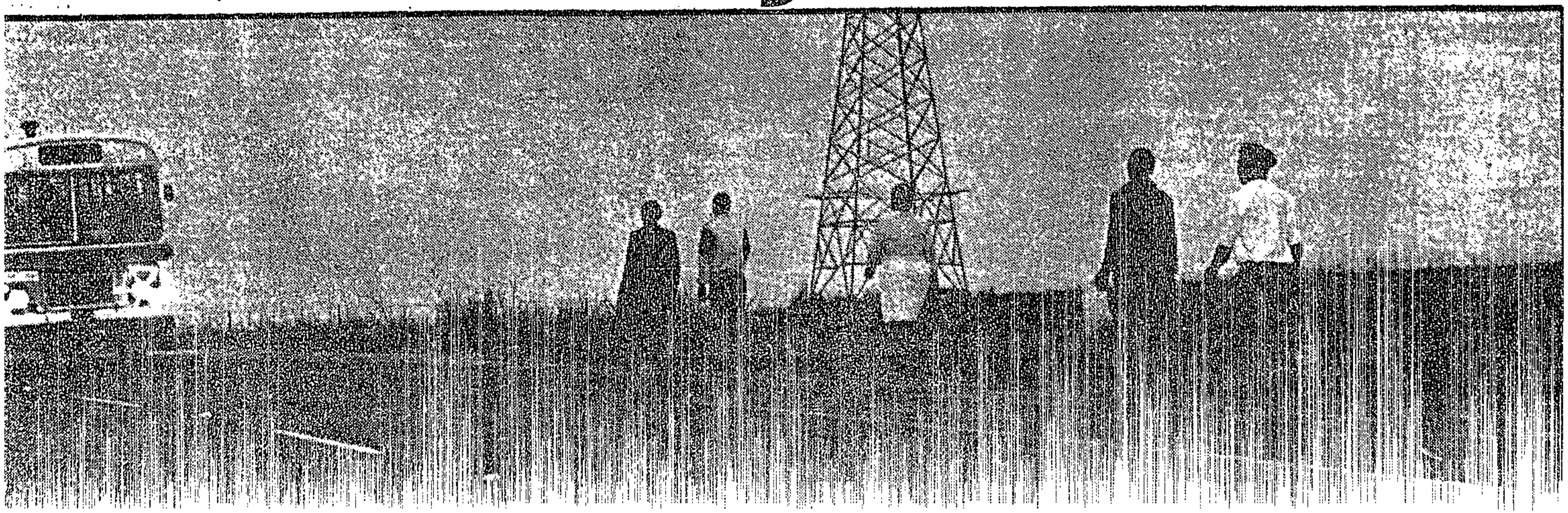
ıreas of Natal have been making the headlines.The people of Clermont and Lamontville in Durban have been boycotting buses since the beginning of the mont anagement Board, which runs the service, increased fares by 12 percent. Commuters have refused to use the service, calling on the DTMB to drop the increase. And o KwaMashu, Ntuzuma and Inanda after Putco increased its fares by 13 percent. The boycott has been marked by stone-throwing that has damaged more than 5 00 Putco buses. Putco has estimated damage to its buses at more than R20 000. This week an enraged crowd went on the rampage in Lamontville, setting fire to buil nd a beer hall. The SUNDAY TRIBUNE today looks at one bus boycott, at Howick, which entered its fifth week this week.

:n 'would rather walk and live than pay and starve'

re'll be no turning

k on this boycott road

332
S. Tribune
19/12/82

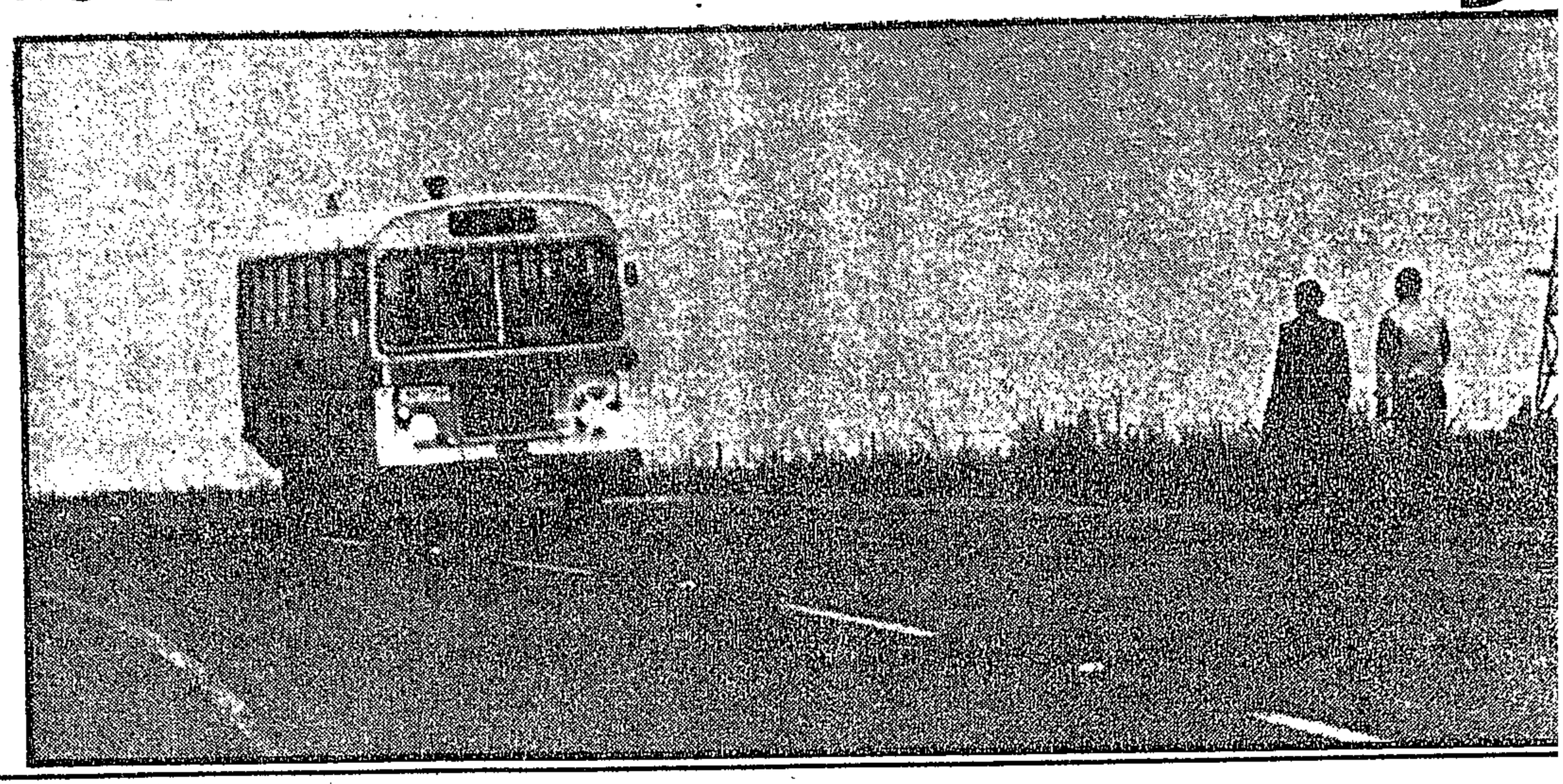


Petros Mweli . . . a hell of a difference

BUS BOYCOTTS in African areas of Natal have been making the headlines.The people of Clermont and Lamontville when the Durban Transport Management Board, which runs the service, increased fares by 12 percent. Commuters have Monday there was trouble in KwaMashu, Nluzuma and Inanda after Putco increased its fares by 13 percent. The DTMB buses and more than 100 Putco buses. Putco has estimated damage to its buses at more than R20 000. This we ings and looting a bottle store and a beer hall. The SUNDAY TRIBUNE today looks at one bus boycott, at Howick, which entered its

Old women 'would rather walk and live

There'll be no tu back on this boy



through the dark. It stops, arms akimbo, gives a big sigh, then limps on again.

Other ghostly silhouettes move past more energetically. They loom larger as they approach and a portrait comes into focus.

It is 3.30 in the morning and Norah Khumalo, 69, left her four-roomed house at Mpophomeni Township 30 minutes earlier. She has another hour and a half of walking ahead of her before she completes her journey.

She and the other residents of Mpophomeni are starting the fifth week of their boycott of the Impendhle Bus Service, which runs between their township and Howick, 17km away.

This week the **SUNDAY TRIBUNE** joined the people of Mpophomeni on their long walk on the hilly, winding road to work, talking to them and listening to the small talk and jokes which steady them throughout the long, tortuous journey.

Since the boycott started they have been walking to town and back, a distance of 34 km a day. The boycott entered its second month this week and according to the commuters there is still a long way to go before there can be a truce.

Mrs Khumalo is old and frail, but she says she will walk on.

The people must not stop walking, she says. The bus company must give in.

"I'm almost enjoying it now," she says, with a toothy grin. "But the first day was terrible. I almost died. My feet pained all day and I had to keep resting along the way," and she sighs again.

The boycott of the Impendhle Bus Company by the people of Mpophomeni, a township of about 10 000 residents outside Howick, was sparked off by a fare increase of 6c — from 31c to 37c a trip.

Five-day tickets went up from R1,90 to R2,40. As a washerwoman, Mrs Khumalo does not earn much. She gets R40 a month, pays R14 for rent and what is left is used to buy food and to keep her five grandchildren at school.

"My daughters left the children with me, and they're my blood as well. I have to look after them. I can't afford the bus fare. In fact we don't want the bus company anymore.

"The people here are united. They won't pay. He's getting no cent from us. I'd rather walk and live than pay and die of hunger." Her face contorts into knots as she says it.

Mrs Khumalo has this faith in God. She's a Christian, she admits readily.

"God must have known at some stage there would be a bus boycott here and gave me the strength to keep walking." And she reminds you of the miracle God performed to save the Israelites during their flight from Egypt.

Taxis are doing a roaring trade, charging 50c a head for the trip, but she can't afford it. She quietly counts using her fingers and her face takes on a surprised look.

"That means if I use a taxi every day I'll spend R30 of my salary on these taxis. That leaves me with R10 a month — not even enough to pay my rent."

She's dragging her feet, but she will walk on. She says she will walk until her feet "rot."

"I don't care about the shoes," she chuckles. "I look at all these people walking and I feel strengthened."

She leaves home at 3 o'clock every morning to be at her employer's place at five. That gives her enough time to rest and wash her feet before she starts the day's work.

"I start work earlier so that I can leave for home earlier. It's a good thing this boycott came in summer. Can you imagine the cold in winter. I go to bed earlier than usual also."

Petros Mwelu, a 66-year-old father of eight, says an increase of 6c makes a "hell of a difference". He earns R60 a week doing the same job he did when he started with the local rubber company 31 years ago.

There has been no promotion and the wage increases are far between, he says. He is not even certain whether he'll keep his job for very long.

The company has been on a four-day week but they are now back to the normal five days, albeit with reduced working hours and pay.

"People have lost their jobs here and many are going to be told on Friday not to come back. I may be one of them. So you can see the little money I have I must keep," he says.

He is talking and walking fast and I have to jog to keep pace.

"I have five children at school and I want them to have good education. I don't want them to suffer like me. My eldest son is doing matric next year and if he passes I want him to go to university. He's been good. And if I keep giving my money to this man I won't be able to do all these things."

Since the boycott started, he has spent no time with his family.

"When I come home in the evening I eat, wash and go to bed. And I leave early in the morning when everybody is still in bed.

His employer does not provide his workers with transport or buy them tickets.

"They just tell us to go to the buses. But we can't use them. We won't use them."

The people have been walking for more than a month now and the boycott has obviously taken its toll but their enthusiasm shows no sign of flagging. They walk on determinedly and what the boycott has succeeded in doing is to galvanise their spirit and unify them.

They walk singly and in groups and there are the fortunate ones who ride past on bicycles, some of them so rusty they must have been retrieved from the gutter.

Some, even more fortunate, zoom past in cars travelling at high speed, intent on making a killing before the sun rises. The majority of walkers are old women and as the empty bus rattles past, they wave excitedly, butting in with a joke or two. They're not angry, just determined.

Conversation is laced with humour — biting, bitter and sweet. Some even jive as they walk just to prove they are not broken.

The only subject on everybody's mind during the walk is the boycott. They are walking, they tell one, to show they don't beg anybody's buses, to show the man's buses are not indispensible.

The message is clear. The walkers have an axe to grind with the bus company. The fare increase was only the spark.

"Now he'll know who we are. We want a new operator here," says Mrs Irene Zuma as she prances in front of us.

They complain about drivers who beat up passengers and about being packed like sardines in the buses. They are sick and tired of the whole operation, they say.

A meeting will be held this morning at Mpophomeni to discuss the boycott but many residents say they will vote against resuming the service.

"I don't see how we can go back to the buses," says hostel dweller Wilson Madlala. "Nothing has changed. We have said we can't afford the fare. We still can't afford it."

Mr Benjamin Ndlovu, chairman of the Mpophomeni Town Council, cannot say what the people will decide today.

He blames the bus company for the lack of communication with commuters which, he says, led to the boycott.

"The company is responsible for this. They just went ahead with the fare increase without consulting the people, Now the people have spoken," he says.

The local chamber of commerce convened a meeting this week which was attended by representatives of all parties involved in the dispute, including the KwaZulu Government. It was chaired by Mr Ralph Hardingham, MP for Mooi River. Mr Hardingham said there was a chance the boycott could be "terminated."

Mr Ndlovu said the chamber convened the meeting because it was worried people were no longer buying many goods as they had to spend so much time walking to and from work.

A spokesman for the bus company refused to comment, saying only Mr Hardingham could do so.

Change in transport levy rules next year

332

E. Post

21/12/82

Post Reporter

THE transport levy regulations are to be changed from next month to exclude employers who provide housing for their employees at the place of employment.

This was announced in a statement by the East Cape Administration Board in an attempt to clarify the position regarding the payment of the transport levy by employers.

Until October 31, 1982, employers of blacks in Port Elizabeth, Uitenhage, Despatch and East London, who did not provide housing for their employees on the premises where they were employed (with the exception of domestic and agricultural workers), had to pay a R1 transport levy for each worker every month.

From November 1, 1982, however, the levy was increased to R3 per worker per month and extended to include employers in agriculture as well as employers of domestic workers who are not housed on the premises where they are employed and who, therefore, have to make use of public transport facilities.

From December 1 the levy was extended to include employers in the King William's Town municipal area.

"The regulation, as it stands, implies that certain categories of employers, *inter alia* the agricultural sector and the State, irrespective of the fact that housing might be provided on the premises where a black person is employed, are liable for payment of the transport levy," the statement says.

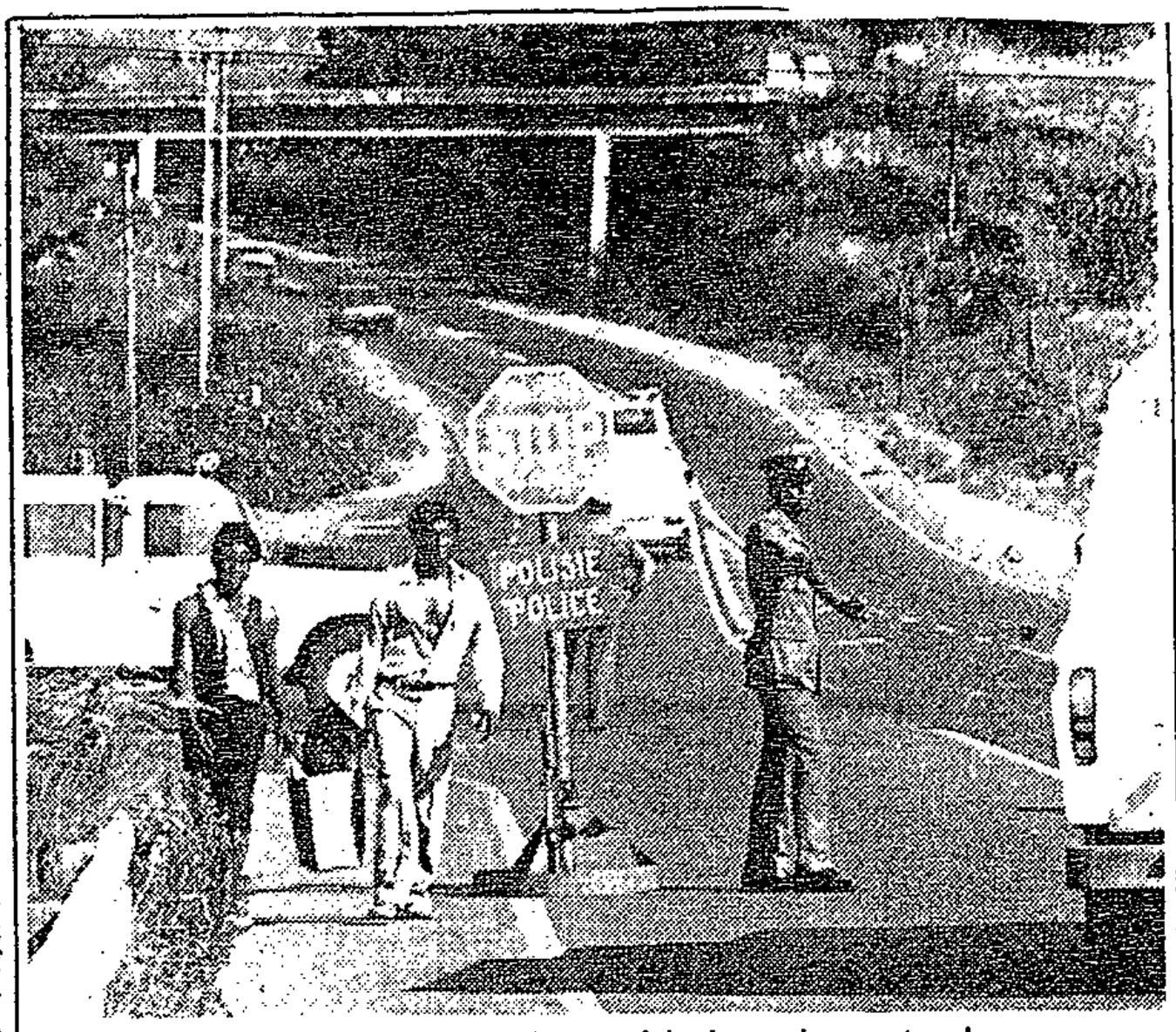
"This was not the intention of the legislator and the board has been informed of the intention to change the regulation during January, 1983, to exclude employers who provide housing for their employees at the place of employment.

"The East Cape Administration Board applies the regulation as if such employers are exempted."

The statement says the levy is payable at the offices of the board on the same basis and documentation used for the payment of the monthly contribution fees for black labour.

"Employers who provide transport to ferry their workers to and from work may apply to the Director-General, Department of Transport, Pretoria, for exemption from the levy."

The board said it wanted to emphasise that the transport levy collected on behalf of the Department of Transport by the board was not used for the benefit of the board.



A POLICE road block outside Inanda yesterday.

Bus boycotters upset by action against 'taxis'

Mercury 22/12/82

Mercury Reporter

NEARLY 100 people from Clermont have been fined R100 each for 'operating illegal taxi services' by the Road Transportation Board in what is seen by Clermont residents as an attack on their only form of transport and an attempt to break their four-week-old boycott of the Durban Transport Management Board's bus service.

A spokesman for the Road Transporation Board in Pretoria said yesterday that 62 vehicle owners had been fined R100 for operating illegally in road blocks set up around Clermont on Monday. Five buses belonging to private companies had also been fined R300 for operating off their routes, he said.

Figures for yesterday were not yet available, he said, but according to one source at least 20 cars and one bus had been fined in road blocks outside Clermont yesterday morning.

A road block was also set up at the intersection of the Inanda, Phoenix and Ntuzuma roads last night. Residents of those townships have been boycotting the Putco bus company's service since their recent 13 percent fare increase.

Meanwhile a statement issued yesterday by the Emergency Transport Committee for Clermont, Kwa Ndengezi and Kranskloof made several allegations of instances of assault and harassment on Clermont residents by DTMB employees.

The statement included the names of DTMB employees who were alleged to have forced people to use their company's buses by assaulting them and threatening them with revolvers.

It also said that police, acting under the instructions of the Road Transportation Board, had off-loaded people from bona fide taxis and had prohibited private cars from giving lifts to people boycotting the bus service.

Mr Alan Bray, the DTMB's deputy director, denied yesterday that any of his employees had used force to make people use his company's buses.

'Part of their duty is to encourage people to use the bus service, but this they do verbally — none of our employees has ever used force.'

Court action threat over bus service

332

Mercury 22/12/82

Mercury Reporter

A MOVE by Putco to extend its bus service to Indian areas in the Newlands complex from today is expected to run into stiff opposition from Indian bus operators.

Mr R Somaru, chairman of the Newlands Bus Owners' Association, said that his association intended seeking an interdict to prevent Putco from picking up Indian passengers.

Approval

'We have been providing an efficient service in Newlands for more than 50 years and it's morally wrong for Putco now to deprive us of our livelihood which we built through sweat and toil over many decades.

'They simply cannot encroach into our area without first obtaining the necessary approval of the Local Road Transportation Board,' he added.

But Putco's Natal area executive, Mr Colin Bailey, said yesterday that the decision to re-introduce the service followed representations by various community organisations, which expressed grave dissatisfaction with the service provided by the Indian operators.

'We have a number of letters from these organisations complaining about the total lack of service, especially during the early morning and late at night when many people are left stranded without a bus service.'

He said it was not necessary to obtain a further permit from the Local Road Transportation Board as Putco already had the permit and had in fact provided a service in the area previously.

Mr Somar Sitlu, chairman of the Sea Cow Lake Ratepayers' Association, welcomed the Putco service.

Ecab: no levy for housed employees

EAST LONDON — Employers of black labour who provide transport to and from work for their employees could apply for exemption from the increased transport levy, the director of the East Cape Administration Board, Mr Louis Koch, said yesterday.

The levy, which was increased from R1 to R3 a month on November 1, must be paid by all employers in East London, King William's Town, Uitenhage, Despatch and Port Elizabeth who do not provide housing for their employees on their work premises.

Prior to November 1 the levy was not applicable to employers of domestic workers and farm labour.

In a statement issued to clarify the position regarding the levy, Mr Koch emphasised that the board collected the levy on behalf of the Department of Transport and that it was not used for the benefit of the board.

"The regulation as it stands implies that certain categories of employers, inter alia the agricultural sector and the state, irrespective of the fact that housing might be provided on the premises where a black person is employed, are liable for payment of the transport levy," he said.

This, however, was not the intention of the legislator and the board had been informed that the regulation would be changed in January to exclude employers who provide housing for their employees at the place of employment.

"The Ecab applies the regulation as if such employers are exempted. The levy is payable at the respective offices of the board, on the same basis and documentation which is used for the payment of monthly contribution fees for black labour," said Mr Koch.

Employers who provided transport for their workers could apply to the Director-General of the Department of Transport in Pretoria for exemption from the levy.

The levy was extended to include employers in the King William's Town municipal area on December 1. — DDR

'Workers forced into Putco buses' claims

(332) Mercury 23/12/82

Mercury Reporter

ROAD Transportation Board officials, supported by uniformed police, were ordering people out of private vehicles and forcing them to board Putco buses at a road block on the Inanda Road yesterday morning.

These claims were made by angry employers and workers who telephoned the Mercury yesterday, although the police strongly denied that they had forced anybody to board buses.

They emphasised they had played only a supportive role in the road blocks set up by the board.

After a telephone call from his employer the Mercury interviewed Mr Zephalnia Hlatshwayo from Inanda who said he had been forced by police to board a Putco bus.

'A friend offered me a lift to town in his car. I did not pay him, but when we were stopped in the road block, police said he was not allowed to transport me. They ordered me out of the car and told me I had to catch a Putco bus which was waiting at the road block.'

Mr Hlatshwayo said several other people who had been in private vehicles were forced to board the same bus.

'This angered me because I don't want to catch Putco buses,' he said.

A man who owns a commercial delivery company, who did not wish to be named, said police had impounded his company vehicle which he had lent to his workers.

'Because of the boycott my staff were arriving at work late every day, so I told one of the drivers to take the company's vehicle home with him and transport the staff who live at Inanda to work.'

He said this had been going on for a week before the vehicle was stopped yesterday morning.

'The driver was arrested, the vehicle impounded and I had to go out to the Kwa Mashu police station and pay a R100 admission of guilt fine to get it back.'

He said he would have fought the matter on legal grounds, but the vehicle had been needed to make deliveries.

Fines

'This sort of thing doesn't do race relations any good,' he said.

The Mercury received other complaints from black private vehicle owners who said they had had to pay fines because they were giving friends lifts to work.

The official spokesman for the board in Pretoria could not be contacted for comment yesterday afternoon. However, he said earlier in the week that in terms of the Road Transportation Act it was illegal, under certain circumstances, to 'give lifts to strangers' in private vehicles.

A police spokesman strongly denied that people had been forced to use buses.

Boycotters using Indian transport

Mercury Reporter

INANDA bus boycotters are defying the authorities by walking into neighbouring Phoenix and taking Indian-owned buses to reach their destinations in Durban.

Indian bus operators interviewed by the Mercury yesterday reported a 'sudden upswing' in the number of blacks using Indian buses into the city.

Mr Basheer Bux, manager of Mayville Bus Operators, which runs a fleet of 32 buses between Phoenix and Durban, said his buses had carried an 'unusually high' number of black passengers 'over the past few days'.

'We are not restricted from carrying blacks because our permit clearly states that our service is for non-white passengers,' he said. They were, however, restricted from picking up black passengers on the Inanda Road.

He said transport inspectors were keeping a close watch on the Indian buses. 'But we are not breaking the law by carrying black passengers. Many of these people walk to the route used by Indian operators.'

Mr Bux said as most factories were closed for the holidays there had been a significant drop in the number of Indian passengers.

Mr Sudesh Ramdas, a spokesman for Springfield Omnibus Service, which also operates in Phoenix, said their buses too carried many blacks.

Armada Line extend service from US ports

ARMADA/GLTL have announced the extension of their US Great Lakes and Canadian east coast liner service to South Africa and East Africa, to cover the US east coast and Gulf.

The line will offer a monthly independent service from Baltimore, New Orleans and Houston to Cape Town, Port Elizabeth, East London and Durban. Other US ports will be serviced on inducement.

East African ports, such as Dar-es-Salaam and Mombasa, will also be called on an inducement basis.

"Armada/GLTL have operated their lakes liner service to South Africa and East Africa since 1981, and the inclusion of US east coast and Gulf ports is made in an effort to serve our liner clients on a year-round basis," the statement said.

Armada Lines is a member of the Armada Group which was founded in 1972. Armada Lines is operating liner services from US Great Lakes and Canada to West Africa and South-East Africa and from Brazil to West Africa.

Great Lakes Transcaribbean Line (GLTL) is affiliated with Hugo Stinnes and have been operating a liner service from US Great Lakes and Canada to South America for the past 20 years, and since 1981 also to South Africa and East Africa.

Hugo Stinnes is also operating a liner service from Europe to Mexico, the US Gulf and vice versa. Norton Lilly and Co will be acting as general agents for this service in the US and Protos Shipping Ltd will be acting as general agents in Canada, and general agents in South Africa are Taurus Shipping Co (Pty) Ltd.

The first vessel will be the Melos Island loading in Baltimore on January 24, New Orleans on January 31 and Houston on February 3, 1983.

US Lines to take over Mormac's SA services

By GEORGE YOUNG

A MAJOR shake-up on the American flag operations between the US east coast and South Africa is on the cards.

The ambitious US flag carrier United States Lines is negotiating to take over the services to South Africa and to South America operated by the Moore-McCormack Line whose Mormac ships are frequent callers at Port Elizabeth.

Because of the need for providing additional space for containers, some of the Mormac general cargo ships have been modified of late, but this is still not regarded as satisfactory because, being steamers, they are uneconomic.

United States Lines, on the other hand, has 14 cellular container ships building in South Korea, each of 164 240m³ (58 000 tons), and they have ideas for operating a round-the-world container service.

In this they will compete with the only highly remunerative American flag operator Sea Land, of New Jersey, who carry the bulk of the American cargo in the Pacific. United States lines foresee a direct link-up of their service to South and East Africa with Indian Ocean and Pacific routes.

In the past few years when operational costs of American ships have been so high, it has required aid cargoes to make the voyages to Southern Africa viable. The aid has been to East Africa, however, and this has required a long haul back to the United States often with little or no cargo.

The traffic to South Africa was until last year one of the most lucrative for Safmarine, who hired additional carriers to load in Gulf ports and supplement company-owned capacity out of New York. The South Africans at one time were believed to be lifting more than 65% of the American cargoes to Southern Africa.

The business has collapsed now, however, and of all the routes, that from the US Gulf is proving most difficult. Not only the international recession but the higher-priced dollar are blamed for the downturn.

Little further information is forthcoming from the planned takeover by US Lines of the Moore-McCormack ships, but the fact that MM last year turned in a profit of R25 million on a revenue of R200 million was an attraction for US Lines, who seek remunerative routes.

They bought two of the hard-pressed Farrell Line container ships with which to process Pacific container business.

MM admits there has been a fall in earnings in recent months and has to foot the bill totalling R50 million for modifying some of its older ships.

South African yards have been asked to tender for modification on two further ships, but no further developments have been reported.

● See accompanying story on this page about the extension of the Armada Lines service to South Africa to US east coast and Gulf ports.

Workers (332) ordered Stay on to Putco buses — claim

23/12/82

DURBAN—Road Transportation Board officials, supported by uniformed police, ordered people out of private vehicles and told them to board Putco buses at a road block on the Inanda road yesterday morning, it was claimed today.

The claims, made by employers and workers, were denied by the police.

They said they had played a supportive role at road blocks set up by the board.

Mr Zephalnia Hlatshwayo of Inanda said: "A friend offered me a lift to town in his car. When we were stopped at the roadblock, police said he was not allowed to transport me.

"They ordered me out of the car and told me I had to catch a Putco bus which was waiting at the roadblock."

The owner of a commercial delivery company, who lent a vehicle to his workers, said the driver was arrested and the vehicle impounded.—Sapa.

Durban boycott grows

(332)

Sowetan 24/12/82

INANDA bus boycotters are defying the authorities by walking into neighbouring Phoenix and taking Indian-owned buses to reach their destinations in Durban.

Indian bus operators interviewed yesterday reported a sudden upswing in the number of blacks using Indian buses into the city.

Mr Basheer Bux, manager of Mayville Bus Operators, which runs a fleet of 32 buses between Phoenix and Durban, said his buses carried an unusually high number of black passengers over the past few days.

"We are not restricted from carrying (African) blacks because our permit clearly states that our service is for 'non-white' passengers," he said. They were, however, restricted from picking up black passengers on the Inanda road.

He said transport inspectors were keeping a close watch on the Indian buses. "But we are not breaking the law by carrying black passengers. Many of these people walk across to the route used by Indian operators for transport into Durban," he added.

Mr Bux said as most factories were closed for the holidays there had been a significant drop in the number of Indian passengers.

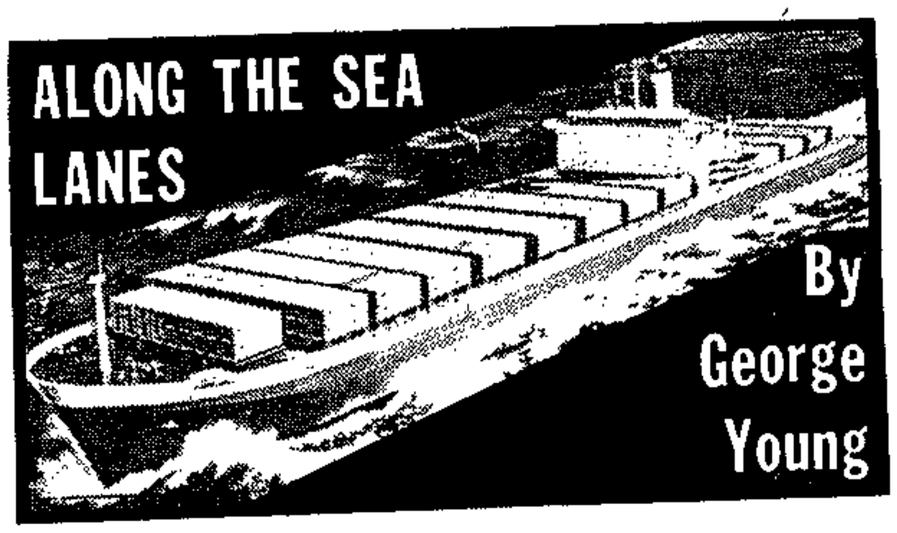
Mr Sudesh Ramdas, a spokesman for Springfield Omnibus Service, which also operates in the Phoenix township, said their buses also carried many blacks. — Sapa.

32 injured as bus overturns in ditch

PLUNGE: The bus that went the wrong way. SEE STORY ON PAGE 1.

Last British ships to pull out of SA run

(332) E. Post 24/12/82



FOR the first time in nearly two centuries of sea trade between Europe and the Cape, there will be no British flag representative on the service next year.

The withdrawal of the two container liners Table Bay and City of Durban, announced in this column recently, removes the last direct connection of British ships with the service which in former years became known as "The Golden Route" because of its profitability.

The container service initiated by Conference Lines with the Republic was introduced after detailed analysis of trade prospects was made about 10 years ago when it was widely believed that the service could sustain 10 large carriers.

In practice, however, there were never more than eight, and from next year this will be reduced to seven. Southbound trade, even in the time of booming gold prices, did not blossom as the lines had expected, and the northbound haul has remained consistently dull, particularly so at present.

From 1983 onwards, or until the Table Bay and City of Durban return, the regular service with Europe will be operated by Safmarine, German, Belgian, Dutch, French and Swedish flag carriers.

Since the downturn in traffic the frequency of sailing has been amended, and the time for the passage also adjusted in an effort to conserve fuel. The slower running of ships necessitated modifications in the engine room because, having been designed for 41km/h (22 knots), the running at 31km/h (17 knots) was not comfortable for the machinery.

The buying spree in the Republic consistent with the gold price boom in 1980 saw an increase of about 40% in southbound cargoes, with a further increase of 25% in 1981. The Table Bay, which had been on charter to Zim Lines, was returned to the route and for a spell the biggest ships secured more than adequate revenue southbound to meet off season effects and smaller cargoes northbound.

Now, the Table Bay has been chartered out to the Australian service and renamed Tolaga Bay. She required considerable attention to piston liners in course of an extensive overhaul in Europe before starting the charter.

The City of Durban, which terminated her last southbound voyage at Cape Town and transhipped Port Elizabeth and Durban containers to the SA Langeberg, will help move the lamb exports from New Zealand to Britain.

The Dutch liner Nedlloyd Hoorn, designed for the Cape route, delivered in 1978 but not yet used down this way, will be brought on the run under control of Ellerman-Harrison for the fruit export season. She has a larger refrigerated space than some of the other vessels. Nedlloyd Hoorn has been trading to the Far East.

The experience of Conference Lines on the South African trade emphasises again the peril of long-term prognostications since the imponderables inherent in sea trade create numerous unforeseen problems.

The downturn in world trade in the past six months has been a severe blow, and consistent with this are the continued operations by rate-cutting independents who, while suffering acute profitability hassles themselves, constitute a serious embarrassment to the long-established lines.

The plight of the shipping line necessitates continued rationalising, trimming of costs, and the employment of the most economic ships to their optimum. Vessels more than 15 years old are in terms of current operation no longer economic.

Also, European-owned ships are suffering problems with wage bills thanks to the persistent claims of unions for higher pay and shorter hours. This has produced a selling-off of ships to breakers or foreign flags, and their replacement with ships employing much cheaper Asian staffs.

In order to save more vessels from being laid up and crews paid off, owners are running craft at slower speed, reducing frequency of sailings and protracting repair periods.

If the biggest container liners on the Cape trade were to operate at full speed as originally intended and sailings were effected every six days, there would be insufficient cargo and owners would be headed for the bankruptcy court.

But what are the prospects now of an improvement in sea trade?

Optimists talk of two or three years, but short of a sudden upsurge in the American economy, the astute forecaster can see no prospect of any improvement.

In South Africa the industrial machine is not improving, and the sight of lines of empty dock wharves is testimony to an international malaise which confounds the experts and produces interminable hardship for the unemployed.

However, the lesson of history is that the enterprising shipowner who seeks out new fields of business in times of hardship is well situated to exploit his new stamping ground when traffic improves.

For South African shipping enterprises the emphasis must now be to exploit new trades hitherto left untouched because of prosperity of established routes, and to do this could well demand a putting together of the best brains of Safmarine and Unicorn, instead of the two concerns paddling in their own pools.

did you hear

That the *FM* is either psychic or knows Sun City's business better than does Sun City itself? It asked for confirmation early in 1982 that superstar Shirley Bassey had been invited back for Christmas. The story was vehemently denied.

?

That a Durban Publicity brochure lists among the city's attractions the "largest open air golf course in the world?"

?

The reply to an inquiry on the whereabouts of a top Escom man this week? "He is in Pretoria discussing the Koeberg explosions but he should be back by midday because I do not think the government will be buying him lunch."

?

Of the trend among British pipe *aficionados* to send the world's leaders up in a puff of smoke? To do this, they are buying handcrafted £200 pipes which boast the faces of Sir Winston Churchill and Ronald Reagan, to name but two. Proving the most popular is the Margaret Thatcher bowl, even though the caption beneath her face suggests: "The lady's not for burning."

?

"We hope that every consumer will enjoy his holiday in the best possible way as befits worthy national citizens. Here we specifically refer to the abuse of alcohol."
(Christmas newsletter of the SA Co-ordinating Consumer Council.)

SA SPORT

Sticky wicket

A touring side representing a major sport would normally be expected to generate not only great sporting excitement, but also a healthy profit for the hosts.

Not so the recently ended cricket tour of SA by the unofficial "Arosa XI" from Sri Lanka. Their embarrassingly bad performance over the 14-match R600 000 loss-making series against the Springboks has, however, less to do with the visitors' cricketing ability than with the politicised state of SA sport.

After all, as much national adrenalin seems to be triggered by the spectacle of SA organisers, armed with cheque-books, attempting to crack the wall of their world sporting isolation by stealthily cobbling together teams that enter through the back door. A few months ago, a similarly arranged soccer tour aborted when leading local black teams pulled out of the fixtures. Many now wonder whether these kinds of tours are worth the results.

For their pains (and financial reward), the Arosa men face a lifetime ban on their careers back home and elsewhere because of the UN-observed "blacklist" of sportspersons who "play with apartheid." The Sri Lankan government roundly condemned their nationals for coming out here, while, incidentally, its official team was batting across the border against Zimbabwe.

Some see positive results in that the team was the first-ever black side to face the Boks in SA. This is a remarkable development in a country that brought upon itself international opprobrium and ostracism by refusing to allow coloured cricketer and former South African, Basil D'Oliviera, to play here as a member of the England XI in 1968.

Over the years, though, isolation pushed government towards expediently absolving sport from various laws that prohibit mixed playing. Although clarity is lacking, provisions of various statutes such as the Separate Amenities, Liquor and Group Areas Acts are currently waived where they impinge on multiracial sport.

But, in the meantime, powerful lobbies campaigning against SA's re-entry into world sport have grown up. Locally, the SA Council of Sports (Sacos) and its sister organisation abroad, the SA Non-Racial Olympic Committee (Sanroc) remain unmoved by the "multiracial" claims of the various sports-controlling bodies. Sacos's line is that there can be "no normal sport in an abnormal society." "Multiracial" sport is dismissed by it as "window-dressing" — in reality intended to secure SA admission to world arenas.

The SA Cricket Union (Sacu), organiser of the Sri Lankan tour, holds that since the mid-Seventies, it has met the International Cricket Council's conditions for re-admission to world-class competition. Sacu maintains it has done all a sports administering body can do to de-racialise the game at all levels. "Open" club membership, merit selection and "mixed" officialdom are examples of multiracialism.

But Sacos will have none of it. Sport, it argues, is an "integral part of society." How "normal" can it therefore be, questions Sacos, when the whole thrust of government policy is to maintain separation through laws like the Group Areas Act and separate schooling and facilities?

Meanwhile, with the blessing of the Minister in charge of sport, Gerrit Viljoen, moves are afoot to establish a central sports controlling body, the SA Sports Council. This follows last month's national sports congress in Johannesburg, where a number of recommendations made by the Human Sciences Research Council (HSRC) were considered. A thorny issue with implications for sporting autonomy was future financing of the R500m/year concern. The HSRC looked at more than 100 sports and put forward 154 proposals to improve matters and streamline organisation. Formal reaction is awaited from the various sports bodies which took part.

Umbrella body

Among the proposals are that a single umbrella body be created for school sport to cater for all races, that sport be "depoliticised" by granting local authorities autonomy to provide open or restricted facilities, the establishment of a national sports council and (yet another) investigation into discriminatory legislation designed to rid sport of "unjustifiable discrimination."

These concerns perhaps best reflect the politicised nature of SA sport and confusion over what is legal and what is not. There are, for example, three separate committees currently investigating the effects of the Separate Amenities Act on sport. And following November's national sports congress, local authorities want a special conference to discuss implications of the proposals before responding. Their position is somewhat complicated by Pretoria's mooted "new dispensation" for local government.

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BUS BOYCOTTS 332

Symbol of grievance

The Buthelezi Commission found that blacks in SA are becoming increasingly angry and frustrated. That finding seems to have been vindicated this month when bus fare increases in Natal were met by stonings and boycotts from protesting passengers. Both transport operators involved, the Durban Transport Management Board (DTMB) and Putco, claim that the violence was totally unexpected.

But community leaders countered that they had warned that some resistance to

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the proposed fare increases could be expected. Predictably, agitators and intimidators were said to be behind the protests — an accusation that could have some merit considering that the trouble was largely confined to certain routes like Clermont, Lamontville, Malakazi and Inanda. Colin Bailey, Putco's Natal area manager, points out that a similar increase earlier this month in Pretoria and Johannesburg went without a hitch.

If the sudden outburst of violence came as a surprise to the bus operators, it was not totally unexpected in other quarters. Professor Laurie Schlemmer, head of the Department of Applied Social Sciences at the University of Natal, says the reaction is the logical consequence of the recession and the deteriorating economic position of blacks. He notes that family budgets are most strained at Christmas time. Wage increases have virtually stopped and there is widespread unemployment — particularly among the youth.

"During a period of reduced real incomes, increases tend to create the impression that people are being squeezed," he says. The fact that most of the violence took place in the "squatter" areas, where there is a particularly high percentage of unemployment, reinforces his conclusions. However, both the DTMB and Putco expect the boycott to be short-lived. At the weekend, there were already signs that commuters were beginning to return to the buses and stonings had virtually ceased.

Although the buses were still carrying at under capacity, the companies maintain that this is due more to a seasonal drop-off than the boycott. Head of the DTMB, Marshall Cuthbert, says he expects all services to be back to normal by the time workers return to their jobs in the new year. "At 12%, the level of increase was reasonable and our service has a good reputation. Let's hope sense prevails," he says.

There are signs, however, that bus boycotts, like other boycotts, could become a new means of articulating black political frustration. The boycott of the Department of Transport's bus service from Impendle to Howick, for example, is now into its second month and shows no sign of abating. This implies that if boycotts are a symptom of deeper political ills, it will take more than the good cheer of the festive season to cure them.

face to face

ARCHBISHOP DENNIS HURLEY

Christians and war

The South African Defence Force raid on ANC terrorist hideouts in Maseru has provoked diverse reactions. In some quarters the strike is being seen as a justified blow to nip in the bud ANC plans to escalate urban terror over the festive season. Others have condemned the raid. The Most Reverend Dennis Hurley, Archbishop of Durban, is among those who believe it can only lead to an escalation of violence. This week he spoke to the *FM*.

***FM:* You have condemned the raid by the SA forces into Lesotho. Does this mean that you condone acts of terror perpetrated in SA by the ANC?**

Hurley: I don't condone them. I am opposed to any form of violence. But I think I do understand them. The ANC represents a militaristic dimension of the reaction of blacks in SA to the oppression they experience. The oppression is very real, it affects every aspect of their lives. It is inevitable that men should react against this kind of oppression as they have done all over the world since time immemorial. That reaction is now taking a more aggressive form in the direction taken by the ANC.

The SADF has claimed that its intrusion into Lesotho was designed to curtail acts of terror over the Christmas season. Does this justify what they did?

We have not had the full facts. Obviously one can't make a definitive judgment without the facts. Unfortunately, I suspect all facts offered by the SADF ever since the Angola debacle. Such a stupendous lie perpetrated at that time makes you lose confidence in their ability to give the facts.

The SADF believes in a policy of "hot pursuit" even if that means following its enemies over international borders. How far should the Defence Force go in protecting the security interests of the State?

This brings us to the question of military strategy versus political strategy. If you accept that the policies of white SA are justifiable, then obviously you justify the military strategy to defend and promote them. The question for me is: "Is the political strategy of SA defensible?" I don't think it is. I can't accept it because it's too blatant and obvious an example of the oppression of one people by another. There's always going to be a reaction to it and a reaction against that reaction and so we are into a spiral of violence that has its source in the injustice of the SA system.

There is a well-known biblical maxim that says "an eye for an eye and a tooth for a tooth." Do you regard the SA raid into Lesotho as unchristian?

The question of Christian attitudes to violence is a matter that has been debated for 1 500 years and it's very hard to give a definite opinion about it. There are the theories of the "just war" which justifies Christians taking up arms for a just cause. There are other attitudes which hold that the gospel of Jesus Christ takes up a position against all violence. The debate has escalated as a result of the nuclear situation. It is a very complex question.

The Church seems to place great store in the "just war" theory. Do you regard SA's war against urban terrorism as just?

It depends on what has caused the war. If the war is the result of a reaction of people who are being unjustly oppressed, then I think the real blame lies with those who are guilty of the oppression. This is what is known as structural violence — that is, violence built into the political structures of a country by which those in authority oppress their subjects and subordinates. In assessing what is just or unjust, one would have to look at the total picture and the reasons why the fighting breaks out.

In the Zimbabwean war the Catholic Church was seen to be somewhat supportive of terrorist movements. Do you foresee a similar situation developing in the SA context?

I don't think the Catholic Church was supportive of the rebels. In a civil war the church has to try and deal humanely and justly with the participants on both sides. The Church found itself caught in a struggle between two forces. I don't think it really approved of what was going on on either side, but it did recognise that the rebels under Robert Mugabe had fairly good reasons for wanting to change the government. And this same situation could happen in SA.

What is the Church's view of its members playing an active role in the affairs of the SADF?

The Church has made no clear statement on this. But it was hinted very strongly in our report on Namibia that we could not see how the present occupation of Namibia by SA is justified. Obviously, there are conclusions to be drawn from that.

Big rise in rail fares for City

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Staff Reporter

COMMUTER rail tariffs from various stations in the Peninsula will rise by almost twice the average 15 percent announced by S A Transport Services (Sats) from tomorrow.

Confirming that rises of 26 percent would be applicable at some stations, a Sats spokesman said the move was made necessary by a cost-efficient streamlining of the tariff structure.

Irate rail commuters yesterday complained to the Cape Times that they had been left in the dark until yesterday on the new fare structure, which they did not believe was reasonable.

A Mowbray woman complained: "Why should I have to pay the same to get to town as somebody travelling all the way from Claremont?"

A St James caller said the Sats move was a total restructuring of fares, which had been sprung on travellers without warning.

A Sats spokesman said fares had previously been worked out on a kilometre basis, but from January 1 the structure would be based on 5km intervals, which meant a commuter travelling 11km would pay the same as one going 15km.

A third-class monthly ticket covering a distance of 11km, for example, would now cost R6,30, against R5,00 previously — an increase of 26 percent on the old price — the ticket for 12km would also cost R6,30, up from R5,30 — an increase of 18,9 percent — the 13km ticket goes up by 14,5 percent from R5,55; the 14km ticket by 8,6 percent from R5,80; and the 15km ticket by 5 percent from R6.

Reacting to complaints that the new fare structure penalized longer-distance commuters, the spokesman said this was obviously not the case, as within the 5km zones the percentage rise was in fact smallest for those travelling the longer distance.

'More efficient'

The new system, which allowed one ticket to serve each distance group, would be easier, more efficient, and cheaper to operate, he said.

● Tomorrow's Sats rail tariff increases will further narrow the gap between what the passenger pays and what it costs to carry him, and in some cases make it cheaper to travel by bus.

According to the City Tramways' journal Tollgate, the two rail increases in the past 10 months — amounting to about twice the annual inflation rate — have had the effect of bringing at least first-class train fares very much more in line with the fully-eco-

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nomic cash bus fares. It is now cheaper for the first-class passenger to travel on the subsidized weekly clipcard, which allows 10 bus rides.

Clipcards cost more

The cost of a weekly clipcard ticket is, however, still far above the third-class weekly rail ticket.

On a single basis, it will cost 65c to travel by bus from the City to Wynberg, 60c by first-class rail and 50c third-class. On a weekly basis, the bus would cost R3,50, first-class rail R4,50, and third-class rail R1,50.

Tollgate points out that Sats passengers are being subsidized by both cross-subsidies from other Sats services and allocations from the Treasury, and that the estimated loss on rail passenger services this year was R690-million.